

2011 No. 1544

ROAD TRAFFIC

**The M60 Motorway (Junctions 14-17) and Slip and Link Roads,
and the M61 Motorway (Temporary Prohibition and Restriction
of Traffic) Order 2011**

Made - - - -

15th June 2011

Coming into force - -

3rd July 2011

WHEREAS the Secretary of State for Transport, being the traffic authority for the M60 and M61 Motorways and their slip and link roads, is satisfied that traffic on those motorways and on seven of those slip roads and on two 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 14-17) and Slip and Link Roads, and the M61 Motorway (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 3rd July 2011.

2. In this Order:

“the motorway” means the M60 Motorway between Junctions 14 and 17;

“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 clockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 15 to a point 400 metres west of the centreline of Manchester Road overbridge;

“the second length of carriageway” means the clockwise carriageway of the motorway from a point 200 metres west of the tip of the nosing of the exit slip road at Junction 15 to a point 200 metres west of the centreline of Manchester Road overbridge;

“the third length of carriageway” means the clockwise carriageway of the motorway from the centreline of Green Leach Lane underbridge to the centreline of Manchester Road 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.

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

“the first slip road” means the exit slip road leading from the clockwise carriageway of the motorway at Junction 17;

“the second slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 17;

“the third slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 17;

“the fourth slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 17;

“the fifth slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 15;

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

“the seventh slip road” means the entry slip road leading from the A580 eastbound to the M60 clockwise at Junction 14;

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

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

“the works period” means periods overnight between 2200 hours and 0500 hours during a period starting on Monday 4 July 2011 and ending on Friday 26 August 2011. However, work 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;

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

3. Subject as mentioned in article 6 of this Order, during the works period, no person shall cause or permit any vehicle to be driven in the third length of carriageway or the length of hardshoulder defined in article 2 of this Order at a speed exceeding 50 miles per hour.

4. 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 length of carriageway, the first or second link roads or the first, second, third, fourth, fifth, sixth or seventh slip roads.

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.

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

6. The provisions of articles 3 and 4 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 article 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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A Withington
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15th June 2011

(a) S.I. 2011/935.