

**2012 No. 438**

**ROAD TRAFFIC**

**The M61 Motorway (Junctions 3-9 Northbound and Southbound) and the M65 (Junctions 1-3 Eastbound and Westbound), Carriageways and Slip Roads (Temporary Prohibition and Restriction of Traffic) Order 2012**

*Made* - - - - *14th February 2012*

*Coming into force* - - *4th March 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M61 and M65 Motorways and their slip roads, is satisfied that traffic on sections of those motorways and on twelve of those slip roads in the Districts of Bolton in Greater Manchester and South Ribble and Chorley in the County of Lancashire 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 M61 Motorway (Junctions 3-9 Northbound and Southbound) and the M65 (Junctions 1-3 Eastbound and Westbound), Carriageways and Slip Roads (Temporary Prohibition and Restriction of Traffic) Order 2012 and shall come into force on 4th March 2012.

2. In this Order:

“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 northbound carriageway of the M61 Motorway from the centre point of Anchor Lane bridge to the centre point of Duckworth Railway Bridge;

“the second length of carriageway” means the eastbound carriageway of the M65 Motorway from the centre point of Cuerdon Gates bridge to the centre point of Hill House Farm bridge;

“the third length of carriageway” means the westbound carriageway of the M65 Motorway from the centre point of Marsh Lane (Brindle) bridge to the centre point of Preston Road 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 northbound carriageway of the M61 Motorway from a point 65 metres north of the tip of the nosing of the exit slip road at Junction 5 to a point 245 metres south of the tip of the nosing of the entry slip road at Junction 9;

“the first slip road” means the exit slip road leading from the northbound carriageway of the M61 Motorway at Junction 5;

“the second slip road” means the entry slip road leading to the northbound carriageway of the M61 Motorway at Junction 5;

“the third slip road” means the exit slip road leading from the northbound carriageway of the M61 Motorway at Junction 8;

“the fourth slip road” means the entry slip road leading to the northbound carriageway of the M61 Motorway at Junction 8;

“the fifth slip road” means the exit slip road leading from the northbound carriageway of the M61 Motorway at Junction 9;

“the sixth slip road” means the entry slip road leading to the northbound carriageway of the M61 Motorway at Junction 9;

“the seventh slip road” means the exit slip road leading from the southbound carriageway of the M61 Motorway at Junction 9;

“the eighth slip road” means the entry slip road leading to the southbound carriageway of the M61 Motorway at Junction 9;

“the ninth slip road” means the exit slip road leading from the eastbound carriageway of the M65 Motorway at Junction 2;

“the tenth slip road” means the entry slip road leading to the eastbound carriageway of the M65 Motorway at Junction 2;

“the eleventh slip road” means the exit slip road leading from the westbound carriageway of the M65 Motorway at Junction 2;

“the twelfth slip road” means the entry slip road leading to the westbound carriageway of the M65 Motorway at Junction 2;

“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 fourth length of carriageway;

“the works period” means periods overnight between 2200 hours and 0500 hours during a period starting on Monday 5 March 2012 and ending on Saturday 31 March 2012. 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;

“works” means resurfacing and associated works on the M61 and M65 Motorways;

**3.** Subject as mentioned in articles 6 and 7 of this Order, during the works period, no person shall cause or permit any motor vehicle to be driven in the first, second and third lengths of carriageway or the length of hardshoulder at a speed exceeding 50 miles per hour.

**4.** Subject as mentioned in article 6 of this Order, during the works period, no person shall cause or permit any motor vehicle to enter or proceed in the fourth length of carriageway or the first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleven and twelfth slip roads.

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

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

7. 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

Piccadilly Gate  
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M1 2WD

*A Withington*  
Service Delivery Team Leader  
Network Delivery & Development Directorate  
Highways Agency

14th February 2012

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(a) S.I. 1982/1163 amended by S.I. 1983/374, 1984/1479, 1992/1364.  
(b) S.I. 2011/935.