

2010 No. 2500

ROAD TRAFFIC

The M60 Motorway (Junction 15, Clockwise Carriageway and Slip Road from A580) and Link Roads to and from M61 (Temporary Prohibition and Restriction of Traffic) Order 2010

Made - - - - 29 September 2010

Coming into force - - 10 October 2010

WHEREAS the Secretary of State for Transport, being the traffic authority for the M60 Motorway and the M61 Motorway, is satisfied that traffic on sections of those motorways and their link and slip roads in the City of Salford 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) and (7) of the Road Traffic Regulation Act 1984(a), hereby makes the following Order:-

1. This Order may be cited as the M60 Motorway (Junction 15, Clockwise Carriageway and Slip Road from A580) and Link Roads to and from M61 (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on 10 October 2010.

2. In this Order:

“the motorway” means the M60 Motorway at Junction 15;

“the tip of the nosing of the exit slip road” means the last point where the exit slip road leaves the carriageway of the motorway;

“the first length of carriageway” means the clockwise carriageway of the motorway from the centreline of the Green Leach Lane underbridge to the centreline of the Manchester Road overbridge;

“the second length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 15 to a point 400 metres west of the Manchester Road overbridge;

(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 third length of carriageway” means the clockwise carriageway of the motorway from a point 200 metres west of the tip of the nosing of the exit slip road at Junction 15 to a point 200 metres west of the Manchester Road overbridge;

“the first link road” means the link road leading from the clockwise carriageway of the motorway at Junction 15 to the northbound carriageway of the M61 Motorway;

“the second link road” means the link road leading from the southbound carriageway of the M61 Motorway to the clockwise carriageway of the motorway at Junction 15;

“the slip road” means the entry slip road leading from the A580 eastbound to the clockwise carriageway of the motorway at Junction 15;

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

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

“the works period” means three nights between 2200 hours and 0500 hours during a period starting on Monday 11 October 2010 and ending on Monday 8 November 2010. However, work 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;

“works” means resurfacing and loop cutting works on the motorway and the link and slip roads.

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 second length of carriageway, the first or second link roads, or the slip road.

4. Subject as mentioned in article 6 of this Order, during the works period, no person shall cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour in the first length of carriageway or the length of hardshoulder.

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 length 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 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 3 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

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

Signed by authority of the Secretary of State for Transport

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