

2012 No. 2248

ROAD TRAFFIC

**The M62 Motorway (Junctions 11-9 Westbound Carriageway)
and the M6 (Junctions 20-22 Northbound and Southbound)
(Temporary Prohibition and Restriction of Traffic) Order 2012**

Made - - - - *21st August 2012*

Coming into force - - *2nd September 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M62 and M6 Motorways and their link and slip roads, is satisfied that traffic on sections of those motorways and on two of those link roads and on one of those slip roads in the District 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) of the Road Traffic Regulation Act 1984(a) and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations 1982(b) hereby makes the following Order:-

1. This Order may be cited as the M62 Motorway (Junctions 11-9 Westbound Carriageway) and the M6 (Junctions 20-22 Northbound and Southbound) (Temporary Prohibition and Restriction of Traffic) Order 2012 and shall come into force on 2nd September 2012.

2. In this Order:

“the first length of carriageway” means the westbound carriageway of the M62 Motorway from a point 2000 metres east of the diverge point with the Junction 10 link road to the northbound and southbound carriageways of the M6 Motorway to a point 500 metres west of the merge point with the M6 Junction 21a northbound link road;

“the second length of carriageway” means the southbound carriageway of the M6 Motorway from a point 2000 metres north of the diverge point with the Junction 21a link road to the eastbound carriageway of the M62 Motorway to a point 500 metres south of the merge point with the M62 Junction 10 westbound link road;

“the third length of carriageway” means the northbound carriageway of the M6 Motorway from a point 2000 metres south of the diverge point with the Junction 21a link road to the westbound carriageway of the M62 Motorway to a point 500 metres north of the merge point with the M62 Junction 10 westbound link road;

(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 fourth length of carriageway” means the westbound carriageway of the M62 Motorway from a point 600 metres east of the diverge point with the Junction 10 link road to the northbound and southbound carriageways of the M6 Motorway to a point 200 metres west of the merge point with the M6 Junction 21a northbound link road;

“the fifth length of carriageway” means the southbound carriageway of the M6 Motorway from a point 600 metres north of the diverge point with the Junction 21a link road to the eastbound carriageway of the M62 Motorway to a point 200 metres south of the merge point with the M62 Junction 10 westbound link road;

“the sixth length of carriageway” means the northbound carriageway of the M6 Motorway from a point 600 metres south of the diverge point with the Junction 21a link road to the westbound carriageway of the M62 Motorway to a point 200 metres north of the merge point with the M62 Junction 10 westbound link road;

“the first link road” means the link road leading from the northbound carriageway of the M6 Motorway at Junction 21a to the westbound carriageway of the M62 Motorway;

“the second link road” means the link road leading from the southbound carriageway of the M6 Motorway at Junction 21a to the westbound carriageway of the M62 Motorway;

“the slip road” means the entry slip road leading to the southbound carriageway of the M6 Motorway at Junction 22;

“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 third length of hardshoulder” means the hardshoulder adjacent to the sixth length of carriageway;

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

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

“the first works period” means the following:

- i. thirty nights between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 3 September 2012 and ending on Wednesday 31 October 2012. 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;
- ii. eight weekends between 2200 hours on Friday and 0500 hours on Monday starting on Friday 7 September 2012 and ending on Monday 29 October 2012. However, work may start and continue between the same times on subsequent weekends or continue until completed, for such period not exceeding 18 months as shall be required to complete the work;

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

“the second works period” means periods overnight between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 3 September 2012 and ending on Wednesday 31 October 2012. 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, barrier and electrical cabling works on the M62 and M6 Motorways;

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 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 articles 7 and 8 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first, second and third lengths of carriageway, the first and second link roads, the slip road or the first, second, third, fourth, and fifth lengths of hardshoulder at a speed exceeding 50 miles per hour.

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

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

7. The provisions of articles 4, 5 and 6 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 articles 5 and 6 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

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

Signed by authority of the Secretary of State for Transport

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Store Street
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M1 2WD

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

21st August 2012

(a) S.I. 2011/935.