

**2011 No. 296**

**ROAD TRAFFIC**

**The M62 Motorway (Junctions 6-9, Eastbound and Westbound Carriageways, Link and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011**

*Made* - - - - *31st January 2011*

*Coming into force* - - *13th February 2011*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M62 Motorway and its link roads and slip roads is satisfied that traffic on that motorway and on one of those link roads and 14 of those slip roads, in the Boroughs of Knowsley and St Helens in Merseyside and the Borough of 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 6-9, Eastbound and Westbound Carriageways, Link and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 13th February 2011.

**2.** In this Order:

The “motorway” means the M62 Motorway between Junctions 6 and 9;

“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 the eastbound carriageway of the motorway from a point 400 metres west of the tip of the nosing of the entry slip road at Junction 6 to a point 200 metres east of the tip of the nosing of the entry slip road at Junction 9;

“the second length of carriageway” means the westbound carriageway of the motorway from a point 200 metres east of the tip of the nosing of the exit slip road at Junction 9 to a point 400 metres west of the tip of the nosing of the exit slip road at Junction 6;

“the third length of carriageway” means the eastbound carriageway of the motorway from a point 600 metres west of the tip of the nosing of the entry slip road at Junction 6 to a point 400 metres east of the tip of the nosing of the entry slip road at Junction 9;

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(a) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 199 (c.26), section 1(1) and Schedule 1

“the fourth length of carriageway” means the westbound carriageway of the motorway from a point 400 metres east of the tip of the nosing of the exit slip road at Junction 9 to a point 600 metres west of the tip of the nosing of the exit slip road at Junction 6;

“the fifth length of carriageway” means the eastbound carriageway of the motorway from a point 2.0 kilometres west of the tip of the nosing of the entry slip road at Junction 6 to a point 600 metres east of the tip of the nosing of the entry slip road at Junction 9;

“the sixth length of carriageway” means the westbound carriageway of the motorway from a point 2.4 kilometres east of the tip of the nosing of the exit slip road at Junction 9 to a point 800 metres west of the tip of the nosing of the exit slip road at Junction 6;

“the link road” means the link road leading from the southbound carriageway of the M57 Motorway to the eastbound carriageway of the motorway at Junction 6;

“the first slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 6;

“the second slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 7;

“the third slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 7;

“the fourth slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 8;

“the fifth slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 8;

“the sixth slip road” means the entry exit slip road leading to the eastbound carriageway of the motorway at Junction 9;

“the seventh slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 9;

“the eighth slip road” means the entry slip road leading to the westbound carriageway of the motorway at Junction 9;

“the ninth slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 9;

“the tenth slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 8;

“the eleventh slip road” means the entry slip road leading to the westbound carriageway of the motorway at Junction 8;

“the twelfth slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 7;

“the thirteenth slip road” means the entry slip road leading to the westbound carriageway of the motorway at Junction 7;

“the fourteenth slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 6;

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

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

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

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

“the works period” means 20 nights between 2200 hours and 0500 hours during a period starting on Monday 14 February 2011 and ending on Thursday 21 April 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.

**3.** Subject as mentioned in article 6 of this Order no person shall during the works period, cause or permit any vehicle to enter or proceed in the first or second lengths of carriageway, the link road or the first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth or fourteenth slip roads.

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

**5.** 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.

**6.** The provisions of articles 3 and 4 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 article 3 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

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

31st January 2011

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