

2011 No. 1640

ROAD TRAFFIC

The M62 Motorway (Junctions 9-12 Eastbound and Westbound Carriageways, Slip and Link Roads) and the M6 (Junction 21A Link Road) (Temporary Prohibition and Restriction of Traffic) Order 2011

Made - - - - *29th June 2011*
Coming into force - - *17th July 2011*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M62 and M6 Motorways and their slip and link roads, is satisfied that traffic on sections of those motorways and on three of those slip roads and two of those link roads in the Districts of Salford in Greater Manchester and Warrington 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) and (7) of the Road Traffic Regulation Act 1984(a) hereby makes the following Order:-

1. This Order may be cited as the M62 Motorway (Junctions 9-12 Eastbound and Westbound Carriageways, Slip and Link Roads) and the M6 (Junction 21A Link Road) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 17th July 2011.

2. In this Order:

“the motorway” means the M62 Motorway between Junctions 9 and 12;

“the tip of the nosing of the exit slip road” means the last point where the slip road or link 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 the eastbound carriageway of the motorway from a point 750 metres east of the tip of the nosing of the entry slip road at Junction 11 to a point 4.15 kilometres east of the same point;

“the second length of carriageway” means the eastbound carriageway of the motorway from a point 300 metres west of the tip of the nosing of the link road to the M6 northbound and southbound to a point 1100 metres east of the same point;

(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 third length of carriageway” means the westbound carriageway of the motorway from a point 2.9 kilometres east of the tip of the nosing of the exit slip road at Junction 11 to a point 200 metres east of the same point;

“the fourth length of carriageway” means the eastbound carriageway of the motorway from a point 550 metres east of the tip of the nosing of the entry slip road at Junction 11 to a point 4.35 kilometres east of the same point;

“the fifth length of carriageway” means the westbound carriageway of the motorway from a point 3.3 kilometres east of the tip of the nosing of the exit slip road at Junction 11 to a point 100 metres west of the same point;

“the sixth length of carriageway” means the eastbound carriageway of the motorway from a point 100 metres west of the tip of the nosing of the entry slip road at Junction 11 to a point 4.55 kilometres east of the same point;

“the seventh length of carriageway” means the westbound carriageway of the motorway from a point 4.7 kilometres east of the tip of the nosing of the exit slip road at Junction 11 to a point 400 metres west of the same point;

“the first link road” means the link road leading from the eastbound carriageway of the motorway at Junction 10 to the M6 northbound and southbound carriageways;

“the second link road” means the link road leading from the northbound carriageway of the M6 Motorway at Junction 21A to the eastbound carriageway of the motorway;

“the first slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 11;

“the second slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 11;

“the third slip road” means the entry slip road leading to the westbound carriageway of the motorway at Junction 11;

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

“the first length of hardshoulder” means the hardshoulder adjacent to the fourth length of carriageway;

“the second length of hardshoulder” means the hardshoulder adjacent to the fifth length of carriageway;

“the works period” means periods overnight between 2100 hours and 0600 hours during a period starting on Monday 18 July 2011 and ending on Friday 26 August 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;

“works” means resurfacing, road marking, loop cutting, and maintenance works on the motorway;

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

3. The provisions of regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Motorways Traffic (England and Wales) Regulations 1982 **(a)** are suspended in relation to the first and second 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.

4. Subject as mentioned in article 6 of this Order, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the first, second or third lengths of carriageway, the first or second link roads or the first, second or third slip roads.

5. Subject as mentioned in article 6 of this Order, during the works period, no person shall cause or permit any motor vehicle to be driven in the first or second lengths of hardshoulder or the sixth or seventh lengths of carriageway at a speed exceeding 50 miles per hour.

6. The provisions of articles 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 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

7. No speed limit imposed by this Order applies to vehicles falling within regulation 3(4)(b) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate
Store Street
Manchester
M1 2WD

A Withington
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

29th June 2011

(a) S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364.
(b) S.I. 2011/935.