

HIGHWAYS ENGLAND COMPANY LIMITED
ROAD TRAFFIC REGULATION ACT 1984 - SECTION 14
THE M61 MOTORWAY (JUNCTIONS 2-9 NORTHBOUND AND SOUTHBOUND
CARRIAGEWAYS AND SLIP AND LINK ROADS) AND M6 MOTORWAY
(JUNCTION 30)
(TEMPORARY PROHIBITION AND RESTRICTION OF TRAFFIC) ORDER 2017

NOTICE IS HEREBY GIVEN that Highways England Company Limited (Company No.09346363) has made an Order on the M61 and M6 Motorways in the Boroughs of Bolton, Chorley, and South Ribble in the Counties of Greater Manchester and Lancashire to enable resurfacing, renewal of road markings, road studs, traffic detector loops and bridge joints, crack sealing works, and other general 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 and M61 Motorways:
 - i. the M61 northbound carriageway, from the centreline of Linnyslaw Moss Tunnel, to a point 200 metres north of the last point where the M61 junction 9 northbound exit slip road leaves the carriageway;
 - ii. the southbound carriageways of the M6 and M61 Motorways, from a point 525 metres north of the centreline of Prospect Hill New Bridge, to a point 200 metres south of the centreline of Worsley Road North Bridge;
- b) ban all traffic on the following sections of the M61 Motorway:
 - i. the northbound carriageway, from the centreline of Worsley Road Bridge, to the last point where the junction 9 northbound exit slip road leaves the carriageway;
 - ii. the southbound carriageway, from a point 675 metres south of the last point where the M61 southbound carriageway leaves the M6 southbound carriageway at junction 30, to the centreline of Worsley Road North Bridge;
 - iii. the northbound carriageway, from the last point at which the junction 9 exit slip road leaves the carriageway, to its end point, where it merges with the M6 northbound carriageway at junction 30;
 - iv. the southbound carriageway, from its start point where it leaves the M6 southbound carriageway at junction 30, to the first point at which the junction 9 entry slip road joins the carriageway;
 - v. the northbound and southbound entry and exit slip roads at junction 4;
 - vi. the northbound and southbound entry and exit slip roads at junction 5;
 - vii. the northbound and southbound entry and exit slip roads at junction 6;
 - viii. the northbound and southbound entry and exit slip roads to and from Rivington Services;
 - ix. the northbound and southbound entry and exit slip roads at junction 8;
 - x. the northbound and southbound entry and exit slip roads at junction 9;
 - xi. the northbound to the M65 westbound designated link road at junction 9 of the M61;
 - xii. the southbound to the M65 eastbound designated link road at junction 9 of the M61;
 - xiii. the M65 westbound to the M61 southbound designated link road at junction 9 of the M61;

- c) allow the hardshoulder adjacent to the sections of the M61 Motorway described at (b) (i) and (ii) to be used as running lanes. A 50 mph speed limit will be in force on the hardshoulder when used as a running lane.

The restrictions and prohibitions 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 31 August 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 M61 and M6 Motorways will be well signed.

Running lanes will be maintained on the M61 and M6 Motorways throughout the daytime and during public holidays.

The restrictions will not apply to emergency services or special-forces vehicles, and the prohibitions will not apply to emergency services, works, or traffic officer vehicles. The prohibitions and restrictions will only apply during such times and to such extent as will 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 Sam Smith. Telephone Number: 0300 470 6019.

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

2017 No.

ROAD TRAFFIC

**The M61 Motorway (Junctions 2-9 Northbound and Southbound
Carriageways and Slip and Link Roads) and M6 Motorway
(Junction 30) (Temporary Prohibition and Restriction 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 and M61 Motorways and their slip and link roads, is satisfied that traffic on sections of those motorways and on twenty four of those slip roads and three of those link roads in the Boroughs of Bolton, Chorley and South Ribble in the Counties of Greater Manchester and Lancashire 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 M61 Motorway (Junctions 2-9 Northbound and Southbound Carriageways and Slip and Link Roads) and M6 Motorway (Junction 30) (Temporary Prohibition and Restriction of Traffic) Order 2017 and shall come into force on 29th June 2017.

2. In this Order:

“the motorway” means the M6 and M61 Motorways;

“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;

“the first length of carriageway” means the M61 northbound carriageway, from the centreline of Linnyslaw Moss Tunnel (M61 junction 2), to a point 200 metres north of the tip of the nosing of the junction 9 northbound exit slip road;

(a) Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ
(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 second length of carriageway” means the M6 and M61 southbound carriageways, from a point 525 metres north of the centreline of Prospects Hill New Bridge, to a point 200 metres south of the centreline of Worsley Road North Bridge;

“the third length of carriageway” means the M61 northbound carriageway, from the centreline of Worsley Road Bridge, to the tip of the nosing of the junction 9 northbound exit slip road;

“the fourth length of carriageway” means the M61 southbound carriageway, from a point 675 metres south of the last point where the M61 southbound carriageway diverges away from the M6 southbound carriageway at junction 30, to the centreline of Worsley Road North Bridge;

“the fifth length of carriageway” means the M61 northbound carriageway, from the tip of the nosing of the junction 9 northbound exit slip road, to its end point where it merges with the M6 northbound carriageway at junction 30;

“the sixth length of carriageway” means the M61 southbound carriageway, from its start point where it diverges away from the M6 southbound carriageway at junction 30, to the tip of the nosing of the junction 9 southbound entry slip road;

“the first slip road” means the M61 entry slip road leading to the northbound carriageway of the motorway at junction 4;

“the second slip road” means the M61 exit slip road leading from the northbound carriageway of the motorway at junction 4;

“the third slip road” means the M61 entry slip road leading to the southbound carriageway of the motorway at junction 4;

“the fourth slip road” means the M61 exit slip road leading from the southbound carriageway of the motorway at junction 4;

“the fifth slip road” means the M61 entry slip road leading to the northbound carriageway of the motorway at junction 5;

“the sixth slip road” means the M61 exit slip road leading from the northbound carriageway of the motorway at junction 5;

“the seventh slip road” means the M61 entry slip road leading to the southbound carriageway of the motorway at junction 5;

“the eighth slip road” means the M61 exit slip road leading from the southbound carriageway of the motorway at junction 5;

“the ninth slip road” means the M61 entry slip road leading to the northbound carriageway of the motorway at junction 6;

“the tenth slip road” means the M61 exit slip road leading from the northbound carriageway of the motorway at junction 6;

“the eleventh slip road” means the M61 entry slip road leading to the southbound carriageway of the motorway at junction 6;

“the twelfth slip road” means the M61 exit slip road leading from the southbound carriageway of the motorway at junction 6;

“the thirteenth slip road” means the M61 entry slip road leading to the northbound carriageway of the motorway at Rivington Services;

“the fourteenth slip road” means the M61 exit slip road leading from the northbound carriageway of the motorway at Rivington Services;

“the fifteenth slip road” means the M61 entry slip road leading to the southbound carriageway of the motorway at Rivington Services;

“the sixteenth slip road” means the M61 exit slip road leading from the southbound carriageway of the motorway at Rivington Services;

“the seventeenth slip road” means the M61 entry slip road leading to the northbound carriageway of the motorway at junction 8;

“the eighteenth slip road” means the M61 exit slip road leading from the northbound carriageway of the motorway at junction 8;

“the nineteenth slip road” means the M61 entry slip road leading to the southbound carriageway of the motorway at junction 8;

“the twentieth slip road” means the M61 exit slip road leading from the southbound carriageway of the motorway at junction 8;

“the twenty-first slip road” means the M61 entry slip road leading to the northbound carriageway of the motorway at junction 9;

“the twenty-second slip road” means the M61 exit slip road leading from the northbound carriageway of the motorway at junction 9;

“the twenty-third slip road” means the M61 entry slip road leading to the southbound carriageway of the motorway at junction 9;

“the twenty-fourth slip road” means the M61 exit slip road leading from the southbound carriageway of the motorway at junction 9;

“the first link road” means the M61 northbound to the M65 westbound designated link road at junction 9 of the M61;

“the second link road” means the M61 southbound to the M65 eastbound designated link road at junction 9 of the M61;

“the third link road” means the M65 westbound to the M61 southbound designated link road at junction 9 of the M61;

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

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

“the 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 31st August 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 works, renewal of road markings and road studs, reinstatement of traffic detector loops, replacement of bridge joints, crack sealing works and other general maintenance works.

3. Subject as mentioned in articles 7 and 8 of this Order, during the 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.

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

4. Subject as mentioned in article 7 of this Order, during the 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 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, eighteenth, nineteenth, twentieth, twenty-first, twenty-second, twenty-third and twenty-fourth lengths of slip roads or the first, second and third link roads.
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 third and fourth 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 article 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.

Signed by authority of Highways England Company Limited.

Piccadilly Gate
Store Street
Manchester
M1 2WD

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

8th June 2017

(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.