

2012 No. 1962

ROAD TRAFFIC

The M6 Motorway (Junctions 26-30 Northbound and Southbound) and the M61 Motorway (Junction 9 Northbound and Southbound) (Temporary Prohibition and Restriction of Traffic and Temporary Suspension of Statutory Provisions) Order 2012

Made - - - - *17th July 2012*
Coming into force - - *24th July 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 and M61 Motorways and their slip roads and link roads, is satisfied that traffic on sections of those motorways, on twenty-two of those slip roads and on one of those link roads in the District of Wigan in Greater Manchester and the Districts of West Lancashire, Chorley and South Ribble in the County of Lancashire should be prohibited and restricted because works are proposed to be executed thereon; and whereas the Secretary of State for Transport in accordance with section 14(3) of the Road Traffic Regulation Act 1984(a) has had regard to the existence of alternative routes suitable for the traffic which will be affected by this Order:

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 26-30 Northbound and Southbound) and the M61 Motorway (Junction 9 Northbound and Southbound) (Temporary Prohibition and Restriction of Traffic and Temporary Suspension of Statutory Provisions) Order 2012 and shall come into force on 24th July 2012 and remain in force until 26th October 2012.

2. In this Order:

“a reference to a numbered column is to the column in the Schedule to this Order bearing that number

“the tip of the nosing of the exit slip road” means the last point where the slip road leaves the carriageway of the M6 or M61 Motorway;

“the tip of the nosing of the entry slip road” means the first point where the slip road joins the carriageway of the M6 or M61 Motorway;

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

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

“the lengths of hardshoulder” means the lengths of hardshoulder adjacent to the lengths of carriageway specified in Part 2 of the Schedule.

“the works period” means periods overnight between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Wednesday 25 July 2012 and ending on Friday 26 October 2012;

“works” means resurfacing, road marking, electrical loop installation, cyclical maintenance works and small works on the M6 and M61 Motorways and their slip and link roads;

3. Subject to as mentioned in articles 7 and 8 of this Order, during the works period, no person shall cause or permit any motor vehicle to be driven in the lengths of carriageway described in Part 1 of the Schedule to this Order, or the lengths of hardshoulder as defined in article 2 of this Order, at a speed exceeding 50 miles per hour.

4. Subject to as mentioned in article 7 of this Order, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the lengths of carriageway described in Part 2 of the Schedule to this Order.

5. Subject to as mentioned in article 7 of this Order, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the slip roads or the dedicated link road described in Part 3 of the Schedule to this Order.

6. 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.

7. The provisions of articles 3, 4 and 5 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 and 5 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

8. 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

A Withington
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

17th July 2012

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

(b) S.I. 2011/935.

SCHEDULE

PART 1

Article 3	
Description of lengths of carriageway	Speed restriction
1. The M6 Motorway northbound carriageway between Junctions 26 and 30 from a point 2000 metres south of the tip of the nosing of the exit slip road at Junction 26 to the centreline of Higher Walton Viaduct.	50 mph
2. The M6 Motorway southbound carriageway between Junctions 30 and 26 from a point 2000 metres north of the centreline of Higher Walton Viaduct to a point 250 metres south of the tip of the nosing of the entry slip road at Junction 26.	50 mph
3. The M61 Motorway northbound carriageway between Junction 9 and the M6 Junction 30 from a point 2000 metres south of the tip of the nosing of the exit slip road at Junction 9 to the centreline of Higher Walton Viaduct.	50 mph
4. The M61 Motorway southbound carriageway from M6 Junction 30 to M61 Junction 9 from a point 2000 metres north of the centreline of Higher Walton Viaduct to a point 250 metres south of the tip of the nosing of the entry slip road at Junction 9.	50 mph

PART 2

Article 4	
Description of lengths of carriageway	
1. The M6 Motorway northbound carriageway between Junctions 26 and 30 from a point 250 metres south of the tip of the nosing of the exit slip road at Junction 26 to the centreline of Higher Walton Viaduct.	
2. The M6 Motorway southbound carriageway between Junctions 30 and 26 from a point 250 metres north of the centreline of Higher Walton Viaduct to a point 250 metres south of the tip of the nosing of the entry slip road at Junction 26.	
3. The M61 Motorway northbound carriageway between Junction 9 and the M6 Junction 30 from a point 250 metres south of the tip of the nosing of the exit slip road at Junction 9 to the centreline of Higher Walton Viaduct.	
4. The M61 Motorway southbound carriageway between the M6 Junction 30 and Junction 9 from a point 2000 metres north of the centreline of Higher Walton Viaduct to a point 250 metres south of the tip of the nosing of the entry slip road at Junction 9.	

PART 3

Article 5

Description of slip roads and the dedicated link road
1. The exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 26.
2. The entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 26.
3. The exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 27.
4. The entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 27.
5. The exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 28.
6. The entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 28.
7. The exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 29.
8. The entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 29.
9. The exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 26.
10. The entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 26.
11. The exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 27.
12. The entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 27.
13. The exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 28.
14. The entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 28.
15. The exit slip road leading from the southbound carriageway of the M6 Motorway at Junction 29.
16. The entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 29.
17. The dedicated link road leading to the southbound carriageway of the M6 Motorway from the M65 westbound.
18. The entry slip road leading to the northbound carriageway of the M61 Motorway at Junction 9.
19. The exit slip road leading from the southbound carriageway of the M61 Motorway at Junction 9.
20. The exit slip road leading from the northbound carriageway of the M6 Motorway to Charnock Richard Service Area.
21. The entry slip road leading to the northbound carriageway of the M6 Motorway from Charnock Richard Service Area.
22. The exit slip road leading from the southbound carriageway of the M6 Motorway to Charnock Richard Service Area.
23. The entry slip road leading to the southbound carriageway of the M6 Motorway from Charnock Richard Service Area.