

**2013 No. 2310**

**ROAD TRAFFIC**

**The M60 Motorway (Junctions 10 to 17, Clockwise and Anticlockwise Carriageways, Slip Roads and Link Roads) and the M61 and M62 Motorway Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2013**

*Made* - - - - *3rd September 2013*

*Coming into force* - - *8th September 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M60, M61 and M62 Motorways and slip roads and link roads, is satisfied that traffic on seven of those slip roads and four of those link roads in the Districts of Salford and Bury 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 10 to 17, Clockwise and Anticlockwise Carriageways, Slip Roads and Link Roads) and the M61 and M62 Motorway Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 8th September 2013.

2. In this Order:

“the motorway” means the M60 Motorway;

“works” means resurfacing and associated works and maintenance works on the motorway;

“the works period” means periods overnight (except for Saturday nights) between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday mornings) during a period starting on Monday 9 September 2013 and ending on Friday 20 December 2013. However, work may start and continue between the same times on subsequent nights or continue until completed, for such period not exceeding 18 months as shall be required to complete the work;

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

---

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

“the first slip road” means the exit slip road leading from the clockwise carriageway of the motorway at Junction 13;

“the second slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 13;

“the third slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 13;

“the fourth slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 13;

“the fifth slip road” means the exit slip road leading to the A580 from the anticlockwise carriageway of the motorway at Junction 14;

“the sixth slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 11 from the A57 Liverpool Road;

“the seventh slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 11 from the A57 Liverpool Road;

“the first link road” means the southbound link road from the M61 Motorway joining the clockwise carriageway of the motorway at Junction 15;

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

“the third 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 fourth link road” means the link road leading from the M62 Motorway at Junction 12 to the clockwise carriageway of the motorway from its diverge from the westbound carriageway of the M62 Motorway to its merge with the clockwise carriageway of the motorway;

“the first length of carriageway” means the clockwise carriageway of the motorway from a point 1300 metres south of the centreline of Barton Footbridge to a point 100 metres east of the centreline of Clifton (Manchester Road) Overbridge;

“the second length of carriageway” means the anticlockwise carriageway of the motorway from a point 100 metres west of the centreline of the A56 (Bury New Road) west side Overbridge to a point 300 metres north of the centreline of Grange Farm Occupation Bridge;

“the third length of carriageway” means the clockwise carriageway of the motorway from a point 100 metres north of the centreline of Grange Farm Occupation Bridge to a point 100 metres west of the centreline of Clifton (Manchester Road) Overbridge;

“the fourth length of carriageway” means the anticlockwise carriageway of the motorway from a point 1400 metres east of the centreline of Clifton (Manchester Road) Overbridge to a point 500 metres north of the centreline of Grange Farm Occupation Bridge;

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

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 first, second, third, fourth or fifth

slip roads, the first, second, third or fourth link roads or the third or fourth lengths of carriageway.

4. Subject as mentioned in articles 6 and 7 of this Order no person shall, during the works period, cause or permit any motor vehicle to be driven in the first or second lengths of carriageway, the sixth or seventh slip roads or the lengths of hardshoulder at a speed exceeding 50 miles per hour.
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 lengths of hard shoulder 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 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. The provisions of article 3 of this Order shall not apply to vehicles being used in connection with the works or for winter maintenance purposes, or by traffic officers, or to any vehicle proceeding at the direction, or with the permission, of a constable, or a traffic officer in uniform.
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  
Store Street  
Manchester  
M1 2WD

*B Parker*  
Service Delivery Team Leader  
Network Delivery & Development Directorate  
Highways Agency

3rd September 2013

---

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

(b) S.I. 2011/935