

**2011 No. 2301**

**ROAD TRAFFIC**

**The M60 Motorway (Junctions 1-5 Clockwise and  
Anticlockwise Carriageways and Slip Roads) (Temporary  
Prohibition and Restriction of Traffic) Order 2011**

*Made* - - - - *13th September 2011*

*Coming into force* - - *2nd October 2011*

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 five 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) & (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 1-5 Clockwise and Anticlockwise Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on the 2nd October 2011.

2. In this Order:

“the motorway” means the M60 Motorway;

“works” means road renewal works on the motorway;

“the first length of carriageway” means the clockwise carriageway of the motorway from the centreline of River Mersey Bridge to a point 100 metres west of the centreline of Palatine Road (B5167) underbridge;

“the second length of carriageway” means the anticlockwise carriageway of the motorway from the centreline of Palatine Road (B5167) underbridge to the centreline of Manor Lodge Bridge;

“the third length of carriageway” means the clockwise carriageway of the motorway from a point 243 metres west of the centreline of Styal Loop Railway Bridge to the centreline of Palatine Road underbridge;

“the fourth length of carriageway” means the anticlockwise carriageway of the motorway from the centreline of Underbank Railway Bridge to the centreline of Barnes Bridge overbridge (A34);

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(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 slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 2;

“the second slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 3;

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

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

“the fifth slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 2;

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

“the first length of hardshoulder” means the hardshoulder adjacent to the third length of carriageway;

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

“the works period” means ten nights between 2200 hours and 0500 hours during a period starting on Monday 3 October 2011 and ending on Monday 17 October 2011. However, work may start and continue between the same times on subsequent nights for such period not exceeding 18 months as shall be required to complete the work.

**3.** Subject as mentioned in articles 6 and 7 of this Order no person shall, during the works period, cause or permit any motor vehicle to be driven at a speed exceeding 50 miles per hour in the first or second lengths of carriageway or the first or second lengths of hardshoulder.

**4.** Subject as mentioned in article 6 of this Order no person shall, during the works period, cause or permit any motor vehicle to enter or proceed in the third or fourth lengths of carriageway or the first, second, third, fourth or fifth 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 (b) are suspended in relation to the first and second 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.

**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 to any vehicle proceeding at the direction, or with the permission, of a constable, or traffic officer in uniform.

Nothing in article 4 of this Order shall apply to vehicles being used in connection with the works, or by traffic officers.

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

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

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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M1 2WD

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

13th September 2011

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(a) S.I. 2011/935.