

**2012 No. 2693**

**ROAD TRAFFIC**

**The M1 Motorway (Junction 13 to Junction 15, Milton Keynes)  
(Temporary Restriction and Prohibition of Traffic) Order 2012**

*Made* - - - - - *15th October 2012*

*Coming into force* - - - - - *22nd October 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M1 Motorway (“the M1”), is satisfied that traffic on several lengths of that motorway in Milton Keynes, should be restricted and prohibited 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) and regulation 16(2) of the Motorway Traffic (England and Wales) Regulations 1982(b) hereby makes the following Order: -

1. This Order may be cited as the M1 Motorway (Junction 13 to Junction 15, Milton Keynes) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 22nd October 2012.

2. In this Order –

“tip of the nosing” means, as indicated by the road markings on the carriageway, the first point where an entry slip road joins, or the last point where an exit slip road leaves, the carriageway of the motorway;

“a first length of motorway” means the –

- (a) northbound carriageway of the M1 from a point 620 metres south of Broughton Road over-bridge to a point 600 metres north of Broughton Grounds Lane over-bridge, and
- (b) southbound carriageway of the M1 from a point 540 metres south of Broughton Grounds Lane over-bridge to a point 180 metres north of Cranfield Road/Wavendon Road over-bridge;

“a second length of motorway” means the northbound carriageway of the M1 from a point –

- (a) 480 metres south of the over-bridge that connects Gayhurst with Little Linford and Haversham to a point 1,090 metres south of the over-bridge that connects Gayhurst with Hanslope, and
- (b) 920 metres north of the over-bridge that connects Gayhurst with Little Linford and Haversham to a point 390 metres north of the over-bridge that connects Gayhurst with Hanslope;

“a third length of motorway” means the –

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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.

- (a) northbound carriageway of the M1 from a point 230 metres north of Broughton Road over-bridge to a point 600 metres north of Broughton Grounds Lane over-bridge, and
- (b) southbound carriageway of the M1 from a point 30 metres north of Broughton Road over-bridge to a point 180 metres north of Cranfield Road/Wavendon Road over-bridge;

“a fourth length of motorway” means the northbound carriageway of the M1 from a point –

- (a) 370 metres north of the over-bridge that connects Gayhurst with Little Linford and Haversham to a point 1,100 metres south of the over-bridge that connects Gayhurst with Hanslope, and
- (b) from a point 1,300 metres south of the over-bridge that connects Gayhurst with Hanslope to a point 390 metres north of that bridge;

“a fifth length of motorway” means the –

- (a) northbound carriageway of the M1 from a point 440 metres south of Broughton Grounds Lane over-bridge to a point 110 metres north of that bridge, and
- (b) southbound carriageway of the M1 from a point 620 metres south of Broughton Road over-bridge to a point 670 metres north of Cranfield Road/Wavendon Road over-bridge;

“a sixth length of motorway” means the northbound carriageway of the M11 from a point –

- (a) 1,070 metres north of the over-bridge that connects Gayhurst with Little Linford and Haversham to a point 1,500 metres south of the over-bridge that connects Gayhurst with Hanslope, and
- (b) 650 metres south of the over-bridge that connects Gayhurst with Hanslope to a point 100 metres south of that bridge;

“works” mean the installation of replacement Motorway Incident Detection (MIDAS) loops in the carriageway of the motorway;

“a first works period” means a period of 7 hours starting at 22:00 hours on Tuesday Wednesday 24th October 2012 or on any subsequent day (other than a Saturday or a Sunday) until the works to the first length of motorway, the third length of motorway and the fifth length of motorway have been completed;

“a second works period” means a period of 7 hours starting at 22:00 hours on Tuesday 8th January 2012 or on any subsequent day (other than a Saturday or a Sunday) until the works to a second length of motorway, a fourth length of motorway and a sixth length of motorway 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 and a reference to a bridge is a reference to the centre point of that bridge.

**3.** Subject as mentioned in articles 5, 6 and 7 no person shall cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour on a first length of motorway, during a first works period, or a second length of motorway, during a second works period.

**4.** Subject as mentioned in articles 5 and 6 no person shall cause or permit any vehicle to enter or proceed in a third length of motorway, during a first works period, or a fourth length of motorway, during a second works period.

**5.** The provisions of articles 3 and 4 shall apply only during such times and to such extent as shall, from time to time, be indicated by traffic signs.

**6.** The provisions of article 4 shall not apply to a vehicle –

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

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

7. 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) Regulation 1982 are hereby suspended in relation to the hard shoulder adjacent to a fifth length of motorway, during a first works period, or a sixth length of motorway, during a second works period, at such times and to such extent as may 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 for Transport

Woodlands, Manton Lane, Bedford, MK41 7LW  
15th October 2012

*M R Evans*  
A Team Leader in the Highways Agency

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(a) S.I. 2011/935.