

**2013 No. 970**

**ROAD TRAFFIC**

**The M1 Motorway (Junction 39 to Junction 42) (Temporary  
Restriction and Prohibition of Traffic) Order 2013**

*Made* - - - - *25th February 2013*

*Coming into force* - *3rd March 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M1 Motorway and connecting roads, in the Districts of Leeds and Wakefield, in the County of West Yorkshire, is satisfied that traffic on that motorway and some of those connecting roads should be restricted and prohibited because carriageway construction 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 15(2) of the Road Traffic Regulation Act 1984(a) and regulation 16(2) of the Motorways Traffic (England and Wales) Regulations 1982(b), makes the following Order: -

1. This Order may be cited as the M1 Motorway (Junction 39 to Junction 42) (Temporary Restriction and Prohibition of Traffic) Order 2013 and shall come into force on 3rd March 2013.

2. In this Order; –

“the M1” means the M1 Motorway;

“the first length of northbound carriageway” means the M1 northbound carriageway from a point 2000 metres south of the centreline of the southern overbridge at Junction 39 (Durkar) to a point 500 metres north of the nose of the northbound entry slip road at Junction 42 (Lofthouse), a distance of 13,500 metres;

“the first length of southbound carriageway” means the M1 southbound carriageway from a point 1000 metres north of the nose of the southbound exit slip road at Junction 42 to a point 500 metres south of the nose of the southbound entry slip road at Junction 39, a distance of 13,500 metres;

“the second length of northbound carriageway” means the M1 northbound carriageway from the nose of the northbound exit slip road at Junction 39 to the nose of the northbound entry slip road at Junction 42, a distance of approximately 12,000 metres;

“the second length of southbound carriageway” means the M1 southbound carriageway from the nose of the southbound exit slip road at Junction 42 to the nose of the southbound entry slip road at Junction 39, a distance of approximately 12,000 metres;

“a slip road” means any of the following slip roads:

- (i) the M1 northbound and southbound exit and entry slip roads at Junction 39;
- (ii) the M1 northbound and southbound exit and entry slip roads at Junction 40 (Ossett);
- (iii) the M1 northbound and southbound exit and entry slip roads at Junction 41 (Carr Gate); and
- (iv) the M1 northbound and southbound exit and entry slip roads at Junction 42;

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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.  
(b) S.I. 1982/1163, as amended by S.I. 1983/374, 1984/1479, 1992/1364, 1995/158, 1996/3053, 2004/3168, 2004/3258 and 2006/594.

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

“operating weight” shall be calculated as provided in Section 138 of the Road Traffic Regulations Act 1984;

“the works period” means the period starting at 00:01 hours on Monday 4th March 2013 and ending when the said works have been completed;

and a reference to an article followed by a number is a reference to the article in this Order which bears that number.

**3.** Subject as mentioned in article 6 no person shall, during the works period, cause or permit any vehicle to be driven in the first length of northbound carriageway, the first length of southbound carriageway or a slip road at a speed exceeding 60 miles per hour or 50 miles per hour.

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

**5.** Subject as mentioned in article 6 no person shall, during the works period, cause or permit any vehicle to enter or proceed in any specified lanes in the first length of northbound carriageway, the first length of southbound carriageway or a slip road as indicated by traffic signs:

- (i) with an overall width exceeding 6’6’’; or
- (ii) with an operating weight exceeding 7.5 Tonnes.

**6.** The provisions of articles 3, 4 and 5 shall apply only during such times and to such extent as shall, from time to time, be indicated by traffic signs. Nothing in articles 4 and 5 shall apply to:

- (a) a vehicle being used for police, fire and rescue authority or ambulance purposes;
- (b) a vehicle being used for, or in connection with, the said works, or for traffic officer or winter maintenance purposes; or
- (c) anything done at the direction of, or with the permission of, a constable or traffic officer in uniform;

and nothing in article 3 shall apply to a vehicle being used for the purpose specified in paragraph (a) of this article.

**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(b) when used in accordance with regulation 3(5) of those Regulations.

**8.** 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(c) are suspended in relation to the hard shoulders adjacent to the first length of northbound carriageway, the first length of southbound carriageway or a slip road as described in article 2 at such times and to such extent as may, from time to time, be indicated by traffic signs; and in this article “hard shoulder” has the meaning given in regulation 3(1)(e) of those Regulations.

**9.** The Secretary of State is satisfied that the execution of the said works will take longer than a period of 18 months starting on the date when this Order comes into force.

Signed by authority of the Secretary of State

25th February 2013

*M Lee*  
A Team Manager  
in the Highways Agency

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(a) S.I. 1986/1078, to which there are amendments not relevant to this Order.  
(b) S.I. 2011/935.  
(c) S.I. 1982/1163; amended by S.I. 1983/374, 1984/1479, 1992/1364.