

2013 No. 2568

ROAD TRAFFIC

**The M1 and M6 Motorways and the A14 Trunk Road
(Catthorpe) (Temporary Restriction and Prohibition of Traffic)
Order 2013**

Made - - - - - *20th September 2013*

Coming into force - - - - - *27th September 2013*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M1 Motorway (“the M1”), the M6 Motorway (“the M6”), the A14 Trunk Road (“the A14”) and connecting roads, is satisfied that traffic on lengths of the those roads and some of those connecting roads in the Counties of Leicestershire, Northamptonshire and Warwickshire 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 and M6 Motorways and the A14 Trunk Road (Catthorpe) (Temporary Restriction and Prohibition of Traffic) Order 2013 and shall come into force on 27th September 2013.

2. In this Order –

“the dumbell roundabout” means the dumbell roundabout at the junction of the A14, M6 and M1 (at M1 Junction 19), known as Catthorpe Interchange;

“the first length of motorway” means –

- i) the southbound carriageway of the M6 from its junction with the entry slip road at Junction 1 to its junction with the first link road;
- ii) the northbound carriageway of the M6 from its junction with the second link road to its junction with the exit slip road at Junction 1;

(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.

- iii) the northbound carriageway of the M1 from its junction with the entry slip road at Junction 18 to its junction with exit slip road at Junction 20; and
- iv) the southbound carriageway of the M1 from its junction with the entry slip road Junction 20 to its junction with the entry slip road at Junction 18;

“the second length of motorway” means –

- i) the northbound carriageway of the M1 from its junction with the exit slip road at Junction 18 to its junction with the entry slip road at Junction 20;
- ii) the southbound carriageway of the M1 from its junction with the exit slip road at Junction 20 to its junction with the entry slip road at Junction 18;
- iii) the northbound carriageway of the M6 from its junction with the second link road to its junction with the entry slip road at Junction 1; and
- iv) the southbound carriageway of the M6 from its junction with the exit slip road at Junction 1 to its junction with the first link road;

“the third length of motorway” means –

- i) the northbound carriageway of the M1 between its junction with the second link road and its junction with the entry slip road at Junction 19; and
- ii) the northbound carriageway of the M6 between its junction with the second link road and its junction with the slip road leading from the A14;

“the fourth length of motorway” means the southbound carriageway of the M1 between its junction with the exit slip road at Junction 19 and its junction with the first link road;

“the fifth length of motorway” means –

- i) the southbound carriageway of the M6 from a point 2000 metres west of the centreline of A5 underbridge to its junction with the M1 at Junction 19;
- ii) the northbound carriageway of the M6 from its junction with the M1 to its junction with the slip road leading from the A14;

- iii) the southbound carriageway of the M1 from a point 1500 metres north of the centreline of the Shawell Road overbridge to its junction with the exit slip road at Junction 19;
- iv) the northbound carriageway of the M1 from a point 1500 metres south of the centreline of the bridge over the River Avon to its junction with the M6;

“the sixth length of motorway” means –

- i) the southbound carriageway of the M6 from its junction with the slip road leading to the A14 to its junction with the southbound carriageway of the M1;
- ii) the northbound carriageway of the M6 from its junction with the M1 at Junction 19 to a point 1000 metres west of its junction with the exit slip road at Junction 1;
- iii) the northbound carriageway of the M1 from its junction with the M6 at Junction 19 to a point 800 metres north of the centreline of Shawell Road overbridge;
- iv) the southbound carriageway of the M1 from its junction with the entry slip road at Junction 20 to its junction with the exit slip road at Junction 18;

“the first length of trunk road” means –

- i) the eastbound carriageway of the A14 from its junction with the dumbell roundabout to its junction with the exit slip road leading to the A5199 near Naseby; and
- ii) the westbound carriageway of the A14 from its junction with the entry slip road leading from the A5199 at Naseby to its junction with the dumbell roundabout;

“the second length of trunk road” means –

- i) the westbound carriageway of the A14 from its junction with the exit slip road leading to the A508 Harborough Road near Kelmarsh, to its junction with the dumbell roundabout; and
- ii) the eastbound carriageway of the A14 from its junction with the dumbell roundabout to its junction with the entry slip road leading from the A5199 near Naseby;

- “the third length of trunk road” means –
- i) the eastbound carriageway of the A14 from its junction with the dumbell roundabout to appoint 2000 metres east of the centreline of the River Avon underbridge; and
 - ii) the westbound carriageway of the A14 from a point 2000 metres east of the centreline of the River Avon underbridge to its junction with the dumbell roundabout;
- “a slip road” means the slip road leading –
- i) to the northbound carriageway of the M1 at Junction 18;
 - ii) from the southbound carriageway of the M1 at Junction 18;
 - iii) to the northbound carriageway of the M1 at Junction 19;
 - iv) to the southbound carriageway of the M1 at Junction 20;
 - v) to the southbound carriageway of the M6 at Junction 1;
 - vi) from the northbound carriageway of the M6 at Junction 1;
 - vii) from the southbound carriageway of the M6 to the dumbell roundabout;
 - viii) to the westbound carriageway of the A14 from its junction with the A508 Harborough Road near Kelmarsh;
 - ix) from the westbound carriageway of the A14 to its junction with the A5199 at Naseby;
 - x) to the westbound carriageway of the A14 from its junction with the A5199 at Naseby; and
 - xi) from the eastbound carriageway of the A14 to its junction with the A5199 at Naseby;
- “the first link road” means the link road leading from the southbound carriageway of the M6 to its junction with the southbound carriageway of the M1 (at M1 Junction 19);
- “the second link road” means the link road leading from the northbound carriageway of the M1 to its junction with the northbound carriageway of the M6 (at M1 Junction 19);

“layby”	means an area of carriageway intended for the waiting of vehicles and bounded partly by a road marking of the type shown in diagram 1010 in Schedule 6 to the Traffic Signs Regulations 2002 ^(a) and partly by the outer edge of that carriageway on the same side of the road as that on which the marking is placed; and in this definition “carriageway” means any way (other than a cycle track) comprised in a length of the trunk road over which the public have a right of way for the passage of vehicles and which has a suitable surface for the exercise of that right;
“footway”	means a way comprised in a highway which also comprises a carriageway, being a right of way on which the public have a right of way on foot only;
“overall width”	has the same meaning given in regulation 3(2) of the Road Vehicles (Construction and Use) Regulations 1986 ^(b) ;
“operating weight”	shall be calculated as provided in section 138 of the Road Traffic Regulation Act 1984;
“the Regulations”	means the Motorways Traffic (England and Wales) Regulations 1982;
“a hard shoulder”	means the hard shoulder, within the meaning of Regulation 3(1)(e) of the Regulations, which is adjacent to the first length of motorway, the first link road and the second link road;
"the works period"	means the period starting at 06.00 hours on Monday 30th September 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 articles 15 and 16, no person shall, during the works period, drive any motor vehicle at a speed exceeding 50 miles per hour on the first length of motorway, the first length of trunk road, the first link road, the second link road or the dumbbell roundabout.

4. Subject as mentioned in articles 15 and 16, no person shall, during the works period, cause or permit any vehicle to enter or proceed on the second length of motorway, the second length of trunk road, a slip road, the first link road, the second link road or the dumbbell roundabout.

5. Subject as mentioned in articles 15 and 16, no person shall, during the works period, cause or permit any vehicle to enter or proceed in the offside lane of the third length of motorway in any direction other than southwards.

(a) S.I. 2002/3113, Part 1.

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

6. Subject as mentioned in articles 15 and 16, no person shall, during the works period, cause or permit any vehicle to enter or proceed in the offside lane of the fourth length of motorway in any direction other than northwards.

7. Subject as mentioned in articles 15 and 16, no person shall, during the works period, cause or permit any vehicle with an overall width exceeding 3.0 metres to enter or proceed in the nearside lane of the first length of motorway, the first length of trunk road or the dumbbell roundabout.

8. Subject as mentioned in articles 15 and 16, no person shall, during the works period, cause or permit any vehicle with an overall width exceeding 2.5 metres to enter or proceed in the offside lane of the first length of motorway, the first length of trunk road or the dumbbell roundabout.

9. Subject as mentioned in articles 15 and 16, no person shall, during the works period, cause or permit any vehicle with an operating weight exceeding 7.5 tonnes to enter or proceed in lane 3 of the fifth length of motorway and the first link road.

10. Subject as mentioned in articles 15 and 16, no person shall, during the works period, cause or permit any vehicle with an operating weight exceeding 7.5 tonnes to enter or proceed in lane 2 of the sixth length of motorway, the third length of trunk road, the first link road or the second link road.

11. Subject as mentioned in articles 15 and 16, no person shall, during the works period, cause or permit any vehicle to make a U-turn in the dumbbell roundabout.

12. Subject as mentioned in articles 15 and 16, no person shall, during the works period, cause or permit any vehicle to enter or proceed in any layby situated adjacent to the second length of trunk road;

13. Subject as mentioned in articles 15 and 16, no person shall, during the works period, cause or permit any vehicle to enter or leave the dumbbell roundabout at its junction with;
i) Swinford Road, or
ii) Rugby Road.

14. Subject as mentioned in articles 15 and 16, no person shall, during the works period, cause or permit any pedestrian to enter or proceed in the footway adjacent to the dumbbell roundabout.

15. The provisions of articles 3 to 14 inclusive shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs, or when traffic will be controlled by police constables who will slow and then stop traffic for short periods until it is safe to allow drivers to proceed.

16. The provisions of –

- (a) articles 3 to 13 inclusive shall not apply to any vehicle -
 - (i) being used for police, fire brigade or ambulance purposes; or
 - (ii) proceeding at the direction of, or with the permission of, a police constable;
- (b) article 3 shall not apply to any vehicle being used for special forces purposes;
- (c) articles 4 to 13 inclusive shall not apply to any vehicle being used in connection with the said works;
- (d) article 4 shall not apply to any vehicle proceeding to and from premises which are accessible from, and only from, the second length of trunk road.

- (e) article 14 shall not apply to –
 - (i) any pedestrian engaged in police, fire brigade or ambulance activities;
 - (ii) any pedestrian acting under the direction of, or with the permission of, a police constable;
 - (iii) personnel engaged in the said works; and
 - (iv) any pedestrian proceeding to or from premises which are accessible from, and only from, the dumbell roundabout.

17. During the works period, regulations 5 and (in so far as it relates to a vehicle being driven) 9 of the Regulations are hereby suspended in respect of a hard shoulder, at such times and to such extent as may from time to time be indicated by traffic signs.

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

Signed by authority of the Secretary of State

20th September 2013

V Bennett
A Team Leader
in the Highways Agency