

HIGHWAYS AGENCY

M1 JUNCTION 19 IMPROVEMENT

EXPLANATORY STATEMENT

Introduction

The Highways Agency, on behalf of the Secretary of State for Transport, has published proposals to improve the intersection between the M1/M6 Motorways and the A14 Trunk Road at Junction 19 of the M1. It is proposed that the existing junction would be replaced by a three level junction, constructed at a similar height to the existing junction.

The existing Catthorpe to Swinford road [Rugby Road/Swinford Road], currently via a dumbbell roundabout arrangement beneath the M1, would be replaced with new and improved local roads between the villages, avoiding the junction.

Background

In 1998 the Government published 'A New Deal for Trunk Roads in England'. It identified M1 Junction 19 as a key junction on the strategic highway network that was experiencing considerable traffic congestion, delays and safety problems.

In December 2000 the Government Office for the East Midlands and the Highways Agency commissioned a Road Based Study to undertake a detailed appraisal of congestion and safety problems at the junction, to identify measures to address the problems and to recommend a preferred strategy.

Following a Public Consultation held in June/July 2002, where local views were sought on several junction improvement options, the Secretary of State decided to proceed with one option [Option 1A]. The Preferred Scheme was incorporated into the Government's Targeted Programme of Improvements [now known as the Programme of Major Schemes] in February 2003.

In April 2003, White Young Green Consulting Ltd was appointed as Employer's Agent with a brief to review existing proposals and to develop the preferred option.

This brief included the preparation and management of a procurement process for an Early Contractor Involvement [ECI] Contract and the preparation of an Environmental Statement, Draft Orders and an Orders Exhibition.

In March 2005 an ECI Target Cost Contract was awarded to Skanska/Jacobs Babbie for the planning, design, management and construction of the scheme through the Statutory Procedures from preparation of Draft Orders to completion of construction.

Following the Contractor's appointment, further junction improvement options were identified which may have advantages over the 2003 Preferred Scheme and a further Public Consultation on five options was held in July 2008. The Secretary of State decided to proceed with a new Preferred Scheme [the Red Junction and Orange Local Road Network] which gained the most support from the public, required the least amount of land and also had the greatest environmental, economic and traffic benefits. The new Preferred Scheme was incorporated into the Government's Programme of Major Schemes in February 2009.

Need for the Scheme

Junction 19 of the M1 forms the intersection between three major parts of the motorway and trunk road network – the M1, M6 and A14 Trunk Road. More than 100,000 vehicles a day use this junction. It currently suffers from serious congestion, delays and safety problems that will become more serious in the future.

In particular, there has been a significant growth of East- West traffic since the opening in the early 1990's of the A14, which is part of the Trans European Network. At present, all traffic movements provided for between the A14 and the M1/M6 Motorways must take place via a sub-standard dumbbell roundabout arrangement linked beneath the M1. The present non-standard junction layout is grossly inadequate for a route of this importance that carries over 40,000 vehicles per day with a high proportion of heavy goods vehicles. Additionally, all traffic movements between the M6 and the M1 [North] must also utilise the dumbbell roundabout arrangement.

The resultant congestion regularly causes long tailbacks on to the M1, M6 & A14, resulting in accidents on all three routes. Future growth of road traffic will mean increased delays at the junction leading to traffic diverting to other routes, in turn causing problems at other locations.

Scheme Description

The Scheme would provide the following direct free-flow links:-

- A14 to M1 northbound
- M1 southbound to A14
- M6 to A14 in both directions
- M6 to M1 southbound
- M1 northbound to M6

The M1 will remain on its current alignment.

Improvements to the Local Road Network would include:-

- a new link between Rugby Road and Shawell Lane north of the M6
- a local route under the junction between Swinford and Catthorpe
- improvements to Shawell Lane, between Catthorpe Road and the M6 to the east and towards the A5 Trunk Road to the west.

Catthorpe Viaduct

This bridge carries the M6 southbound over the M1 and it was planned that its replacement would take place at the same time as the main junction improvement works. However, because of its poor structural condition, it needs to be replaced earlier to safeguard the integrity of the motorway network. Catthorpe Viaduct would therefore be replaced within the existing highway as a maintenance project, in advance of the M1 Junction 19 Improvement, in a new location immediately to the south of the existing structure.

Mitigation Measures

The scheme would be designed to minimise as far as possible any adverse environmental effects.

Low noise surfacing is proposed on all new and altered sections of motorway and trunk road.

Landscape measures are proposed to replace the loss of existing planting, to provide screening and to help blend the scheme into its surroundings. New woodland and shrubs would be planted within highway boundaries and would be combined with mounding in some areas. The use of native species, from local seed sources where possible, would benefit wildlife. Hedgerows of mixed species would

be planted along Motorway boundaries and, with the agreement of landowners, along new and altered sections of local roads.

Wildflowers would be added to grassland within the scheme and proposed ponds planted with wetland plants. Improvements would be made to riverside habitats including the River Avon and its tributary, the Swinford Lodge Brook. Habitat improvements would benefit protected animals present in the area including bats, otters and great crested newts. Bat and bird boxes would also be provided.

A series of drainage ponds would collect and treat run off from the road to reduce the risk of flooding and contamination of the river Avon and its tributaries.

The proposals for pedestrians, cyclists and horse riders include the provision of new public rights of way to replace those which would be closed, including a new bridleway adjacent to the River Avon. A direct link would be provided between Swinford and Catthorpe next to the local road.

An **Environmental Statement** and **Non – Technical Summary** are published under Section 105A of the Highways Act. These documents describe the scheme and the main effects it is likely to have on the environment together with the measures proposed to mitigate any adverse environmental effects.

Draft Orders

The proposals are published as draft Orders under the Highways Act 1980 and the Acquisition of Land Act 1981.

The formal proposals are contained in:-

The M1 Motorway [Junction 19 Improvement] [M1 Motorway Connecting Roads] Scheme 20 – under Sections 16, 17 and 19 of the Highways Act 1980 – this Order would authorise the provision of two new slip roads to connect the existing southbound carriageway of the M1 Motorway to the new eastbound carriageway of the A14 Trunk Road and the new westbound carriageway of the A14 to the existing northbound carriageway of the M1 Motorway.

The M1 Motorway [Junction 19 Improvement] [M6 Motorway and Connecting Roads] Scheme 20 – under Sections 16, 17 and 19 of the Highways Act 1980 – this Order would authorise the construction of a new length of M6 Motorway to provide a route to connect with the A14 Trunk Road, the construction of a new connecting slip road between the new southbound carriageway of the M6 and the existing southbound carriageway of the M1 and the construction of a new

connecting slip road between the existing northbound carriageway of the M1 and the new northbound carriageway of the M6.

The M1 Motorway [Junction 19 Improvement] [A14 Trunk Road] Order 20 – under Sections 10 and 41 of the Highways Act 1980 – this Order would authorise the construction of a new length of A14 Trunk Road to provide a dual carriageway route to connect with new eastbound and westbound carriageways of the M6 Motorway and new connecting slip roads to the existing northbound carriageway and southbound carriageway of the M1 Motorway north of the junction.

The M1 Motorway [Junction 19 Improvement] Side Roads Order 20 – under Sections 12,18 and 125 of the Highways Act 1980 – this Order would authorise the construction, improvement and stopping up of local highways affected by the M1 junction 19 improvement, together with the stopping up and/or provision of private means of access to premises, as described in the Order schedule and shown on the Order plans.

The M1 Motorway [Junction 19 Improvement] [Compulsory Purchase] Order 20 – published under Sections 239, 240, 246 and 250 of the Highways Act 1980 and Section 2 of the Acquisition of Land Act 1981 – this Order would authorise the compulsory acquisition of any land needed to construct the new junction, all connecting roads and all new and altered side roads as provided for by all of the above mentioned Schemes and Orders

Copies of the draft Schemes and Orders and the Environmental Statement can be inspected free of charge at all reasonable hours from 25th February 2010 until 21st May 2010, or within 12 weeks from the date of first publication of the draft Orders should that period expire later, at the offices of the Highways Agency, 5 Broadway, Broad Street, Birmingham B15 1BL; and at Harborough District Council, Council Offices, Adam & Eve Street, Market Harborough, LE16 7AG; Daventry District Council, Lodge Road, Daventry, Northamptonshire, NN11 4FP; Leicestershire County Council, County Hall, Glenfield, Leicester LE3 8RA; Lutterworth Library, George Street, Lutterworth, Leicestershire, LE17 4ED; Northamptonshire Central Library, Abington Street, Northampton, NN1 2BA and at Rugby Library & Information Centre, Little Elborow Street, Rugby, Warwickshire CV21 3BZ.

Any person may support, comment upon, or object to any part of the draft proposals not later than 21st May 2010, or within 12 weeks from the date of first publication of the draft Orders should that period expire later, by notice to the Secretary of State at the office of the Highways Agency, Broadway, Broad Street, Birmingham B15 1BL, quoting reference HA/065/018/000227/1 and stating the grounds of any objection.

Depending upon the nature and weight of any objections to these proposals, a Public Inquiry may be held before an independent Inspector nominated by the Lord Chancellor. The decision on whether or not to proceed with the Scheme as proposed will be taken jointly by the Secretaries of State for the Environment and Transport. They will not decide finally until they have considered all objections not subsequently withdrawn and, if there is a Public Inquiry, the report and recommendations of the Inspector.

In the preparation of an objection and the statement of grounds for objection, it should be borne in mind that the substance of any objection or representation may be communicated to other people who may be affected by it.