

2020 No.

ROAD TRAFFIC

The M62, M602, M6 and M60 Motorways (Manchester Smart Motorway Scheme) (Temporary Restriction and Prohibition of Traffic) Order 2020

Made - - - - *16th September 2020*
Coming into force - - *21st September 2020*

WHEREAS Highways England Company Limited, being the traffic authority for the M62, M602, M6 and M60 Motorways and their link and slip roads, is satisfied that traffic on sections of those motorways and on fourteenth of their link roads and on eight of their slip roads in the Borough of Warrington, in the Counties of Greater Manchester and Cheshire should be restricted and prohibited because works are proposed to be executed thereon:

NOW, THEREFORE, Highways England Company Limited (Company No.09346363)(a), in exercise of the powers conferred by section 14(1)(a) and 14(7) of the Road Traffic Regulation Act 1984(b) hereby makes the following Order:-

1. This Order may be cited as The M62, M602, M6 and M60 Motorways (Manchester Smart Motorway Scheme) (Temporary Restriction and Prohibition of Traffic) Order 2020 and shall come into force on 21st September 2020.

2. In this Order:

“the motorway” means the M62, M602, M6 and M60 Motorways;

“the tip of the nosing” means, as indicated by the markings on the carriageway, the first point where the entry slip road joins, or the last point when exit slip road leaves, the carriageway of the motorway;

“the first length of carriageway” means the M62 eastbound carriageway, from the centreline of the Western Bridge (A49 Stump Cross) at Junction 9, to a point 3000 metres east of the centreline of Barton Moss Road Bridge;

“the second length of carriageway” means the M602 westbound carriageway, from a point 3750 metres east of the centreline of Barton Moss Road Bridge, to the centreline of Mill Lane Bridge on the M62;

“the third length of carriageway” means the M62 Junctions 10 to 11 eastbound carriageway, from the tip of the nosing of the Junction 10 exit slip road, to the tip of the nosing of the Junction 11 entry slip road;

“the fourth length of carriageway” means the M62 Junctions 10 to 12 eastbound carriageway, from the tip of the nosing of the Junction 10 exit slip road, to the tip of the nosing of the Junction 12 entry slip road;

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(b) 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 fifth length of carriageway” means the M62 Junctions 12 to 11 westbound carriageway, from the last point of the M602 Junction 1 link road, to the tip of the nosing of the M62 Junction 11 entry slip road;

“the sixth length of carriageway” means the M62 Junction 10 to 12 eastbound carriageway, from the tip of the nosing of the Junction 10 exit slip road, to the tip of the nosing of the Junction 12 entry slip road;

“the seventh length of carriageway” means the M62 Junction 12 to 10 westbound carriageway, from the tip of the nosing of the Junction 12 exit slip road, to the tip of the nosing of the Junction 10 entry slip road, this to consequently include the M60 southbound and northbound link roads plus the westbound M602 Junction 1 exit slip road;

“the eighth length of carriageway” means the M62 Junction 12 eastbound carriageway through Junction 12, from the tip of the nosing of the Junction 12 exit slip road, to the tip of the nosing of the Junction 12 entry slip road;

“the ninth length of carriageway” means the M62 Junction 11 westbound carriageway, through Junction 11, from the tip of the nosing of the Junction 11 exit slip road, to the tip of the nosing of the Junction 11 entry slip road;

“the tenth length of carriageway” means the M62 Junction 12 westbound carriageway, through Junction 12, from the tip of the nosing of the Junction 12 exit slip road, to the tip of the nosing of the Junction 12 entry slip road;

“the eleventh length of carriageway” means the M62 Junction 10 westbound carriageway, through Junction 10, from the tip of the nosing of the Junction 10 exit slip road, to the tip of the nosing of the Junction 10 entry slip road;

“the twelfth length of carriageway” means the M60 anti-clockwise carriageway between Junction 13 and 12, from the tip of the nosing of the entry slip road at Junction 13, to the tip of the nosing of the exit slip road at Junction 12, affecting lanes 1 and 2 dedicated to M602 eastbound and M62 westbound traffic;

“the first slip road” means the entry slip road leading to the eastbound carriageway of the M62 Motorway at Junction 9;

“the second slip road” means the exit slip road leading from the eastbound carriageway of the M62 Motorway at Junction 11;

“the third slip road” means the entry slip road leading to the eastbound carriageway of the M62 Motorway at Junction 11;

“the fourth slip road” means the exit slip road leading from the westbound carriageway of the M62 Motorway at Junction 11;

“the fifth slip road” means the entry slip road leading to the westbound carriageway of the M62 Motorway at Junction 11;

“the sixth slip road” means the exit slip road leading from the eastbound carriageway of the M62 Motorway at Junction 12;

“the seventh slip road” means the exit slip road leading from the westbound carriageway of the M62 Motorway at Junction 10;

“the eighth slip road” means the entry slip road leading to the anti-clockwise carriageway of the M60 Motorway at Junction 13;

“the first link road” means the M62 eastbound link road leading to the M6 (northbound and southbound) at Junction 10;

“the second link road” means the M6 southbound link road leading to the M62 eastbound carriageway at Junction 21A;

“the third link road” means the M6 southbound link road leading to the M62 westbound carriageway at Junction 21A;

“the fourth link road” means the M6 northbound link road leading to the M62 eastbound carriageway at Junction 21A;

“the fifth link road” means the M6 northbound link road leading to the M62 westbound carriageway at Junction 21A;

“the sixth link road” means the M62 westbound link road leading to the M6 (northbound and southbound) carriageways at Junction 10;

“the seventh link road” means the M62 eastbound link road leading to the M60 (clockwise) carriageway at Junction 12;

“the eighth link road” means the M602 Junction 1 westbound link road leading to the M60 (clockwise and anti-clockwise) carriageways;

“the ninth link road” means the M60 Junction 12 clockwise link road leading to the M62 westbound carriageway;

“the tenth link road” means the M60 Junction 12 anti-clockwise link road leading to the M62 westbound carriageway;

“the eleventh link road” means the M60 Junction 12 anti-clockwise link road, from a point 60 metres south of the centreline of Grange Farm Bridge, to a point 1078 metres prior to the centreline of the M602 Valley footbridge;

“the twelfth link road” means the M60 Junction 12 anti-clockwise link road leading to the M62 westbound and M602 eastbound carriageways;

“the thirteenth link road” means the M60 Junction 12 anti-clockwise link road, from a point 284 metres south of the centreline of Grange Farm Bridge, to a point 1078 metres prior to the centreline of the M602 Valley footbridge;

“the fourteenth link road” means the M60 Junction 12 anti-clockwise link road, from a point 160 metres south of the centreline of Grange Farm Bridge, to a point 1078 metres prior to the centreline of the M602 Valley footbridge;

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

“the length of hard shoulder” means the hard shoulder adjacent to the first and second lengths of carriageway, the first, second, third, fourth, fifth slip roads, and the first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth and thirteenth link roads.

“overall width or height or length” has the meaning given in regulations 3(2) of the regulations 3(2) of the Road Vehicle (Construction and Use) Regulation(a);

“the first works period” means periods overnight between 21:00 hours and 06:00 hours (continuing to 07:00 hours on Saturday and Sunday mornings) during a period starting on Tuesday 22nd September 2020 and ending upon completion of the works.

“the second works period” means a continuous period starting at 00:01 hours on Tuesday 22nd September 2020 and ending upon completion of the works.

“works” means works associated with the Manchester Smart Motorway Scheme.

3. Subject as mentioned in articles 8 and 9 of this Order, during the second works period, no person shall cause or permit any vehicle to be driven in the first and second lengths of carriageway, or the first, second, third, fourth and fifth slip roads, or the first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth and eleventh link roads, at a speed exceeding either 40, 50, or 60 miles per hour as indicated by traffic signs.
4. Subject as mentioned in articles 8 and 9 of this Order, during the second works period, no person shall cause or permit any vehicle to be driven in the lengths of hard shoulder

defined in article 2 of this Order at a speed exceeding either 40, 50 or 60 miles per hour as indicated by traffic signs.

5. Subject as mentioned in article 8 of this Order, during the second works period, no person shall cause or permit any vehicle with an overall width exceeding 1.95 metres (6 feet 6 inches) to enter or proceed in a lane of the first and second lengths of carriageway, or the first, second, third, fourth and fifth slip roads, or the first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth and fourteenth link roads as indicated by traffic signs.
6. Subject as mentioned in article 8 of this Order, during the first works period, no person shall cause or permit any vehicle to enter or proceed in the third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, and twelfth lengths of carriageway or the second, third, fourth, fifth, sixth, seventh and eighth slip roads or the second, third, fourth, fifth, ninth, tenth, and twelfth link roads.
7. The provision of regulations of 5 and (in so far as it relates to a vehicle being driven) 9 of the Motorway Traffic (England and Wales) Regulation 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 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 5 and 6 of this Order shall apply to any vehicle being used in connection with the said works, by traffic officers, or for winter maintenance purposes.

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 Highways England Company Limited.



2 Colmore Square
Birmingham
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M Bull
SMP Regional Sponsor | North West
Highways England Company Limited

16th September 2020

(a) S. I 1982/1163, as amended by S. I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3258 and 2006/594
(b) S.I. 2011/935.