

2013 No. 2372

ROAD TRAFFIC

The M60 Motorway (Junction 24 to 1, Clockwise and Anticlockwise Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2013

Made - - - - *27th August 2013*

Coming into force - - *1st September 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M60 Motorway and its slip roads, is satisfied that traffic on six of those slip roads in the District of Tameside and 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) of the Road Traffic Regulation Act 1984 (a), hereby makes the following Order:-

1. This Order may be cited as the M60 Motorway (Junction 24 to 1, Clockwise and Anticlockwise Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 1st September 2013.

2. In this Order:

“the motorway” means the M60 Motorway;

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

“the works period” means periods overnight between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 2 September 2013 and ending on Monday 4 November 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;

“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;

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

(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 first slip road” means the exit slip road leading from 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 26;

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

“the fourth slip road” means the exit slip road leading from the clockwise carriageway of the motorway at Junction 1.

“the fifth slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 27.

“the sixth slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 25.

“the first length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 25 to the tip of the nosing of the entry slip road at Junction 26;

“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 26 to the tip of the nosing of the entry slip road at Junction 1;

“the third 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 entry slip road at Junction 25;

“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 27 to the tip of the nosing of the entry slip road at Junction 25;

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

3. Subject as mentioned in article 4 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, fifth and sixth slip roads.
4. Subject as mentioned in article 6 of this Order no person shall, during the works period, cause or permit any motor vehicle to enter or proceed in the in the first, second, third and fourth length of carriageways.
5. Subject as mentioned in article 6 of this Order no person shall, during the works period, cause or permit any motor vehicle to be driven in the length of hardshoulder at a speed exceeding 50 miles per hour.
6. 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 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.
7. The provisions of article 3 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, vehicles being used in connection with the works, 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.

Signed by authority of the Secretary of State for Transport

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P ELLIOTT
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27th August 2013