

2011 No. 856

ROAD TRAFFIC

The M6 Motorway (Junctions 30-32, Northbound Carriageway, Link and Slip Roads) (Temporary Restriction and Prohibition of Traffic) Order 2011

Made - - - - *9th March 2011*

Coming into force - - *11th March 2011*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 Motorway and its link and slip roads and is satisfied that traffic on sections of that motorway and on one of those link roads and three of those slip roads in the District of Preston, in the County of Lancashire 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) of the Road Traffic Regulation Act 1984 (a) hereby makes the following Order:-

1. This Order may be cited as the M6 Motorway (Junctions 30-32, Northbound Carriageway, Link and Slip Roads) (Temporary Restriction and Prohibition of Traffic) Order 2011 and shall come into force on 11th March 2011.

2. In this Order:

“the motorway” means the M6 Motorway between Junctions 30 and 32;

“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 750 metres north of the southern end of the western parapet of Higher Walton Bridge to the first point where the M6 northbound to M55 westbound exit link road leaves the carriageway of the motorway;

“the second length of carriageway” means a section of the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 32 to the tip of the nosing of the entry slip road at Junction 32;

“the link road” means the M6 northbound to M55 westbound link road from the first point where the link road leaves the carriageway of the motorway to a point 579 metres east of the centreline of the M55 D’Urton Lane 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 first slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 31;

“the second slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 31;

The third slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 31a;

“works” means road marking renewal works on the motorway, link road and slip roads;

“the first works period” means four nights between 2000 hours and 0600 hours starting on Saturday 12 March 2011 and ending on Wednesday 16 March 2011. 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 overnight between 2000 hours and 0600 hours starting on Saturday 12 March 2011 and ending on Sunday 13 March 2011. 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 third works period” means a period of three hours starting at 2000 hours on Monday 14 March 2011 and ending at 2300 hours on Monday 14 March 2011. However, works may start and continue beyond these hours and on subsequent nights for such period not exceeding 18 months as shall be required to complete the work;

“the fourth works period” means overnight between 2300 hours and 0600 hours starting on Monday 14 March 2011 and ending on Tuesday 15 March 2011. 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 fifth works period” means three nights between 2100 hours and 0600 hours starting on Tuesday 15 March 2011 and ending on Friday 18 March 2011. 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;

3. Subject as mentioned in article 8 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 length of carriageway.

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

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

6. Subject as mentioned in article 8 of this Order no person shall during the fourth works period, cause or permit any vehicle to enter or proceed in the link road.

7. Subject as mentioned in article 8 of this Order no person shall during the fifth works period, cause or permit any vehicle to enter or proceed in the second length of carriageway.

8. The provisions of articles 3, 4, 5, 6 and 7 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 of a police constable, or traffic officer, in uniform.

Nothing in articles 4, 5, 6 and 7 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

Piccadilly Gate
Store Street
Manchester M1 2WD

9th March 2011

J Hope
Area Performance Manager
Network Delivery & Development Directorate
Highways Agency