

2015 No. 1131

ROAD TRAFFIC

The M55 Motorway (Junctions 4-1 Eastbound Carriageway and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2015

Made - - - - *26th February 2015*

Coming into force - - *28th February 2015*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M55 Motorway and its slip roads, is satisfied that traffic on sections of that motorway and on two of those slip roads in the District of Fylde in the County of Lancashire 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) of the Road Traffic Regulation Act 1984(a), hereby makes the following Order:-

1. This Order may be cited as the M55 Motorway (Junctions 4-1 Eastbound Carriageway and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2015 and shall come into force on 28th February 2015.

2. In this Order:

“the motorway” means the M55 Motorway between Junctions 4 and 1;

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

“the first length of carriageway” means the eastbound carriageway of the motorway from a point 485 metres west of the centreline of Bradshaw Lane bridge to a point 424 metres east of the centreline of Moorside bridge;

“the second length of carriageway” means the eastbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 3 to the tip of the nosing of the entry slip road at Junction 1;

“the first slip road” means the exit slip road leading from the eastbound carriageway of the motorway at Junction 3;

“the second slip road” means the entry slip road leading to the eastbound carriageway of the motorway at Junction 3;

(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 first works period” means a period starting at 2000 hours on Sunday 1st March 2015 and ending at 0600 hours on Thursday 2nd April 2015. However, work may start and continue beyond these dates for such period not exceeding 18 months as shall be required to complete the work;

“the second works period” means six nights between 2000 hours and 0800 hours (ending at 0600 hours on weekday mornings) during a period starting on Sunday 1st March 2015 and ending on Sunday 29th March 2015. However, works 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 third works period” means periods overnight between 2000 hours and 0600 hours during a period starting on Sunday 1st March 2015 and ending on Thursday 2nd April 2015. However, works 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 and drainage works.

3. Subject as mentioned in articles 6 and 7 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first length of carriageway or the first and second slip roads at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 6 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the second length of carriageway or the second slip road.

5. Subject as mentioned in article 6 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the second slip road.

6. 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 4 and 5 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

7. 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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Store Street
Manchester
M1 2WD

P Elliott
Service Delivery Team Leader
Network Delivery & Development Directorate
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26th February 2015

(a) S.I. 2011/935.