

**2010 No. 3063**

**ROAD TRAFFIC**

**The M60 Motorway (Junctions 18-22 Clockwise and Anticlockwise Carriageways, Link and Slip Roads) and M62 and M66 Motorways (Temporary Prohibition and Restriction of Traffic) Order 2010**

*Made* - - - - *17 December 2010*  
*Coming into force* - - *3 January 2011*

WHEREAS the Secretary of State for Transport being the traffic authority for the M60, M62 and M66 Motorways and their slip and link roads is satisfied that traffic on those motorways and on eleven of those slip roads and one of those link roads in the Districts of Bury, Manchester, Rochdale and Oldham 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) & (7) of the Road Traffic Regulation Act 1984 (a), hereby makes the following Order:-

1. This Order may be cited as the M60 Motorway (Junctions 18-22 Clockwise and Anticlockwise Carriageways, Link and Slip Roads) and M62 and M66 Motorways (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on the 3 January 2011.

2. In this Order;

“the first length of carriageway” means the M66 Motorway southbound carriageway from a point 50 metres south of the centreline of Hills Lane overbridge to a point on the M60 clockwise carriageway, 130 metres south of the centreline of Cross Lane overbridge;

“the second length of carriageway” means the M60 Motorway anticlockwise carriageway from a point 1330 metres south of the centreline of Lumb Lane overbridge to a point 200 metres north of the centreline of Greengate overbridge;

“the third length of carriageway” means the M60 Motorway clockwise carriageway from a point 420 metres north of the centreline of the Middleton Road bridge to a point 130 metres south of the centreline of the Cross Lane overbridge;

“the fourth length of carriageway” means the M60 Motorway anticlockwise carriageway from a point 630 metres south of the centreline of Cross Lane overbridge to a point 100 metres north of the centreline of Greengate overbridge;

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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

“the fifth length of carriageway” means the M60 Motorway clockwise carriageway from a point 820 metres north of the centreline of Middleton Road bridge to a point 30 metres south of the centreline of Cross Lane overbridge;

“the sixth length of carriageway” means the M60 Motorway anticlockwise carriageway from a point 230 metres south of the centreline of Cross Lane overbridge to a point 100 metres north of the centreline of Greengate overbridge;

“the link road” means the link road leading from the M62 Motorway westbound carriageway at Junction 18 to the M60 Motorway clockwise carriageway;

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

“the second slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 19;

“the third slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 19;

“the fourth slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 20;

“the fifth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 21;

“the sixth slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 21;

“the seventh slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 22;

“the eighth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 22;

“the ninth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 22;

“the tenth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 21;

“the eleventh slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 21;

“works” means temporary carriageway widening works and drainage works on the M60 Motorway;

“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 third and fourth lengths of carriageway;

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(a) S.I.1982/1163 amended by S.I.1983/374, 1984/1479, 1992/1364.  
(b) S.I.1986/1078, to which there are amendments not relevant to this Order.

“the first works period” means the following periods:

- i. three nights between 2200 hours and 0500 hours starting on Tuesday 4 January 2011 and ending on Friday 7 January 2011. However, works 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;
- ii. twelve weekends between 2200 hours on Friday night and 0500 hours on Monday morning starting on Friday 7 January 2011 and ending on Monday 28 March 2011. However, works may start and continue between the same times on subsequent weekends or continue until completed, for such period not exceeding 18 months as shall be required to complete the work;
- iii. four weekday nights per week (Monday, Tuesday, Wednesday and Thursday nights) over eleven weeks between 2200 hours and 0500 hours starting on Monday 10 January 2011 and ending on Friday 25 March 2011. However, works 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;
- iv. over three nights between 2200 hours and 0500 hours starting on Monday 28 March 2011 and ending on Thursday 31 March 2011. However, works 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 the following periods:

- i. three nights between 2100 hours and 0500 hours starting on Tuesday 4 January 2011 and ending on Friday 7 January 2011. However, works 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;
- ii. twelve weekends between 2100 hours on Friday night and 0500 hours on Monday morning starting on Friday 7 January 2011 and ending on Monday 28 March 2011. However, works may start and continue between the same times on subsequent weekends or continue until completed, for such period not exceeding 18 months as shall be required to complete the work;
- iii. four weekday nights per week (Monday, Tuesday, Wednesday and Thursday nights) over eleven weeks between 2100 hours and 0500 hours starting on Monday 10 January 2011 and ending on Friday 25 March 2011. However, works 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;
- iv. over three nights between 2200 hours and 0500 hours starting on Monday 28 March 2011 and ending on Thursday 31 March 2011. However, works 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.

**3.** Subject as mentioned in article 7 of this Order no person shall, during the first works period, cause or permit any motor vehicle to be driven at a speed exceeding 40 miles per hour in the first and second lengths of carriageway, in the link road or in the first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth and eleventh slip roads or in the lengths of hardshoulder defined in article 2 of this Order.

4. 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.

5. Subject as mentioned in article 7 of this Order no person shall, during the first works period, cause or permit any motor vehicle with an overall width exceeding 1.95 metres (6 feet 6 inches) to enter or proceed in the fifth and sixth lengths of carriageway.

6. Subject as mentioned in article 7 of this Order no person shall, during the second works period, cause or permit any motor vehicle to enter or proceed in the fifth, sixth and seventh slip roads.

7. The provisions of articles 3, 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 articles 5 and 6 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

*A Withington*  
Area Performance Manager  
Network Delivery & Development Directorate  
Highways Agency

17 December 2010

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

