

“the first works period” means periods overnight between 2200 hours and 0500 hours during a period starting on Friday 14 February 2014 and ending on Tuesday 1 April 2014. 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 a period starting at 0500 hours on Saturday 15 February 2014 and ending at 2200 hours on Monday 31 March 2014. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

“the first length of carriageway” means the eastbound carriageway of the motorway from a point 400 metres east of the centreline of Middleton Road East overbridge to a point 200 metres east of the centreline of Dig Gate Lane overbridge footbridge;

“the second length of carriageway” means the westbound carriageway of the motorway from a point 800 metres west of the centreline of Tunshill Lane overbridge to a point 400 metres west of the centreline of Royal Hill footbridge;

“the third length of carriageway” means the eastbound carriageway of the 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 21;

“the fourth length of carriageway” means the westbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 21 to the tip of the nosing of the entry slip road at Junction 20;

“the first length of hardshoulder” means the hardshoulder adjacent to the eastbound carriageway of the motorway from a point 1,400 metres east of the centreline of Middleton Road East overbridge to a point 300 metres west of the centreline of Dig Gate Lane overbridge footbridge;

“the second length of hardshoulder” means the hardshoulder adjacent to the westbound carriageway of the motorway from a point 1,200 metres east of the centreline of Dig Gate Lane overbridge to a point 100 metres east of the centreline of Royal Hill footbridge;

“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 21;

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

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

3. Subject as mentioned in articles 6 and 7 of this Order no person shall, during the second works period, cause or permit any motor vehicle to be driven in the first or second lengths of carriageway or the first or second lengths of hardshoulder at a speed exceeding 50 miles per hour.
4. 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 third or fourth lengths of carriageway, or the first, second, third or fourth 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 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 and 4 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. The provisions of article 4 of this Order shall not apply to vehicles being used in connection with the works or for winter maintenance purposes, 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.
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(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

R Baldwin
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

11th February 2014

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