

2012 No. 2266

ROAD TRAFFIC

The M66 Motorway (A56 - Junction 3 Southbound and Northbound Carriageways and Slip Roads) (Temporary Prohibition of Traffic) Order 2012

Made - - - - 29th August 2012

Coming into force - - 16th September 2012

WHEREAS the Secretary of State for Transport, being the traffic authority for the M66 Motorway and its slip roads, is satisfied that traffic on sections of that motorway and two of those slip roads in the Districts of Rossendale in the County of Lancashire and Bury and Rochdale in Greater Manchester should be prohibited 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), hereby makes the following Order:-

1. This Order may be cited as the M66 Motorway (A56 – Junction 3 Southbound and Northbound Carriageways and Slip Roads) (Temporary Prohibition of Traffic) Order 2012 and shall come into force on 16th September 2012.

2. In this Order:

“the motorway” means the M66 Motorway;

“the trunk road” means the A56 Trunk Road;

“the tip of the nosing of the exit slip road” means the last point where the slip road leaves the carriageway of the motorway or trunk road;

“the tip of the nosing of the entry slip road” means the first point where the slip road joins the carriageway of the motorway or trunk road;

“the first length of carriageway” means the southbound carriageway of the motorway at the start of the motorway from the tip of the nosing of the exit slip road of the trunk road to the tip of the nosing of the entry slip road at Junction 1;

“the second length of carriageway” means the southbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 2 to the tip of the nosing of the entry slip road at Junction 3;

(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 northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 1 to the end of the motorway at the tip of the nosing of the entry slip road to the trunk road;

“the fourth length of carriageway” means the northbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 2 to the tip of the nosing of the entry slip road at Junction 2;

“the first slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 2;

“the second slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 3;

“works” means resurfacing, road marking, loop reinstatement and associated works on the motorway;

“the first works period” means three nights between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 17 September 2012 and ending on Friday 5 October 2012. However, work may start and continue between the same times on subsequent nights or continue until completed, for such period not exceeding 18 months as shall be required to complete the work;

“the second works period” means seven nights between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 17 September 2012 and ending on Friday 5 October 2012. However, work may start and continue between the same times on subsequent nights or continue 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 (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 17 September 2012 and ending on Friday 5 October 2012. However, work may start and continue between the same times on subsequent nights or continue 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, during the first works period, no person shall cause or permit any vehicle to enter or proceed in the first length of carriageway.
4. Subject as mentioned in article 6 of this Order, during the second works period, no person shall cause or permit any vehicle to enter or proceed in the second length of carriageway or the first and second slip roads.
5. Subject as mentioned in article 6 of this Order, during the third works period, no person shall cause or permit any vehicle to enter or proceed in the third and fourth lengths of carriageway.
6. The provisions of articles 3, 4 and 5 of this Order shall apply only at 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 or ambulance services, vehicles being used in connection with the works, or by traffic officers, or to any vehicle proceeding at the direction, or with the permission, of a constable, or a traffic officer in uniform.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate
Store Street
Manchester
M1 2WD

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

29th August 2012