

2011 No. 942

ROAD TRAFFIC

**The M60 Motorway (Junctions 19 - 23 Clockwise and
Anticlockwise Carriageways and Slip Roads) (Temporary
Prohibition and Restriction of Traffic) Order 2011**

Made - - - - *22nd March 2011*

Coming into force - - *31st 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 nine of those slip roads in the City of Manchester, and the Districts of Tameside, Oldham, Bury and Rochdale 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 19-23 Clockwise and Anticlockwise Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on the 31st March 2011.

2. In this Order:

“the motorway” means the M60 Motorway between Junctions 19 and 23;

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

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

“works” means pavement resurfacing, drainage and maintenance works on the motorway;

“the first length of carriageway” means the clockwise carriageway of the motorway from a point 200 metres south of the centreline of Pike Fold North underbridge to a point 200 metres south of the centreline of Back Lane overbridge;

“the second length of carriageway” means the anticlockwise carriageway of the motorway from a point 1050 metres south of the centreline of Back Lane overbridge to a point 230 metres north of the centreline of Victoria Avenue footbridge;

(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 230 metres north of the centreline of Victoria Avenue footbridge to a point 200 metres south of the centreline of Back lane overbridge;

“the fourth length of carriageway” means the anticlockwise carriageway of the motorway from a point 120 metres north of the centreline of Lumb Lane overbridge to a point 230 metres north of the centreline of Victoria Avenue footbridge;

“the fifth length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 21 to the tip of the nosing of the entry slip road at Junction 22;

“the sixth length of carriageway” means the anticlockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 22 to the tip of the nosing of the entry slip road at Junction 20;

“the seventh length of carriageway” means the anticlockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 22 to the tip of the nosing of the entry slip road at Junction 21;

“the eighth length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 22 to the tip of the nosing of the entry slip road at Junction 22;

“the ninth length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 20 to the tip of the nosing of the entry slip road at Junction 22;

“the tenth length of carriageway” means the clockwise carriageway of the motorway from a point 190 metres south of the centreline of Pike Fold South overbridge to a point 100 metres south of the centreline of Back Lane overbridge;

“the eleventh length of carriageway” means the anticlockwise carriageway of the motorway from a point 700 metres south of the centreline of Back Lane overbridge to a point 190 metres south of Pike Fold South overbridge;

“the twelfth length of carriageway” means the clockwise carriageway of the motorway from a point 130 metres north of the centreline of Victoria Avenue footbridge to a point 100 metres south of the centreline of Back Lane overbridge;

“the thirteenth length of carriageway” means the anticlockwise carriageway of the motorway from a point 200 metres south of the centreline of Medlock Valley footbridge to a point 70 metres south of the centreline of Victoria Avenue footbridge;

“the fourteenth length of carriageway” means the anticlockwise carriageway of the motorway from a point 180 metres south of the centreline of Lumb Lane overbridge to a point 70 metres south of the centreline of Victoria Avenue footbridge;

“the fifteenth length of carriageway” means the clockwise carriageway of the motorway from a point 430 metres north of the centreline of Victoria Avenue footbridge to a point 100 metres south of the centreline of Back Lane overbridge;

“the first slip road” means the exit slip road leading from the clockwise carriageway of the motorway at Junction 21;

“the second slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 21;

“the third slip road” means the exit slip road leading from the clockwise carriageway of the motorway at Junction 22;

“the fourth slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 22;

“the fifth slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 22;

“the sixth slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 21;

“the seventh slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 21;

“the eighth slip road” means the exit slip road leading from the clockwise carriageway of the motorway at Junction 20;

“the ninth slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 20;

“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 hardshoulders adjacent to the tenth and eleventh lengths of carriageway;

“the first works period” means periods over weekday nights (Monday – Thursday) between 2100 hours and 0500 hours during a period starting on Monday 4 April 2011 and ending on Thursday 24 November 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 fourteen weekends between 2100 hours on Fridays and 0500 hours on Mondays starting on Friday 1 April 2011 and ending on Monday 25 July 2011. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work.

“the third works period” means thirteen weekends between 2100 hours on Fridays and 0500 hours on Mondays starting on Friday 2 September 2011 and ending on Monday 28 November 2011. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work.

“the fourth works period” means periods of three nights on fourteen weekends, starting on Fridays, between 2100 hours and 0700 hours (Saturday and Sunday mornings) ending at 0500 hours on Monday mornings, starting on Friday 1 April 2011 and ending on Monday 25 July 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 fifth works period” means periods of three nights on thirteen weekends, starting on Fridays, between 2100 hours and 0700 hours (Saturday and Sunday mornings) ending at 0500 hours on Monday mornings, starting on Friday 2 September 2011 and ending on Monday 28 November 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 sixth works period” means a period starting at 2100 hours on Friday 1 April 2011 and ending at 0500 hours on Monday 19 September 2011. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work.

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

(b) s.1 1986/1078 to which there are amendments not relevant to this Order.

“the seventh works period” means twenty nights between 2100 hours and 0500 hours (ending at 0700 hours on Saturday and Sundays mornings) during a period starting on Friday 1 April 2011 and ending on Monday 19 September 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 eighth works period” means periods over eight weekends starting at 2100 hours on Fridays and ending at 0500 hours on Monday mornings during a period starting on Friday 1 April 2011 and ending on Monday 19 September 2011. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work.

“the ninth works period” means overnight periods between 2100 hours and 0500 hours (ending at 0700 hours on Saturday and Sunday mornings) during a period starting on Friday 1 April 2011 and ending on Monday 28 November 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.

3. Subject as mentioned in article 18 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 or second lengths of carriageway, or in the first, second, third, fourth, fifth, sixth, seventh, eighth or ninth slip roads, or in the lengths of hardshoulder defined in article 2 of this Order.
4. Subject as mentioned in article 18 of this Order no person shall, during the first works period, cause or permit any motor vehicle to enter or proceed in the third or fourth lengths of carriageway, or in the first, second, third, fourth, fifth, sixth or seventh slip roads.
5. Subject as mentioned in article 18 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 a lane of the fourteenth or fifteenth lengths of carriageway, as indicated by traffic signs.
6. Subject as mentioned in article 18 of this Order no person shall, during the second and third works periods, cause or permit any motor vehicle to be driven at a speed exceeding 40 miles per hour in the first or second lengths of carriageway, or in the first, second, third, fourth, fifth, sixth, seventh, eighth or ninth slip roads, or in the lengths of hardshoulder defined in article 2 of this Order.
7. Subject as mentioned in article 18 of this Order no person shall, during the second and third works periods, cause or permit any motor vehicle to enter or proceed in the third or fourth lengths of carriageway, or in the first, second, third, fourth, fifth, sixth or seventh slip roads.
8. Subject as mentioned in article 18 of this Order no person shall, during the second and third works periods, 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 fourteenth or fifteenth lengths of carriageway, as indicated by traffic signs.
9. Subject as mentioned in article 18 of this Order no person shall, during the fourth and fifth works periods, cause or permit any motor vehicle to enter or proceed in the fifth, sixth or ninth lengths of carriageway.
10. Subject as mentioned in article 18 of this Order no person shall, during the sixth works period, cause or permit any motor vehicle to be driven at a speed exceeding 40 miles per hour in the first or second lengths of carriageway, or in the first, second, third, fourth, fifth, sixth, seventh, eighth or ninth slip roads, or in the lengths of hardshoulder defined in article 2 of this Order.
11. Subject as mentioned in article 18 of this Order no person shall, during the sixth works period, cause or permit any motor vehicle to enter or proceed in the third or fourth lengths of carriageway.

12. Subject as mentioned in article 18 of this Order no person shall, during the sixth 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 a lane of the fourteenth or fifteenth lengths of carriageway, as indicated by traffic signs.

13. Subject as mentioned in article 18 of this Order no person shall, during the seventh works period, cause or permit any motor vehicle to enter or proceed in the fifth, sixth or seventh lengths of carriageway.

14. Subject as mentioned in article 18 of this Order no person shall, during the eighth works period, cause or permit any motor vehicle to enter or proceed in the first, second, third, fourth, fifth, sixth or seventh slip roads.

15. Subject as mentioned in article 18 of this Order no person shall, during the ninth works period, cause or permit any motor vehicle to enter or proceed in the seventh or eighth lengths of carriageway.

16. 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.

17.

1. During such times as pursuant to article 18 of this Order, during the second, third and sixth works periods movement of traffic is prohibited in one or more lanes of the twelfth length of carriageway but is not prohibited in any lane of the thirteenth length of carriageway, no person shall cause or permit any motor vehicle to enter or proceed in one or more lanes of the thirteenth length of carriageway in any direction other than clockwise;
2. During such times as pursuant to article 18 of this Order, during the second, third and sixth works periods movement of traffic is prohibited in one or more lanes of the thirteenth length of carriageway but is not prohibited in any lane of the twelfth length of carriageway, no person shall cause or permit any motor vehicle to enter or proceed in one or more lanes of the twelfth length of carriageway in any direction other than anticlockwise;
3. When pursuant to article 18 of this Order, movement is prohibited in one or more lanes of a carriageway but is not prohibited in any lane of the corresponding length of the other carriageway. The provisions of this article with respect to that other carriageway shall apply to that length of carriageway.

18. The provisions of articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 17 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, 5, 7, 8, 9, 11, 12, 13, 14 and 15 of this Order shall apply to vehicles being used in connection with the 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

Piccadilly Gate
Store Street
Manchester
M1 2WD

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

22nd March 2011