

2013 No. 993

ROAD TRAFFIC

**The M60 Motorway (Junctions 25- 2, Anticlockwise
Carriageway and Slip Roads)
(Temporary Prohibition and Restriction of Traffic) Order
2013**

Made - - - - - *22nd January 2013*

Coming into force - - - - - *10th February 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 sections of that motorway and on three 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) of the Road Traffic Regulation Act 1984(a) and regulation 16(2) of the Motorways Traffic (England and Wales) Regulations 1982(b) hereby makes the following Order:-

1. This Order may be cited as the M60 Motorway (Junctions 25-2, Anticlockwise Carriageway and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2013 and shall come into force on 10th February 2013.

2. In this Order;

“the motorway” means the M60 Motorway between Junctions 25 and 2;

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

“works” means resurfacing and loop cutting works on the motorway;

“the first works period” means six nights between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 11 February 2013 and ending on Thursday 28 February 2013. However, work may start and continue between the same times on subsequent nights or continue until completed, for such further period not exceeding 18 months as shall be required to complete the work;

(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, as amended by S.I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

“the second works period” means two nights between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 11 February 2013 and ending on Thursday 28 February 2013. However, work may start and continue between the same times on subsequent nights or continue until completed, for such further period not exceeding 18 months as shall be required to complete the work;

“the first length of carriageway” means the anticlockwise carriageway of the motorway from a point 340 metres east of the centreline of Brinnington Rise/Brinnington Road overbridge to a point 860 metres east of the centreline of Linguard Railway bridge;

“the second length of carriageway” means the anticlockwise carriageway of the motorway from a point 155 metres east of the centreline of Linguard Railway bridge to a point 660 metres east of the centreline of that same bridge;

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

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

“the second slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 25;

“the third slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 2.

3. Subject as mentioned in article 6 of this Order, during the first works period, no person shall cause or permit any vehicle to enter or proceed in the first, second and third slip roads.

4. Subject as mentioned in articles 6 and 7 of this Order, during the second works period, no person shall cause or permit any motor vehicle to be driven in the first length of carriageway or the length 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 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 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 anything done at the direction, or with the permission, of a constable, or a traffic officer in uniform.

And nothing in article 3 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

(a) S. I. 1982/1163, as amended by S. I. 19983/374, 1984,1479, 1992/1364, 1995/158, 1996/3053, 2004/3258 and 2006/594

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(a) 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

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

22nd January 2013

(a) S.I. 2011/935