

2014 No. 1164

ROAD TRAFFIC

**The M1 and M6 Motorways and the A14 Trunk Road
(Catthorpe) (Temporary Restriction and Prohibition of Traffic)
Order 2014**

Made - - - - - *19th April 2014*

Coming into force - - - - - *26th April 2014*

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), 15(2), 122A of, and paragraph 27(1) of schedule 9 to 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 2014 and shall come into force on 26th April 2014.

2. In this Order –

“the dumbbell roundabout” means the dumbbell roundabout at the junction of the A14, M6, M1 and Rugby Road (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;

(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 and section 122A was substituted by the New Roads and Street Works Act 1991 (c.22), and section 24.

(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.

- 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;
- 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 the 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 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 dumbbell 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 dumbbell 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 dumbbell roundabout; and
- ii) the eastbound carriageway of the A14 from its junction with the dumbbell 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 dumbbell 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 dumbbell roundabout;
- “the fourth length of trunk road” means the A14 from its junction with the dumbbell roundabout to its junction with Swinford Road and the slip road leading to the northbound carriageway of the M6 (M1 Junction 19);
- “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) from the southbound carriageway of the M1 at Junction 19;
 - v) to the southbound carriageway of the M1 at Junction 20;
 - vi) to the southbound carriageway of the M6 at Junction 1;
 - vii) from the northbound carriageway of the M6 at Junction 1;
 - viii) from the southbound carriageway of the M6 to the dumbbell roundabout;
 - ix) to the westbound carriageway of the A14 from its junction with the A508 Harborough Road near Kelmarsh;
 - x) from the westbound carriageway of the A14 to its junction with the A5199 at Naseby;
 - xi) to the westbound carriageway of the A14 from its junction with the A5199 at Naseby; and

xii) 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);

“the first length of temporary highway” means –

i) the 550 metre length of temporary highway forming a temporary realignment of part of the second link road;

ii) the 700 metre length of temporary highway forming an entry slip road leading to the northbound carriageway of the M1 at Junction 19;

iii) the 360 metre length of temporary highway to link the dumbbell roundabout to the eastbound carriageway of the A14;

iv) the 560 metre length of temporary highway forming an exit slip road leading from the southbound carriageway of the M1 at Junction 19;

v) the 1300 metre length of temporary highway forming an exit slip road leading from the southbound carriageway of the M6 (M1 Junction 19), and

vi) the 430 metre length of temporary highway forming a connection between the first link road and the second link road;

“the second length of temporary highway” means –

i) the 50 metre length of temporary highway linking the slip road leading from the southbound carriageway of the M6 to the eastbound carriageway of the A14 (at M1 Junction 19), and

ii) the 200 metre length of temporary highway forming a temporary realignment of part of the length of the A14 connecting the dumbbell roundabout with the slip road leading to the northbound carriageway of the M6;

“the new trunk road” means the new trunk road within the meaning of The M1 Motorway (Junction 19 Improvement) (A14 Trunk Road) Order 2013(a) and is a length of the eastbound and westbound carriageways of the A14 between points 878 metres northwest and 81 metres west of the centreline of the River Avon underbridge;

“the new M6 Motorway and connecting roads”	means the new length of M6 Motorway and the new connecting roads within the meaning of The M1 Motorway (Junction 19 Improvement) (M6 Motorway and Connecting Roads) Scheme 2013(a), and comprises – <ul style="list-style-type: none"> i) the northbound and southbound carriageways of the M6 from a point 270 metres west of the Shawell Lane underbridge to a point 878 metres west of the River Avon underbridge; ii) the link road leading from the southbound carriageway of the new M6 Motorway to the southbound carriageway of the M1; and iii) the link road leading from the northbound carriageway of the M1 to the northbound carriageway of the new M6 Motorway;
“the new M1 connecting roads”	means the new M1 connecting roads within the meaning of The M1 Motorway (Junction 19 Improvement) (M1 Motorway Connecting Roads) Scheme 2013(b), and comprises – <ul style="list-style-type: none"> i) the link road leading from the westbound carriageway of the A14 to the northbound carriageway of the M1, and ii) the link road leading from the southbound carriageway of the M1 to the new eastbound carriageway of the A14;
“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(c) 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(d);
“operating weight”	shall be calculated as provided in section 138 of the Road Traffic Regulation Act 1984;

(a) S.I. 2013/2060.

(b) S.I. 2013/2062.

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

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

“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, the second link road, the new M6 Motorway and connecting roads and the new M1 connecting roads;
"the works period"	means the period starting at 06.00 hours on Saturday 26th April 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 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 fourth length of trunk road, a slip road, the first link road, the second link road, the dumbbell roundabout, the first length of temporary highway, the second length of temporary highway, the new M6 Motorway and connecting roads, the new M1 connecting roads and the new trunk road.

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, the fourth length of trunk road, a slip road, the first link road, the second link road, the dumbbell roundabout, the first length of temporary highway, the second length of temporary highway, the new M6 Motorway and connecting roads, the new M1 connecting roads and the new trunk road.

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.

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, the fourth length of trunk road, the dumbbell roundabout, the first length of temporary highway, the second length of temporary highway, the new M6 Motorway and connecting roads, the new M1 connecting roads and the new trunk road.

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, the dumbbell roundabout, the first length of temporary highway, the new M6 Motorway and connecting roads, the new link road leading from the westbound carriageway of the A14 to the northbound carriageway of the M1 and the new trunk road.

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, the second link road, the first length of temporary highway, the new M6 Motorway and connecting roads, the link road leading from the westbound carriageway of the A14 to the northbound carriageway of the M1 and the new trunk 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; or
 - (iv) any pedestrian proceeding to or from premises which are accessible from, and only from, the dumbbell 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 M1 and M6 Motorways and the A14 Trunk Road (Catthorpe) (Temporary Restriction and Prohibition of Traffic) Order 2013**(a)** and The M1 and M6 Motorways and the A14 Trunk Road (Catthorpe) (Temporary Restriction and Prohibition of Traffic) Order 2013 Variation Order 2013**(b)** are hereby revoked.

19. 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

19th April 2014

E Davis
A Team Leader
in the Highways Agency

(a) S.I. 2013/2568.
(b) S.I. 2013/2780.