

2013 No. 751

ROAD TRAFFIC

The M6 Motorway (Junction 32 Northbound and Southbound Link Roads to the M55 Westbound) and the M55 (Junctions 1-2 Westbound Carriageway and Slip Roads) (Temporary Restriction of Traffic) Order 2013

Made - - - - *28th February 2013*
Coming into force - - *17th March 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 and M55 Motorways and their link and slip roads is satisfied that traffic on a sections of those motorways and on two of those link and two of those slip roads in the District of Preston in the County of Lancashire should be 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) of the Road Traffic Regulation Act 1984(a), hereby makes the following Order:-

1. This Order may be cited as the M6 Motorway (Junction 32 Northbound and Southbound Link Roads to the M55 Westbound) and the M55 (Junctions 1-2 Westbound Carriageway and Slip Roads) (Temporary Restriction of Traffic) Order 2013 and shall come into force on 17th March 2013.

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 first link road” means the link road leading from the northbound carriageway of the M6 Motorway at Junction 32 to the westbound carriageway of the M55;

“the second link road” means the link road leading from the southbound carriageway of the M6 Motorway at Junction 32 to the westbound carriageway of the M55;

“the first length of carriageway” means the first link road from a point 656 metres north of the tip of the diverge nosing separating the M6 northbound carriageway and the link road to a point on the M55 westbound carriageway 80 metres east of the centreline of Crow Trees overbridge;

(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 length of carriageway” means the second link road from a point 876 metres south of the tip of the diverge nosing separating the M6 southbound carriageway and the link road to the tip of the nosing of the westbound exit slip road at Junction 1;

“the first slip road” means the exit slip road leading from the westbound carriageway of the M55 Motorway at Junction 1;

“the second slip road” means the entry slip road leading to the westbound carriageway of the M55 Motorway at Junction 1;

“the works period” means four nights between 2000 hours and 0600 hours starting on Monday 18 March 2013 and ending on Saturday 23 March 2012. 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;

“works” means resurfacing works on the M55 Motorway.

3. Subject as mentioned in articles 4 and 5 of this Order, during the works period, no person shall cause or permit any motor vehicle to be driven in the first and second lengths of carriageway and the first and second slip roads at a speed exceeding 50 miles per hour.

4. The provisions of article 3 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 of, or with the permission, of a constable, or a traffic officer in uniform.

5. 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(a) 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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A Withington
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28th February 2013

(a) S.I. 2011/935