

2010 No. 2890

ROAD TRAFFIC

The M62 Motorway (Junctions 11-12 Eastbound and Westbound Carriageways, Link and Slip Roads) and the M602 and M60 Motorways (Temporary Prohibition and Restriction of Traffic) Order 2010

<i>Made</i> - - - -	<i>17 November 2010</i>
<i>Coming into force</i> - -	<i>5 December 2010</i>

WHEREAS the Secretary of State for Transport being the traffic authority for the M62, M602 and M60 Motorways, slip and link roads is satisfied that traffic on those motorways and on two of those slip roads and four of those link roads in the District of Salford in Greater Manchester 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) & (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 11-12 Eastbound and Westbound Carriageways, Link and Slip Roads) and the M602 and M60 Motorways (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on the 5 December 2010.

2. In this Order;

“the tip of the nosing of the exit slip road” means the last point at which the slip road leaves the carriageway of the M62 Motorway;

“the tip of the nosing of the entry slip road” means the first point at which the slip road joins the carriageway of the M62 Motorway;

“works” means junction improvement works on the M62 Motorway and link roads;

“the first length of carriageway” means the eastbound carriageway of the M62 Motorway from a point 1225 metres west of the centreline of Barton Moss Road bridge to a point 736 metres east of the centreline of Worsley Moss bridge;

“the second length of carriageway” means the eastbound carriageway of the M602 Motorway from a point 420 metres east of the centreline of Barton Moss Road bridge to a point 705 metres east of the centreline of Worsley Moss bridge;

(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 eastbound carriageway of the M62 Motorway from the tip of the nosing of the exit slip road at Junction 11 to its end point at the start of the M602 Motorway;

“the fourth length of carriageway” means the westbound carriageway of the M62 Motorway from its start point at the end of the M602 Motorway to the tip of the nosing of the entry slip road at Junction 11;

“the fifth length of carriageway” means the eastbound carriageway of the M602 Motorway from its start point at the end of the M62 to its merge with the link road leading from the M60 anticlockwise carriageway;

“the sixth length of carriageway” means the westbound carriageway of the M602 Motorway from its diverge to the M60 clockwise and anticlockwise carriageways to its end point at the start of the M62 Motorway;

“the seventh length of carriageway” means the eastbound carriageway of the M62 Motorway from a point 810 metres west of the centreline of Barton Moss Road bridge to a point 736 metres east of the centreline of Worsley Moss bridge;

“the eighth length of carriageway” means the eastbound carriageway of the M602 Motorway from a point 420 metres east of the centreline of Barton Moss Road bridge to a point 705 metres east of the centreline of Worsley Moss bridge;

“the first link road” means the link road leading from the M60 Motorway anticlockwise carriageway to the M62 westbound carriageway, from the point at which it diverges from the link road leading to the M602 eastbound carriageway;

“the second link road” means the link road leading from the M60 Motorway clockwise carriageway to the M62 westbound carriageway from the point where the link road to the M602 eastbound carriageway diverges, to the point where it joins the M62 Motorway westbound carriageway;

“the third link road” means the link road leading from the M62 Motorway eastbound carriageway to the M60 Motorway anticlockwise carriageway from its diverge from the M60 clockwise link road;

“the fourth link road” means the link road leading from the M62 Motorway eastbound carriageway to the M60 Motorway clockwise carriageway;

“the first slip road” means the entry slip road leading to the M62 Motorway eastbound carriageway at Junction 11;

“the second slip road” means the exit slip road leading from the M62 Motorway westbound carriageway at Junction 11;

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

“overall width” has the meaning given in regulation 3 (2) of the Road Vehicles (Construction and Use) Regulations 1986 **(b)**;

“the lengths of hardshoulder” means the hardshoulders adjacent to the seventh and eighth lengths of carriageway;

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

(b) S.I. 1986/1078 to which there amendments not relevant to this Order.

“the first works period” means the following periods:

- i. starting at 2100 hours on Monday 6 December 2010 and ending at 0500 hours on Friday 24 December 2010; and
- ii. starting at 2100 hours on Tuesday 4 January 2011 and ending at 0500 hours on Thursday 31 March 2011.

However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

“the second works period” means periods overnight between 2100 hours and 0500 hours during the following periods:

- i. starting on Monday 6 December 2010 and ending on Friday 24 December 2010; and
- ii. starting on Tuesday 4 January 2011 and ending on Thursday 31 March 2011.

However, work 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 third works period” means four nights between 2200 hours and 0500 hours during the following periods:

- i. starting on Monday 6 December 2010 and ending on Friday 24 December 2010; and
- ii. starting on Tuesday 4 January 2011 and ending on Thursday 31 March 2011.

However, work 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 fourth works period” means nineteen nights between 2200 hours and 0500 hours during the following periods:

- i. starting on Monday 6 December 2010 and ending on Friday 24 December 2010; and
- ii. starting on Tuesday 4 January 2011 and ending on Thursday 31 March 2011.

However, work 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.

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

4. Subject as mentioned in article 9 of this Order no person shall, during the first works period, cause or permit any motor vehicle with an overall width exceeding 1.95 metres (6 feet 6 inches) to enter or proceed in the offside running lane through the works in the seventh and eighth lengths of carriageway.

5. Subject as mentioned in article 9 of this Order no person shall, during the second works period, cause or permit any motor vehicle to be driven at a speed exceeding 50 miles per hour in the lengths of hardshoulder defined in article 2 of this Order.

6. Subject as mentioned in article 9 of this Order no person shall, during the third works period, cause or permit any motor vehicle to enter or proceed in the third, fourth, fifth and sixth lengths of carriageway, the first and second link roads or the first and second slip roads.

7. Subject as mentioned in article 9 of this Order no person shall, during the fourth works period, cause or permit any motor vehicle to enter or proceed in the third and fourth link roads.

8. 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 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.

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

And nothing in articles 4, 6 and 7 of this Order shall apply to any vehicle 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

A Withington
Area Performance Manager
Network Delivery & Development Directorate
Highways Agency

17 November 2010

[DFT 2965]

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