

**2014 No. 62**

**ROAD TRAFFIC**

**The M60 Motorway (Junctions 5-12, Clockwise and Anticlockwise Carriageways, Slip and Link Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014**

*Made* - - - - *7th January 2014*

*Coming into force* - - *12th January 2014*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M60 Motorway and its slip and link roads, is satisfied that traffic on that motorway, on six of those slip roads and on one of those link roads in the Districts of Salford, Trafford 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) 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 5-12, Clockwise and Anticlockwise Carriageways, Slip and Link Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 12th January 2014.

**2.** In this Order:

“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 motorway” means the M60 Motorway between Junctions 5 and 12;

“works” means resurfacing and associated works and maintenance works on the motorway;

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

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

“the works period” means periods overnight between 2200 hours and 0500 hours (continuing to 0700 hours on Saturday mornings) during a period starting on Monday 13 January 2014 and ending on Sunday 9 March 2014. However, work may start and continue between the same times on subsequent nights or continue 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 entry slip road at Junction 5 to the tip of the nosing of the exit slip road at Junction 6;

“the second length of carriageway” means the anticlockwise carriageway of the motorway from the tip of the nosing of the entry slip road at Junction 6 to the tip of the nosing of the exit slip road at Junction 5;

“the third length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 11 to the first point where the M602 westbound link road at Junction 1 merges with the clockwise carriageway of the motorway at Junction 12;

“the first slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 12;

“the second slip road” means the exit slip road leading from the clockwise carriageway of the motorway at Junction 11;

“the third slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 11;

“the fourth slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 5;

“the fifth slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 9;

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

“the link road” means the link road leading from the clockwise carriageway of the motorway at Junction 12 to the M602 eastbound and the M62 westbound;

“the lengths of hardshoulder” means the hardshoulder adjacent to the first and second lengths of carriageway.

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 in the first or second lengths of carriageway or the lengths of hardshoulder at a speed exceeding 50 miles per hour.
4. Subject as mentioned in article 6 of this Order, during the works period, no person shall cause or permit any vehicle to enter or proceed in the third length of carriageway, the first, second, third, fourth, fifth and sixth slip roads or the link road.

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 lengths of hard shoulder 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. The provisions of article 4 of this Order shall not apply to vehicles being used in connection with the works or for winter maintenance purposes, 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.
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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*R Baldwin*  
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7th January 2014

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