STATUTORY INSTRUMENTS

2010 No. 1949

ROAD TRAFFIC

The M6 Motorway (Junctions 16-17 Northbound and Southbound Carriageways and Junction 17 Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2010

Made - - - -	*13th July 2010*
Coming into force - -	*1st August 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 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**)** 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 16-17 Northbound and Southbound Carriageways and Junction 17 Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on 1st August 2010.

2. In this Order:

" the motorway" means the M6 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;

"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 a section of the northbound carriageway of the motorway from a point 2541 metres south of the tip of the nosing of the exit slip road at Junction 17 to a point 677 metres north of the tip of the nosing of the entry slip road at Junction 17;

"the second length of carriageway" means a section of the southbound carriageway of the motorway from a point 1970 metres north of the tip of the nosing of the exit slip road at Junction 17 to a point 1046 metres south of the tip of the nosing of the entry slip road at Junction 17;

(**a**) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 199 (c.26), section 1(1) and Schedule 1.

"the third length of carriageway" means a section of the northbound carriageway of the motorway from a point 841 metres south of the tip of the nosing of the exit slip road at Junction 17 to a point 677 metres north of the tip of the nosing of the entry slip road at Junction 17;

"the fourth length of carriageway" means a section of the southbound carriageway of the motorway from a point 270 metres north of the tip of the nosing of the exit slip road at Junction 17 to a point 1046 metres south of the tip of the nosing of the entry slip road at Junction 17;

"the fifth length of carriageway" means a section of the northbound carriageway of the motorway from a point 1041 metres south of the tip of the nosing of the exit slip road at Junction 17 to a point 477 metres north of the tip of the nosing of the entry slip road at Junction 17;

"the sixth length of carriageway" means a section of the southbound carriageway of the motorway from a point 470 metres north of the exit slip road at Junction 17 to a point 846 metres south of the tip of the nosing of the entry slip road at Junction 17;

"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 fifth and sixth lengths of carriageway;

"the first slip road" means the entry slip road leading to the northbound carriageway of the motorway at Junction 17;

"the second slip road" means the exit slip road leading from 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;

"works" means resurfacing and associated works on the motorway;

"the first works period" means periods overnight between 2200 hours and 0500 hours during a period starting on Monday 2 August 2010 and ending on Sunday 19 September 2010. However, work may start and continue between the same times on subsequent nights or continue overnight until completed, for such further period not exceeding 18 months as shall be required to complete the work.

"the second works period" means periods over two nights between 2200 hours and 0500 hours during a period starting on Monday 2 August 2010 and ending on Sunday 19 September 2010. However, work may start and continue between the same times on subsequent nights or continue overnight until completed, for such further period not exceeding 18 months as shall be required to complete the work.

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

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

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

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

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 any vehicle being used for emergency purposes by the police, fire and rescue authority or ambulance services or to anything done at the direction, or with the permission, of a constable or a traffic officer in uniform.

Nothing in articles 4 and 5 of this Order shall apply to vehicles being used in connection with the said works, or by traffic officers.

Signed by authority of the Secretary of State for Transport

City Tower
Piccadilly Plaza
Manchester M1 4BE

13th July 2010

A WITHINGTON
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[DFT 2418]

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