

**2012 No. 576**

**ROAD TRAFFIC**

**The M1 and M6 Motorways (M6 Junction 1 and M1 Junctions 19 to 20) (Temporary Restriction and Prohibition of Traffic) Order 2012**

*Made* - - - - *13th February 2012*

*Coming into force* - - *20th February 2012*

WHEREAS the Secretary of State for Transport, being the traffic authority for the M1 Motorway (“the M1”), the M6 Motorway (“the M6”) and connecting roads, is satisfied that traffic on lengths of those motorways 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) and (7) of the Road Traffic Regulation Act 1984(a) and of all other powers enabling her in that behalf, hereby makes the following Order: -

1. This Order may be cited as the M1 and M6 Motorways (M6 Junction 1 and M1 Junctions 19 to 20) (Temporary Restriction and Prohibition of Traffic) Order 2012 and shall come into force on 20th February 2012.

2. In this Order:

“the first length of motorway” means the southbound carriageway of the M6 between a point 1000 metres west and a point 100 metres east of the centreline of the A5 underbridge;

“the second length of motorway” means the southbound carriageway of the M6 from its junction with the entry slip road at Junction 1 to its junction with the M1 at Junction 19;

“the third length of motorway” means –  
(i) the northbound carriageway of the M6 from its junction with the northbound carriageway of the M1 at Junction 19 to a point 260 metres west of its junction with westbound exit slip road at M6 Junction 1;

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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

- (ii) the northbound carriageway of the M1 from a point 950 metres south of the centreline of Yelvertoft Road overbridge, south of Junction 19 to a point 1800 metres south of the centre line of Swinford Road overbridge, south of Junction 20; and
- (iii) the southbound carriageway of the M1 from a point 700 metres south of the centre line of Swinford Road overbridge, south of Junction 20 to a point 950 metres south of the centreline of Yelvertoft Road overbridge, south of Junction 19;

“the fourth length of motorway”

means –

- (i) the northbound carriageway of the M1 from its junction with the northbound carriageway of the M6 (M1 Junction 19) to its junction with the entry slip road at Junction 20;
- (ii) the southbound carriageway of the M1 from its junction with the slip road leading to the A14 at M1 Junction 19 to its junction with the southbound carriageway of the M6; and
- (iii) the southbound carriageway of the M6 from its junction with the exit slip road at Junction 1 to its junction with the M1 at Junction 19;

“the fifth length of motorway”

means the northbound carriageway of the M6 from its junction with the M1 at Junction 19 to its junction with the exit slip road at M6 Junction 1;

“the sixth length of motorway”

means the northbound carriageway of the M1 between a point 300 metres south and a point 200 metres north of the centreline of the M6 overbridge (Cathorpe Viaduct);

“the seventh length of motorway”

means the northbound and southbound carriageways of the M1 between a point 950 metres south of the centreline of Yelvertoft Road overbridge, south of Junction 19 and a point 1800 metres south of the centre line of Swinford Road overbridge, south of Junction 20;

“the first length of slip road”

means the slip road leading –

- (i) from the A14 to the northbound carriageway of the M6;
- (ii) from the northbound carriageway of the M6 at Junction 1;
- (iii) to the southbound carriageway of the M6 at Junction 1; and
- (iv) to the A14 from the southbound carriageway of the M6;

“the second length of slip road”

means the slip road leading –

- (i) to the northbound carriageway of the M1 at Junction 19;
- (ii) from the A14 to the northbound carriageway of the M6;
- (iii) to the southbound carriageway of the of the M6 at Junction 1; and

	(iv) from the northbound carriageway of the M6 at Junction 1;
“the Regulations”	means the Motorways Traffic (England and Wales) Regulations 1982 <b>(a)</b> ;
“a hard shoulder”	means the hard shoulder, within the meaning of regulation 3(1)(e) of the Regulations, which is adjacent to the second length of motorway, the fifth length of motorway or the seventh length of motorway;
“overall width”	has the same meaning given in regulation 3(2) of the Road Vehicles (Construction and Use) Regulations 1986 <b>(b)</b> ;
“the works period”	means the period starting at 00.01 hours on Monday 27th February 2012 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 8 and 9, no person shall, during the works period, cause or permit any vehicle to be driven at a speed exceeding 60 miles per hour on the first length of motorway.

4. Subject as mentioned in articles 8 and 9, no person shall, during the works period, cause or permit any vehicle to be driven at a speed exceeding 50 miles per hour on the second length of motorway, the third length of motorway or the first length of slip road.

5. Subject as mentioned in articles 8 and 9 no person shall, during the works period, cause or permit any vehicle to enter or proceed on the second length of motorway, the fourth length of motorway, the fifth length of motorway, the seventh length of motorway or the second length of slip road.

6. Subject as mentioned in articles 8 and 9, no person shall, during the works period, cause or permit any vehicle to enter or proceed in the centre or offside lanes of the sixth length of motorway in any direction other than southwards.

7. Subject as mentioned in articles 8 and 9, no person shall, during the works period, cause or permit any vehicle with an overall width exceeding –

- (a) 3.25 metres to enter or proceed in lane 1 of the second length of motorway;
- (b) 3.0 metres to enter or proceed in lane 2 of the second length of motorway;
- (c) 3.25 metres to enter or proceed in lane 1 of the seventh length of motorway; or
- (d) 3.0 metres to enter or proceed in lane 2 of the seventh length of motorway.

8. The provisions of articles 3, 4, 5, 6 and 7 shall apply only during such times and to such extent as shall from time to time be indicated by traffic signs.

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

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

9. The provisions of –

(a) articles 3, 4, 5 and 7 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, or a traffic officer in uniform;

(b) articles 3 and 4 shall not apply to any vehicle being used for special forces purpose; or

(c) articles 5 and 7 shall not apply to any vehicle being used in connection with the said works or by a traffic officer in uniform.

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

Signed by authority of the Secretary of State

13th February 2012

*G. Littlechild*  
A Team Leader  
in the Highways Agency