

**2011 No. 879**

**ROAD TRAFFIC**

**The M60 Motorway (Junctions 26-2 Clockwise and  
Anticlockwise Carriageways and Slip Roads) (Temporary  
Prohibition and Restriction of Traffic) Order 2011**

*Made* - - - - *15th March 2011*

*Coming into force* - - *22nd March 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 four of those slip roads in the Borough 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) 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 (Junctions 26-2 Clockwise and Anticlockwise Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 22nd March 2011.

2. In this Order:

“the motorway” means the M60 Motorway between Junctions 26 and 2;

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

“the tip of the nosing of the entry slip road” means the first point where the slip road joins the carriageway of the motorway;

“the first length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the entry slip road at Junction 1 to a point 500 metres west of the centreline of the River Mersey Bridge;

“the second length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the entry slip road at Junction 1 to a point 400 metres west of the centreline of the River Mersey Bridge;

“the third length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 26 to a point 300 metres west of the centreline of the River Mersey Bridge;

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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 fourth length of carriageway” means the anticlockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 1 to the tip of the nosing of the exit slip road at Junction 27;

“the first slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 26;

“the second slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 27;

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

“the fourth slip road” means the entry slip road leading to the anticlockwise 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 length of hardshoulder” means the hardshoulder adjacent to the second length of carriageway;

“the first works period” means six nights between 2200 hours and 0500 hours during a period starting on Wednesday 23 March 2011 and ending on Monday 11 April 2011. 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;

“the second works period” means two nights between 2200 hours and 0500 hours during a period starting on Monday 28 March 2011 and ending on Monday 11 April 2011. 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 maintenance works on the motorway.

**3.** Subject as mentioned in article 7 of this Order, during the first works period, no person shall cause or permit any vehicle to be driven in the first length of carriageway or the length of hardshoulder defined in article 2 of this Order at a speed exceeding 50 miles per hour.

**4.** Subject as mentioned in article 7 of this Order, during the first works period, no person shall cause or permit any vehicle to enter or proceed in the third length of carriageway or the first, second and third 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 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.** Subject as mentioned in article 7 of this Order, during the second works period, no person shall cause or permit any vehicle to enter or proceed in the fourth length of carriageway or the fourth slip road.

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

7. The provisions of articles 3, 4 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 4 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

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15th March 2011