

2013 No. 3276

ROAD TRAFFIC

**The M1 Motorway (Junction 35a to Junction 37) (Temporary
Restriction and Prohibition of Traffic) Order 2013**

Made - - - 27th December 2013

Coming into force - 5th January 2014

WHEREAS, the Secretary of State for Transport, being the traffic authority for the M1 Motorway and connecting roads, in the District of Barnsley, in the County of South Yorkshire, is satisfied that traffic on that motorway and some of those connecting roads should be restricted and prohibited because safety barrier 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) 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 35a to Junction 37) (Temporary Restriction and Prohibition of Traffic) Order 2013 and shall come into force on 5th January 2014.

2. In this Order: -

“the M1” means the M1 Motorway;

“the first length of carriageway” means the M1 northbound and southbound carriageways from a point 2000 metres south of the centreline of Stocksbridge Bypass overbridge to a point 2000 metres north of the centreline of Tankersley Interchange northern overbridge, a distance of 6200 metres;

“the northbound carriageway” means the M1 northbound carriageway from the nose of the northbound exit slip road at Junction 35a (Stocksbridge) to the nose of the northbound entry slip road at Junction 36 (Tankersley), a distance of approximately 2890 metres;

“the southbound carriageway” means the M1 southbound carriageway from the nose of the southbound entry slip road at Junction 36 to the nose of the southbound exit slip road at Junction 35a, a distance of approximately 2890 metres;

“a slip road” means any of the following M1 slip roads:

- (i) the southbound entry and exit and northbound exit slip roads at Junction 36; or
- (ii) the southbound entry slip road at Junction 37 (Dodworth);

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

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

“the first works period” means the period starting at 00:01 hours on Monday 6th January 2014 and ending when the said works have been completed;

“the second works period” means a period of 10 hours starting at 20:00 hrs on Monday 6th January 2014 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 first works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour in the first length of carriageway.

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

5. Subject as mentioned in article 6 no person shall, during the first works period, cause or permit any vehicle with an overall width exceeding 6’6” to enter or proceed in any specified lanes of the first length of carriageway as indicated by traffic signs.

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:

- (i) a vehicle being used for police, fire and rescue authority or ambulance purposes;
- (ii) a vehicle being used for, or in connection with, the said works, or for traffic officer or winter maintenance purposes; or
- (iii) 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 any vehicle being used for a 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(a) 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(b) are suspended in relation to the hard shoulder adjacent to the first length of carriageway 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.

Signed by authority of the Secretary of State

27th December 2013

R Wantling
A Team Leader
in the Highways Agency

(a) S.I. 2011/935.

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