

2012 No. 1830

ROAD TRAFFIC

**The M62 Motorway (Junctions 10-12 Eastbound and Westbound
Carriageways and Slip Roads) (Temporary Prohibition and
Restriction of Traffic) Order 2012**

Made - - - - *4th July 2012*

Coming into force - - *19th July 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M62 Motorway and its slip roads, is satisfied that traffic on sections of that motorway and on four of those slip roads in the Districts of Warrington and 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) 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 10-12 Eastbound and Westbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2012 and shall come into force on 19th July 2012.

2. In this Order:

“the motorway” means the M62 Motorway between Junctions 10 and 12;

“the first length of carriageway” means the eastbound carriageway of the motorway from a point 100 metres west of the centreline of Risley Manse overbridge to a point 400 metres west of the centreline of Tunnel Farm overbridge;

“the second length of carriageway” means the westbound carriageway of the motorway from a point 500 metres east of the centreline of Cutnook Lane overbridge to a point 300 metres west of the centreline of Silver Lane West overbridge;

“the third length of carriageway” means the eastbound carriageway of the motorway from a point 300 metres west of the centreline of Silver Lane West overbridge to a point 600 metres west of the centreline of Tunnel Farm overbridge;

“the fourth length of carriageway” means the westbound carriageway of the motorway from a point 400 metres east of the centreline of Astley Road overbridge to a point 100 metres west of the centreline of Silver Lane West 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 first slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 11;

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

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

“the fourth 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 first works period” means five weekends between 2200 hours on Fridays and 0500 hours on Mondays during a period starting on Friday 20 July 2012 and ending on Monday 24 September 2012. 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 fifteen nights between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Friday 20 July 2012 and ending on Monday 24 September 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 and maintenance works on the motorway;

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 and second 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 6 and 7 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first and second lengths of carriageway, the first, second, third and fourth slip roads or the first and second lengths of hardshoulder at a speed exceeding 50 miles per hour.

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

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

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

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.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate
Store Street
Manchester
M1 2WD

4th July 2012

R Baldwin
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(a) S.I. 2011/935