

2017 No. 1422

ROAD TRAFFIC

The M6 Motorway (Junction 26-27 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2017

Made - - - - *24th August 2017*

Coming into force - - *30th August 2017*

WHEREAS Highways England Company Limited being the traffic authority for the M6 Motorway is satisfied that traffic on sections of that motorway and on four of its slip roads in the Borough of Wigan in the County of Greater Manchester should be prohibited and restricted because works are proposed to be executed thereon:

NOW, THEREFORE, Highways England Company Limited (Company No.09346363)(a), in exercise of the powers conferred by section 14(1)(a) of the Road Traffic Regulation Act 1984(b) and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations (c) hereby makes the following Order:-

1. This Order may be cited as The M6 Motorway (Junction 26-27 Northbound and Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2017 and shall come into force on 30th August 2017.

2. In this Order:

“the motorway” means the M6 Motorway;

“the tip of the nosing” means, as indicated by the markings on the carriageway, the first point where the entry slip road joins, or the last point when exit slip road leaves, the carriageway of the motorway;

“entry slip road” means a slip road leading to the motorway;

“exit slip road” means a slip road leading from the motorway;

“the first length of carriageway” means the northbound carriageway, from a point 408 metres north of the centreline of the Orrell Post overbridge, to a point 152 metres north of the centreline of Miles Lane overbridge;

“the second length of carriageway” means the southbound carriageway, from a point 467 metres south of the centreline of White Hill footbridge, to a point 1031 metres north of the centreline of Orrell Post overbridge;

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(b) 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.

(c) S.I. 1982/1163, as amended by S.I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168 and 2006/594.

“the third length of carriageway” means the northbound carriageway, from a point 595 metres south of the centreline of Orrell Post overbridge, to a point 408 metres north of the centreline of Orrell Post overbridge;

“the fourth length of carriageway” means the southbound carriageway, from a point 597 metres north of the centreline of White Hill footbridge, to a point 467 metres south of the centreline of White Hill footbridge;

“the fifth length of carriageway” means the northbound carriageway, from a point 495 metres south of the centreline of Orrell Post overbridge, to a point 152 metres north of the centreline of Miles Lane overbridge;

“the sixth length of carriageway” means the southbound carriageway, from a point 597 metres north of the centreline of White Hill footbridge, to a point 1031 metres north of the centreline of Orrell Post overbridge;

“the seventh length of carriageway” means the northbound carriageway, from the tip of the nosing of the junction 26 exit slip road, to the tip of the nosing of the junction 27 entry slip road.

“the eighth length of carriageway” means the southbound carriageway, from the tip of the nosing of the junction 27 exit slip road, to the tip of the nosing of the junction 26 entry slip road.

“the ninth length of carriageway” means the northbound carriageway, from a point 1065 metres north of the centreline of Orrell Post overbridge, to a point 50 metres south of the centreline of Miles Lane overbridge;

“the tenth length of carriageway” means the southbound carriageway, from a point 198 metres north of the centreline of Miles Lane overbridge, to a point 1234 metres north of the centreline of Orrell Post overbridge;

“the first slip road” means the junction 26 northbound entry slip road;

“the second slip road” means the junction 27 southbound entry slip road;

“the third slip road” means the junction 27 northbound exit slip road;

“the fourth slip road” means the junction 26 southbound exit slip road;

“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 ninth length of carriageway;

“the second length of hardshoulder” means the hardshoulder adjacent to the tenth length of carriageway;

“contra-flow” means a part of a carriageway of a road where traffic is authorised to proceed in the opposite direction to the usual direction of traffic on that part,

“the first 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 Thursday 31st August 2017 and ending on Sunday 12th November 2017. However, works may start and continue between the same times on subsequent nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the work;

“the second 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 Thursday 31st August 2017 and ending on Monday 18th December 2017. However,

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

works may start and continue between the same times on subsequent nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the work;

"the third 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 Sunday 12th November 2017 and ending on Monday 18th December 2017. However, works may start and continue between the same times on subsequent nights or continue overnight until completed, for such period not exceeding 18 months as shall be required to complete the work;

"the fourth works period" means a continuous period starting at 0001 hours on Friday 1st September 2017 and ending at 0500 hours on Sunday 12th November 2017. However, works may start and continue beyond these dates until completed, for such period not exceeding 18 months as shall be required to complete the work;

"the fifth works period" means a continuous period starting at 0001 hours on Friday 1st September 2017 and ending at 0500 hours on Monday 18th December 2017. However, works may start and continue beyond these dates until completed, for such period not exceeding 18 months as shall be required to complete the work;

"the sixth works period" means a continuous period starting at 0001 hours on Monday 11th September 2017 and ending at 0500 hours on Friday 10th November 2017. However, works may start and continue beyond these dates until completed, for such period not exceeding 18 months as shall be required to complete the work;

"works" means crossover, waterproofing, resurfacing, drainage and joint works, renewal of road markings and road studs and other general maintenance works.

3. Subject as mentioned in article 12 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the seventh and eighth, lengths of carriageway and first, second, third and fourth lengths of slip road.
4. Subject as mentioned in article 12 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the, ninth and tenth lengths of carriageway.
5. Subject as mentioned in article 12 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the, fifth and sixth lengths of carriageway and first and second lengths of slip road, at a speed exceeding 50 miles per hour.
6. Subject as mentioned in articles 12 and 13 of this Order, during the fourth works period, no person shall cause or permit any motor vehicle to be driven in the first and second, third, fourth ninth and tenth lengths of carriageway and first and second lengths of slip road, at a speed exceeding 40 or 50 miles per hour as indicated by speed limit signs.
7. Subject as mentioned in article 12 of this Order, during the fourth works period, no person shall cause or permit any motor vehicle to enter or proceed in the, ninth and tenth lengths of carriageway with a width exceeding 1.95 metres (6 feet 6 inches) as indicated by traffic signs.
8. Subject as mentioned in articles 12 and 13 of this Order, during the fifth works period, no person shall cause or permit any motor vehicle to be driven in the first and second lengths of hard shoulder defined in article 2 of this Order at a speed exceeding 40 or 50 miles per hour as indicated by speed limit signs. There will be no occasion on which the hard shoulder is permitted to run at 50 miles per hour, whilst other running lanes are permitted to run at 40 miles per hour.
9. Subject as mentioned in articles 11 and 12, during the sixth works period contraflow systems will be in operation on the northbound carriageway, from a point 1565 metres north of the centreline of Orrell Post overbridge, to a point 346

metres south of Miles Lane overbridge. During this time northbound traffic may be directed to cross over onto the southbound carriageway, where traffic will travel in both directions, as indicated by traffic signs.

10. Subject as mentioned in articles 11 and 12, during the sixth works period contraflow systems will be in operation on the southbound carriageway, from a point 346 metres south of the centreline of Miles Lane overbridge to a point 1565 metres north of the centreline of Orrell Post overbridge. During this time southbound traffic may be directed to cross over onto the northbound carriageway, where traffic will travel in both directions, as indicated by traffic signs.
11. The provision of regulations 5 and 6(3) and (in so far as it relates to a vehicle being driven) 9 of the Motorway Traffic (England and Wales) Regulation 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.
12. 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, or with the permission, of a constable, or a traffic officer in uniform.

And nothing in article 3, 4, 5 shall apply to any vehicle being used in connection with the said works, traffic officers or for winter maintenance purposes.

13. 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.

Signed by authority of Highways England Company Limited



Piccadilly Gate
Store Street
Manchester
M1 2WD

North West Operations Directorate
Highways England Company Limited

30th August 2017

(a) S I 1982/1161 as amended by S I 1983/374, 1984/479, 1992/1364, 1995/158, 1996/3053, 2004/3258 and 2006/594
(b) S I 2011/935