STATUTORY INSTRUMENTS

2010 No. 1283

ROAD TRAFFIC

The M6 Motorway (Junctions 25-27, Northbound and Southbound Carriageways and Junction 26 Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2010

Made - - - -	*30 March 2010*
Coming into force - -	*25 April 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 four of those slip roads in the Borough of Wigan in Greater Manchester 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 25-27, Northbound and Southbound Carriageways and Junction 26 Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on 25 April 2010.

2. In this Order:

"the motorway" means the M6 Motorway between Junctions 25 and 27;

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

"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 first length of carriageway" means the northbound carriageway of the motorway from a point 200 metres south of the tip of the nosing of the exit slip road at Junction 26 to a point 1.7 kilometres north of the tip of the nosing of the entry slip road at Junction 26;

(**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 second length of carriageway" means the southbound carriageway of the motorway from a point 1.7 kilometres north of the tip of the nosing of the exit slip road at Junction 26 to a point 100 metres south of the tip of the nosing of the entry slip road at Junction 26;

"the third length of carriageway" means the northbound carriageway of the motorway from a point 400 metres south of the tip of the nosing of the exit slip road at Junction 26 to a point 1.9 kilometres north of the tip of the nosing of the entry slip road at Junction 26;

"the fourth length of carriageway" means the southbound carriageway of the motorway from a point 1.9 kilometres north of the tip of the nosing of the exit slip road at Junction 26 to a point 300 metres south of the tip of the nosing of the entry slip road at Junction 26;

"the fifth length of carriageway" means the northbound carriageway of the motorway from a point 1.7 kilometres south of the tip of the nosing of the exit slip road at Junction 26 to a point 2 kilometres north of the tip of the nosing of the entry slip road at Junction 26;

"the sixth length of carriageway" means the southbound carriageway of the motorway from a point 3.2 kilometres north of the tip of the nosing of the exit slip road at Junction 26 to a point 400 metres south of the tip of the nosing of the entry slip road at Junction 26;

"the first slip road" means the exit slip road leading from the northbound carriageway of the motorway at Junction 26;

"the second slip road" means the entry slip road leading to the northbound carriageway of the motorway at Junction 26;

"the third slip road" means the exit slip road leading from the southbound carriageway of the motorway at Junction 26;

"the fourth slip road" means the entry slip road leading to the southbound carriageway of the motorway at Junction 26;

"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 works period" means periods overnight between 2200 hours and 0500 hours during a period starting on Monday 26 April 2010 and ending on Friday 28 May 2010. However, works may start and continue between the same times on subsequent nights, or continue until completed.

"works" means resurfacing, road marking and loop cutting works on the motorway and slip roads;

3. Subject as mentioned in article 6 of this Order, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the first and second lengths of carriageway or the first, second, third and fourth slip roads.

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

5. 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.

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

6. The provisions of articles 3 and 4 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 article 3 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 for Transport

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A WITHINGTON
Area Performance Manager
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30 March 2010

[DFT 2016]