

**2010 No. 2780**

**ROAD TRAFFIC**

**The M6 Motorway (Junction 32 – 33) and M55 Motorway (and M6 and M55 Link Roads and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2010**

*Made* - - - - - *11 November 2010*  
*Coming into force* - - - - - *28 November 2010*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M6 and M55 Motorways and link roads and slip roads, is satisfied that traffic on those motorways and some of those link roads and slip roads in the District of Preston 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 M6 Motorway (Junction 32-33) and M55 Motorway (and M6 and M55 Link Roads and Slip Roads) (Temporary Prohibition and Restriction of Traffic) Order 2010 and shall come into force on 28 November 2010.

2. In this Order;

“works” means the removal and replacement of lighting on the M6 Motorway and link roads;

“the tip of the nosing of the exit slip road or link road” means the last point where the slip road or link road leaves the carriageway of the motorway;

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

“the first length of carriageway” means the M6 Motorway northbound carriageway from a point 975 metres south of the M6 Junction 32 northbound exit link road to a point 116 metres north of the centreline of Whittingham Lane Bridge;

“the second length of carriageway” means the M6 Motorway southbound carriageway from a point 1327 metres north of the centreline of Whittingham Lane Bridge to a point 140 metres north of the centreline of D’Urton Lane Bridge;

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(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 M55 Motorway eastbound carriageway from a point 110 metres east of the tip of the nosing of the exit slip road at Junction 1 to the tip of the nosing of the M55 eastbound to M6 northbound exit link road;

“the fourth length of carriageway” means the M6 Motorway northbound carriageway from the tip of the nosing of the exit slip road at Junction 32 to the tip of the nosing of the entry slip road at Junction 33;

“the fifth length of carriageway” means the M6 Motorway northbound carriageway from the tip of the nosing of the exit slip road at Junction 32 to the tip of the nosing of the entry slip road at Junction 32;

“the first link road” means the M55 Motorway eastbound link road leading to the M6 northbound;

“the second link road” means the M6 Motorway northbound to M55 westbound link road from the tip of the nosing of the exit link road from the M6 northbound carriageway at Junction 32 to a point 579 metres east of the centreline of the M55 D’Urton Lane overbridge;

“the third link road” means the M55 Motorway eastbound link road leading to the M6 northbound;

“the first slip road” means the M55 Motorway eastbound entry slip road at Junction 1;

“the second slip road” means the M6 Motorway northbound exit slip road leading to Forton Service Area;

“the third slip road” means the M6 Motorway northbound entry slip road leading from Forton Service Area;

“the first works period” means periods overnight between 2000 hours and 0600 hours starting on Monday 29 November 2010 and ending on Monday 20 December 2010. 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;

“the second works period” means periods overnight between 2000 hours on 0600 hours starting on Saturday 4 December 2010 and ending on Monday 6 December 2010. 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;

“the third works period” means periods overnight between 2000 hours and 0600 hours starting on Monday 6 December 2010 and ending on Friday 10 December 2010. 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;

“the fourth works period” means periods overnight between 2000 hours and 0600 hours starting on Saturday 11 December 2010 and ending on Monday 13 December 2010. 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.

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

**4.** Subject as mentioned in article 7 of this Order, during the second works period, no person shall cause or permit any vehicle to enter or proceed in the fourth length of carriageway, the third link road or the second and third slip roads

5. Subject as mentioned in article 7 of this Order, during the third works period, no person shall cause or permit any vehicle to enter or proceed in the fifth length of carriageway
6. Subject as mentioned in article 7 of this Order, during the fourth works period, no person shall cause or permit any vehicle to enter or proceed in the second link road.
7. The provisions of article 3 of this Order shall apply only at such times and to such extent as shall from time to time be indicated by traffic signs and shall not apply to any vehicle being used for emergency purposes by the police, fire and rescue or ambulance services. The provisions of articles 4, 5 and 6 of this Order will not generally apply to any vehicle being used for emergency purposes by the police, fire and rescue or ambulance services, vehicles being used in connection with the works, or by traffic officers, or to any vehicle proceeding at the direction, or with the permission, of a constable, or a traffic officer in uniform. However, the prohibitions referred to at article 4 of this Order relating to the fourth length of carriageway and the third link road will apply to emergency service vehicles and traffic officer vehicles.

Signed by authority of the Secretary of State for Transport

Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

*R Baldwin*  
Area Performance Manager  
Network Delivery & Development Directorate  
Highways Agency

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