

“the second length of carriageway” means the southbound carriageway of the motorway between Junctions 32 and 33 from a point 2.7 kilometres north of the centreline of Hampson Green Junction Bridge to a point 300 metres south of the centreline of Hampson Lane Bridge;

“the third length of carriageway” means the northbound carriageway of the motorway at Junction 32 from a point 3.3 kilometres south of the centreline of Fylde Higher Bridge to the tip of the nosing of the exit slip road at Junction 32;

“the fourth length of carriageway” means the southbound carriageway of the motorway at Junction 33 from a point 3.2 kilometres north of the centreline of Hampson Green Junction Bridge to the tip of the nosing of the exit slip road at Junction 33;

“the fifth length of carriageway” means the northbound carriageway of the motorway between Junctions 32 and 33 from a point 2.4 kilometres south of the centreline of Fylde Higher Bridge to the tip of the nosing of the exit slip road at Junction 32;

“the sixth length of carriageway” means the southbound carriageway of the motorway between Junctions 33 and 32 from a point 2.4 kilometres north of the centreline of Hampson Green Junction Bridge to the tip of the nosing of the exit slip road at Junction 33;

“the seventh length of carriageway” means the southbound carriageway of the motorway from a point 500 metres north of the centreline of Hampson Green Junction Bridge to a point 500 metres south of the centreline of Hampson Lane Bridge;

“the first slip road” means the exit slip road leading from the southbound carriageway of the motorway at Junction 33;

“the second slip road” means the entry slip road leading to the southbound carriageway of the motorway at Junction 33;

“the third slip road” means the exit slip road leading from the northbound carriageway of the motorway at Junction 33;

“the fourth slip road” means the entry slip road leading to the northbound carriageway of the motorway from Forton Service Area;

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

“the length of hardshoulder” means the hardshoulder adjacent to the seventh length of carriageway;

“the first works period” means a period starting at 0001 hours on Monday 4 January 2010 and ending at 2359 hours on Sunday 28 March 2010. However, work may start and continue beyond these dates until completed.

“the second works period” means a period starting at 2000 hours on Monday 4 January 2010 and ending at 2359 hours on Sunday 28 March 2010. However, work may start and continue beyond these dates until completed.

1

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

“the third works period” means periods during the following periods:

- i. between 0001 hours and 0600 hours on Monday 4 January 2010;
- ii. overnight between 2000 hours and 0600 hours starting on Saturday 13 February 2010 and ending on Sunday 14 February 2010;
- iii. overnight between 2000 hours and 0600 hours starting on Saturday 20 February 2010 and ending on Sunday 21 February 2010; and
- iv. between 0001 hours and 0600 hours on Saturday 27 March 2010.

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

“the fourth works period” means periods overnight during the following periods;

- i. between 2000 hours and 0600 hours starting on Monday 4 January 2010 and ending on Tuesday 5 January 2010;
- ii. between 2000 hours and 0600 hours starting on Sunday 14 February 2010 and ending on Monday 15 February 2010;
- iii. between 2000 hours and 0600 hours starting on Sunday 21 February 2010 and ending on Monday 22 February 2010; and
- iv. between 2000 hours and 0600 hours starting on Saturday 27 March 2010 and ending on Sunday 28 March 2010.

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

“the fifth works period” means a period over four nights between 2000 hours and 0600 hours starting on Tuesday 5 January 2010 and ending on Saturday 9 January 2010. However, work may start and continue between the same times on subsequent nights or continue until completed.

“the sixth works period” means periods during the following periods:

- i. over four nights between 2000 hours and 0600 hours starting on Tuesday 5 January 2010 and ending on Saturday 9 January 2010; and
- ii. overnight between 2000 hours and 0600 hours starting on Sunday 24 January 2010 and ending on Monday 15 February 2010.

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

“the seventh works period” means periods overnight between 2000 hours and 0600 hours starting on Sunday 24 January 2010 and ending on Monday 15 February 2010. However, work may start and continue between the same times on subsequent nights or continue until completed.

“the eighth works period” means a period starting at 0001 hours on Sunday 14 February 2010 and ending at 2359 hours on Friday 26 March 2010. However, work may start and continue beyond these dates until completed.

“works” means maintenance and improvement works to Hampson Lane Bridge and Hampson Green Junction Bridge;

3. Subject as mentioned in article 14 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 at a speed exceeding 50 miles per hour.

4. Subject as mentioned in article 14 of this Order, during the second works period, no person shall cause or permit any motor vehicle to be driven in the second length of carriageway at a speed exceeding 50 miles per hour.

5. Subject as mentioned in article 14 of this Order, during the third works period, no person shall cause or permit any motor vehicle to be driven in the third length of carriageway at a speed exceeding 50 miles per hour.

6. Subject as mentioned in article 14 of this Order, during the third works period, no person shall cause or permit any motor vehicle to enter or proceed in the fifth length of carriageway or the fourth slip road.

7. Subject as mentioned in article 14 of this Order, during the fourth works period, no person shall cause or permit any motor vehicle to be driven in the fourth length of carriageway at a speed exceeding 50 miles per hour.

8. Subject as mentioned in article 14 of this Order, during the fourth works period, no person shall cause or permit any motor vehicle to enter or proceed in the sixth length of carriageway.

9. Subject as mentioned in article 14 of this Order, during the fifth works period, no person shall cause or permit any motor vehicle to enter or proceed in the first slip road

10. Subject as mentioned in article 14 of this Order, during the sixth works period, no person shall cause or permit any motor vehicle to enter or proceed in the second slip road

11. Subject as mentioned in article 14 of this Order, during the seventh works period, no person shall cause or permit any motor vehicle to enter or proceed in the third slip road.

12. Subject as mentioned in article 14 of this Order, during the eighth works period, no person shall cause or permit any motor vehicle to be driven in the length of hardshoulder at a speed exceeding 50 miles per hour.

13. 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 length 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.

14. The provisions of articles 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 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 police or traffic officer in uniform.

And nothing in articles 6, 8, 9, 10 and 11 of this Order shall apply to any vehicle being used in connection with the said works or by traffic officers.

¹
(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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M SWEETING
Regional Performance Manager
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[DFT 1500]