
 S T A T U T O R Y I N S T R U M E N T S

1999 No. 2724
HIGHWAYS ENGLAND
**The M60 Motorway (Improvement Between Junctions 5
and 8) Connecting Roads Scheme 1999**

Made - - - - - *21st September 1999*

Coming into force - - - *18th October 1999*

The Secretary of State for the Environment, Transport and the Regions makes this Scheme in exercise of powers conferred by sections 16, 17, 19 and 106 of the Highways Act 1980^(a) and now vested in him^(b), and of all other powers enabling him in that behalf:—

1. This Scheme may be cited as the M60 Motorway (Improvement Between Junctions 5 and 8) Connecting Roads Scheme 1999, and shall come into force on 18th October 1999.
2. In this Scheme:
 - (a) all measurements of distance are measured along the route of the relevant highway or, as the case may be, to the soffit of the relevant bridge;
 - (b) (i) “connecting road” means a special road along a route described in Schedule 1 to this Scheme;
 - (ii) “the Motorway” means the M60 Motorway;
 - (iii) “the plan” means the plan numbered HA 16/1 CNW 355, marked “The M60 Motorway (Improvement Between Junctions 5 and 8) Connecting Roads Scheme 1999”, signed by authority of the Secretary of State for the Environment, Transport and the Regions, and deposited at the Highways Agency, St. Christopher House, Southwark Street, London SE1 0TE; and
 - (iv) “the special roads” means each connecting road.
3. The Secretary of State is authorised to provide the special roads for the exclusive use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1980.
4. The centre line of each of the special roads is indicated by a heavy black line on the plan.
5. Each of the special roads shall become a trunk road on the date when this Scheme comes into force.
6. The Secretary of State is authorised to construct—
 - (a) the bridge specified in Schedule 2 to this Scheme as part of the connecting roads respectively given the numbers 3 and 4 on the plan;
 - (b) the bridge specified in Schedule 3 to this Scheme as part of the connecting road given the number 4 on the plan; and

(a) 1980 c. 66.

(b) S.I. 1997/1971.

[DOT 1098]

- (c) the bridge specified in Schedule 4 to this Scheme as part of the connecting road given the number 2 on the plan.

Signed by the Secretary of State for the Environment,
Transport and the Regions

21st September 1999

Derek Oddy
Divisional Director
Highways Agency

SCHEDULE 1 ROUTES OF THE CONNECTING ROADS

The routes of the connecting roads are as follows:

(1) *Junction with A56 Chester Road at Sale*

Two routes to connect the connecting road referred to in paragraph (2) of this Schedule, and given the number 4 on the plan, with the A56 Chester Road (as proposed to be improved by the Secretary of State) at Sale (the special roads along these two routes being given, respectively, the numbers 1 and 2 on the plan);

(2) *Junction with A56 Chester Road and A6144 Old Hall Road at Sale*

Two routes to connect the Motorway with the A56 Chester Road and A6144 Old Hall Road (as proposed to be improved by the Secretary of State) at Sale (the special roads along these routes being given, respectively, the numbers 3 and 4 on the plan).

SCHEDULE 2 WITH KEY PLAN AND SITE PLAN PLANS AND SPECIFICATIONS FOR THE BRIDGE CROSSING THE BRIDGEWATER CANAL AT SALE (BOUNDARY VIADUCT)

Specification

1. Points of commencement and termination: the bridge commences at a point approximately 210 metres South of Barfoot Bridge over the River Mersey. The bridge terminates at a point approximately 310 metres South of Barfoot Bridge over the River Mersey.
2. Type of Construction: three span composite steel and reinforced concrete bridge deck supported on in-situ reinforced concrete substructure. Intermediate support columns with crossheads.
3. Headroom: 4.8 metres above Normal Water Level.

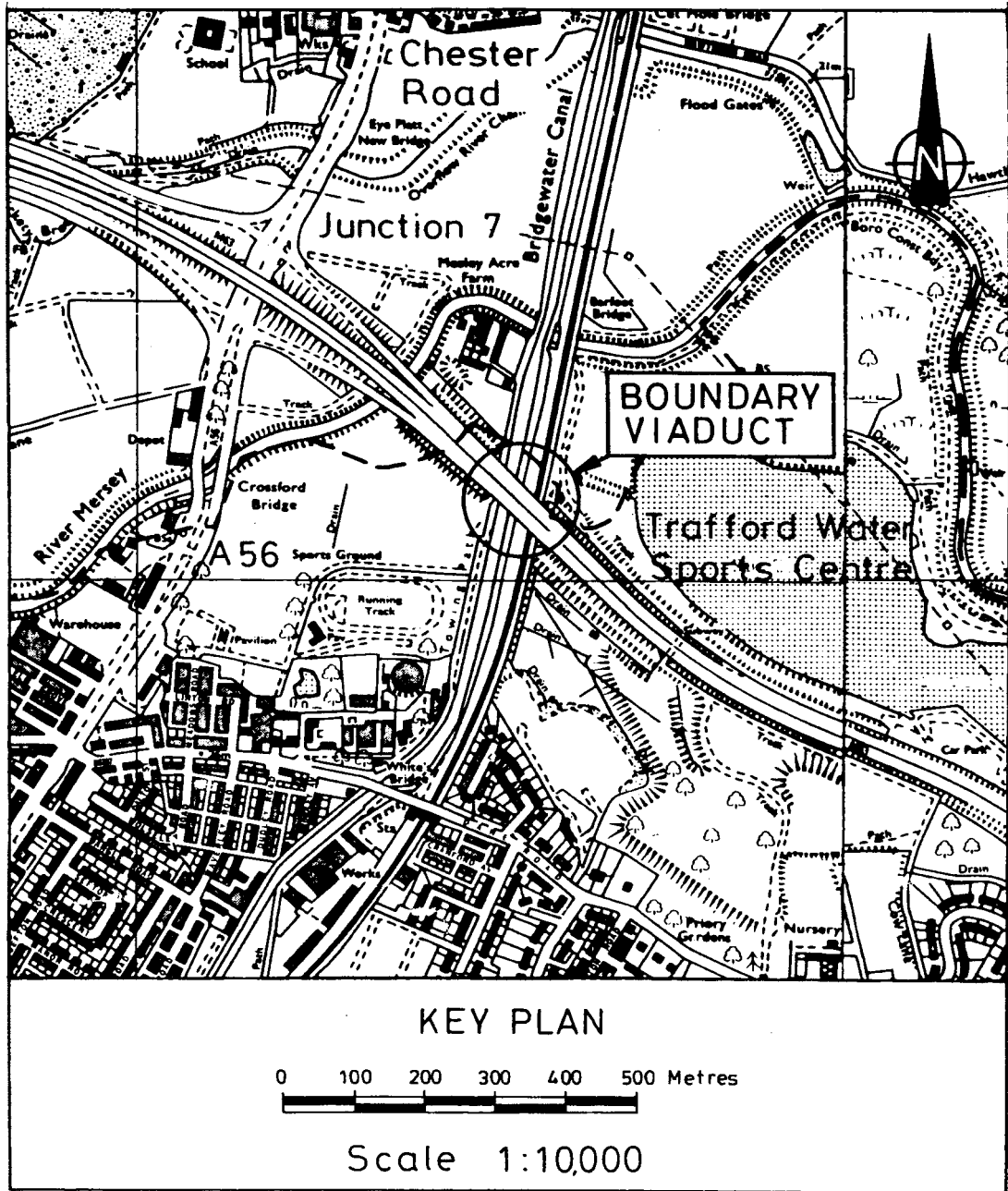
SCHEDULE 3 WITH KEY PLAN AND SITE PLAN PLANS AND SPECIFICATIONS FOR THE BRIDGE CROSSING THE RIVER MERSEY AT SALE

1. Points of commencement and termination: the bridge commences at a point approximately 200 metres North-east of Crossford Bridge on the A56, Chester Road. The bridge terminates at a point approximately 270 metres North-east of Crossford Bridge on the A56, Chester Road.
2. Type of Construction: three span composite steel and reinforced concrete bridge deck supported on in-situ reinforced concrete substructure. Intermediate support columns with crossheads.
3. Headroom: 12.0 metres above Normal Water Level.

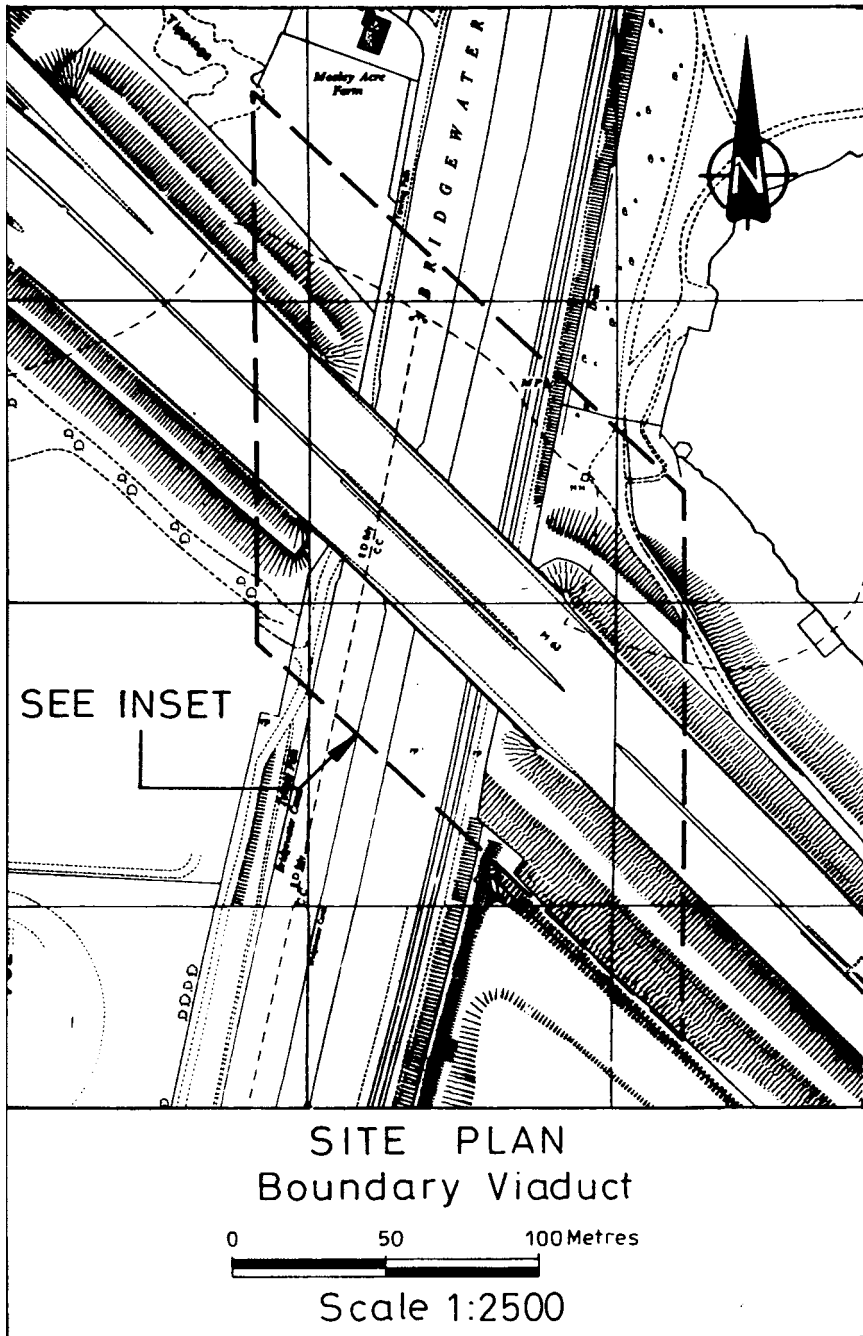
SCHEDULE 4 WITH KEY PLAN AND SITE PLAN PLANS AND SPECIFICATIONS FOR THE BRIDGE CROSSING THE RIVER MERSEY AT SALE (MERSEY SOUTH BRIDGE)

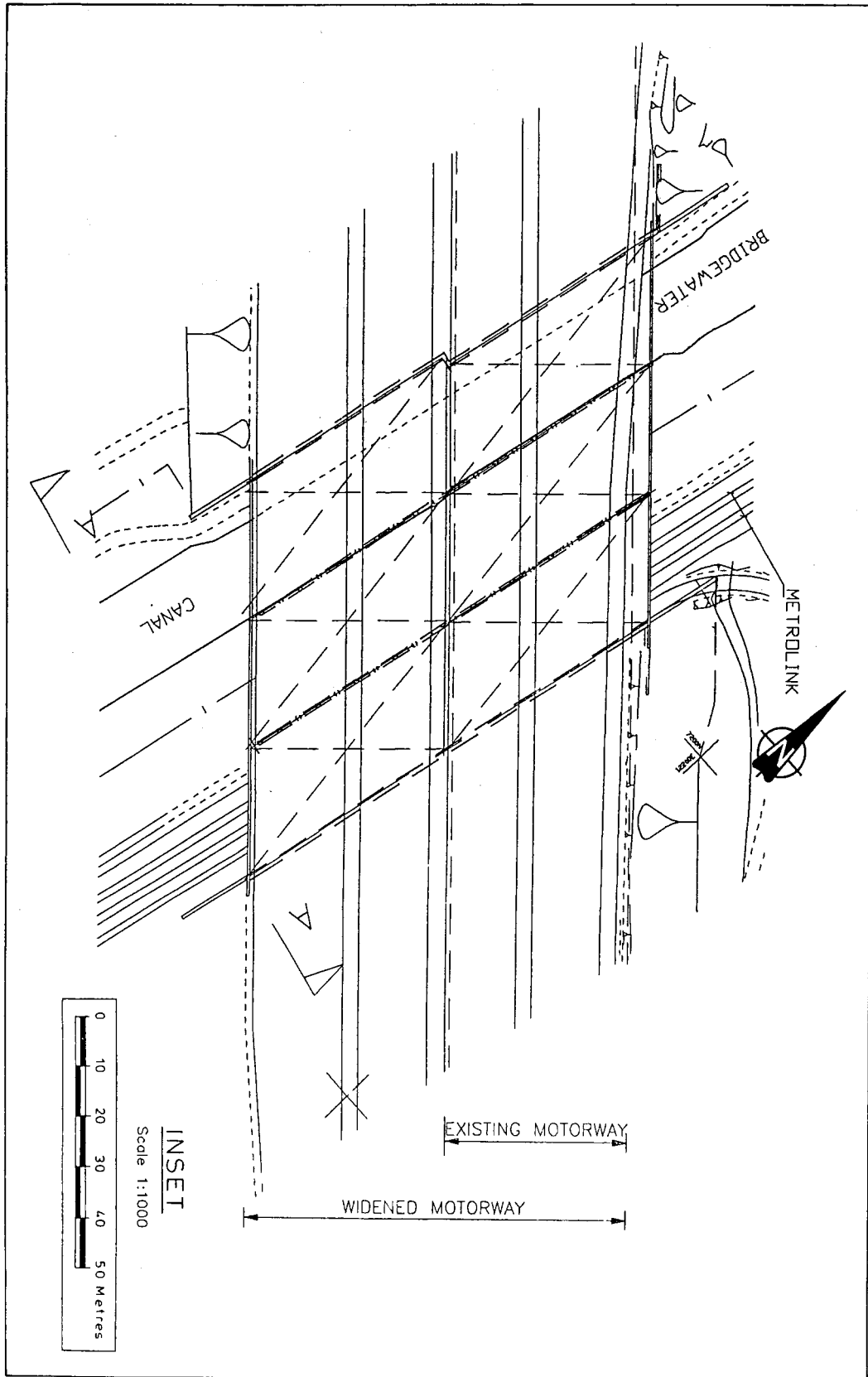
1. Points of commencement and termination: the bridge commences at a point approximately 155 metres North-east of Crossford Bridge on the A56, Chester Road. The bridge terminates at a point approximately 170 metres North-east of Crossford Bridge on the A56, Chester Road.
2. Type of Construction: two span composite steel and reinforced concrete bridge deck supported on in-situ reinforced concrete substructure. Intermediate support column with crosshead.
3. Headroom: 6.8 metres minimum above Normal Water Level.

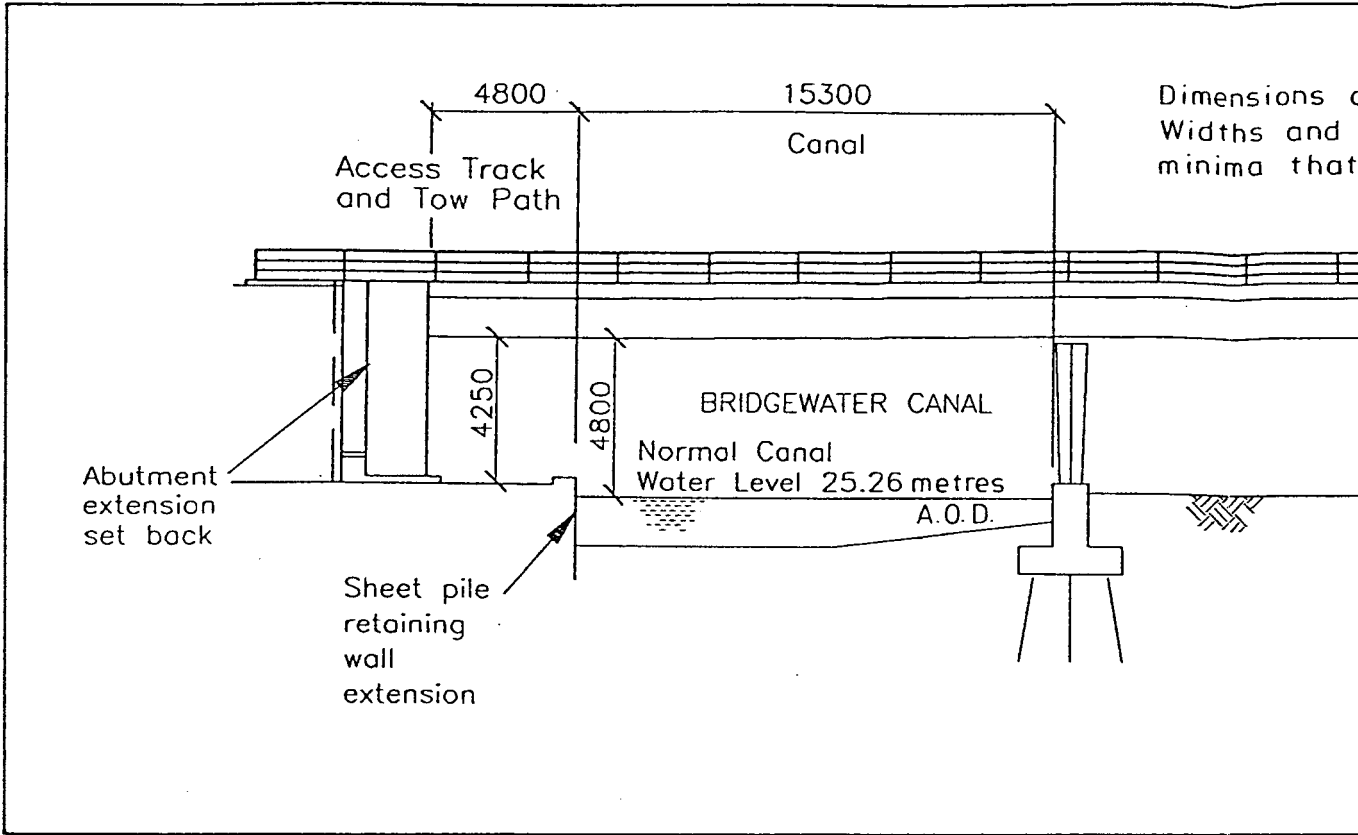
SCHEDULE 2: KEY PLAN



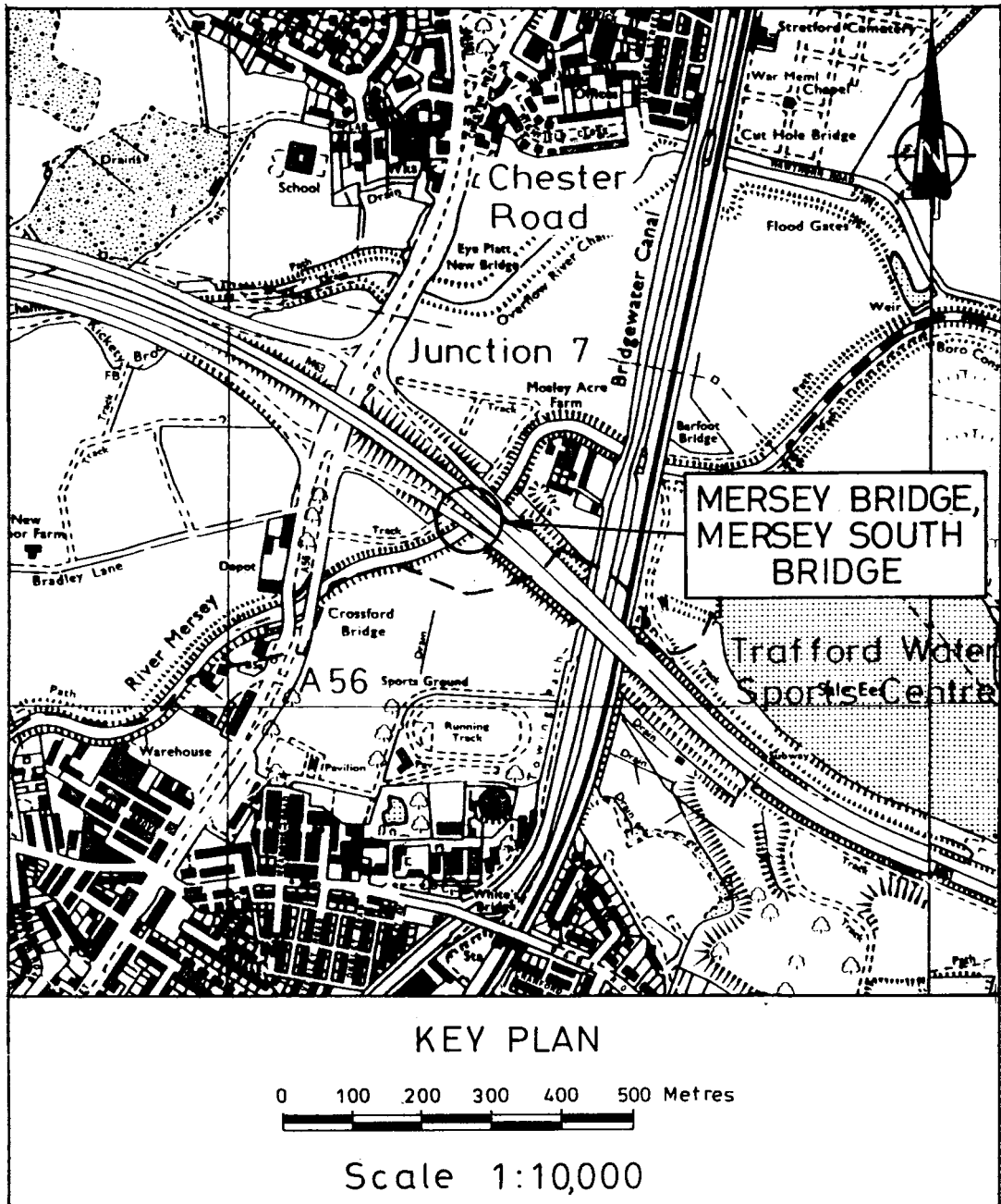
SCHEDULE 2: SITE PLAN



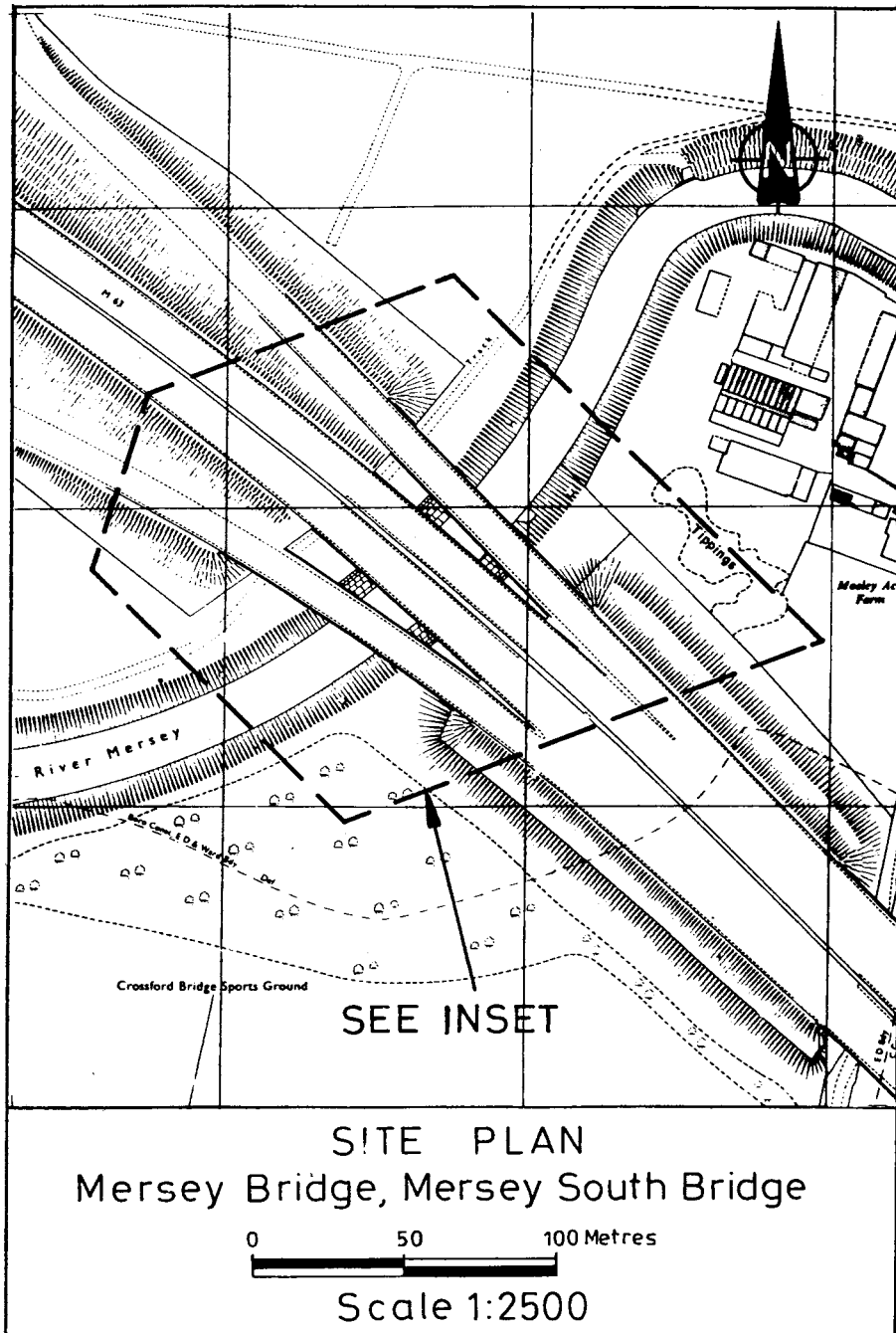


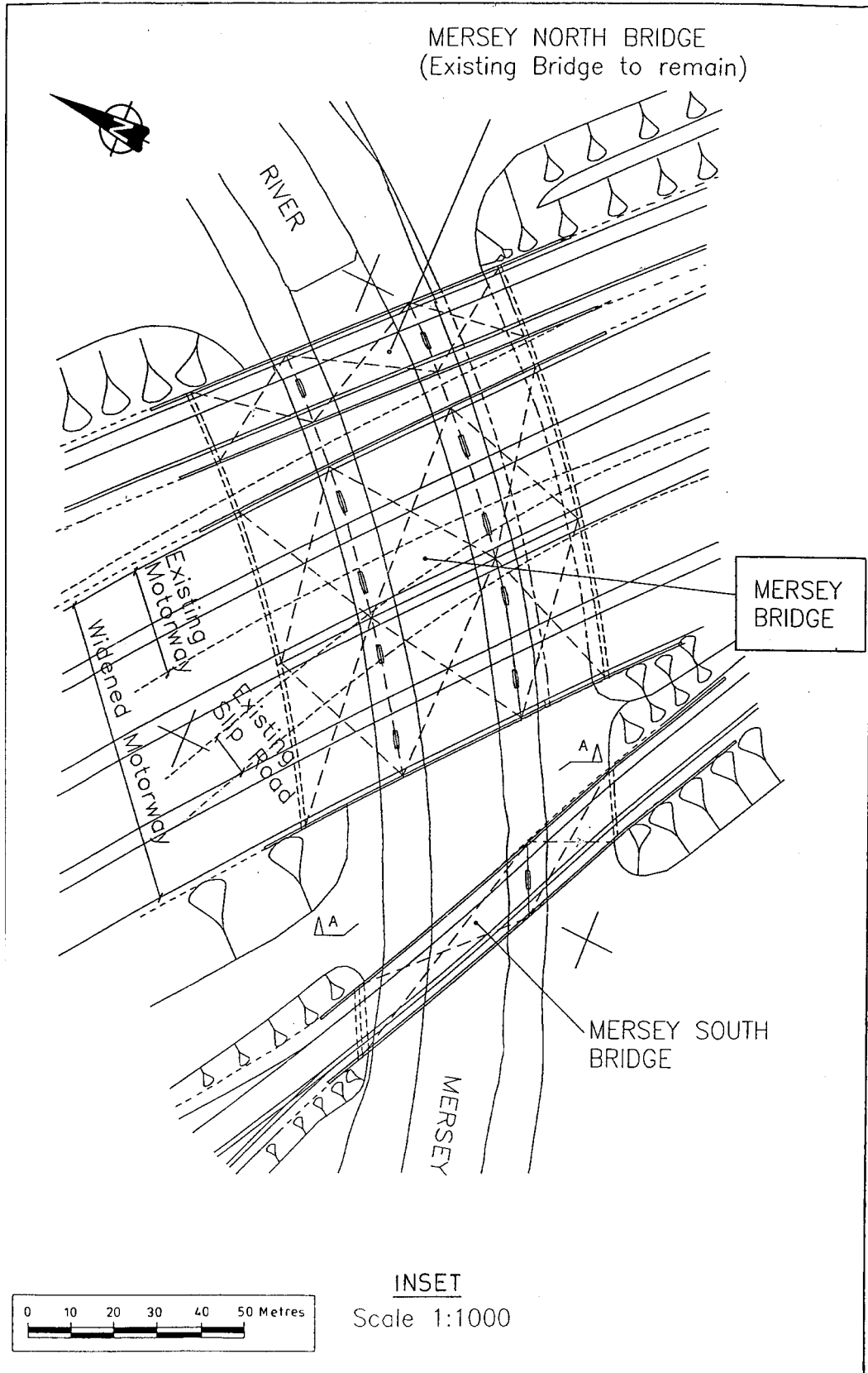


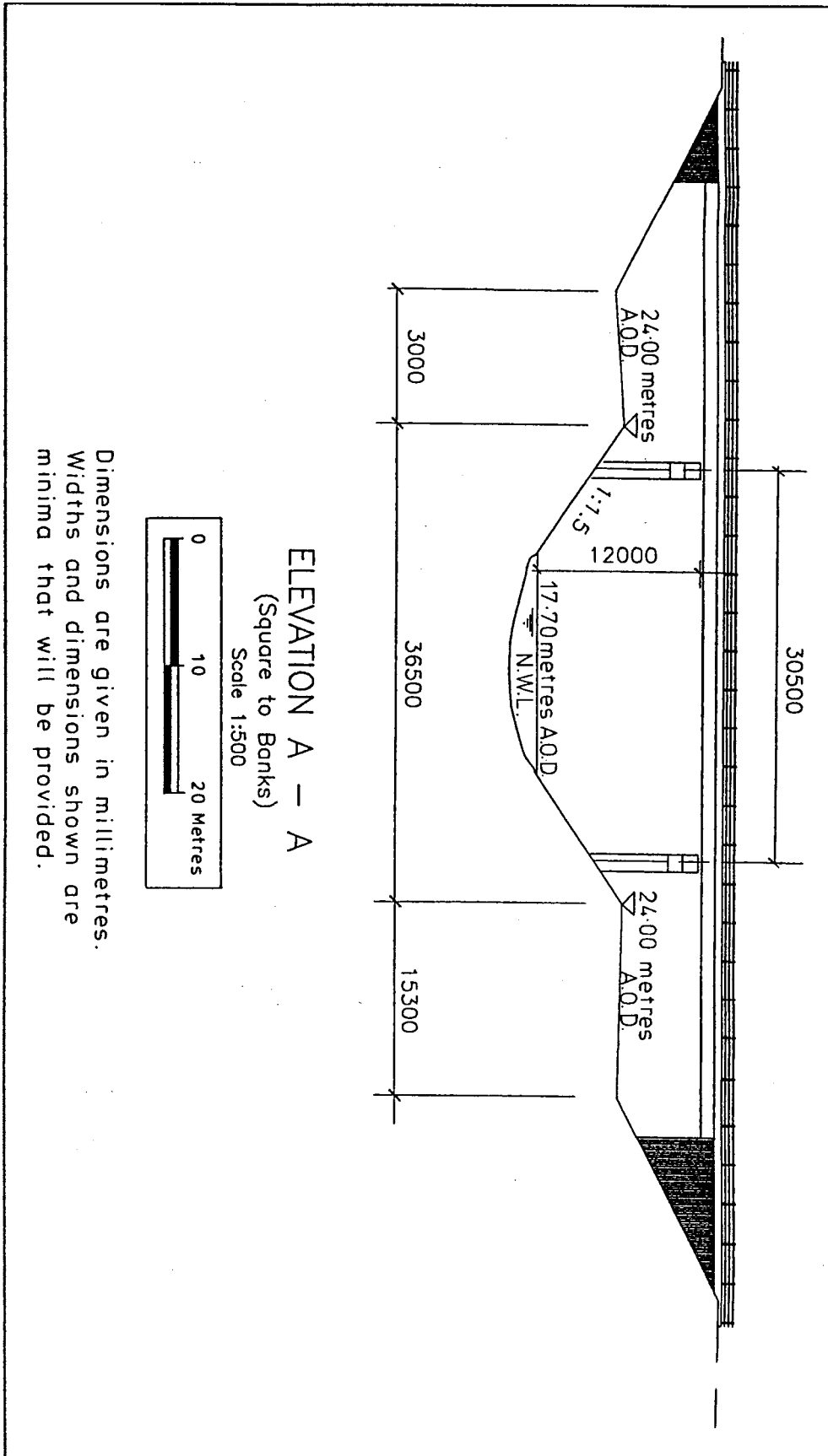
SCHEDULES 3 AND 4: KEY PLAN



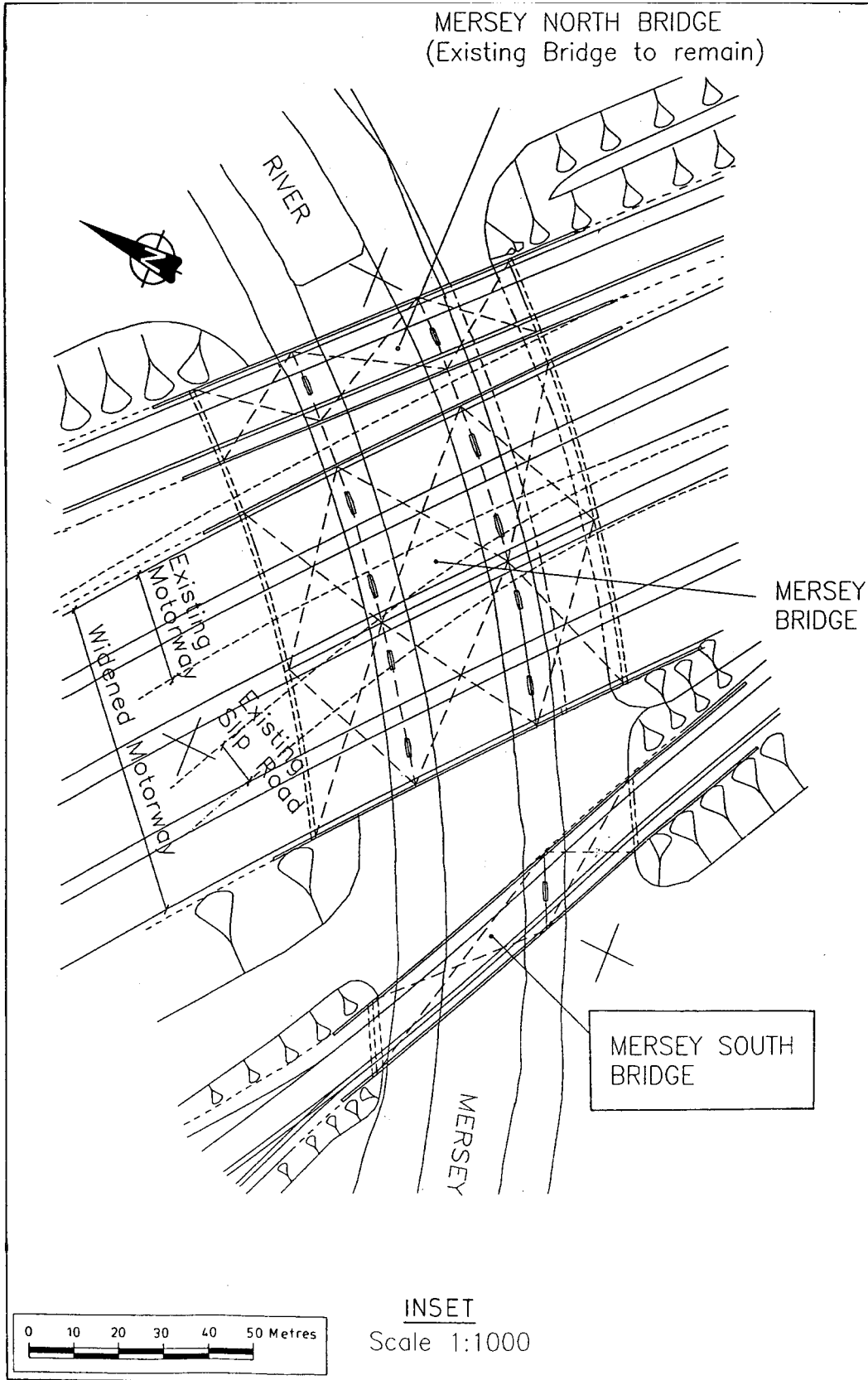
SCHEDULE 3: SITE PLAN

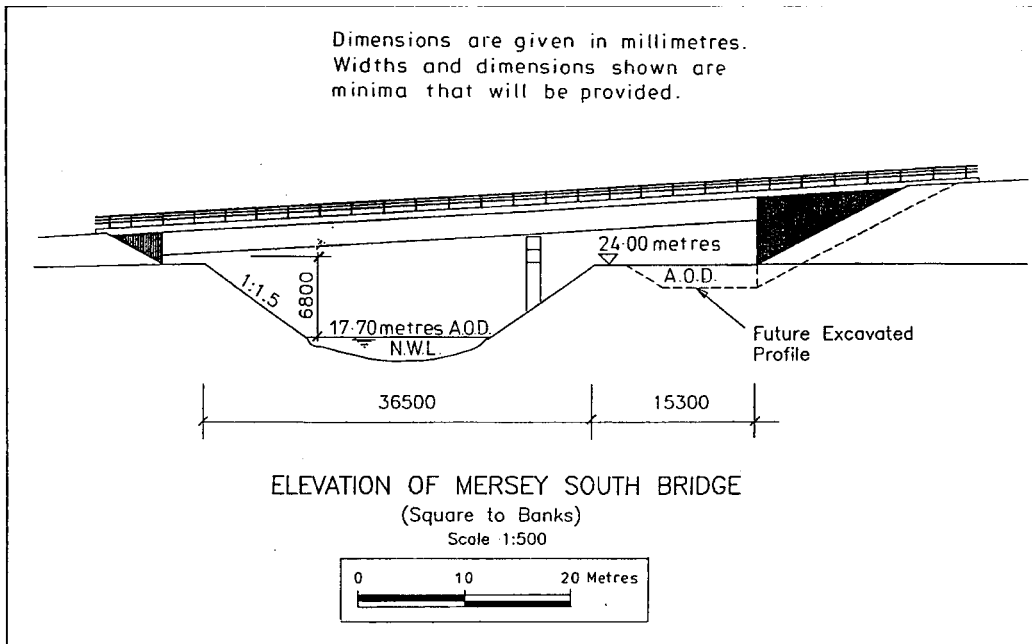






SCHEDULE 4: SITE PLAN





STATUTORY INSTRUMENTS

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£3.00

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