

2012 No. 568

ROAD TRAFFIC

The M60 Motorway (Junctions 6-8 Clockwise and Anticlockwise Carriageways and Entry, Exit and Dedicated Slip Roads (Temporary Prohibition of Traffic) Order 2012

Made - - - - *22nd February 2012*

Coming into force - - *26th February 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 on eight of those slip roads in the Districts of Trafford and Manchester in Greater Manchester should be prohibited 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 6-8 Clockwise and Anticlockwise Carriageways and Entry, Exit and Dedicated Slip Roads) (Temporary Prohibition of Traffic) Order 2012 and shall come into force on 26th February 2012.

2. In this Order;

“the motorway” means the M60 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;

“works” means road marking and stud replacement works on the slip roads and motorway;

“the first works period” means two nights between 2200 hours and 0500 hours starting on Monday 27 February 2012 and ending on Wednesday 29 February 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;

(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 second works period” means two nights between 2200 hours and 0500 hours during a period starting on Wednesday 29 February 2012 and ending on Saturday 3 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 two nights between 2200 hours and 0500 hours starting on Monday 5 March 2012 and ending on Wednesday 7 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 fourth works period” means two nights between 2200 hours and 0500 hours during a period starting on Wednesday 7 March 2012 and ending on Saturday 10 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 fifth works period” means two nights between 2200 hours and 0500 hours starting on Monday 12 March 2012 and ending on Wednesday 14 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 sixth works period” means two nights between 2200 hours and 0500 hours during a period starting on Wednesday 14 March 2012 and ending on Saturday 17 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 first length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 7 to the tip of the nosing of the entry slip road at Junction 7;

“the second length of carriageway” means the anticlockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 7 to the tip of the nosing of the entry slip road at Junction 7;

“the first slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 6;

“the second slip road” means the dedicated exit slip road leading from the clockwise carriageway of the motorway at Junction 7 to the A56 Chester Road;

“the third slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 7 from the A56 Chester Road;

“the fourth slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 8;

“the fifth slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 8;

“the sixth slip road” means the dedicated exit slip road leading from the anticlockwise carriageway of the motorway at Junction 7 to the A56 Chester Road;

“the seventh slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 7 from the A56 Chester Road;

“the eighth slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 6;

3. Subject as mentioned in article 9 of this Order, during the first works period, no person shall cause or permit any vehicle to enter or proceed in the first length of carriageway.
4. Subject as mentioned in article 9 of this Order, during the second works period, no person shall cause or permit any vehicle to enter or proceed in the first, second and third slip roads.
5. Subject as mentioned in article 9 of this Order, during the third works period, no person shall cause or permit any vehicle to enter or proceed in the fourth slip road.
6. Subject as mentioned in article 9 of this Order, during the fourth works period, no person shall cause or permit any vehicle to enter or proceed in the second length of carriageway.
7. Subject as mentioned in article 9 of this Order, during the fifth works period, no person shall cause or permit any vehicle to enter or proceed in the fifth, sixth and seventh slip roads.
8. Subject as mentioned in article 9 of this Order, during the sixth works period, no person shall cause or permit any vehicle to enter or proceed in the eighth slip road.
9. The provisions of articles 3, 4, 5, 6, 7 and 8 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, vehicles being used in connection with the said works, or by traffic officers, or to any vehicle proceeding at the direction, or with the permission, of a constable, or a traffic officer in uniform.

Signed by authority of the Secretary of State for Transport

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A Withington
Service Delivery Team Leader
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22nd February 2012