

**EXPLANATORY MEMORANDUM TO**  
**THE M60 MOTORWAY (JUNCTION 25) (SPEED LIMIT) REGULATIONS 2009**

**2009 No. 3061**

1. This explanatory memorandum has been prepared by the Highways Agency, an Executive Agency of the Department for Transport, and is laid before Parliament by Command of Her Majesty.
2. **Purpose of the instrument**
  - 2.1 This instrument places a 50 miles per hour speed restriction at Junction 25 on the clockwise carriageway of the M60 Motorway in the Borough of Stockport in Greater Manchester. The restriction will be implemented over a distance of approximately 1.9 kilometres from a point 1025 metres north of the centreline of the Lingard Lane overbridge to a point 945 metres south of this centreline.
  - 2.2 This instrument will revoke the M60 Motorway (Junction 25) (Speed Limit) Regulations 2002, which impose a 50 miles per hour speed limit on a section of the length of motorway now included in this new instrument.
  - 2.3 A temporary order, made under the Road Traffic Regulation Act 1984 has been in force since 4<sup>th</sup> July 2008 and imposes a 50 miles per hour speed limit on the remaining section of the motorway, now included in this new instrument. This order will expire when the new instrument comes into force.
  - 2.4 This instrument also places a 50 miles per hour speed limit on the exit slip road leaving the clockwise carriageway of the M60 Motorway at Junction 25 to its connection with the A6017.
3. **Matters of special interest to the Joint Committee on Statutory Instruments or the Select Committee on Statutory Instruments.**
  - 3.1 None
4. **Legislative Context**
  - 4.1 Section 17(2) and (3) of the Road Traffic Regulation Act 1984 empower the Secretary of State to make Regulations with respect to the use of special roads.
  - 4.2 These Regulations are subject to negative resolution procedure.
5. **Territorial Extent and Application**
  - 5.1 This instrument applies to England.
6. **European Convention on Human Rights**
  - 6.1 As the instrument is subject to negative resolution procedure and does not amend primary legislation, no statement is required.

## **7. Policy background**

7.1 One of the Highways Agency's prime objectives is to improve road safety. This location has an alignment with a sharp bend on the clockwise carriageway. This was designed to facilitate a future road scheme, which is yet to be built.

7.2 There were 43 recorded personal injury accidents occurring between January 2004 and November 2007 on this section of clockwise carriageway. Two of these involved fatalities, and four involved serious injury. The speed limit is required as part of a scheme to encourage drivers to reduce speed, thereby increasing driver safety, reducing injuries and fatalities.

7.3 The M60 has a national speed limit of 70 miles per hour. A speed limit of 50 miles per hour on this stretch of the M60 and on the slip road ensures the safe operation of this section of the network.

## **8. Consultation outcome**

8.1 To meet the requirements of section 134(2) of the Road Traffic Regulation Act 1984 it was considered appropriate to undertake a limited consultation with the Greater Manchester Police and Stockport Borough Council. Both have given the proposals their approval.

8.2 A full public consultation was not conducted as it was not considered necessary or appropriate. These Regulations will replace existing Regulations and a temporary order already in force to ensure the safe operation of the network and therefore there is no scope to influence policy decision.

## **9. Guidance**

9.1 A 50 miles per hour speed limit is currently signed at this location by means of the 2002 Regulations referred to at 2.2 above and a temporary traffic regulation order referred to at 2.3 in compliance with the current regulations and guidelines. There are therefore no plans to issue guidance or publicity once these Regulations come into force as drivers will see this as a continuation of the current speed limit. However, a press release will be issued to advise that the full extent of the speed limit has been made permanent and includes the clockwise exit slip road.

## **10. Impact**

10.1 A full impact assessment has not been produced for this instrument as it has no impact on the private or voluntary sectors and costs imposed on the public sector are less than £5 million.

## **11. Regulating small business**

11.1 The legislation does not apply to the regulation of small business.

## **12. Monitoring & review**

12.1 The Highways Agency will continue to monitor the effectiveness of the reduced speed limit at this location.

**13. Contact**

Peter Mitchell at the Highways Agency Tel: 0161 930 5646 or email: [peter.mitchell@highways.gsi.gov.uk](mailto:peter.mitchell@highways.gsi.gov.uk) who can answer any queries regarding the instrument.