

2011 No. 2206

ROAD TRAFFIC

The M62 Motorway (Junctions 9-11 Eastbound and Westbound Carriageways, Slip and Link Roads) and the M6 (Junction 21A Link Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011

Made - - - - *31st August 2011*

Coming into force - - *4th September 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 eight of those slip roads and six of those link 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) 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 9-11 Eastbound and Westbound Carriageways, Slip and Link Roads) and the M6 (Junction 21A Link Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 4th September 2011.

2. In this Order:

“the motorway” means the M62 Motorway between Junctions 9 and 11;

“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 westbound carriageway of the motorway from a point 667 metres east of the centreline of Keepers Cottage overbridge to a point 410 metres west of the centreline of the M62 Junction 9 west overbridge;

“the second length of carriageway” means the eastbound carriageway of the motorway from a point 1025 metres east of the centreline of the M62 Junction 8 east overbridge to a point 388 metres east of the centreline of Holcroft Moss overbridge;

(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 motorway from a point 647 metres west of the centreline of Lilbourne Footbridge to a point 190 metres east of the centreline of Holcroft Moss overbridge;

“the fourth length of carriageway” means the westbound carriageway of the motorway from a point 90 metres east of the centreline of Holcroft Moss overbridge to a point 745 metres west of the centreline of Lilbourne Footbridge;

“the fifth length of carriageway” means the eastbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 9 to 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 the tip of the nosing of the exit slip road at Junction 9 to the tip of the nosing of the entry slip road at Junction 9;

“the seventh length of carriageway” means the eastbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 11 to the tip of the nosing of the entry slip road at Junction 11;

“the eighth length of carriageway” means the eastbound carriageway of the motorway from the diverge point with the Junction 10 link road to the M6 northbound and southbound carriageways to the tip of the nosing of the entry slip road at Junction 11;

“the ninth length of carriageway” means the westbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 11 to the tip of the nosing of the entry slip road at Junction 11;

“the tenth length of carriageway” means the westbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 11 to the merge point with the link road from the M6 northbound carriageway;

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

“the third link road” means the link road leading from the southbound carriageway of the M6 Motorway at Junction 21a to the eastbound carriageway of the motorway;

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

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

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

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

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

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

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

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

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

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

“the eighth 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 third length of carriageway;

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

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

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

“the first works period” means the following periods:

- i. starting at 2200 hours on Monday 5 September 2011 and ending at 0500 hours on Friday 23 December 2011; and
- ii. starting at 2200 hours on Tuesday 3 January 2012 and ending at 0500 hours on Sunday 26 February 2012;

However, works 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 2200 hours and 0500 hours (ending at 0700 hours on Saturdays and Sundays) starting on Monday 5 September 2011 and ending on Friday 23 December 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;

“the third works period” means periods overnight between 2200 hours and 0500 hours (ending at 0700 hours on Saturdays and Sundays) during the following periods:

- i. starting on Monday 5 September 2011 and ending on Friday 23 December 2011; and
- ii. starting on Tuesday 3 January 2012 and ending on Sunday 26 February 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;

“the fourth works period” means periods overnight between 2300 hours and 0500 hours (ending at 0700 hours on Saturdays and Sundays) during the following periods:

- iii. starting on Monday 5 September 2011 and ending on Friday 23 December 2011; and
- iv. starting on Tuesday 3 January 2012 and ending on Sunday 26 February 2012.

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

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;

“the fifth works period” means periods overnight between 2200 hours and 0500 hours (ending at 0700 hours on Saturdays and Sundays) during the following periods:

- v. starting on Monday 5 September 2011 and ending on Friday 23 December 2011; and
- vi. starting on Tuesday 3 January 2012 and ending on Sunday 26 February 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;

“the sixth works period” means periods overnight between 2000 hours and 0500 hours (ending at 0700 hours on Saturdays and Sundays) during the following periods:

- vii. starting on Monday 5 September 2011 and ending on Friday 23 December 2011; and
- viii. starting on Tuesday 3 January 2012 and ending on Sunday 26 February 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;

“the seventh works period” means periods overnight between 2100 hours and 0500 hours (ending at 0700 hours on Saturdays and Sundays) during the following periods:

- ix. starting on Monday 5 September 2011 and ending on Friday 23 December 2011; and
- x. starting on Tuesday 3 January 2012 and ending on Sunday 26 February 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;

“the eighth works period” means two nights per period between 2100 hours and 0500 hours (ending at 0700 hours on Saturdays and Sundays) during the following periods:

- xi. starting on Monday 5 September 2011 and ending on Friday 30 September 2011; and
- xii. starting on Wednesday 1 December 2011 and ending on Sunday 26 February 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;

“the ninth works period” means two nights per period between 2200 hours and 0500 hours (ending at 0700 hours on Saturdays and Sundays) during the following periods:

- xiii. starting on Monday 5 September 2011 and ending on Friday 30 September 2011; and
- xiv. starting on Wednesday 1 December 2011 and ending on Sunday 26 February 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 safety barrier, drainage, lighting and carriageway improvement works on the motorway, link roads and slip roads;

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, second, third and fourth 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 14 and 15 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first or second lengths of carriageways, the first, second, third or fourth link roads, the first, second, third or fourth lengths of hardshoulder or the first, second, third, fourth, fifth, sixth, seventh or eighth slip roads at a speed exceeding 50 miles per hour.

5. Subject as mentioned in article 14 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 off side running lane of the third and fourth lengths of carriageway.

6. Subject as mentioned in article 14 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the third or fourth lengths of carriageway.

7. Subject as mentioned in article 14 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the fifth, sixth, seventh or eighth lengths of carriageway.

8. Subject as mentioned in article 14 of this Order, during the fourth works period, no person shall cause or permit any motor vehicle to enter or proceed in the ninth or tenth lengths of carriageway.

9. Subject as mentioned in article 14 of this Order, during the fifth works period, no person shall cause or permit any motor vehicle to enter or proceed in the second, third, fifth, sixth, seventh or eighth slip roads or the second, fourth, fifth or sixth link roads.

10. Subject as mentioned in article 14 of this Order, during the sixth works period, no person shall cause or permit any motor vehicle to enter or proceed in the first link road.

11. Subject as mentioned in article 14 of this Order, during the seventh works period, no person shall cause or permit any motor vehicle to enter or proceed in the third link road.

12. Subject as mentioned in article 14 of this Order, during the eighth works period, no person shall cause or permit any motor vehicle to enter or proceed in the fifth or sixth slip roads.

13. Subject as mentioned in article 14 of this Order, during the ninth works period, no person shall cause or permit any motor vehicle to enter or proceed in the seventh or eighth slip roads or the fifth link road.

14. The provisions of articles 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 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, 6, 7, 8, 9, 10, 11, 12 and 13 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

15. 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.

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

(b) S.I. 2011/935.

Signed by authority of the Secretary of State for Transport

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