

2014 No. 1679

ROAD TRAFFIC

The M61 Motorway (Junctions 1-3 Northbound and Southbound Carriageways, Link and Slip Roads) and M60 Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2014

Made - - - -

5th June 2014

Coming into force - -

8th June 2014

WHEREAS the Secretary of State for Transport, being the traffic authority for the M61 and M60 Motorways and their link and slip roads, is satisfied that traffic on sections of the M61 Motorway and on eight of those link roads and three of those slip roads in the Districts of Salford and Bolton 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) and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations (b) hereby makes the following Order:-

1. This Order may be cited as the M61 Motorway (Junctions 1-3 Northbound and Southbound Carriageways, Link and Slip Roads) and M60 Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 8th June 2014.

2. In this Order:

“the motorway” means the M61 Motorway between Junctions 1 and 3;

“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 first length of carriageway” means the northbound carriageway of the motorway from a point 2000 metres east of the centreline of Riders Farm overbridge to the end of the motorway at Junction 3, at a point 1000 metres east of the centreline of Bolton Road Circle North overbridge;

“the second length of carriageway” means the southbound carriageway of the motorway from the start of the motorway at Junction 3, at a point 2000 metres north of the centreline of Bolton Road Circle North overbridge, to a point 700 metres south of the centreline of Moss Farm overbridge;

“the third length of carriageway” means the northbound carriageway of the motorway from a point 1100 metres east of the centreline of Riders Farm overbridge to the end of the motorway at Junction 3, at a point 500 metres east of the centreline of Bolton Road Circle North overbridge;

(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, 2004/3258 and 2006/594.

“the fourth length of carriageway” means the southbound carriageway of the motorway at the start of the motorway at Junction 3, at a point 1000 metres north of the centreline of Bolton Road Circle North overbridge to a point 200 metres south of the centreline of Moss Farm overbridge

“the first link road” means the link road leading from the southbound carriageway of the motorway at Junction 3 to the A666 from the point where it diverges from the main carriageway to the point where it merges with the A666;

“the second link road” means the link road leading from the A580 westbound link road to the A666, from the point where it diverges from the link road to the motorway to the point where it merges with the A666;

“the third link road” means the link road leading from the clockwise carriageway of the M60 Motorway at Junction 14 to the northbound carriageway of the motorway from the point where it diverges from the clockwise carriageway to the point where it merges with the northbound carriageway;

“the fourth link road” means the link road leading from the anticlockwise carriageway of the M60 Motorway at Junction 14 to the northbound carriageway of the motorway from the point where it diverges from the anticlockwise carriageway to the point where it merges with the northbound carriageway;

“the fifth link road” means the link road leading to the northbound carriageway of the motorway/A666 from the westbound carriageway of the A580 from the point where it diverges from the westbound carriageway to the point where it merges with the northbound carriageway;

“the sixth link road” means the link road leading from the southbound carriageway of the motorway at Junction 3 to the A666 from the point where it diverges from the southbound carriageway to the point where it merges with the A666;

“the seventh link road” means the link road leading from the southbound carriageway of the motorway at Junction 1 to the anticlockwise carriageway of the M60 Motorway at Junction 14 from the point where it diverges from the southbound carriageway to the point where it merges with the clockwise carriageway;

“the eighth link road” means the link road leading from the southbound carriageway of the motorway at Junction 1 to the clockwise carriageway of the M60 Motorway at Junction 14 from the point where it diverges from the southbound carriageway to the point where it merges with the anticlockwise carriageway;

“the first slip road” means the entry slip road leading to the northbound carriageway of the motorway at Junction 3 from the A666;

“the second slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 3;

“the third slip roads” means the exit and entry slip roads leading from and to the southbound carriageway of the motorway at Junction 3;

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

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

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

“the first works period” means periods overnight between 2200 hours and 0500 hours (ending at 0700 hours on Saturday and Sunday mornings) during a period starting on Monday 9 June 2014 and ending on Tuesday 5 August 2014. 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;

“the second works period” means a period starting at 0500 hours on Tuesday 10 June 2014 and ending at 2200 hours on Monday 4 August 2014. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

“works” means central reserve replacement and routine maintenance works.

3. 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.

4. Subject as mentioned in article 6 of this Order, during the first works period, no person shall cause or permit any motor vehicle to enter or proceed in the third and fourth lengths of carriageway, the third, fourth, fifth and sixth link roads or the first, second and third slip roads.

5. 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 and second lengths of carriageway, the first and second link roads or the lengths of hardshoulder defined in article 2 of this Order at a speed exceeding 50 miles per hour.

6. The provisions of articles 4 and 5 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 articles 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**(a)** when used in accordance with regulation 3(5) of those Regulations.

Signed by authority of the Secretary of State for Transport

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R Baldwin
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5th June 2014

(a) S.I. 2011/935.