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STATUTORY INSTRUMENTS

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1985 No. 860

HIGHWAYS, ENGLAND AND WALES

**The M40 London—Oxford—Birmingham Motorway  
(Waterstock to Warwick Section) and Connecting Roads  
(Supplementary) Scheme 1985**

*Made* - - - - - 3rd June 1985  
*Coming into Operation* 21st June 1985

The Secretary of State for Transport makes this scheme in exercise of powers conferred by sections 16, 17 and 19 of the Highways Act 1980(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 the Highways Act 1980—

- (a) a special road along the route described in Schedule 1 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. In this scheme:—

(1) all measurements of distance are measured along the route of the relevant highway; and

(2) (i) “the deposited plan” means the plan folio numbered HA16/1 WMRO(L)IX marked “The M40 London—Oxford—Birmingham Motorway (Water-

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(a) 1980 c. 66.  
(b) S.I. 1981/238.

stock to Warwick Section) and Connecting Roads (Supplementary) Scheme 1985," containing one plan, and signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, Marsham Street, London SW1P 3PY;

- (ii) "the special roads" means all the special roads which the Secretary of State is authorised by this scheme to provide; and
- (iii) "the motorway" and "the connecting roads" have the meanings given in Article 1 of this scheme.

5. This scheme shall come into operation on 21st June 1985 and may be cited as the M40 London—Oxford—Birmingham Motorway (Waterstock to Warwick Section) and Connecting Roads (Supplementary) Scheme 1985.

Signed by authority of the  
Secretary of State  
3rd June 1985.

*H. F. Ellis-Rees,*  
Regional Director,  
West Midlands Region,  
Department of Transport.

## SCHEDULE 1

### ROUTE OF THE MOTORWAY

A route about 1.15 kilometres (0.75 miles) in length, starting at a point (marked '1' on the deposited plan) about 380 metres (416 yards) north of the junction between the A421 and Wendlebury Road in the Parish of Wendlebury, and proceeding in a generally northerly direction to a point in the Parish of Chesterton (marked '2' on the deposited plan) 1.6 kilometres (1 mile) north of that junction.

## SCHEDULE 2

### ROUTES OF THE CONNECTING ROADS

#### *Junction with the A421 Principal Road at Wendlebury*

Two routes to connect the southbound and northbound carriageways of the motorway with a roundabout proposed to be constructed as part of the A421 road at Wendlebury (the special roads along these routes being respectively given the reference letters A and B on the deposited plan).