

2014 No. 328

ROAD TRAFFIC

**The M6 and M54 Motorways (Junctions 10 to 11, Walsall)
(Temporary Restriction and Prohibition of Traffic) Order 2014**

Made - - - - 31st January 2014

Coming into force - - 7th February 2014

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 Motorway (“the M6”), the M54 Motorway (“the M54”) and connecting roads, is satisfied that traffic on lengths of that motorway and some of those connecting roads, in the Metropolitan Borough of Walsall, should be restricted and prohibited 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) and (7) of the Road Traffic Regulation Act 1984(a) and regulation 16(2) of the Motorways Traffic (England and Wales) Regulations 1982(b), hereby makes the following Order:-

1. This Order may be cited as the M6 and M54 Motorways (Junctions 10 to 11, Walsall) (Temporary Restriction and Prohibition of Traffic) Order 2014 and shall come into force on Friday 7th February 2014.

2. In this Order –

“the first length of motorway” means –

(i) the northbound carriageway of the M6 from a point 240 metres north of the centreline of the northern A461 underbridge (Junction 9), to its junction with the second link road;

(ii) the southbound carriageway of the M6 from a point 1.5 kilometres south of the centreline of the Great Saredon Road overbridge (Junction 11), to a point 40 metres north of the centreline of the Churchill Road overbridge (Junction 10);

(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

(b) S. I. 1982/1163, as amended by S. I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

“the second length of motorway”	<p>means –</p> <p>(i) the northbound carriageway of the M6 from its junction with the exit slip road at Junction 10, to its junction with the entry slip road at Junction 11;</p> <p>(ii) the southbound carriageway of the M6 from its junction with the exit slip road at Junction 11, to its junction with the entry slip road at Junction 10;</p>
“the third length of motorway”	<p>means –</p> <p>(i) the northbound carriageway of the M6 from a point 50 metres south of the centreline of the southern overbridge of the A454 at Junction 10, to its junction with the second link road;</p> <p>(ii) the southbound carriageway of the M6 from a point 450 metres south of the centreline of Bursnips Road overbridge, to a point 40 metres north of Churchill Road overbridge;</p>
“a slip road”	<p>means the slip roads leading –</p> <p>(i) to the northbound carriageway of the M6 at Junction 10;</p> <p>(ii) to the southbound carriageway of the M6 at Junction 11;</p> <p>(iii) to the eastbound carriageway of the M54 at Junction 1;</p>
“the first link road”	<p>means the link road connecting the M6 northbound carriageway with the M54 westbound carriageway from its junction with the M6 to a point 300 metres south of the Hobnock Road overbridge;</p>
“the second link road”	<p>means the link road leading from the northbound carriageway of the M6 to the westbound carriageway of the M54 (M6 Junction 10a);</p>
“the third link road”	<p>means the link road leading from the eastbound carriageway of the M54 to the southbound carriageway of the M6 (M6 Junction 10a);</p>
“the Regulations”	<p>means the Motorways Traffic (England and Wales) Regulations 1982;</p>
“emergency refuge area”	<p>means a part of a motorway –</p> <p>(a) which is adjacent to and situated on the left-hand or near-side of the hard shoulder or carriageway when facing in the direction in which, in accordance with regulation 6, vehicles may be driven, and</p> <p>(b) whose boundary with the hard shoulder or carriageway is indicated by a marking of the type shown in diagram 1010 in Schedule 6 to the Traffic Signs Regulations 2002;</p>
“a hard shoulder”	<p>means the hard shoulder, within the meaning of Regulation 3(1)(e) of the Regulations, which is adjacent to the third length of motorway and the first link road;</p>

"the works period" means the period starting at 00:01 hours on Monday 10th February 2014 and ending when the said works have been completed;

and a reference to an article followed by a number is a reference to the article in this Order which bears that number.

3. Subject as mentioned in articles 5 and 6, no person shall, during the works period, drive any motor vehicle at a speed exceeding 50 miles per hour in the first length of motorway or the first link road.

4. Subject as mentioned in articles 5 and 6, no person shall, during the works period, cause or permit any vehicle to enter or proceed in the second length of motorway, the third length of motorway, a slip road, the first link road, the second link road, the third link road or any emergency refuge area situated adjacent to the second length of motorway.

5. The provisions of articles 3 and 4 shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs.

6. The provisions of:

- (a) articles 3 and 4 shall not apply to any vehicle -
 - (i) being used for police, fire brigade or ambulance purposes, or
 - (ii) proceeding at the direction of, or with the permission of, a police constable;
- (b) article 3 shall not apply to any vehicle being used for special forces purposes; and
- (c) article 4 shall not apply to any vehicle being used in connection with the said works or by, or with the permission of, a traffic officer in uniform.

7. During the works period, regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Regulations are hereby suspended in respect of a hard shoulder, at such times and to such extent as may from time to time be indicated by traffic signs.

Signed by authority of the Secretary of State

31st January 2014

E Davis
A Team Leader
in the Highways Agency