

HIGHWAYS ENGLAND COMPANY LIMITED
ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14
THE M6 MOTORWAY (JUNCTIONS 25-28 NORTHBOUND & SOUTHBOUND
CARRIAGEWAYS & SLIP ROADS)
(TEMPORARY RESTRICTION AND PROHIBITION OF TRAFFIC) ORDER 2017

NOTICE IS HEREBY GIVEN that Highways England Company Limited (Company No.09346363) has made an Order on the M6 Motorway in the Boroughs of Wigan, St Helens, Chorley, South Ribble and West Lancashire, in the Counties of Greater Manchester, Lancashire and Merseyside, to enable resurfacing, replacement of road markings and road studs, barrier, drainage and survey works, and other maintenance works; to be carried out in safety.

The Order will:

- a) impose a 50 mph speed restriction on the following sections of the M6 Motorway:
- i. the northbound carriageway, from a point 100 metres south of the centreline of Ashton overbridge, to a point 100 metres north of the centreline of Lydiate Farm Footbridge;
 - ii. the southbound carriageway, from a point 100 metres north of the centreline of Cuerden Hall overbridge, to a point 300 metres south of the centreline of Downhall Green Road overbridge.
- b) ban all traffic on the following sections of the M6 Motorway:
- i. the northbound carriageway, from a point 500 metres south of the centreline of Downhall Green Road overbridge, to a point 100 metres south of the centreline of Lydiate Farm footbridge;
 - ii. the southbound carriageway, from a point 200 metres south of the centreline of Lydiate Farm footbridge, to a point 100 metres south of the centreline of Downhall Green Road overbridge;
 - iii. the northbound exit slip road at junction 25;
 - iv. the southbound entry slip road at junction 25;
 - v. the northbound and southbound exit and entry slip roads at junction 26;
 - vi. the northbound and southbound entry and exit slip roads at junction 27;
 - vii. the northbound and southbound exit and entry slip roads to and from Charnock Richard Service Area;
 - viii. the northbound and southbound entry and exit slip roads at junction 28;
- c) allow the hardshoulder adjacent to the section of the M6 Motorway described at b)i and b)ii above to be used as a running lane. A 50 mph speed restriction will be in force on the hardshoulder when used as a running lane.

Restrictions a) and c) and prohibitions b)i-ii are expected to take place overnight between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings), during a period starting on Friday 30 June 2017 and ending on Thursday 26 October 2017.

Prohibitions b)iii-viii are expected to take place overnight between 2000 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings), during a period starting on Friday 30 June 2017 and ending on Thursday 26 October 2017.

However, works may start and continue between the same times on subsequent nights, or continue until completed.

Diversion routes via alternative junctions of the M6 Motorway and local roads will be well signed.

The restrictions will not apply to emergency services or special-forces vehicles, and the prohibitions will not apply to emergency services, works, winter maintenance, or traffic officer vehicles. The prohibitions and restrictions will only apply during such times and to such extent as shall from time to time be indicated by traffic signs. The Order comes into force on 29 June 2017 and has a maximum duration of eighteen months. For further information please contact Anisah Murphy Telephone Number: 0300 470 6076.

David Logan, an official of Highways England Company Limited, Piccadilly Gate, Store Street, Manchester M1 2WD.

2017 No.

ROAD TRAFFIC

**The M6 Motorway (Junctions 25-28 Northbound & Southbound
Carriageways & Slip Roads) (Temporary Restriction and
Prohibition of Traffic) Order 2017**

Made - - - - - *8th June 2017*
Coming into force - - - - - *29th June 2017*

WHEREAS Highways England Company Limited, being the traffic authority for the M6 Motorway and its slip roads, is satisfied that traffic on sections of that motorway and on eighteen of its slip roads in the Boroughs of Wigan, St Helens, Chorley, South Ribble and West Lancashire, in the Counties of Greater Manchester, Lancashire and Merseyside should be restricted and prohibited 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 (Junctions 25-28 Northbound & Southbound Carriageways & Slip Roads) (Temporary Restriction and Prohibition of Traffic) Order 2017 and shall come into force on 29th June 2017.

2. In this Order:

“the motorway” means the M6 Motorway;

“the first length of carriageway” means the northbound carriageway of the motorway, from a point 100 metres south of the centreline of Ashton overbridge, to a point 100 metres north of the centreline of Lydiate Farm Footbridge;

“the second length of carriageway” means the southbound carriageway of the motorway, from a point 100 metres north of the centreline of Cuerden Hall overbridge, to a point 300 metres south of the centreline of Downhall Green Road overbridge;

“the third length of carriageway” means the northbound carriageway of the motorway, from a point 500 metres south of the centreline of Downhall Green Road overbridge, to a point 100 metres south of the centreline of Lydiate Farm Footbridge;

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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 fourth length of carriageway” means the southbound carriageway of the motorway, from a point 200 metres south of the centreline of Lydiate Farm footbridge, to a point 100 metres south of the centreline of Downhall Green Road overbridge;

“the first slip road” means the exit slip road leading from the northbound carriageway of the motorway at junction 25;

“the second slip road” means the entry slip road leading to the southbound carriageway of the motorway at junction 25;

“the third slip road” means the exit slip road leading from the northbound carriageway of the motorway at junction 26;

“the fourth slip road” means the entry slip road leading to the northbound carriageway of the motorway at junction 26;

“the fifth slip road” means the exit slip road leading from the southbound carriageway of the motorway at junction 26;

“the sixth slip road” means the entry slip road leading to the southbound carriageway of the motorway at junction 26;

“the seventh slip road” means the entry slip road leading to the northbound carriageway of the motorway at junction 27;

“the eighth slip road” means the exit slip road leading from the northbound carriageway of the motorway at junction 27;

“the ninth slip road” means the exit slip road leading from the southbound carriageway of the motorway at junction 27;

“the tenth slip road” means the entry slip road leading to the southbound carriageway of the motorway at junction 27;

“the eleventh slip road” means the exit slip road leading from the northbound carriageway of the motorway to Charnock Richard Motorway Service Area;

“the twelfth slip road” means the entry slip road leading to the northbound carriageway of the motorway from Charnock Richard Motorway Service Area;

“the thirteenth slip road” means the exit slip road leading from the southbound carriageway of the motorway to Charnock Richard Motorway Service Area;

“the fourteenth slip road” means the entry slip road leading to the southbound carriageway of the motorway from Charnock Richard Motorway Service Area;

“the fifteenth slip road” means the entry slip road leading to the northbound carriageway of the motorway at junction 28;

“the sixteenth slip road” means the exit slip road leading from the northbound carriageway of the motorway at junction 28;

“the seventeenth slip road” means the exit slip road leading from the southbound carriageway of the motorway at junction 28;

“the eighteenth slip road” means the entry slip road leading to the southbound entry slip road at junction 28;

“hardshoulder” has the meaning given in regulation 3(1)(e) of the Motorways Traffic (England and Wales) Regulations 1982(a);

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

“the length of hardshoulder” means the hardshoulder adjacent to the third and fourth lengths of carriageway.

“the first works period” means periods overnight between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings), starting on Friday 30th June 2017 and ending on Thursday 26th October 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 2000 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings), starting on Friday 30th June 2017 and ending on Thursday 26th October 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;

“works” means resurfacing, replacement of road markings and road studs, VRS (Vehicle Restraint System), drainage, and survey works, and other general maintenance works.

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, or the lengths of hard shoulders defined in article 2 of this Order at a speed exceeding 50 miles per hour.
4. Subject as mentioned in article 7 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the third or fourth lengths of carriageway.
5. 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 first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth, sixteenth, seventeenth and eighteenth lengths of slip road.
6. The provision of regulations of 5 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 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 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 articles 4 and 5 of this Order shall apply to any vehicle being used in connection with the said works, by traffic officers, or for winter maintenance purposes.

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, as amended by S. I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3258 and 2006/594
(b) S.I. 2011/935.

Signed by authority of Highways England Company Limited.

Piccadilly Gate
Store Street
Manchester
M1 2WD

J.Lyssejko
Service Delivery Team Leader
North West Operations Directorate
Highways England Company Limited

8th June 2017