

2011 No. 2044

ROAD TRAFFIC

**The M62 Motorway (Junction 25 to Junction 30) (Temporary
Restriction and Prohibition of Traffic) Order 2011**

Made - - - - *16th August 2011*

Coming into force - - *31st August 2011*

WHEREAS, the Secretary of State for Transport, being the traffic authority for the M1 Motorway, the M62 Motorway, the M606 Motorway, the M621 Motorway and connecting roads, in the Districts of Bradford, Calderdale, Kirklees, Leeds and Wakefield in the County of West Yorkshire, is satisfied that traffic on those motorways and some of those connecting roads should be restricted and prohibited because carriageway construction 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) and 15(2) of the Road Traffic Regulation Act 1984(a), makes the following Order: -

1. This Order may be cited as the M62 Motorway (Junction 25 to Junction 30) (Temporary Restriction and Prohibition of Traffic) Order 2011 and shall come into force on 31st August 2011.

2. In this Order; -

“the M1” means the M1 Motorway;

“the M62” means the M62 Motorway;

“the M606” means the M606 Motorway;

“the M621” means the M621 Motorway;

“the first length of eastbound carriageway” means the M62 eastbound carriageway between a point 3000 metres west of the nose of the eastbound exit slip road at Junction 25 (Brighouse) and a point 1000 metres east of the nose of the eastbound entry slip road at Junction 30 (Rothwell), a distance of 29,500 metres;

“the first length of westbound carriageway” means the M62 westbound carriageway between a point 2000 metres east of the nose of the westbound exit slip road at Junction 30 and a point 1000 metres west of the nose of the westbound entry slip road at Junction 25, a distance of 28,500 metres;

“the second length of eastbound carriageway” means the M62 eastbound carriageway between the nose of the eastbound exit slip road at Junction 25 and the nose of the eastbound entry slip road at Junction 30, a distance of approximately 25,500 metres;

“the second length of westbound carriageway” means the M62 westbound carriageway between the nose of the westbound exit slip road at Junction 30 and the nose of the westbound entry slip road at Junction 25, a distance of approximately 25,500 metres;

“car share lane” means the free-flow link road connecting the M606 Motorway southbound carriageway with the M62 Motorway eastbound carriageway at Chain Bar Roundabout (the M606 Motorway Junction 1, and the M62 Motorway Junction 26), a distance of 2750 metres.

(a) 1984 c.27; new sections 14 and 15 were substituted by the Road Traffic (Temporary Restrictions) Act 1991 (c.26), section 1(1) and Schedule 1.

“a slip road” means any of the following slip roads:

- (i) the M62 eastbound and westbound exit and entry slip roads at Junction 25;
- (ii) the M62 eastbound and westbound exit and entry slip roads connecting with Hartshead Moor Services;
- (iii) the M62 eastbound and westbound exit and entry slip roads at Junction 26 (Chain Bar);
- (iv) the M62 eastbound and westbound exit and entry slip roads at Junction 27 (Gildersome);
- (v) the M62 eastbound and westbound exit and entry slip roads at Junction 28 (Tingley);
- (vi) the M62 eastbound and westbound exit and entry slip roads at Junction 29 (Lofthouse);
- (vii) the M62 eastbound and westbound exit and entry slip roads at Junction 30; and
- (viii) the M1 northbound exit slip road at Junction 42 (Lofthouse);

“the first link roads” means any of the following link roads:

- (i) the link road connecting the M606 southbound carriageway with the M62 westbound carriageway at Chain Bar;
- (ii) the link road connecting the M62 eastbound carriageway with the M621 northbound carriageway at Gildersome Interchange;
- (iii) the link road connecting the M621 southbound carriageway with the M62 westbound carriageway at Gildersome Interchange;
- (iv) the link road connecting the M62 eastbound carriageway with the M1 northbound carriageway at Lofthouse Interchange;
- (v) the link road connecting the M1 northbound carriageway with the M62 westbound carriageway at Lofthouse Interchange; and
- (vi) the link road connecting the M1 southbound carriageway with the M62 westbound carriageway at Lofthouse Interchange;

“the second link road” means the link road connecting the M62 eastbound carriageway with the M606 northbound carriageway at Chain Bar;

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

“operating weight” shall be calculated as provided in Section 138 of the Road Traffic Regulations Act 1984;

“the works period” means the period starting at 00:01 hours on Thursday 1st September 2011 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 article 6 no person shall, during the works period, cause or permit any vehicle to be driven in the first length of eastbound carriageway, the first length of westbound carriageway, the first link roads, or a slip road at a speed exceeding 60 miles per hour or 50 miles per hour.

4. Subject as mentioned in article 6 no person shall, during the works period, cause or permit any vehicle to enter or proceed in the second length of eastbound carriageway, the second length of westbound carriageway, the car share lane, the first link roads, the second link road or a slip road.

5. Subject as mentioned in article 6 no person shall, during the works period, cause or permit any vehicle to enter or proceed in any specified lanes in the first length of eastbound carriageway, the first length of westbound carriageway, the first link roads, or a slip road as indicated by traffic signs:

- (i) with an overall width exceeding 6'6''; or
- (ii) with an operating weight exceeding 7.5 Tonnes.

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

6. The provisions of articles 3, 4 and 5 shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs. Nothing in articles 4 and 5 shall apply to:

- (a) a vehicle being used for police, fire and rescue authority or ambulance purposes;
- (b) a vehicle being used for, or in connection with, the said works, or for traffic officer or winter maintenance purposes; or
- (c) anything done at the direction of, or with the permission of, a constable or traffic officer in uniform;

and nothing in article 3 shall apply to a vehicle being used for the purpose specified in paragraph (a) of this article.

7. 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.

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(b) are suspended in relation to the hard shoulders adjacent to the first length of eastbound carriageway, the first length of westbound carriageway, the first link roads, or a slip road as described in article 2 at such times and to such extent as may, from time to time, be indicated by traffic signs; and in this article “hard shoulder” has the meaning given in regulation 3(1)(e) of those Regulations.

9. The Secretary of State is satisfied that the execution of the said works will take longer than a period of 18 months starting on the date when this Order comes into force.

Signed by authority of the Secretary of State

16th August 2011

M Lee
A Team Leader
in the Highways Agency

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