

2014 No. 397

ROAD TRAFFIC

The M6 Motorway (Junctions 20-21a Northbound and Southbound Carriageways, Link and Slip Roads) and the M62 and M56 Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2014

Made - - - - *12th February 2014*

Coming into force - - *19th February 2014*

WHEREAS the Secretary of State for Transport being the traffic authority for the M6, M62 and M56 Motorways and their link and slip roads is satisfied that traffic on sections of those motorways and on nine of those link roads and of those slip roads in the District of Warrington 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 (a), hereby makes the following Order.

1. This Order may be cited as the M6 Motorway (Junctions 20-21a Northbound and Southbound Carriageways, Link and Slip Roads) and the M62 and M56 Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on the 19th February 2014.

2. In this Order:

“the motorway” means the M6 Motorway;

“the tip of the nosing of the exit slip road” means the last point at which the slip road leaves the carriageway of the motorway;

“the tip of the nosing of the entry slip road” means the first point at which the slip road joins the carriageway of the motorway;

“works” means bridge and associated works at Thelwall Viaduct;

“the first length of carriageway” means the northbound carriageway of the motorway from a point 970 metres north of the centreline of the A50 Lymm Interchange New overbridge to a point 150 metres south of the centreline of Moss Brow New overbridge;

“the second length of carriageway” means the southbound carriageway of the motorway from a point 440 metres south of the centreline of Woolston Grange Railway underbridge to a point 170 metres south of the centreline of Massey Brook Lane New underbridge;

(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 third length of carriageway” means the northbound carriageway of the motorway from a point 370 metres north of the centreline of the A50 Lymm Interchange New overbridge to a point 970 metres north of the centreline of the A50 Lymm Interchange New overbridge;

“the fourth length of carriageway” means the southbound carriageway of the motorway from a point 160 metres north of the centreline of Woolston Grange Railway underbridge to a point 440 metres south of the centreline of Woolston Grange Railway underbridge;

“the fifth length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 20 to the tip of the nosing of the entry slip road at Junction 21;

“the sixth length of carriageway” means the southbound carriageway of the motorway from the last point where the link road to the M62 eastbound at Junction 21a leaves the carriageway to the point where the tip of the nosing of the entry slip road at Junction 20;

“the seventh length of carriageway” means the northbound carriageway of the motorway from a point 250 metres south of the centreline of Massey Brook Lane New underbridge to a point 355 metres south of the centreline of Moss Brow overbridge;

“the eighth length of carriageway” means the southbound carriageway of the motorway from a point 50 metres north of the centreline of Moss Brow New overbridge to a point 5 metres north of Bridgewater Canal New underbridge;

“the ninth length of carriageway” means the northbound carriageway of the motorway from a point 40 metres north of the centreline of Bridgewater Canal New underbridge to a point 50 metres south of the centreline of Martinscroft New overbridge;

“the tenth length of carriageway” means the southbound carriageway of the motorway from a point 50 metres south of the centreline of Martinscroft New overbridge to a point 40 metres north of the centreline of Bridgewater Canal New underbridge;

“the first slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 21;

“the second slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 21;

“the third slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 21;

“the fourth slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 21;

“the fifth slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 20

“the first link road” means the M62 westbound to M6 southbound link road from the last point where it diverges from the M62 westbound to M6 northbound link road to the first point where it joins the M6 southbound;

“the second link road” means the M62 eastbound to M6 southbound link road from the last point where the M62 eastbound to M6 northbound link road leaves the M62 to the first point where it joins the M6 southbound;

“the third link road” means the link road leading from the southbound carriageway of the M6 Motorway to the westbound carriageway of the M62 Motorway;

“the fourth link road” means the M56 westbound to M6 northbound link road from the last point where the M56 westbound to A50 link road leaves the M56 to the first point where it joins the M6 northbound;

“the fifth link road” means the M56 eastbound to the M6 northbound link road from the last point where the M56 eastbound to A50 link road leaves the M56 to the first point where it joins the M6 northbound;

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

“overall width” has the meaning given in regulation 3 (2) of the Road Vehicles (Construction and Use) Regulations 1986 (b);

“the lengths of hardshoulder” means the hardshoulders adjacent to the seventh and eighth lengths of carriageway;

“the first works period” means a period starting at 2200 hours on Sunday 23 February 2014 and ending at 0500 hours on Wednesday 7 May 2014. 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 periods overnight between 2200 hours and 0500 hours during a period starting on Sunday 23 February 2014 and ending on Wednesday 7 May 2014. However, work 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 0500 hours during a period starting on Thursday 20 February 2014 and ending on Wednesday 7 May 2014. However, work 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. Subject as mentioned in article 11 of this Order no person shall, during the first works period, cause or permit any motor vehicle to be driven at a speed exceeding 40 miles per hour in the first, second, ninth and tenth lengths of carriageway, the first, second, third and fourth slip roads or the lengths of hardshoulder.

4. Subject as mentioned in article 11 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 third and fourth lengths of carriageway or the fifth slip road.

5. Subject as mentioned in article 11 of this Order no person shall, during the first works period, cause or permit any motor vehicle to enter or proceed in the ninth and tenth lengths of carriageway.

6.

1. During such times as pursuant to article 11 of this Order, during the first works period movement of traffic is prohibited in one or more lanes of the ninth length of carriageway but is not prohibited in any lane of the tenth length of carriageway, no person shall cause or permit any motor vehicle to enter or proceed in one or more lanes of the tenth length of carriageway in any direction other than northbound;

2. During such times as pursuant to article 11 of this Order, during the first works period movement of traffic is prohibited in one or more lanes of the tenth length of carriageway but is not prohibited in any lane of the ninth length of carriageway, no person shall cause or permit any motor vehicle to enter or proceed in one or more lanes of the ninth length of carriageway in any direction other than southbound;

3. When pursuant to article 11 of this Order, movement is prohibited in one or more lanes of a carriageway but is not prohibited in any lane of the corresponding length of the

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

(b) s.1 1986/1078 to which there are amendments not relevant to this Order.

other carriageway. The provisions of this article with respect to that other carriageway shall apply to that length of carriageway.

7. Subject as mentioned in article 11 of this Order no person shall, during the first works period, cause or permit any motor vehicle with an overall width exceeding 1.95 metres (6 feet 6 inches) to enter or proceed in a lane of the seventh or eighth lengths of carriageway, as indicated by traffic signs.

8. Subject as mentioned in article 11 of this Order no person shall, during the second works period, cause or permit any motor vehicle to enter or proceed in the fifth, sixth, seventh and eighth lengths of carriageway.

9. Subject as mentioned in article 11 of this Order no person shall, during the third works period, cause or permit any motor vehicle to enter or proceed in the first, third, fourth and fifth slip roads and the first, second, third, fourth and fifth link roads.

10. 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.

11. The provisions of articles 3, 4, 5, 6, 7, 8, and 9 of this Order shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs and shall not apply to any vehicle being used for emergency purposes by the police, fire and rescue or ambulance services or to any vehicle proceeding at the direction, or with the permission, of a constable, or traffic officer in uniform.

Nothing in articles 5, 6, 7 and 8 of this Order shall apply to vehicles being used in connection with the works, or to vehicles being used for winter maintenance purposes or by traffic officers.

11. 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.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate
Store Street
Manchester
M1 2WD

R Baldwin
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

12th February 2014

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