STATUTORY INSTRUMENTS

2009 No. 3353

ROAD TRAFFIC

The M6 Motorway (Junction 42-44, Northbound and Southbound Carriageways and Junction 43 Northbound Entry and Southbound Exit Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2009

Made - - - -	*9 December 2009*
Coming into force - -	*3 January 2010*

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 two of those slip roads in the District of Carlisle in the County of Cumbria 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 (Junction 42-44, Northbound and Southbound Carriageways and Junction 43 Northbound Entry and Southbound Exit Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2009 and shall come into force on 3 January 2010.

2. In this Order:

"the motorway" means the M6 Motorway between Junctions 42 and 44;

"the tip of the nosing of the entry slip road" means the first point where the slip road joins the carriageway of the motorway;

"the tip of the nosing of the exit slip road" means the last point where the slip road leaves the carriageway of the motorway;

"overall width" has the meaning given in regulation 3 (2) of the Road Vehicles (Construction and Use) Regulations 1986 **(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.1. 1986/1078 to which there are amendments not relevant to this Order.

"the first length of carriageway" means the northbound carriageway of the motorway from a point 1680 metres south of the tip of nosing of the exit slip road at Junction 43 to a point 3250 metres north of the tip of the nosing of the entry slip road at Junction 43;

"the second length of carriageway" means the southbound carriageway of the motorway from a point 880 metres south of the tip of the nosing of the entry slip road at Junction 44 to a point 320 metres south of the tip of the nosing of the exit slip road at Junction 43;

"the third length of carriageway" means the northbound carriageway of the motorway from a point 370 metres north of the tip of the nosing of the entry slip road at Junction 43 to a point 2950 metres north of the tip of the nosing of the entry slip road at Junction 43;

"the fourth length of carriageway" means the southbound carriageway of the motorway from a point 3070 metres north of the tip of the nosing of the exit slip road at Junction 43 to a point 490 metres north of the tip of the nosing of the exit slip road at Junction 43;

"the fifth length of carriageway" means the northbound carriageway of the motorway from a point 680 metres north of the tip of the nosing of the entry slip road at Junction 43 to a point 2610 metres north of the tip of the nosing of the entry slip road at Junction 43;

"the sixth length of carriageway" means the southbound carriageway of the motorway from a point 2610 metres north of the tip of the nosing of the exit slip road at Junction 43 to a point 690 metres north of the tip of the nosing of the exit slip road at Junction 43;

"the seventh length of carriageway" means the northbound carriageway of the motorway from a point 270 metres north of the tip of the nosing of the entry slip road at Junction 43 to a point 3010 metres north of the tip of the nosing of the entry slip road at Junction 43;

"the eighth length of carriageway" means the southbound carriageway of the motorway from a point 3070 metres north of the tip of the nosing of the exit slip road at Junction 43 to a point 290 metres north of the tip of the nosing of the exit slip road at Junction 43;

"the ninth length of carriageway" means the southbound carriageway of the motorway from a point 690 metres north of the tip of the nosing of the exit slip road at Junction 43 to a point 2620 metres north of the tip of the nosing of the exit slip road at Junction 43;

"the tenth length of carriageway" means the northbound carriageway of the motorway from a point 2610 metres north of the tip of the nosing of the entry slip road at Junction 43 to a point 680 metres north of the tip of the nosing of the entry slip road at Junction 43;

"the eleventh length of carriageway" means the northbound carriageway of the motorway from a point 830 metres south of the tip of the nosing of the exit slip road at Junction 43 to a point 3010 metres north of the tip of the nosing of the entry slip road at Junction 43;

"the twelfth length of carriageway" means the southbound carriageway of the motorway from a point 3470 metres north of the tip of the nosing of the exit slip road at Junction 43 to a point 320 metres south of the tip of the nosing of the exit slip road at Junction 43;

"the first slip road" means the entry slip road leading to the northbound carriageway of the motorway at Junction 43;

"the second slip road" means the exit slip road leading from the southbound carriageway of the motorway at Junction 43;

"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 seventh length of carriageway;

"the second length of hardshoulder" means the hardshoulder adjacent to the eighth length of carriageway;

"the first works period" means a period starting at 0500 hours on Monday 4 January 2010 and ending at 0600 hours on Thursday 1 April 2010. However, work may start and continue beyond these dates until completed.

"the second works period" means periods overnight between 2000 hours and 0600 hours during the following periods:

i. starting on Monday 4 January 2010 and ending on Tuesday 5 January 2010;

ii. starting on Saturday 16 January 2010 and ending on Sunday 17 January 2010;

iii. starting on Tuesday 19 January 2010 and ending on Wednesday 20 January 2010;

iv. starting on Wednesday 10 February 2010 and ending on Thursday 11 February 2010;

v. starting on Thursday 4 March 2010 and ending on Friday 5 March 2010; and

vi. starting on Saturday 27 March 2010 and ending on Tuesday 30 March 2010.

However, work may start and continue between the same times on subsequent nights or continue until completed.

"the third works period" means periods overnight between 2000 hours and 0600 hours during the following periods:

i. starting on Saturday 16 January 2010 and ending on Sunday 17 January 2010;

ii. starting on Tuesday 19 January 2010 and ending on Wednesday 20 January 2010;

iii. starting on Wednesday 10 February 2010 and ending on Thursday 11 February 2010;

iv. starting on Thursday 4 March 2010 and ending on Friday 5 March 2010; and

v. starting on Friday 26 March 2010 and ending on Saturday 27 March 2010.

However, work may start and continue between the same times on subsequent nights or continue until completed.

"works" means maintenance works to Ambrose Holme bridge;

3. Subject as mentioned in article 11 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.

1

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

4.Subject as mentioned in article 11 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the third and fourth lengths of carriageway at a speed exceeding 40 miles per hour.

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

6.

1) During such times as pursuant to article 11 of this Order, 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 southbound;

2) During such times as pursuant to article 11 of this Order, 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 northbound;

3) When pursuant to article 11 of this Order, movement is prohibited in one or more lanes of the carriageway but is not prohibited in any lane of the corresponding length of the 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, during the first works period, no person shall cause or permit any motor vehicle with an overall width exceeding 1.95 metres (6 feet 6 inches) to enter or proceed in the eleventh and twelfth lengths of carriageway, as indicated by traffic signs.

8. Subject as mentioned in article 11 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the first slip road.

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

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 first and second 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, 9 and 10 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 police officer or traffic officer in uniform.

1

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

And nothing in articles 5, 7, 8 and 9 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

Signed by authority of the Secretary of State of Transport

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M SWEETING
Regional Performance Manager
Network Operations Division
Highways Agency

9 December 2009

[DFT 1501]