

2011 No. 3025

ROAD TRAFFIC

The M60 Motorway (Junctions 5-3 Anticlockwise Carriageway and Slip Roads) and the M56 (Sharston Link) (Eastbound Carriageway and Junction 2 Slip Road) (Temporary Prohibition and Restriction of Traffic) Order 2011

Made - - - - *13th December 2011*
Coming into force - - *2nd January 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M60 and M56 Motorways and their slip roads, is satisfied that traffic on sections of that motorway and on three of those slip roads in the Districts of Stockport and Manchester 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 (Junctions 5-3 Anticlockwise Carriageway and Slip Roads) and the M56 (Sharston Link) (Eastbound Carriageway and Junction 2 Slip Road) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 2nd January 2012.

2. In this Order:

“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;

“the first length of slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 4 to the A34 at Junction 3 from a point 633 metres east of the tip of the nosing of the exit slip road at Junction 4 to a point 420 metres east of the tip of the nosing of the exit slip road at Junction 4;

“the second length of slip road” means the entry slip road leading to the eastbound carriageway of the M56 Motorway at Junction 2;

“the third length of slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 4 to the A34 at Junction 3 from the tip of the

(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

nosing of the exit slip road at Junction 4 to a point 633 metres east of the tip of the nosing of the exit slip road at Junction 4;

“the fourth length of slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 3 to the A34;

“the first length of carriageway” means the anticlockwise carriageway of the M60 Motorway from a point 300 metres south of the centreline of Palatine Road viaduct underbridge to a point 70 metres east of the tip of the nosing of the entry slip road at Junction 3;

“the second length of carriageway” means the eastbound carriageway of the M56 Motorway (Sharston Link) from a point 120 metres north of the centreline of Hollyhedge Road overbridge to the merge with the M60 anticlockwise at Junction 3;

“the first works period” means a period starting at 0500 hours on Friday 6 January 2012 and ending at 0500 hours on Saturday 31 March 2012. However, works may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

“the second works period” means periods overnight between 2200 hours and 0700 hours starting on Tuesday 3 January 2012 and ending on Saturday 31 March 2012. 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 third works period” means periods over ten nights between 2200 hours and 0500 hours (continuing to 0700 hours on Saturdays and Sundays) during a period starting on Tuesday 3 January 2012 and ending on Saturday 31 March 2012. 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;

“works” means road marking works on the slip road;

3. Subject as mentioned in articles 6 and 7 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first length of slip road at a speed exceeding 40 miles per hour.

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 second and third lengths of slip road and the first and second lengths of carriageway at a speed exceeding 50 miles per hour.

5. Subject as mentioned in article 6 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the fourth length of slip road.

6. The provisions of articles 3, 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 article 5 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.

(a) S.I. 2011/935.

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