

**2014 No. 3353**

**ROAD TRAFFIC**

**The M6 Motorway (Junctions 31-33 Northbound and Southbound) and the M55 (Junction 1 Eastbound) Carriageways, Slip and Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2014**

*Made* - - - - *13th May 2014*  
*Coming into force* - - *16th May 2014*

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 sections of those motorways, three of those link roads and three of those 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) and (7) of the Road Traffic Regulation Act 1984(a) hereby makes the following Order:-

1. This Order may be cited as The M6 Motorway (Junctions 31-33 Northbound and Southbound) and the M55 (Junction 1 Eastbound) Carriageways, Slip and Link Roads (Temporary Prohibition and Restriction of Traffic) Order 2014 and shall come into force on 16th May 2014.

2. In this Order:

“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 northbound carriageway of the M6 Motorway from the centreline of Fulwood Row Bridge to the centreline of Whittingham Lane Bridge;

“the second length of carriageway” means the southbound carriageway of the M6 Motorway from a point 600 metres north of Whittingham Lane Bridge to a point 860 metres south 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 eastbound carriageway of the M55 Motorway from a point 0.88 kilometres east of the centreline of the bridge over the West Coast Mainline Railway to a point 1.93 kilometres east of the same bridge;

“the fourth length of carriageway” means the northbound carriageway of the M6 Motorway from the tip of the nosing of the exit slip road at Junction 31 to the tip of the nosing of the entry slip road at Junction 32;

“the fifth length of carriageway” means the northbound carriageway of the M6 Motorway 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 sixth length of carriageway” means the southbound carriageway of the M6 Motorway 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 seventh length of carriageway” means the eastbound carriageway of the M55 Motorway from a point 0.45 kilometres west of the centreline of the bridge over the West Coast Mainline Railway to a point 1.93 kilometres east of the centreline of the same bridge;

“the first link road” means the link road leading from the northbound carriageway of the M6 Motorway to the westbound carriageway of the M55 Motorway, from the point where it diverges from the M6 Motorway to the point where it merges with the M55 Motorway;

“the second link road” means the link road leading from the eastbound carriageway of the M55 Motorway to the northbound carriageway of the M6 Motorway, from the point where it diverges from the M55 Motorway to the point where it merges with the M6 Motorway;

“the third link road” means the link road leading from the eastbound carriageway of the M55 Motorway to the southbound carriageway of the M6 Motorway, from the point where it diverges from the M55 Motorway to the point where it merges with the M6 Motorway;

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

“the second slip road” means the entry slip road leading to the northbound carriageway of the M6 Motorway at Junction 31;

“the third slip road” means the exit slip road leading from the northbound carriageway of the M6 Motorway at Junction 31A;

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

“overall width” has the meaning given in regulation 3 (2) of the Road Vehicles (Construction and Use) Regulations 1986(b);

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

“the second length of hardshoulder” means the hardshoulder adjacent to the first link road;

“the third length of hardshoulder” means the hardshoulder adjacent to the second link road;

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

(b) S.I. 1986/1078 to which there are amendments not relevant to this Order.

“the first works period” means the following periods:

- i. starting at 0001 hours on Saturday 17th May 2014 and ending at 0600 hours on Friday 23rd May 2014;
- ii. starting at 0001 hours on Tuesday 27th May 2014 and ending at 0600 hours on Friday 22nd August 2014; and
- iii. starting at 0001 hours on Tuesday 26th August 2014 and ending at 2400 hours on Sunday 2nd November 2014. 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 twenty-six nights between 2100 hours and 0600 hours (starting at 2200 hours on Friday nights) during a period starting on Saturday 17th May 2014 and ending on Monday 27th October 2014. 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 seven nights between 2100 hours and 0600 hours (starting at 2200 hours on Friday nights) during a period starting on Sunday 1st June 2014 and ending on Sunday 26th October 2014. 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 eight nights between 2200 hours and 0600 hours (starting at 2100 hours on Saturday nights) during a period starting on Friday 20th June 2014 and ending on Sunday 10th August 2014. 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 fifth works period” means four nights between 2200 hours and 0600 hours (starting at 2100 hours on Saturday nights) during a period starting on Friday 27th June 2014 and ending on Sunday 14th September 2014. 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 sixth works period” means two nights between 2100 hours and 0600 hours starting on Saturday 27th September 2014 and ending on Monday 29th September 2014. 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 seventh works period” means four nights between 2200 hours and 0600 hours during a period starting on Friday 30th May 2014 and ending on Saturday 25th October 2014. 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 works associated with the M6 Junction 32 widening scheme.

**3.** 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 lengths 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.

**4.** Subject as mentioned in articles 12 and 13 of this Order, during the first works period, no person shall cause or permit any motor vehicle to be driven in the first, second and third lengths of carriageway, the first, second and third link roads, the first slip road or the first, second and third lengths of hardshoulder at a speed exceeding 50 miles per hour.

**5.** Subject as mentioned in article 12 of this Order, during the first works period, no person shall cause or permit any motor vehicle with an overall width exceeding 1.95 metres (6 feet 6 inches) to enter or proceed in a lane of the first length of carriageway or the first and second link roads, as indicated by traffic signs.

**6.** Subject as mentioned in article 12 of this Order, during the second works period, no person shall cause or permit any motor vehicle to enter or proceed in the fourth length of carriageway, the second and third slip roads or the first link road.

**7.** Subject as mentioned in article 12 of this Order, during the third works period, no person shall cause any motor vehicle to enter or proceed in the fifth length of carriageway.

**8.** Subject as mentioned in article 12 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 12 of this Order, during the fifth works period, no person shall cause or permit any motor vehicle to enter or proceed in the third slip road or the three link road.

**10.** Subject as mentioned in article 12 of this Order, during the sixth works period, no person shall cause or permit any motor vehicle to enter or proceed in the first link road.

**11.** Subject as mentioned in article 12 of this Order, during the seventh works period, no person shall cause or permit any motor vehicle to enter or proceed in the first link road.

**12.** The provisions of articles 4, 5, 6, 7, 8, 9, 10 and 11 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 5, 6, 7, 8, 9, 10 and 11 of this Order shall apply to any vehicle being used in connection with the said works or to vehicles being used for winter maintenance purposes or by traffic officers.

**13.** 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

Piccadilly Gate  
Store Street  
Manchester  
M1 2WD

*R Baldwin*  
Service Delivery Team Leader  
Network Delivery & Development Directorate  
Highways Agency

13th May 2014

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(a) S.I. 2011/935