

2012 No. 2493

ROAD TRAFFIC

The M60 Motorway (Junctions 15-17 Clockwise and Anti-Clockwise Carriageways and Junction 16 Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2012

Made - - - - *26th September 2012*

Coming into force - - *14th October 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M60 Motorway and slip roads is satisfied that traffic on sections of that motorway and two of those slip roads in the Districts of Salford, Bolton 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 15-17 Clockwise and Anti-Clockwise Carriageways and Junction 16 Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2012 and shall come into force on 14th October 2012.

2. In this Order:

“the motorway” means the M60 Motorway;

“the first length of carriageway” means the clockwise carriageway of the motorway from a point 500 metres west of the centreline of Wardley Moss Overbridge to a point 200 metres east of the centreline of Irwell Valley Bridge;

“the second length of carriageway” means the anti-clockwise carriageway of the motorway from a point 100 metres east of the centreline of Park Farm Overbridge to a point 400 metres west of the centreline of Clifton Overbridge;

“the third length of carriageway” means the clockwise carriageway of the motorway from a point 300 metres west of the centreline of Clifton Moss New Footbridge to the centreline of Irwell Valley Bridge;

“the fourth length of carriageway” means the anti-clockwise carriageway of the motorway from a point 300 metres west of the centreline of Molyneux New Footbridge to a point 200 metres west of the centreline of Clifton Overbridge;

[DFT 5996]

(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 16;

“the second slip road” means the exit slip road leading from the anti-clockwise carriageway of the motorway at Junction 16;

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

“the lengths of hardshoulder” means the lengths of hardshoulder adjacent to the third and fourth lengths of carriageway;

“the works period” means six nights between 2200 hours and 0500 hours (continuing to 0700 hours on Saturdays and Sundays) during a period starting on Monday 15 October 2012 and ending on Wednesday 31 October 2012. 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 structural maintenance works on the motorway.

3. Subject as mentioned in article 7 of this Order, during the works period, no person shall cause or permit any vehicle to enter or proceed in the third or fourth lengths of carriageway.

4. Subject as mentioned in article 7 of this Order, during the works period, no person shall cause or permit any vehicle to enter or proceed in the first or second slip roads.

5. Subject as mentioned in articles 7 and 8 of this Order, during the works period, no person shall cause or permit any vehicle to be driven in the first or second lengths of carriageway, or the lengths of hardshoulder, at a speed exceeding 50 miles per hour.

6. 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 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.

7. 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 articles 3 and 4 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

8. 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 (c) when used in accordance with regulation 3(5) of those Regulations.

(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.
(c) S.I. 2011/935.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate
Store Street
Manchester
M1 2WD

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

26th September 2012