STATUTORY INSTRUMENTS

1973 No. 707

HIGHWAYS, ENGLAND AND WALES

The M69 Coventry—Leicester Motorway and Connecting Roads Scheme 1973

Made - - - - 6*th April* 1973

Coming into Operation 19*th April* 1973

The Secretary of State for the Environment makes this Scheme in exercise of powers conferred by sections 11, 12, 14 and 20 of the Highways Act 1959(a) and now vested in him(b) and of all other enabling powers:—

1. The Secretary of State is authorised to provide for the use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to that Act, as amended(c),—

(*a*) a special road along the route described in Schedule I to this Scheme (this special road being in this Scheme referred to as "the Motorway"), and

(*b*) special roads along the routes described in Schedule 2 to this Scheme for the purposes of connecting the Motorway with other highways at the places stated in that Schedule (these special roads being in this Scheme referred to as "the Connecting Roads").

2. The centre lines of the special roads are indicated by heavy black lines on the deposited plan.

3. The special roads shall become trunk roads on the date when this Scheme comes into operation.

4. The Secretary of State is also authorised to construct as part of the Motorway the bridge specified in Schedule 3 to this Scheme.

5. In this Scheme:—

"the deposited plan"	means the plan numbered HA 11/1—MRCU VI marked "The M69 Coventry-Leicester Motorway and Connecting Roads Scheme 1973" signed by authority of the Secretary of State and deposited at the Department of the Environment, St. Christopher House, Southwark Street, London SE1 0TE.
"the special roads"	means all the special roads which the Secretary of State is authorised by this Scheme to provide; and

(a) 1959 c. 25.
(b) S.I. 1970/1681 (1970 III, p. 5551).
(c) S.I. 1971/1156 (1971 II, p. 3395).

[DOE 11541]

"the Motorway" and "the Connecting Roads"	have the meanings given in Article 1 of this Scheme;
"the M1 Motorway"	means the London-Yorkshire Motorway;
"the M6 Motorway"	means the special road provided in pursuance of the Catthorpe-Castle Bromwich Special Road Scheme 1962(a);
"the A46 (M) Motorway"	means the A46 Trunk Road—M1 Motorway Connecting Road;
"the A46 Trunk Road"	means the Bath-Lincoln Trunk Road;
"the A5 Trunk Road"	means the London-Holyhead Trunk Road;

6. This Scheme shall come into operation on 19th April 1973, and may be cited as the M69 Coventry-Leicester Motorway and Connecting Roads Scheme 1973.

Signed by authority of the Secretary of State

A. N. Brant,
Director,
Midland Road Construction Unit,
Department of the Environment.

6th April 1973.

SCHEDULE 1

Route of the Motorway

The route of the Motorway is shown by a solid black band on the deposited plan and is a route about 26 kilometres (16 miles) in length, commencing at a point (marked '1' on the deposited plan) about 228 metres (250 yards) south of the point where the route crosses the centre line of the M6 Motorway near Ansty in the County of Warwick, and proceeding in a general north-easterly direction, passing to the west of Shilton and Wolvey both in the County of Warwick, then to the west of Stoney Stanton and between Thurlaston and Huncote to terminate at Enderby all in the County of Leicester at a point (marked '2' on the deposited plan) on the M1 Motorway about 502 metres (550 yards) north of the centre point of the A46(M)/M1 junction. Between the point (marked '2' on the deposited plan) where the route joins the M1 Motorway and a point on the route (marked '3' on the deposited plan) about 1180 metres (1290 yards) east of the centre point of the A46(M)/M1 junction the carriageways of the motorway diverge as indicated on the deposited plan and the route of the Motorway comprises both of the carriageways.

SCHEDULE 2

Routes of the Connecting Roads

1. *Junction with the M6 Motorway and A46 Trunk Road at Ansty*
   (*a*) A route about 970 metres (1070 yards) in length starting at a point on the eastbound carriageway of the M6 Motorway about 393 metres (430 yards) west of the centre point of the A46/M1 junction and proceeding in a general north-easterly direction to join the northbound carriageway of the route described in Schedule 1 to this scheme about 758 metres (830 yards) north of the point where that route crosses the centre line of the M6 Motorway (this route being given the reference letter 'A' on the deposited plan).

(a) S.I. 1962/1347

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(*b*) A route about 137 metres (150 yards) in length to provide access between the northbound slip road on the north side of the A46/M1 junction and the route described in paragraph 1(*a*) to this Schedule (this route being given the reference letter 'B' on the deposited plan).

(*c*) A semi-circular route about 1005 metres (1100 yards) in length starting at the point at which the route described in Schedule 1 to this scheme commences, and ending at a point on the westbound carriageway of the M6 Motorway about 410 metres (450 yards) east of the centre point of the A46/M1 junction (this route being given the reference letter 'C' on the deposited plan).

(*d*) A route about 1032 metres (1130 yards) in length starting at a point on the westbound carriageway of the M6 Motorway about 1069 metres (1170 yards) east of the centre point of the A46/M1 junction and proceeding in a general westerly direction to join the westbound slip road on the eastern side of this junction (this route being given the reference letter 'D' on the deposited plan).

2. *Junction with the A5 Trunk Road and A447 Principal Road as proposed to be realigned south of Burbage*

Four routes to connect the north-eastbound and south-westbound carriageways of the Motorway with a roundabout proposed to be constructed as part of the A5 Trunk Road south of Burbage (these routes being respectively given the reference letters 'E', 'F', 'G' and 'H' on the deposited plan).

3. *Junction with the A5070 Principal Road at Sapcote*

Two routes to connect the north-eastbound and south-westbound carriageways of the Motorway with a roundabout proposed to be constructed as part of the A5070 Principal Road at Sapcote (these routes being respectively given the reference letters 'I' and 'J' on the deposited plan).

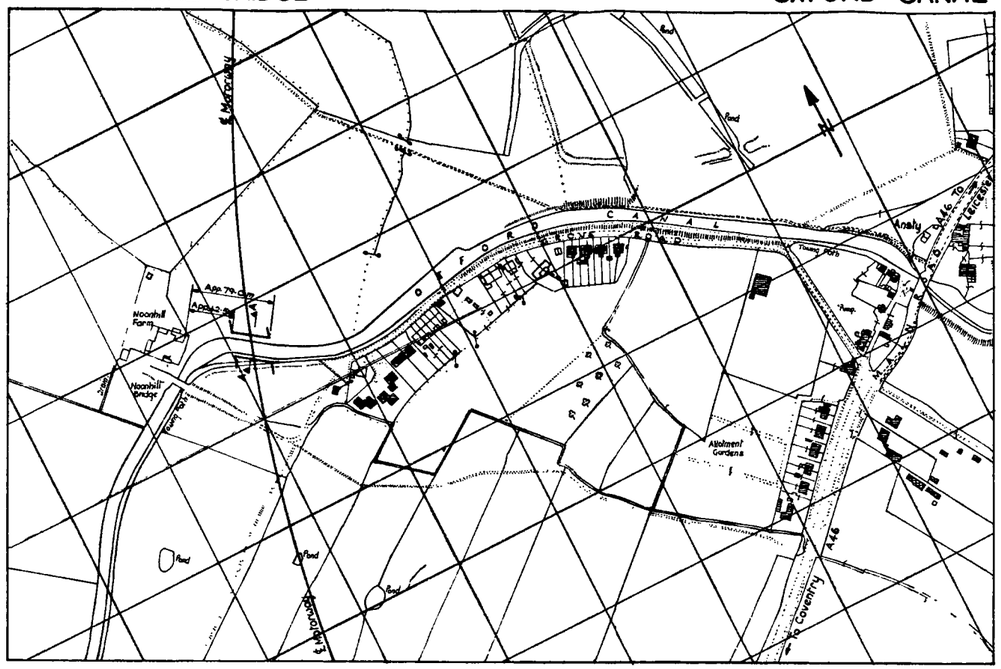
4. *Junction with the M1 Motorway and A46(M) Motorway at Enderby*

(*a*) A route about 664 metres (725 yards) in length starting at a point on the western side of the roundabout at the A46(M)/M1 junction and proceeding in a general westerly direction to join the south-westbound carriageway of the route described in Schedule 1 to this scheme at a point about 485 metres (530 yards) north-east of the point given the reference number '3' on the deposited plan (this route being given the reference letter 'K' on the deposited plan).

(*b*) A route about 247 metres (270 yards) in length starting at a point on the east-bound carriageway of the A46(M) Motorway about 393 metres (430 yards) east of the centre point of the A46(M)/M1 junction and proceeding in a general north-westerly direction to join the south-westbound carriageway of the route described in Schedule 1 to this scheme (this route being given the reference letter 'L' on the deposited plan).

SCHEDULE 3

ANSTY CANAL BRIDGE — OXFORD CANAL

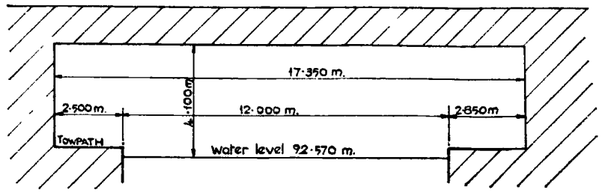


LOCATION PLAN. SCALE 1:2500.

0 20 40 60 80 100 METRES.

0 100 200 300 FEET.

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SECTION A-A.
SCALE 1:100.

SPECIFICATION.

Type of Construction.	:~	Precast prestressed concrete beams simply supported on R.C. abutments.
Span	:~	Minimum clear square span is 14·750 m.
Minimum Headway	:~	4·100m above water level. 3·800m above towpath.
Waterway	:~	Width of canal reduced to 12·000 m at water level.
Location	:~	Ansty district. Bridge commences approx. 42·5m east of Noonhill Farm and terminates approx. 79·0m east of Noonhill Farm.