

**2012 No. 1308**

**ROAD TRAFFIC**

**The M6 Motorway (Junctions 16-19 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2012**

*Made* - - - - *8th May 2012*

*Coming into force* - - *13th May 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 Motorway and its slip roads, is satisfied that traffic on sections of that motorway and on seven of those slip roads in Cheshire East should be prohibited and restricted because works are proposed to be executed thereon:

NOW, THEREFORE, the Secretary of State, in exercise of the powers conferred by section 14(1)(a) and (7) of the Road Traffic Regulation Act 1984<sup>(a)</sup> hereby makes the following Order:-

1. This Order may be cited as the M6 Motorway (Junctions 16-19 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2012 and shall come into force on 13th May 2012.

2. In this Order:

“the motorway” means the M6 Motorway between Junctions 16 and 19;

“the first length of carriageway” means the northbound carriageway of the motorway from a point 1700 metres south of the centreline of Congleton Road (Junction 17) overbridge to a point 850 metres north of the centreline of Holmes Chapel North (Junction 18) overbridge;

“the second length of carriageway” means the southbound carriageway of the motorway from a point 1900 metres north of the centreline of Holmes Chapel North (Junction 18) overbridge to a point 300 metres south of the centreline of Congleton Road (Junction 17) overbridge;

“the third length of carriageway” means the northbound carriageway of the motorway from a point 400 metres south of the centreline of Congleton Road (Junction 17) overbridge to a point 600 metres north of the centreline of Holmes Chapel North (Junction 18) overbridge;

“the fourth length of carriageway” means the southbound carriageway of the motorway from a point 600 metres north of the centreline of Holmes Chapel North (Junction 18) overbridge to a point 200 metres south of the centreline of Congleton Road (Junction 17) overbridge;

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(a) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 1991 (c.26), section 1(1) and Schedule 1

“the first slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 17;

“the second slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 17;

“the third slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 17;

“the fourth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 18;

“the fifth slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 18;

“the sixth slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 18;

“the seventh slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 18;

“hardshoulder” has the meaning given in regulation 3(1)(e) of the Motorways Traffic (England and Wales) Regulations 1982(a);

“the first length of hardshoulder” means the hardshoulder adjacent to the third length of carriageway;

“the second length of hardshoulder” means the hardshoulder adjacent to the fourth length of carriageway;

“the first works period” means periods overnight between 2200 hours and 0500 hours (ending at 0700 hours on Saturday and Sunday mornings) starting on Monday 14 May 2012 and ending on Friday 13 July 2012. However, works may start and continue between the same times on subsequent nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the work;

“the second works period” means three nights between 2200 hours and 0500 hours (ending at 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 14 May 2012 and ending on Friday 13 July 2012. However, works may start and continue between the same times on subsequent nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the work;

“the third works period” means five nights between 2200 hours and 0500 hours (ending at 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 14 May 2012 and ending on Friday 13 July 2012. However, works may start and continue between the same times on subsequent nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the work;

“works” means resurfacing and associated works on the motorway;

**3.** Subject as mentioned in articles 8 and 9 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first and second lengths of carriageway or the first and second lengths of hardshoulder at a speed exceeding 50 miles per hour.

**4.** Subject as mentioned in article 8 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the third and fourth lengths of carriageway.

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(a) S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364.

**5.** Subject as mentioned in article 8 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the first, second and third slip roads.

**6.** Subject as mentioned in article 8 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the fourth, fifth, sixth and seventh slip roads.

**7.** The provisions of regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Motorways Traffic (England and Wales) Regulations 1982 **(a)** are suspended in relation to the lengths of hardshoulder defined in article 2 of this Order at such times and to such extent as may be indicated by traffic signs; and in this article, “hardshoulder” has the meaning given in regulation 3(1)(e) of those Regulations.

**8.** The provisions of articles 3, 4, 5 and 6 of this Order shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs, and shall not apply to a vehicle being used for emergency purposes by the police, fire and rescue authority or ambulance services or anything done at the direction, or with the permission, of a constable, or a traffic officer in uniform.

And nothing in articles 4, 5 and 6 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

**9.** No speed limit imposed by this Order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011**(b)** when used in accordance with regulation 3(5) of those Regulations.

Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

8th May 2012

*A Withington*  
Service Delivery Team Leader  
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Highways Agency

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**(a)** S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364.  
**(b)** S.I. 2011/935.