

2013 No. 2165

ROAD TRAFFIC

**The M62 Motorway (Junctions 18-22 Eastbound and
Westbound) and the M60 Motorway (Junctions 16-18
Clockwise) (Temporary Prohibition and Restriction of Traffic)
Order 2013**

<i>Made</i>	- - - -	<i>16th August 2013</i>
<i>Coming into force</i>	- -	<i>19th August 2013</i>

WHEREAS the Secretary of State for Transport, being the traffic authority for the M62 and M60 Motorways and their slip roads, is satisfied that traffic on sections of those motorways and on twenty-five of those slip roads in the District of Bury, Rochdale and Oldham in Greater Manchester and the District of Calderdale in West Yorkshire 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 18-22 Eastbound and Westbound) and the M60 Motorway (Junctions 16-18 Clockwise) (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 19th August 2013.

2. In this Order:

“the first length of carriageway” means the eastbound carriageway of the M62 Motorway from the centreline of Simister Interchange bridge to a point 50 metres east of the centreline of the A672 underbridge;

“the second length of carriageway” means the clockwise carriageway of the M60 Motorway from the centreline of Irwell Valley Bridge to the centreline of Simister Interchange bridge;

“the third length of carriageway” means the westbound carriageway of the M62 Motorway from a point 2050 metres east of the centreline of the A672 underbridge to a point 100 metres west of the centreline of Whittle Lane Bridge;

“the fourth length of carriageway” means the eastbound carriageway of the M62 Motorway from a point 50 metres west of the centreline of Simister Interchange bridge to a point 50 metres west of the centreline of the A672 underbridge;

“the fifth length of carriageway” means the westbound carriageway of the M62 Motorway from a point 250 metres east of the centreline of the A672 underbridge to the centreline of Whittle Lane Bridge;

(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 clockwise carriageway of the M60 Motorway at Junction 17;

“the second slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 17;

“the third slip road” means the entry slip road leading to the eastbound carriageway of the M62 Motorway at Junction 18;

“the fourth slip road” means the exit slip road leading from the eastbound carriageway of the M62 Motorway at Junction 19;

“the fifth slip road” means the entry slip road leading to the eastbound carriageway of the M62 Motorway at Junction 19;

“the sixth slip road” means the exit slip road leading from the eastbound carriageway of the M62 Motorway at Junction 20;

“the seventh slip road” means the entry slip road leading to the eastbound carriageway of the M62 Motorway at Junction 20;

“the eighth slip road” means the exit slip road leading from the eastbound carriageway of the M62 Motorway at Junction 21;

“the ninth slip road” means the entry slip road leading to the eastbound carriageway of the M62 Motorway at Junction 21;

“the tenth slip road” means the exit slip road leading from the eastbound carriageway of the M62 Motorway at Junction 22;

“the eleventh slip road” means the entry slip road leading to the eastbound carriageway of the M62 Motorway at Junction 22;

“the twelfth slip road” means the exit slip road leading from the westbound carriageway of the M62 Motorway at Junction 19;

“the thirteenth slip road” means the entry slip road leading to the westbound carriageway of the M62 Motorway at Junction 19;

“the fourteenth slip road” means the exit slip road leading from the westbound carriageway of the M62 Motorway at Junction 20;

“the fifteenth slip road” means the entry slip road leading to the westbound carriageway of the M62 Motorway at Junction 20;

“the sixteenth slip road” means the exit slip road leading from the westbound carriageway of the M62 Motorway at Junction 21;

“the seventeenth slip road” means the entry slip road leading to the westbound carriageway of the M62 Motorway at Junction 21;

“the eighteenth slip road” means the exit slip road leading from the westbound carriageway of the M62 Motorway at Junction 22;

“the nineteenth slip road” means the entry slip road leading to the westbound carriageway of the M62 Motorway at Junction 22;

“the twentieth slip road” means the dedicated slip road leading to the eastbound carriageway of the M62 Motorway at Junction 18 from the southbound carriageway of the M66 Motorway;

“the twenty-first slip road” means the exit slip road leading from the eastbound carriageway of the M62 Motorway to Birch Service Area;

“the twenty-second slip road” means the entry slip road leading to the eastbound carriageway of the M62 Motorway from Birch Service Area;

“the twenty-third slip road” means the exit slip road leading from the westbound carriageway of the M62 Motorway to Birch Service Area;

“the twenty-fourth slip road” means the entry slip road leading to the westbound carriageway of the M62 Motorway from Birch Service Area;

“the twenty-fifth slip road” means the dedicated slip road leading from the clockwise carriageway of the M60 Motorway at Junction 18 to Simister;

“hardshoulder” has the meaning given in regulation 3(1)(e) of the Motorways Traffic (England and Wales) Regulations 1982(a);

“the lengths of hardshoulder” means the hardshoulders adjacent to the fourth and fifth lengths of carriageway;

“the 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 Tuesday 20 August 2013 and ending on Friday 29 November 2013. 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;

“works” means pavement, road marking, drainage, electrical, fencing and maintenance works on the M62 and M60 Motorways and their slip roads.

3. Subject to as mentioned in articles 7 and 8 of this Order, during the works period, no person shall cause or permit any motor vehicle to be driven in the first, second and third lengths of carriageway, the lengths of hardshoulder as defined in article 2 of this Order or the first to twenty-fifth slip roads, at a speed exceeding 50 miles per hour.

4. Subject to as mentioned in article 7 of this Order, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the fourth and fifth lengths of carriageway.

5. Subject to as mentioned in article 7 of this Order, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the third to tenth, twelfth to seventeenth, nineteenth to twenty-fifth slip roads.

6. 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.

7. The provisions of articles 3, 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, ambulance services or anything done at the direction, or with the permission, of a constable, or a traffic officer in uniform.

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

And nothing in articles 4 and 5 of this Order shall apply to any vehicle being used in connection with the said works or to vehicles being used for winter maintenance purposes 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.

Piccadilly Gate
Store Street
Manchester
M1 2WD

P Elliott
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

16th August 2013

^(a) S.I. 2011/935.