

2011 No. 483

ROAD TRAFFIC

The M6 Motorway (Junction 39 Northbound and Junction 41 Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011

Made - - - - *17th February 2011*

Coming into force - - *6th March 2011*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 Motorway and its slip roads is satisfied that traffic on that motorway and on three of those slip roads, in the District of Eden, in the County of Cumbria 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 (Junction 39 Northbound and Junction 41 Southbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 6th March 2011.

2. In this Order:

“the motorway” means the M6 Motorway;

“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 1 kilometre south of the tip of the nosing of the entry slip road at Junction 39 to a point 1 kilometre north of the tip of the nosing of the entry slip road at Junction 39;

“the second length of carriageway means a section of the southbound carriageway of the motorway from a point 1.5 kilometres north of the tip of the nosing of the exit slip road at Junction 41 to a point 200 metres south of the tip of the nosing of the exit slip road at Junction 41;

“the third length of carriageway” means a section of the southbound carriageway of the motorway from a point 1 kilometre north of the tip of the nosing of the exit slip road at Junction 41 to a point 1 kilometre south of the tip of the nosing of the entry slip road at Junction 41;

(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 entry slip road leading to the northbound carriageway of the motorway at Junction 39;

“the second slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 41;

“the third slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 41;

“works” means resurfacing works on the slip roads;

“the first works period” means two nights between 2000 hours and 0600 hours starting on Monday 7 March 2011 and ending on Wednesday 9 March 2011. However, works may start and continue between the same times on subsequent nights or continue until completed, for such period not exceeding 18 months as shall be required to complete the work;

“the second works period” means three nights between 2000 hours and 0600 hours starting on Monday 7 March 2011 and ending on Thursday 10 March 2011. However, works may start and continue between the same times on subsequent nights or continue until completed, for such period not exceeding 18 months as shall be required to complete the work;

“the third works period” means five nights between 2000 hours and 0600 hours starting on Monday 7 March 2011 and ending on Saturday 12 March 2011. However, works may start and continue between the same times on subsequent nights or continue until completed, for such period not exceeding 18 months as shall be required to complete the work.

3. Subject as mentioned in article 9 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 or the first slip road.

4. Subject as mentioned in article 9 of this Order no person shall, during the first works period, cause or permit any vehicle to enter or proceed in the first slip road.

5. Subject as mentioned in article 9 of this Order no person shall, during the second works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour in the second length of carriageway or the second slip road.

6. Subject as mentioned in article 9 of this Order no person shall, during the second works period, cause or permit any vehicle to enter or proceed in the second slip road.

7. Subject as mentioned in article 9 of this Order no person shall, during the third works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour in the third length of carriageway or the third slip road.

8. Subject as mentioned in article 9 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.

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

Nothing in articles 4, 6 and 8 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

M Sweeting
Area Performance Manager
Network Delivery & Development Directorate
Highways Agency

17th February 2011