

2014 No. 2784

ROAD TRAFFIC

The M6 Motorway (Junctions 16-18 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014

Made - - - - *24th September 2014*

Coming into force - - *12th October 2014*

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 six 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) & (7) of the Road Traffic Regulation Act 1984 (a), hereby makes the following Order:-

1. This Order may be cited as the M6 Motorway (Junctions 16-18 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on the 12th October 2014.

2. In this Order;

“the motorway” means the M6 Motorway between Junctions 16 and 18;

“the first length of carriageway” means the northbound carriageway of the motorway from a point 500 metres north of the centreline of Day Green Road overbridge to a point 600 metres south of the centreline of Brindley Lane overbridge;

“the second length of carriageway” means the southbound carriageway of the motorway from a point 200 metres south of the centreline of Whitening House overbridge to a point 500 metres south of the centreline of Church Lane overbridge;

“the third length of carriageway” means the northbound carriageway of the motorway from a point 300 metres south of the centreline of Church Lane overbridge to a point 900 metres south of the centreline of Brindley Lane overbridge;

“the fourth length of carriageway” means the southbound carriageway of the motorway from a point 800 metres south of the centreline of Brindley Lane overbridge to a point 300 metres south of the centreline of Church Lane overbridge;

(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 exit slip road leading from the northbound carriageway of the motorway at Junction 17;

“the second slip road” means the entry slip road leading to 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 17;

“the fifth slip road” means the exit slip road leading from the northbound carriageway of the motorway to Sandbach Service Area;

“the sixth slip road” means the entry slip road leading to the northbound carriageway of the motorway from Sandbach Service Area;

“works” means maintenance works and works associated with the M6 Junction 17 Pinch Point Scheme;

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

“the lengths of hardshoulder” means the hardshoulder adjacent to the third and fourth lengths of carriageway;

“the first works period” means a period starting at 0001 hours on Monday 13th October 2014 and ending at 2359 hours on Saturday 28th February 2015. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work.

“the second works period” means seven nights between 2200 hours and 0700 hours (ending at 0500 hours on weekday mornings) during a period starting on Monday 13th October 2014 and ending on Saturday 28th February 2015. 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 periods overnight between 2000 hours and 0700 hours (ending at 0500 hours on weekday mornings) during a period starting on Monday 13th October 2014 and ending on Saturday 28th February 2015. 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.

3. 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.

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

(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 no person shall, during the second works period, cause or permit any motor vehicle to enter or proceed in the third and fourth lengths of carriageway.

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

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

8. The provisions of articles 4, 5, 6 and 7 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 of, or with the permission, of a constable, or a traffic officer in uniform.

And nothing in articles 5 and 7 of this Order shall apply to any vehicle being used in connection with the said works or to vehicles being used for winter maintenance purposes 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(a) when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State for Transport

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R Baldwin
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24th September 2014

(a) S.I. 2011/935