

**2013 No. 974**

**ROAD TRAFFIC**

**The M62 Motorway (Junctions 19 - 21 Eastbound and  
Westbound Carriageways and Slip Roads)  
(Temporary Prohibition and Restriction of Traffic) Order  
2013**

*Made* - - - - *12th February 2013*

*Coming into force* - - *28th February 2013*

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 five of those slip roads in the district of 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) 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 M62 Motorway (Junctions 19-21, Eastbound and Westbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 28th February 2013.
2. In this Order;

“the motorway” means the M62 Motorway between Junctions 19 and 21;

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

“works” means lighting, safety barrier and associated maintenance works on the motorway;

“the works period” means seventy-one nights between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Friday 1 March 2013 and ending on Wednesday 15 May 2013. However, work may start and continue between the same times on subsequent nights or continue until completed, for such further period not exceeding 18 months as shall be required to complete the work;

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(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 first length of carriageway” means the eastbound carriageway of the motorway from a point 450 metres west of the centreline of Thornham West overbridge to a point 300 metres east of the centreline of Broad Lane underbridge;

“the second length of carriageway” means the westbound carriageway of the motorway from a point 550 metres east of the centreline of Broad Lane overbridge to a point 200 metres west of the centreline of Thornham West overbridge;

“the third length of carriageway” means the eastbound carriageway of the motorway from a point 1400 metres east of the centreline of Middleton Road East overbridge to a point 500 metres east of the centreline of Broad Lane overbridge;

“the fourth length of carriageway” means the westbound carriageway of the motorway from the centreline of Milnrow Junction underbridge to a point 400 metres west of the centreline of Thornham West overbridge;

“the first length of hardshoulder” means the hardshoulder adjacent to the first length of carriageway;

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

“the first slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 20;

“the second slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 20;

“the third slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 20.

“the fourth slip road” means the entry slip road leading to the westbound carriageway of the motorway at Junction 20.

“the fifth slip road” means the entry slip road leading to the westbound carriageway of the motorway at Junction 21.

**3.** 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 first or second lengths of carriageway.

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

**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 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.

**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 or

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(a) S. I. 1982/1163, as amended by S. I. 19983/374, 1984,1479, 1992/1364, 1995/158, 1996/3053, 2004/3258 and 2006/594

anything done at the direction, or with the permission, of a constable, or a traffic officer in uniform.

And nothing in articles 3 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<sup>(a)</sup> when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State for Transport

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*P Elliott*  
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12th February 2013

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(a) S.I. 2011/935