

2009 No. 3067

ROAD TRAFFIC

**The M55 Motorway (Junction 1-4, Westbound and Eastbound
Carriageways and Slip Roads) (Temporary Prohibition and
Restriction of Traffic) Order 2009**

Made - - - - *10 November 2009*

Coming into force - - - *5 December 2009*

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 three of those slip roads in the Districts of Preston and Fylde and 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 (Junction 1-4, Westbound and Eastbound Carriageways and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2009 and shall come into force on 5 December 2009.

2. In this Order:

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

“the tip of the nosing of the entry slip road” means the first point where the slip road joins the carriageway of the motorway;

“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 length of carriageway” means the westbound carriageway of the motorway from a point 550 metres east of the eastern parapet of Boggart Pits overbridge to the eastern parapet of Wesham Circle East overbridge;

“the second length of carriageway” means the westbound carriageway of the motorway from a point 450 metres west of the centreline of Westby Wood Railway Bridge to the eastern parapet of Marton Circle East 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 third length of carriageway” means the westbound carriageway of the motorway from the tip of the nosing of the exit slip road at Junction 3 to a point on the westbound carriageway corresponding with the centre of the circulatory carriageway at Junction 4;

“the fourth length of the carriageway” means the eastbound carriageway of the motorway from a point 200 metres east of the tip of the nosing of the exit slip road at Junction 3 to a point 150 metres west of the western parapet of Blackleach Lane overbridge;

“the fifth length of carriageway” means the eastbound carriageway of the motorway from a point 150 metres east of the eastern parapet of Dagger Road overbridge to a point 100 metres east of the eastern parapet of Crow Trees Farm overbridge;

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

“the second slip road” means the exit slip road leading from the westbound carriageway of the motorway at Junction 4;

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

“the first works period” means a period starting at 2200 hours on Sunday 6 December 2009 and ending at 0600 hours on Sunday 13 December 2009. However, work may start and continue beyond these dates until completed;

“the second works period” means a period over two nights between 2200 hours and 0600 hours starting on Friday 11 December 2009 and ending on Sunday 13 December 2009. However, work may start and continue between the same times on subsequent nights or continue until completed;

“the third works period” means the following periods:

- i. starting at 2200 hours on Sunday 13 December 2009 and ending at 0001 hours on Thursday 24 December 2009; and
- ii. starting at 0600 hours on Monday 4 January 2010 and ending at 0600 hours on Monday 22 March 2010.

However, work may start and continue beyond these dates until completed.

“the fourth works period” means the following periods:

- i. over eleven nights between 2200 hours and 0600 hours starting on Sunday 13 December 2009 and ending on Wednesday 23 December 2009; and
- ii. starting at 2200 hours on Wednesday 23 December 2009 and ending at 0001 hours on Thursday 24 December 2009.

However, work may start and continue between the same times on subsequent nights or continue until completed, and

- iii a period starting at 0600 hours on Monday 4 January 2010 and ending at 0600 hours on Monday 22 March 2010.

However, work may start and continue beyond these dates until completed.

“the fifth works period” means periods over five nights between 2200 hours and 0600 hours starting on Sunday 6 December 2009 and ending on Friday 11 December 2009. However, work may start and continue between the same times on subsequent nights or continue until completed.

“the sixth works period” means periods over two nights between 2200 hours and 0600 hours starting on Saturday 20 March 2010 and ending on Monday 22 March 2010. However, work may start and continue between the same times on subsequent nights or continue until completed.

“the seventh works period” means periods over fourteen nights between 2200 hours and 0600 hours starting on Sunday 10 January 2010 and ending on Sunday 24 January 2010. However, work may start and continue between the same times on subsequent nights or continue until completed.

“the eighth works period” means periods over twenty-one nights between 2200 hours and 0600 hours starting on Sunday 24 January 2010 and ending on Sunday 14 February 2010. However, work may start and continue between the same times on subsequent nights or continue until completed.

“works” means resurfacing, drainage and gantry works on the motorway.

3. Subject as mentioned in article 10 of this Order, during the first works period, no person shall cause or permit any vehicle to be driven in the first length of carriageway or the first slip road at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 10 of this Order, during the second works period, no person shall cause or permit any vehicle to enter or proceed in first slip road.

5. Subject as mentioned in article 10 of this Order, during the third works period, no person shall cause or permit any vehicle to be driven in the second length of carriageway or the second slip road at a speed exceeding 50 miles per hour.

6. Subject as mentioned in article 10 of this Order, during the fourth works period, no person shall cause or permit any vehicle to enter or proceed in the second slip road.

7. Subject as mentioned in article 10 of this Order, during the fifth and sixth works periods, no person shall cause or permit any vehicle to enter or proceed in the third length of carriageway.

8. Subject as mentioned in article 10 of this Order, during the seventh works period, no person shall cause or permit any vehicle to be driven in the fourth length of carriageway or the third slip road at a speed exceeding 50 miles per hour.

9. Subject as mentioned in article 10 of this Order, during the eighth works period, no person shall cause or permit any vehicle to be driven in the fifth length of carriageway at a speed exceeding 50 miles per hour.

10. The provisions of articles 3, 4, 5, 6, 7, 8 and 9 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 (with the exception of article 7) 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 police officer or traffic officer in uniform.

And nothing in articles 4, 6 and 7 of this Order shall apply to any vehicle being used in connection with the said works or (with the exception of article 7) by traffic officers.

Signed by authority of the Secretary of State for Transport

City Tower
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Manchester
M1 4BE

10 November 2009

M SWEETING
Regional Performance Manager
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[DFT 1420]