

2011 No. 2371

ROAD TRAFFIC

**The A627 (M) Motorway (Junctions 1- 4) and M62 Motorway
Junction 20 (Temporary Prohibition and Restriction of Traffic)
Order 2011**

Made - - - - *22nd September 2011*
Coming into force - - *25th September 2011*

WHEREAS the Secretary of State for Transport, being the traffic authority for the A627(M) and M62 Motorways and their slip roads and link roads, is satisfied that traffic on those motorways and on six of those slip roads and on one of those link roads in the Districts of Oldham and Rochdale 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 A627(M) Motorway (Junctions 1-4) and M62 Motorway Junction 20 (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 25th September 2011.
2. In this Order:
 - “the motorway” means the A627(M) Motorway;
 - “the link road” means the A627(M) Slattocks Link 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;
 - “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 northbound carriageway of the motorway from its start at the point where the A663 Broadway merges with the motorway to the tip of the nosing of the entry slip road at Junction 2;
 - “the second length of carriageway” means the southbound carriageway of the motorway from the circulatory carriageway at Junction 3 to the end of the motorway where it merges with the A663 Broadway;

(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 point where it leaves the M62 Motorway Junction 20 circulatory carriageway to its end point at the junction with the A664 Edinburgh Way;

“the fourth length of carriageway” means the southbound carriageway of the motorway from its start at the junction with the A664 Edinburgh Way to the point where it joins the M62 Motorway Junction 20 circulatory carriageway;

“the fifth 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 point where the northbound carriageway of the motorway meets the circulatory carriageway at Junction 3;

“the sixth length of carriageway” means the northbound carriageway of the motorway from a point 50 metres north of the tip of the nosing of the A663 northbound exit slip road at Junction 1 of the motorway to a point 350 metres south of the centreline of Thornham Lane overbridge;

“the seventh length of carriageway” means the southbound carriageway of the motorway from a point 50 metres south of the tip of the nosing of the exit slip road at Junction 2 to a point 480 metres south of the tip of the nosing of the exit slip road at Junction 1;

“the first link road” means the westbound carriageway of the link road from the point where it leaves the circulatory carriageway at Junction 2 of the motorway to its end point at the circulatory carriageway at the junction with the A664 Rochdale Road;

“the second link road” means the eastbound carriageway of the link road from the point where it leaves the circulatory carriageway at the junction with the A664 Rochdale Road to its end point where it meets the circulatory carriageway of the motorway at Junction 2;

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

“the second slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 1;

“the third slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 2;

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

“the fifth slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 1;

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

“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 sixth length of carriageway;

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

“the works period” means periods overnight between 2200 hours and 0500 hours during a period starting on Monday 26 September 2011 and ending on Wednesday 26 October 2011. 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;

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

“works” means resurfacing, loop cutting, road marking, bridge joint and maintenance works on the motorway.

3. Subject as mentioned in articles 6 and 7 of this Order, during the works period, no person shall cause or permit any vehicle to be driven in the first or second lengths of carriageway or the first or second lengths of hardshoulder defined in article 2 of this Order at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 6 of this Order, during the works period, no person shall cause or permit any vehicle to enter or proceed in the third, fourth or fifth length of carriageway, the first or second link roads or the first, second, third, fourth, fifth, or sixth slip roads.

5. 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.

6. The provisions of articles 3 and 4 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 4 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

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

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

22nd September 2011

(a) S.I. 2011/935.