

2015 No. 1133

ROAD TRAFFIC

**The M60 Motorway (Junctions 25-1 Clockwise and
Anticlockwise Carriageways and Slip Roads) (Temporary
Prohibition of Traffic) Order 2015**

<i>Made</i> - - - -	<i>24th February 2015</i>
<i>Coming into force</i> - -	<i>28th February 2015</i>

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 nine of those slip roads in the District of Stockport in Greater Manchester should be prohibited 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 (Junctions 25-1 Clockwise and Anticlockwise Carriageways and Slip Roads) (Temporary Prohibition of Traffic) Order 2015 and shall come into force on 28th February 2015.

2. In this Order:

“the motorway” means the M60 Motorway;

“the tip of the nosing of the exit slip road” means the last point at which the slip road leaves the carriageway of the motorway;

“the tip of the nosing of the entry slip road” means the first point at which the slip road joins the carriageway of the motorway;

“works” means resurfacing, road marking, stud and general maintenance works;

“the works period” means periods overnight between 2200 hours and 0700 hours (ending at 0500 hours on weekday mornings) during a period starting on Sunday 1st March 2015 and ending on Sunday 31st May 2015. 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 first 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;

(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 second 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 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 entry 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 anticlockwise carriageway of the motorway at Junction 27;

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

“the sixth slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 1;

“the seventh slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 1;

“the eighth slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 1;

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

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 and second lengths of carriageway or the first, second, third, fourth, fifth, sixth, seventh, eighth and ninth slip roads.
4. 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, 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.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate
Store Street
Manchester
M1 2WD

R Baldwin
Service Delivery Team Leader
Network Delivery & Development Directorate
Highways Agency

24th February 2015