



“the second length of carriageway” means the westbound carriageway of the M67 Motorway from the tip of the nosing of the exit slip road at Junction 2 to its end point where it becomes the trunk road;

“the third length of carriageway” mean the westbound carriageway of the trunk road from its start point 111 metres east of the circulatory carriageway to its end point at the circulatory carriageway;

“the first section of the circulatory carriageway” means the southern section of the circulatory carriageway from the point at its diverge from the exit arm off the roundabout onto the M67/A57 Manchester Road North eastbound carriageway to the point at its merge with the entry arm onto the roundabout from the A57 Manchester Road eastbound carriageway;

“the second section of the circulatory carriageway” means the northern section of the circulatory carriageway from the point at its diverge from the exit arm off the roundabout onto the A57 Manchester Road westbound carriageway to the point at its merge with the entry arm onto the roundabout from the westbound carriageway of the trunk road;

“the first slip road” means the entry slip road leading to the westbound carriageway of the M67 Motorway at Junction 1A;

“the second slip road means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 24;

“the third slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 24;

“the fourth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 24;

“the fifth slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 24;

“the sixth slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 24 to the circulatory carriageway and the A57 westbound only;

“the seventh slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 24 to the circulatory carriageway and the A57/M67 eastbound only;

“the eighth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 24 from the circulatory carriageway to the first point where it merges with the dedicated left turn link road from the trunk road to the M60 clockwise entry slip road;

“the first dedicated link road” means the dedicated left turn link road from the M60 anticlockwise exit slip road at Junction 24 to the A57 westbound carriageway, from its start to the point where the motorway regulations end;

“the second dedicated link road” means the dedicated left turn link road from the trunk road to the M60 clockwise entry slip road at Junction 24, from where the motorway regulations start to its end;

“the third dedicated link road” means the dedicated left turn link road from the trunk road to the M60 clockwise entry slip road at Junction 24 (Denton Roundabout);

“the fourth dedicated link road” means the dedicated left turn link road from the M60 anticlockwise exit slip road at Junction 24 (Denton Roundabout) to the A57 westbound carriageway;

“works” means the Denton Roundabout Pinch Point Scheme and routine maintenance works;

“the first works period” means a period starting at 0000 hours on Thursday 15 May 2014 and ending at 2359 hours on Tuesday 30 September 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;

“the second works period” means periods overnight between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday and Sunday mornings) during a period starting on Thursday 15 May 2014 and ending on Tuesday 30 September 2014. 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.

3. Subject as mentioned in articles 5 and 6 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 carriageway, the first, second, third, fourth and fifth slip roads or the first and second dedicated first and second dedicated link roads at a speed exceeding 50 miles per hour.
4. Subject as mentioned in article 5 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the second and third lengths of carriageway, the first and second sections of the circulatory carriageway, first to eighth slip roads or the third and fourth dedicated link roads.
5. 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 of, 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 to vehicles being used for winter maintenance purposes or by traffic officers.

6. 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) S.I. 2011/935