

2011 No. 2559

ROAD TRAFFIC

**The M67 Motorway (Junctions 1-3, Eastbound and Westbound
Carriageways and Slip Roads) (Temporary Prohibition and
Restriction of Traffic) Order 2011**

Made - - - - *12th October 2011*

Coming into force - - *31st October 2011*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M67 Motorway and its slip roads is satisfied that traffic on sections of that motorway and on eight of those slip roads, in the Borough of Tameside 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 M67 Motorway (Junctions 1-3, Eastbound and Westbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2011 and shall come into force on 31st October 2011.

2. In this Order:

“the “motorway” means the M67 Motorway;

“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 carriageway” means the eastbound carriageway of the motorway from the point where the centrepoint of the carriageway meets the circulatory carriageway of the Denton Roundabout to a point 400 metres east of the tip of the nosing of the exit slip road at Junction 3;

“the second length of carriageway” means the westbound carriageway of the motorway from a point 1.8 kilometres east of the tip of the nosing of the entry slip road at Junction 3 to a point 500 metres west of the tip of the nosing of the exit slip road at Junction 2;

“the third length of carriageway” means the eastbound carriageway of the motorway from the point where the centrepoint of the carriageway meets the circulatory carriageway of the Denton Roundabout to the tip of the nosing of the entry slip road at Junction 2;

(a) 1984 c.27; a new section 14 was substituted by the Road Traffic (Temporary Restrictions) Act 199 (c.26), section 1(1) and Schedule 1

“the fourth length of carriageway” means the westbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 2 to the point where the centrepoint of the carriageway meets the circulatory carriageway of the Denton Roundabout;

“the fifth length of carriageway” means the eastbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 3 to the point where the centrepoint of the carriageway meets the circulatory carriageway of the Mottram Roundabout;

“the sixth length of carriageway” means the westbound carriageway of the motorway from the point where the centrepoint of the carriageway meets the circulatory carriageway of the Mottram Roundabout to the tip of the nosing of the entry slip road at Junction 3;

“the seventh length of carriageway” means the eastbound carriageway of the motorway from a point 400 metres west of the tip of the nosing of the entry slip road at Junction 2 to a point 200 metres east of the tip of the nosing of the exit slip road at Junction 3;

“the eighth length of carriageway” means the westbound carriageway of the motorway from a point 400 metres east of the tip of the nosing of the entry slip road at Junction 3 to a point 300 metres west of the tip of the nosing of the exit slip road at Junction 2;

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

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

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

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

“the fifth slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 2;

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

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

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

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

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

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

“works” means resurfacing, loop cutting, road marking and maintenance works on the motorway and slip roads;

“the works period” means 18 nights between 2200 hours and 0500 hours during a period starting on Tuesday 1 November 2011 and ending on Tuesday 29 November 2011. 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.

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

3. Subject as mentioned in articles 6 and 7 of this Order no person shall, during the works period, cause or permit any 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 vehicle to enter or proceed in the third, fourth, fifth or sixth lengths of carriageway or the first, second, third, fourth, fifth, sixth, seventh or eighth 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 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 during 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 authority or ambulance services or to anything done at the direction, or with the permission, of a constable, or a traffic officer in uniform.

Nothing in article 4 of this Order shall apply to vehicles 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 **(b)** 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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12th October 2011

(a) S.I.1982/1163 amended by S.I.1983/374, 1984/1479, 1992/1364.
(b) S.I. 2011/935.