

2014 No. 2052

ROAD TRAFFIC

The M60, M62, M61 and M602 Motorways (Manchester Smart Motorway Scheme) (Temporary Prohibition and Restriction of Traffic) Order 2014

Made - - - - *19th June 2014*

Coming into force - - *22nd June 2014*

WHEREAS the Secretary of State for Transport being the traffic authority for the M60, M62, M61 and M602 Motorways and their slip and link roads and circulatory carriageways is satisfied that traffic on those motorways and on fifty-one slip roads, ten link roads and one circulatory carriageway in the Districts of Manchester, Salford, Trafford, Bury, Rochdale and Bolton 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 15(2) of the Road Traffic Regulation Act 1984(a) and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations 1982(b) hereby makes the following Order:-

1. This Order may be cited as the M60, M62, M61 and M602 Motorways (Manchester Smart Motorway Scheme) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on the 22nd June 2014.

2. In this Order:

“works” means works associated with the Manchester Smart Motorway Scheme on the motorways;

“the tip of the nosing of the exit slip road” means the last point at which the slip road leaves the carriageway of the motorway;

“the tip of the nosing of the entry slip road” means the first point at which the slip road joins the carriageway of the motorway;

“the circulatory carriageway” means the circulatory carriageway of the M60/M62 roundabout at Junction 18;

“the first length of carriageway” means the clockwise carriageway of the M60 Motorway and the eastbound carriageway of the M62 Motorway from the centrepoint of the M60 Bridgewater Canal Bridge to the centrepoint of Broad Lane B6194 overbridge (between M62 Junctions 20 and 21);

(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.

(b) S.I. 1982/1163, as amended by S.I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

“the second length of carriageway” means the westbound carriageway of the M62 Motorway and the anticlockwise carriageway of the M60 Motorway from the centrepoint of Broad Lane B6194 overbridge (between M62 Junctions 20 and 21) to the centrepoint of the M60 Bridgewater Canal Bridge;

“the third length of carriageway” means the eastbound carriageways of the M62 and M602 Motorways from the centrepoint the M62 Barton Moss Railway Bridge to the centrepoint of the M602 Bridgewater Canal Bridge;

“the fourth length of carriageway” means the westbound carriageways of the M602 and M62 Motorways from the centrepoint of the M602 Bridgewater Canal Bridge to the centrepoint of the M62 Barton Moss Railway Bridge;

“the fifth length of carriageway” means the southbound carriageway of the M66 Motorway and the clockwise carriageway of the M60 Motorway from the centrepoint of the M66 Hills Lane overbridge to the centrepoint of the M60 Old Hall Lane overbridge;

“the sixth length of carriageway” means the clockwise carriageway of the M60 Motorway and the northbound carriageway of the M66 Motorway from the centrepoint of the M60 Old Hall Lane overbridge to the centrepoint of the M66 clockwise Hills Lane overbridge;

“the seventh length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 7 to the tip of the nosing of the entry slip road at Junction 7;

“the eighth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 8 to the tip of the nosing of the entry slip road at Junction 8;

“the ninth length of carriageway” means the clockwise carriageway of the M60 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 tenth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 10 to the tip of the nosing of the entry slip road at Junction 10;

“the eleventh length of carriageway” means the clockwise carriageway of the M60 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 twelfth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 12 to the tip of the nosing of the entry slip road at Junction 12;

“the thirteenth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 13 to the tip of the nosing of the entry slip road at Junction 13;

“the fourteenth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 15 to the tip of the nosing of the entry slip road at Junction 15;

“the fifteenth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 17 to the tip of the nosing of the entry slip road at Junction 17;

“the sixteenth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 18 to the tip of the nosing of the entry slip road at Junction 18;

“the seventeenth length of carriageway” means the eastbound carriageway of the M62 Motorway from the tip of the nosing of the exit slip road at Junction 19 to the tip of the nosing of the entry slip road at Junction 19;

“the eighteenth length of carriageway” means the eastbound carriageway of the M62 Motorway from the tip of the nosing of the exit slip road at Junction 20 to the tip of the nosing of the entry slip road at Junction 20;

“the nineteenth length of carriageway” means the westbound carriageway of the M62 Motorway from the tip of the nosing of the exit slip road at Junction 20 to the tip of the nosing of the entry slip road at Junction 20;

“the twentieth length of carriageway” means the westbound carriageway of the M62 Motorway from the tip of the nosing of the exit slip road at Junction 19 to the tip of the nosing of the entry slip road at Junction 19;

“the twenty-first length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 18 to the tip of the nosing of the entry slip road at Junction 18;

“the twenty-second length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 17 to the tip of the nosing of the entry slip road at Junction 17;

“the twenty-third length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 15 to the tip of the nosing of the entry slip road at Junction 15;

“the twenty-fourth length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 13 to the tip of the nosing of the entry slip road at Junction 13;

“the twenty-fifth length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 12 to the tip of the nosing of the entry slip road at Junction 12;

“the twenty-sixth length of carriageway” means the anticlockwise carriageway of the M60 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 twenty-seventh length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 10 to the tip of the nosing of the entry slip road at Junction 10;

“the twenty-eighth length of carriageway” means the anticlockwise carriageway of the M60 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 twenty-ninth length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 8 to the tip of the nosing of the entry slip road at Junction 8;

“the thirtieth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 7 to the tip of the nosing of the entry slip road at Junction 9;

“the thirty-first length of carriageway” means the clockwise carriageway of the M60 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 10;

“the thirty-second length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 10 to the tip of the nosing of the entry slip road at Junction 11;

“the thirty-third length of carriageway” means the clockwise carriageway of the M60 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 12;

“the thirty-fourth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 12 to the tip of the nosing of the entry slip road at Junction 13;

“the thirty-fifth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 13 to the tip of the nosing of the entry slip road at Junction 14;

“the thirty-sixth length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 15 to the tip of the nosing of the entry slip road at Junction 16;

“the thirty-seventh length of carriageway” means the clockwise carriageway of the M60 Motorway from the tip of the nosing of exit slip road at Junction 17 to the tip of the nosing of the entry slip road at Junction 18;

“the thirty-eighth length of carriageway” means the eastbound carriageway of the M62 Motorway from the tip of the nosing of the exit slip road at Junction 18 to the tip of the nosing of the entry slip road at Junction 19;

“the thirty-ninth length of carriageway” means the eastbound carriageway of the M62 Motorway from the tip of the nosing of the exit slip road at Junction 19 to the tip of the nosing of the entry slip road at Junction 20;

“the fortieth length of carriageway” means the westbound carriageway of the M62 Motorway from the tip of the nosing of the exit slip road at Junction 20 to the tip of the nosing of the entry slip road at Junction 19;

“the forty-first length of carriageway” means the westbound carriageway of the M62 Motorway from the tip of the nosing of the exit slip road at Junction 19 to the tip of the nosing of the entry slip road at Junction 18;

“the forty-second length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 18 to the tip of the nosing of the entry slip road at Junction 17;

“the forty-third length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 17 to the tip of the nosing of the entry slip road at Junction 16;

“the forty-fourth length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 16 to the tip of the nosing of the entry slip road at Junction 15;

“the forty-fifth length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 14 to the tip of the nosing of the entry slip road at Junction 13;

“the forty-sixth length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 13 to the tip of the nosing of the entry slip road at Junction 12;

“the forty-seventh length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 12 to the tip of the nosing of the entry slip road at Junction 11;

“the forty-eighth length of carriageway” means the anticlockwise carriageway of the M60 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 10;

“the forty-ninth length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the exit slip road at Junction 10 to the tip of the nosing of the entry slip road at Junction 9;

“the fiftieth length of carriageway” means the anticlockwise carriageway of the M60 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 7;

“the fifty-first length of carriageway” means the clockwise carriageway of the M60 Motorway and the eastbound carriageway of the M62 Motorway from the centrepoint of Chester Road Bridge to the centrepoint of the A671 Oldham Road underbridge;

“the fifty-second length of carriageway” means the westbound carriageway of the M62 Motorway and the anticlockwise carriageway of the M60 Motorway from the centrepoint of the A671 Oldham Road underbridge to the centrepoint of Chester Road Bridge;

“the first slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 7;

“the second slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 7;

“the third slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 7;

“the fourth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 8;

“the fifth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 8;

“the sixth slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 8;

“the seventh slip roads” means the exit and entry slip roads leading from and to the clockwise and anticlockwise carriageways of the M60 Motorway at Junction 9;

“the eighth slip roads” means the exit and entry slip roads leading from and to the clockwise and anticlockwise carriageways of the M60 Motorway at Junction 10;

“the ninth slip roads” means the exit and entry slip roads leading from and to the clockwise carriageways of the M60 Motorway at Junction 11;

“the tenth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 11;

“the eleventh slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 11;

“the twelfth slip road” means the exit slip road leading from the anticlockwise distributor road of the M60 Motorway at Junction 11;

“the thirteenth slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 12;

“the fourteenth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 12;

“the fifteenth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 12 from the eastbound carriageway of the M62 Motorway;

“the sixteenth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 12 from the westbound carriageway of the M602 Motorway;

“the seventeenth slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 12 from the westbound carriageway of the M602 Motorway;

“the eighteenth slip roads” means the exit and entry slip roads leading from and to the clockwise and anticlockwise carriageways of the M60 Motorway at Junction 13;

“the nineteenth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 14 from the centrepont of Manchester Road underbridge to the point where it joins the clockwise carriageway;

“the twentieth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 14 from the start of the slip road to the centrepont of the A6 Manchester Road Bridge;

“the twenty-first slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 14 from the A580;

“the twenty-second slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 14;

“the twenty-third slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 15 from the southbound carriageway of the M61 Motorway;

“the twenty-fourth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 15;

“the twenty-fifth slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 15;

“the twenty-sixth slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 15;

“the twenty-seventh slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 16;

“the twenty-eighth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 16;

“the twenty-ninth slip roads” means the exit and entry slip roads leading from and to the clockwise and anticlockwise carriageways of the M60 Motorway at Junction 17;

“the thirtieth slip roads” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 18, including the dedicated lane onto the northbound carriageway of the M66 Motorway;

“the thirty-first slip roads” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 18, including the dedicated lane onto the anticlockwise carriageway of the M60 Motorway;

“the thirty-second slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 18;

“the thirty-third slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 18;

“the thirty-fourth slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 18;

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

“the thirty-sixth slip road” means the exit slip road leading from the eastbound carriageway of the M62 Motorway at Junction 18;

“the thirty-seventh slip road” means the exit slip road leading from the westbound carriageway of the M62 Motorway at Junction 18;

“the thirty-eighth slip road” means the entry slip road leading to the westbound carriageway of the M62 Motorway at Junction 18;

“the thirty-ninth slip roads” means the exit and entry slip roads leading from and to the eastbound carriageways of the M62 Motorway at Junction 19;

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

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

“the forty-second slip roads” means the exit and entry slip roads leading from and to the eastbound and westbound carriageways of the M62 Motorway at Junction 20;

“the forty-third slip roads” means the exit and entry slip roads leading to and from the eastbound and westbound carriageways of the M62 Motorway at Birch Services;

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

“the forty-fifth slip road” means the entry slip road leading from the westbound carriageway of the M602 Motorway to the M60 anticlockwise distributor road between Junctions 12 and 11;

“the forty-sixth slip road” means the M60 anticlockwise distributor road from the Junction 12 entry slip road to the Junction 11 exit slip road;

“the forty-seventh slip road” means the entry slip road from the Junction 12 distributor road onto the M60 anticlockwise carriageway;

“the forty-eighth slip road” means the entry slip road leading from the southbound carriageway of the M61 Motorway from the centrepont of Manchester Road underbridge to the point where it merges with the clockwise carriageway of the M60 Motorway;

“the forty-ninth slip road” means the entry slip road leading to the northbound carriageway of the M66 Motorway from the circulatory carriageway;

“the fiftieth slip road” means the exit slip road leading from the southbound carriageway of the M66 Motorway to the circulatory carriageway;

“the fifty-first slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway from the A580;

“the first link road” means the link road leading from the anticlockwise carriageway of the M60 Motorway at Junction 12 to the westbound carriageway of the M62 Motorway, from the point where it diverges from the anticlockwise carriageway to the point where it merges with the westbound carriageway;

“the second link road” means the link road leading from the anticlockwise carriageway of the M60 Motorway at Junction 12 to the eastbound carriageway of the M602 Motorway, from the point where it diverges from the anticlockwise carriageway to the point where it merges with the eastbound carriageway;

“the third link road” means the link road leading from the clockwise carriageway of the M60 Motorway at Junction 12 to the westbound carriageway of the M62 Motorway, from the point where it diverges from the clockwise carriageway to the point where it merges with the westbound carriageway;

“the fourth link road” means the link road leading from the clockwise carriageway of the M60 Motorway at Junction 12 to the eastbound carriageway of the M602 Motorway, from the point where it diverges from the clockwise carriageway to the point where it merges with the eastbound carriageway;

“the fifth link road” means the link road leading from the westbound carriageway of the M602 Motorway at Junction 1 to the anticlockwise carriageway of the M60 Motorway, from the point where it diverges from the westbound carriageway to the point where it merges with the anticlockwise carriageway;

“the sixth link road” means the link road leading from the westbound carriageway of the M602 Motorway at Junction 1 to the clockwise carriageway of the M60 Motorway, from the point where it diverges from the westbound carriageway to the point where it merges with the clockwise carriageway;

“the seventh link road” means the link road leading from the eastbound carriageway of the M62 Motorway at Junction 12 to the anticlockwise carriageway of the M60 Motorway, from the point where it diverges from the eastbound carriageway to the point where it merges with the anticlockwise carriageway;

“the eighth link road” means the link road leading from the eastbound carriageway of the M62 Motorway at Junction 12 to the clockwise carriageway of the M60 Motorway, from the point where it diverges from the eastbound carriageway to the point where it merges with the clockwise carriageway;

“the ninth link road” means the link road leading from the clockwise carriageway of the M60 Motorway at Junction 15 leading to the northbound carriageway of the M61 Motorway from the point where it diverges from the main carriageway to the centrepiece of Ryders Farm overbridge;

“the tenth link road” means the link road leading from the anticlockwise carriageway of the M60 motorway at Junction 15 to the northbound carriageway of the M61 Motorway from the point where it diverges from the main carriageway to the centrepiece of Ryders Farm overbridge;

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

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

“the lengths of hardshoulder” means the hardshoulder adjacent to the following:

the first length of carriageway, the second length of carriageway, the first slip road, the third slip road, the fourth slip road, the fifth slip road, the sixth slip road, the seventh slip roads, eighth slip roads, the ninth slip roads, the tenth slip road, the eleventh slip road, the twelfth slip road, the thirteenth slip road, the fourteenth slip road, the fifteenth slip road, the sixteenth slip road, the seventeenth slip road, the eighteenth slip roads, the twenty-first slip road, the twenty-second slip road, the twenty-third slip road, the twenty-fourth slip road, the twenty-fifth slip road, the twenty-sixth slip road, the twenty-seventh slip road, the twenty-eighth slip road, the twenty-ninth slip roads, the thirty-second slip road, the thirty-third slip road, the thirty-fourth slip road, the thirty-fifth slip road, the thirty-sixth slip road, the thirty-seventh slip road, the thirty-eighth slip road, the thirty-ninth slip roads, the fortieth slip road, the forty-first slip road, the forty-second slip roads and the forty-third slip roads.

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

(b) s.1 1986/1078 to which there are amendments not relevant to this Order.

“the first works period” means a period starting at 0001 hours on Monday 23 June 2014 and ending at 2359 hours on Wednesday 31 January 2018;

“the second works period” means periods overnight between 2100 hours and 0600 hours during a period starting on Monday 23 June 2014 and ending on Wednesday 31 January 2018.

3. Subject as mentioned in articles 8 and 9 of this Order no person shall, during the first works period, cause or permit any motor vehicle to be driven at a speed exceeding 50 miles per hour in the following:

the first length of carriageway, the second length of carriageway, the third length of carriageway, the fourth length of carriageway, the fifth length of carriageway and the sixth length of carriageway;

the first slip road, the second slip road, the seventh slip roads, the eighth slip roads, the ninth slip roads, the eleventh slip road, the twelfth slip road, the eighteenth slip roads, the nineteenth slip road, the twentieth slip road, the twenty-seventh slip road, the twenty-eighth slip road, twenty-ninth slip roads, the thirtieth slip road, thirty-first slip road, the thirty-second slip road, the thirty-third slip road, the thirty-fifth slip road, the thirty-seventh slip road, the thirty-ninth slip roads, the fortieth slip road, the forty-first slip road, the forty-second slip roads, the forty-third slip roads, the forty-fifth slip road, the forty-sixth slip road, the forty-seventh slip road, the forty-eighth slip road, the forty-ninth slip road and the fiftieth slip road;

the first link road, the second link, the third link road, the fourth link road, the fifth link road, the sixth link road, the seventh link road, the eighth link road, the ninth link road and the tenth link road;

the circulatory carriageway; and the lengths of hardshoulder defined in article 2 of this Order.

4. Subject as mentioned in article 8 of this Order no person shall, during the first works period, cause or permit any motor vehicle with an overall width exceeding 3.25 metres (10 feet 6 inches), 3 metres (9 feet 8 inches) or 2.75 metres (9 feet 0 inches) to enter or proceed in a lane of the fifty-first or fifty-second lengths of carriageway, as indicated by traffic signs.

5. Subject as mentioned in article 8 of this Order no person shall, during the second works period, cause or permit any motor vehicle to enter or proceed in the following:

the seventh to the fiftieth lengths of carriageway;

the first slip road, the third slip road, the fourth slip road, the fifth slip road, the seventh slip roads, the eighth slip roads, the ninth slip roads, the tenth slip road, the eleventh slip road, the twelfth slip road, the thirtieth slip road, the fourteenth slip road, the eighteenth slip roads, the twenty-first slip road, the twenty-second slip road, the twenty-third slip road, the twenty-fourth slip road, the twenty-sixth slip road, the twenty-seventh slip road, the twenty-eighth slip road, the twenty-ninth slip roads, the thirty-second slip road, the thirty-four slip road, the thirty-seventh slip road, the thirty-eighth slip road, the thirty-ninth slip roads, the fortieth slip road, the forty-second slip roads, the forty-third slip roads, the forty-fourth slip road and the fifth-first slip road.

6. 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.

7. 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.

8. The provisions of articles 3, 4, 5 and 6 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 or to any vehicle proceeding at the direction, or with the permission, of a constable, or traffic officer in uniform.

Nothing in articles 4, 5 and 6 of this Order shall apply to vehicles being used in connection with the works, or to vehicles being used for winter maintenance purposes or by traffic officers.

9. 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**(b)** 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

D Clark
Senior Project Manager
Major Projects North
Highways Agency

19th June 2014

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