

**2014 No. 1681**

**ROAD TRAFFIC**

**The M60 Motorway (Junctions 14-17 Clockwise and Anticlockwise Carriageways, Slip and Link Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014**

*Made* - - - -

*5th June 2014*

*Coming into force* - -

*10th June 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 sections of that motorway and on six of those slip roads and on one of those link roads in the Districts of Salford 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 14-17 Clockwise and Anticlockwise Carriageways, Slip and Link Roads) (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 10th June 2014.

2. In this Order:

“the motorway” means the M60 Motorway between Junctions 14 and 17;

“the tip of the nosing of the exit slip or link road” means the last point at which the slip or link road leaves the carriageway of the motorway;

“the tip of the nosing of the entry slip or link road” means the first point at which the slip or link road joins the carriageway of the motorway;

“the first length of carriageway” means the clockwise carriageway of the motorway from a point 1700 metres west of the centreline of Clift Moss New Footbridge to a point 300 metres east of the centreline of Molyneux Brow New Footbridge;

“the second length of carriageway” means the anticlockwise carriageway of the motorway from a point 2300 metres east of the centreline of Molyneux Brow New Footbridge to a point 300 metres east of the centreline of Clifton Moss New Footbridge;

“the third length of carriageway” means the clockwise carriageway of the motorway from the tip of the nosing of the exit link road at Junction 15 to the tip of the nosing of the entry slip road at Junction 17;

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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.

“the fourth length of carriageway” means the anticlockwise carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 17 to the tip of the nosing of the entry link road from the southbound carriageway of the M61 Motorway at Junction 15;

“the fifth length of carriageway” means the clockwise carriageway of the motorway from a point 700 metres west of the centreline of Clift Moss New Footbridge to a point 200 metres west of the centreline of Molyneux Brow New Footbridge;

“the sixth length of carriageway” means the anticlockwise carriageway of the motorway from a point 1300 metres west of the centreline of Molyneux Brow New Footbridge to a point 800 metres east of the centreline of Clifton Moss New Footbridge;

“the first slip road” means the exit slip road leading from the clockwise carriageway of the motorway at Junction 17;

“the second slip road” means the entry slip road leading to the anticlockwise carriageway of the motorway at Junction 17;

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

“the fourth slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 16;

“the fifth slip road” means the exit slip road leading from the anticlockwise carriageway of the motorway at Junction 14;

“the sixth slip road” means the entry slip road leading to the clockwise carriageway of the motorway at Junction 14,

“the link road” means the clockwise link road of the motorway at Junction 15 leading from the southbound carriageway of the M61 Motorway, from the point where it diverges from the M60 anticlockwise entry link road leading from the M61 southbound to the point where it merges with the main carriageway of the motorway;

“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 fifth and sixth lengths of carriageway;

“the first works period” means two nights between 2200 hours and 0500 hours during a period starting on Wednesday 11 June 2014 and ending on Wednesday 9 July 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;

“the second works period” means a period starting at 0500 hours on Thursday 12 June 2014 and ending at 2200 hours on Tuesday 8 July 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;

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(a) S.I. 1982/1163 amended by S.I.1983/374; 1984/1479.1992/1364.

“works” means bridge repairs and associated works on the motorway.

3. Subject as mentioned in article 7 of this Order, during the first works period, no person shall cause or permit any vehicle to enter or proceed in the third and fourth lengths of carriageway.
  4. Subject as mentioned in article 7 of this Order, during the second works period, no person shall cause or permit any vehicle to enter or proceed in the first, second, third, fourth, fifth and sixth slip roads or the link road.
  5. Subject as mentioned in articles 7 and 8 of this Order, during the second 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 (a) 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 (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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5th June 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.

