

2011 No. 1463

ROAD TRAFFIC

**The M60 Motorway (Junctions 1-2 Clockwise and
Anticlockwise Carriageways and Slip Roads) (Temporary
Prohibition and Restriction of Traffic) Order 2011**

Made - - - - *7th June 2011*

Coming into force - - *23rd June 2011*

WHEREAS the Secretary of State for Transport being the traffic authority for the M60 Motorway and its slip roads is satisfied that traffic on sections of that motorway and on two of those slip roads in the District of Stockport 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 1-2 Clockwise and Anticlockwise Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on the 23rd June 2011.

2. In this Order:

“the motorway” means the M60 Motorway;

“works” means bridge repair and resurfacing works on the motorway;

“the first length of carriageway” means the clockwise carriageway of the motorway from a point 15 metres east of the centreline of Hatton Street footbridge to a point 230 metres west of the centreline of Cheadle Heath Railway overbridge;

“the second length of carriageway” means the anticlockwise carriageway of the motorway from a point 230 metres west of the centreline of Abney overbridge to a point 580 metres east of the centreline of Cheadle Heath Railway overbridge;

“the third length of carriageway” means the clockwise carriageway of the motorway from a point 480 metres east of the centreline of Cheadle Heath Railway overbridge to a point 130 metres west of the same point;

“the fourth length of carriageway” means the anticlockwise carriageway of the motorway from a point 130 metres west of the centreline of Cheadle Heath Railway overbridge to a point 480 metres east of the same point;

(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 first slip road” means the exit slip road leading from the clockwise carriageway of the motorway at Junction 1;

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

“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 third length of carriageway;

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

“the first works period” means the following periods:

- i. between 2300 hours on Fridays and 0500 hours on Mondays over two weekends during a period starting on Friday 24 June 2011 and ending on Monday 1 August 2011; and
- ii. between 2200 hours and 0500 hours on weekday nights over two weeks during a period starting on Monday 27 June 2011 and ending on Friday 5 August 2011.

However, work may start and continue between the same times on subsequent weekends and weekday nights for such period not exceeding 18 months as shall be required to complete the work.

“the second works period” means the following periods:

- i. between 2200 hours on Fridays and 0500 hours on Mondays over two weekends during a period starting on Friday 24 June 2011 and ending on Monday 1 August 2011; and
- ii. between 2200 hours and 0500 hours on weekday nights over two weeks during a period starting on Monday 27 June 2011 and ending on Friday 5 August 2011.

However, work may start and continue between the same times on subsequent weekends and weekday nights for such period not exceeding 18 months as shall be required to complete the work.

“the third works period” means periods between 2200 hours and 0500 hours on weekend nights over two weekends during a period starting on Friday 24 June 2011 and ending on Monday 1 August 2011.

However, work may start and continue between the same times on subsequent weekend nights or continue until completed.

3. Subject as mentioned in article 9 of this Order no person shall, during the first works period, cause or permit any motor vehicle to be driven at a speed exceeding 50 miles per hour in the second length of carriageway or the second length of hardshoulder.

4. Subject as mentioned in article 9 of this Order no person shall, during the first works period, cause or permit any motor vehicle to enter or proceed in the fourth length of carriageway.

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

5. Subject as mentioned in article 9 of this Order no person shall, during the second works period, cause or permit any motor vehicle to be driven at a speed exceeding 50 miles per hour in the first length of carriageway, the first and second slip roads or the first length of hardshoulder.

6. Subject as mentioned in article 9 of this Order no person shall, during the second works period, cause or permit any vehicle to enter or proceed in the third length of carriageway.

7. Subject as mentioned in article 9 of this Order no person shall, during the third works period, cause or permit any vehicle to enter or proceed in the second slip road.

8. 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.

9. The provisions of articles 3, 4, 5, 6 and 7 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 to any vehicle proceeding at the direction, or with the permission, of a constable, or traffic officer in uniform.

Nothing in articles 4, 6 and 7 of this Order shall apply to vehicles being used in connection with the works, or by traffic officers.

10. 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

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A Withington
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7th June 2011

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

(b) S.I. 2011/935.