STATUTORY INSTRUMENTS

2010 No. 1842

ROAD TRAFFIC

The M60 Motorway (Junctions 18 - 23 Clockwise and Anticlockwise Carriageways and Slip Roads) and M62 and M66 Motorways (Temporary Prohibition and Restriction of Traffic) Order 2010

Made - - - -	*6 July 2010*
Coming into force - -	*9 July 2010*

WHEREAS the Secretary of State for Transport being the traffic authority for the M60, M62 and M66 Motorways and slip roads and link roads is satisfied that traffic on those motorways and on fourteen of those slip roads and one of those link roads in the City of Manchester, and the Districts of Tameside, Oldham, Bury and Rochdale 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) & (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 18-23 Clockwise and Anticlockwise Carriageways and Slip Roads) and M62 and M66 Motorways (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on the 9 July 2010.

2. In this Order;

"the tip of the nosing of the exit slip road" means the last point at which the slip road leaves the carriageway of the M60 Motorway;

"the tip of the nosing of the entry slip road" means the first point at which the slip road joins the carriageway of the M60 Motorway;

"works" means drainage works and carriageway resurfacing works on the M60 Motorway;

"the link road" means the link road from the M62 Motorway westbound carriageway leading to the M60 Motorway clockwise carriageway at Junction 18.

"the first slip road" means the entry slip road leading to clockwise carriageway of the M60 Motorway at Junction 18;

(**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 slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 19;

“the third slip road means” the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 19;

“the fourth slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 20;

“the fifth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 21;

“the sixth slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 21;

“the seventh slip road” means the exit slip road leading from the clockwise carriageway of the M60 Motorway at Junction 22;

“the eighth slip road” means the entry slip road leading to the clockwise carriageway of the M60 Motorway at Junction 22;

“the ninth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 19;

“the tenth slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 19;

“the eleventh slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 20;

“the twelfth slip road” means the entry slip road leading to the anticlockwise carriageway of the M60 Motorway at Junction 21;

“the thirteenth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 22;

“the fourteenth slip road” means the exit slip road leading from the anticlockwise carriageway of the M60 Motorway at Junction 21;

"the first length of carriageway” means the southbound carriageway of the M66 Motorway from a point 50 metres south of the centreline of Hills Lane bridge, to a point on the clockwise carriageway of the M60 Motorway, 130 metres south of the centreline of Cross Lane bridge;

“the second length of carriageway” means the clockwise carriageway of the M60 Motorway from a point 220 metres north of the centreline of Middleton Road bridge, to a point 120 metres north of the centreline of Lumb Lane bridge.

“the third length of carriageway” means the clockwise carriageway of the M60 Motorway from a point 420 metres north of the centreline of Middleton Road bridge, to a point 130 metres south of the centreline of Cross Lane bridge;

“the fourth length of carriageway” means the anticlockwise carriageway of the M60 Motorway from a point 360 metres south of the centerline of Blackley Golf Course bridge, to a point 420 metres north of Middleton Road bridge;

“the fifth length of carriageway” means the clockwise carriageway of the M60 Motorway from a point 220 metres north of the centreline of Middleton Road bridge, to a point 90 metres north of the centreline of Blackley Golf Course bridge;

“the sixth length of carriageway” means the anticlockwise carriageway of the M60 Motorway from the tip of the nosing of the Junction 21 anticlockwise exit slip road, to the tip of the nosing of the Junction 19 anticlockwise entry slip road;

“the seventh length of carriageway” means the clockwise carriageway of the M60 Motorway, from the tip of the nosing of the Junction 19 clockwise exit slip road, to the tip of the nosing of the Junction 21 clockwise entry slip road;

“the eighth length of carriageway” means the anticlockwise carriageway of the M60 Motorway from a point 10 metres south of the centreline of Blackley Golf Course bridge, to a point 320 metres north of Middleton Road bridge;

“the ninth length of carriageway” means the anticlockwise carriageway of the M60 Motorway, from a point 370 metres south of the centerline of Victoria Avenue bridge, to a point 220 metres north of the centreline of Middleton Road bridge;

“the tenth length of carriageway” means the anticlockwise carriageway of the M60 Motorway, from a point 470 metres south of the centreline of Victoria Avenue footbridge, to a point 320 metres north of the centreline of Middleton Road bridge;

"the eleventh length of carriageway” means the clockwise carriageway of the M60 Motorway, from a point 820 metres north of the centreline of Middleton Road bridge, to a point 370 metres south of the centreline of Victoria Avenue footbridge;

"the twelfth length of carriageway” means the anticlockwise carriageway of the M60 Motorway from a point 1330 metres south of the centreline of Lumb Lane bridge, to a point 330 metres north of the centreline of Hollinwood Avenue bridge;

"the thirteenth length of carriageway” means the clockwise carriageway of the M60 Motorway from a point 1100 metres north of the centreline of Long Lane footbridge, to a point 130 metres south of the centreline of Cross Lane bridge;

"the fourteenth length of carriageway” means the clockwise carriageway, from a point 500 metres north of the centreline of Broadway bridge, to a point 120 metres north of the centreline of Lumb Lane bridge;

"the fifteenth length of carriageway” the anticlockwise carriageway of the M60 Motorway from a point 630 metres south of the centreline of Cross Lane bridge, to a point 230 metres north of the centreline of Hollinwood Avenue bridge;

"the sixteenth length of carriageway” means the clockwise carriageway of the M60 Motorway, from a point 500 metres north of the centreline of Broadway bridge, to a point 30 metres south of the centreline of Cross lane bridge;

"the seventeenth length of carriageway” means the anticlockwise carriageway of the M60 Motorway, from a point 200 metres south of the centreline of Medlock Valley footbridge, to a point 50 metres south of the centreline of Hollinwood Railway Station bridge;

"the eighteenth length of carriageway” means lane 2 (in contraflow running), of the anticlockwise carriageway of the M60 Motorway, from a point 180 metres south of the centreline of Lumb Lane bridge, to a point 30 metres north of the centreline of Hollinwood Avenue bridge;

“the nineteenth length of carriageway” means lane 2 (in contraflow running), of the clockwise carriageway of the M60 Motorway, from a point 250 metres north of the centreline of Long Lane footbridge, to a point 30 metres south of the centreline of Cross Lane bridge;

“the twentieth length of carriageway” means the clockwise carriageway of the M60 Motorway, from a point 220 metres north of the centreline of Middleton Road Bridge, to a point 270 metres south of the centreline of Victoria Avenue footbridge;

“the twenty first length of carriageway” means the clockwise carriageway of the M60 Motorway, from a point 50 metres south of the centreline of the Hollinwood Railway Station bridge, to a point 120 metres north of the centreline of the Lumb Lane bridge.

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

"overall width" has the meaning given in regulation 3 (2) of the Road Vehicles (Construction and Use) Regulations 1986 (**b)**;

"the lengths of hardshoulder" means the hardshoulders adjacent to the third, eighth, fifteenth and sixteenth lengths of carriageway;

"the first works period" means periods over four weekday nights per week over sixteen weeks between 2200 hours and 0500 hours starting on Monday 12 July 2010 and ending on Thursday 28 October 2010. However, work may start and continue between the same times on subsequent nights or continue overnight until completed, for such further period not exceeding 18 months as shall be required to complete the work;

"the second works period" means periods over nine nights over nine weekends, between 2200 hours and 0500 hours on Friday nights, starting on Friday 9 July 2010 and ending on Saturday 25 September 2010; However, works may start and continue between the same times on subsequent weekend nights or continue until completed, for such further period not exceeding 18 months as shall be required to complete the work;

"the third works period" means periods over nine nights over nine weekends between 2200 hours and 0500 hours on Sunday nights, starting on Sunday 11 July 2010 and ending on Monday 27 September 2010. However, works may start and continue between the same times on subsequent weekend nights or continue until completed, for such further period not exceeding 18 months as shall be required to complete the work;

"the fourth works period" means periods over two days over nine weekends between 0001 hours on Saturday morning and 2159 hours on Sunday night, during a period starting on Saturday 10 July 2010 and ending on Sunday 26 September 2010. However works may start and continue, between the same times, on subsequent weekends, or continue until completed, for such further period not exceeding 18 months as shall be required to complete the work;

"the fifth works period" means periods over three nights over three weekends between 2200 hours and 0500 hours on Friday nights starting on Friday 1 October 2010 and ending on Saturday 30 October 2010. However works may start and continue, between the same times, on subsequent weekends, or continue until completed, for such further period not exceeding 18 months as shall be required to complete the work;

"the sixth works period" means periods over three nights over three weekends between 2200 hours and 0500 hours on Sunday nights starting on Sunday 3 October 2010 and ending on Monday 1 November 2010. However works may start and continue, between the same times, on subsequent weekends, or continue until completed, for such further period not exceeding 18 months as shall be required to complete the work;

"the seventh works period" means periods over six days over three weekends between 0001 hours on Saturday mornings and 2159 hours on Sunday nights starting on Saturday 2 October 2010 and ending on Sunday 31 October 2010. However works may start and continue, between the same times, on subsequent weekends, or continue until completed, for such further 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

b) SI 1986/1078 to which there are amendments not relevant to this Order

3. Subject as mentioned in article 8 of this Order no person shall, during the first, second, third, fourth, fifth, sixth or seventh works periods, cause or permit any motor vehicle to be driven at a speed exceeding 40 miles per hour in the first, third, fourth, eighth, ninth, twelfth, thirteenth, fifteenth, sixteenth and seventeenth, lengths of carriageway, or in the first, second, third, fourth ,fifth, sixth, seventh, eighth, ninth, tenth, eleventh, thirteenth and fourteenth slip roads, or in the lengths of hardshoulder defined in article 2 of this Order.

4. Subject as mentioned in article 8 of this Order no person shall, during the first, second, third, fourth, fifth, sixth or seventh works periods, cause or permit any motor vehicle to enter or proceed in the second, fifth, sixth, seventh, fourteenth, twentieth and twenty first lengths of carriageway, or in the third, fourth, fifth, sixth, seventh, eighth, ninth, eleventh and twelfth slip roads or in 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 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;

6. Subject as mentioned in article 8 of this Order no person shall, during the fourth and seventh works periods, cause or permit any motor vehicle with an overall width exceeding 1.95 metres (6 feet 6 inches) to enter or proceed in the tenth, eleventh, eighteenth and nineteen lengths of carriageway;

7.

1. During such times as pursuant to article 8 of this Order, movement of traffic is prohibited in one or more lanes of the twentieth length of carriageway but is not prohibited in any lane of the ninth length of carriageway, no person shall cause or permit any motor vehicle to enter or proceed in one or more lanes of the ninth length of carriageway in any direction other than clockwise;

2. During such times as pursuant to article 8 of this Order, movement of traffic is prohibited in one or more lanes of the twenty first length of carriageway but is not prohibited in any lane of the seventeenth length of the carriageway, no person shall cause or permit any motor vehicle to enter or proceed in one or more lanes of the seventeenth length of carriageway in any direction other than clockwise;

3. When pursuant to article 8 of this Order, movement is prohibited in one or more lanes of a carriageway but is not prohibited in any lane of the corresponding length of the other carriageway. The provisions of this article with respect to that other carriageway shall apply to that length of carriageway.

8. The provisions of articles 3, 4, 5, 6 and 7 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 not shall apply to:

(a) vehicles being used for emergency purposes by the police, fire and rescue authority or ambulance services; or

(b) anything done at the direction of, or with the permission of, a constable, or traffic officer in uniform.

Nothing in articles 4 and 6 of this Order shall apply to vehicles being used in connection with the said works, or by traffic officers.

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

Signed by authority of the Secretary of State for Transport

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