S T A T U T O R Y I N S T R U M E N T S

2014 No. 2826

ROAD TRAFFIC

The M6 Motorway (Junctions 21A-23 Northbound and Southbound Carriageways and Slip Roads) and the M62 Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2014

Made - - - -	*8th October 2014*
Coming into force - -	*26th October 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 and M62 Motorways and their slip and link roads, is satisfied that traffic on sections of the M6 Motorway and on six of those slip roads and four of those link roads in the District of Warrington in Cheshire and St Helens in Merseyside 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 21A-23 Northbound and Southbound Carriageways and Slip Roads) and the M62 Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 26th October 2014.

2. In this Order;

"works" means bridge works;

"the motorway" means the M6 Motorway between Junctions 21A and 23;

"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;

"the first length of carriageway" means the northbound carriageway of the motorway from a point 80 metres north of the centreline of Coppice Pit overbridge to a point 240 metres north of the centreline of Parkside Road overbridge;

"the second length of carriageway" means the southbound carriageway of the motorway from a point 80 metres south of the centreline of Lowton Railway underbridge to a point 275 metres south of the centreline of Southworth Hall overbridge;

(**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 the last point where the link road leading to the eastbound carriageway of the M62 Motorway from the northbound carriageway of the motorway diverges from the main carriageway to the tip of the nosing of the entry slip road at Junction 23;

"the fourth length of carriageway" means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 23 to the first point where the link road leading from the eastbound carriageway of the M62 Motorway to the southbound carriageway of the motorway merges with the main carriageway;

"the fifth length of carriageway" means the northbound carriageway of the motorway from a point 125 metres north of the centreline of Southworth Hall overbridge to a point 60 metres north of the centreline of Parkside Road overbridge;

"the sixth length of carriageway" means the southbound carriageway of the motorway from a point 240 metres north of the centreline of Parkside Road overbridge to a point 75 metres south of the centreline of Southworth Hall overbridge;

"the first slip road" means the exit slip road leading from the northbound carriageway of the motorway at Junction 22;

"the second slip road" means the entry slip road leading to the northbound carriageway of the motorway at Junction 22;

"the third slip road" means the exit slip road leading from the southbound carriageway of the motorway at Junction 22;

"the fourth slip road" means the entry slip road leading to the southbound carriageway of the motorway at Junction 22;

"the fifth slip road" means the exit slip road leading from the northbound carriageway of the motorway at Junction 23;

"the sixth slip road" means the entry slip road leading to the southbound carriageway of the motorway at Junction 23;

"the first link road" means the link road leading from the eastbound carriageway of the M62 Motorway at Junction 10 to the northbound carriageway of the motorway;

"the second link road" means the link road leading from the westbound carriageway of the M62 Motorway at Junction 10 to the northbound carriageway of the motorway;

"the third link road" means the link road leading from the southbound carriageway of the motorway at Junction 21A to the eastbound carriageway of the M62 Motorway;

"the fourth link road" means the link road leading from the southbound carriageway of the motorway at Junction 21A to the westbound carriageway of the M62 Motorway;

"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 fifth length of carriageway;

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

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

"the first works period" means a period starting at 0001 hours on Monday 27 October 2014 and ending at 2359 hours on Monday 8 December 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 2100 hours and 0500 hours (ending at 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 27 October 2014 and ending on Monday 8 December 2014. However, work may start and continue between the same times on subsequent nights or continue overnight until complete, 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 (ending at 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 27 October and ending on Monday 8 December 2014. However, work may start and continue between the same times on subsequent nights or continue overnight until complete, for such period not exceeding 18 months as shall be required to complete the work.

3. Subject as mentioned in articles 7 and 8 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, the first and second link roads, the first, second, third and fourth slip roads or the first and second lengths of hardshoulder at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 7 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the third, fourth, fifth and sixth lengths of carriageway.

5. Subject as mentioned in article 7 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the first, second, third, fourth, fifth and sixth slip roads or the first, second, third and fourth link roads.

6. The provisions of regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Motorway 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 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, vehicles being used in connection with the works, or by traffic officers, or to any vehicle proceeding 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, for winter maintenance purposes, 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.

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

Signed by authority of the Secretary of State for Transport

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8th October 2014