STATUTORY INSTRUMENTS

1982 No. 117

HIGHWAYS, ENGLAND AND WALES

The M42 Birmingham–Nottingham Motorway (Catshill to Monkspath Section) and Connecting Roads Variation Scheme 1982

Made - - - -	*26th January* 1982
Coming into Operation	*19th February* 1982

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 M42 Birmingham–Nottingham Motorway (Catshill and Lydiate Ash to Monkspath Section) and Connecting Roads Scheme 1976 (c) which is in this Variation Scheme referred to as "the Motorway and Connecting Roads Scheme" is hereby varied by substituting:—

(1) for those parts of the Motorway described in Schedule 1 to the Motorway and Connecting Roads Scheme and comprised in the routes between the reference numbers 3 to 4 and 3 to 5 on the deposited plan, the special road described in Schedule 1 to this Variation Scheme;

(2) for the Connecting Road described in paragraph 3 of Schedule 2 to the Motorway and Connecting Roads Scheme and given the reference letter G on the deposited plan, the special road described in paragraph 1 of Schedule 2 to this Variation Scheme;

(3) for part of the Connecting Road the whole of which was described in the said paragraph 3 of Schedule 2 to the Motorway and Connecting Roads Scheme and given the reference letter H on the deposited plan, that section of the special road described in paragraph 2 of Schedule 2 to this Variation Scheme;

(these special roads being in this Variation Scheme referred to as "the revised routes").

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

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

4. In this scheme:—

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

(i) "the deposited plan" means "the deposited plan" referred to in Article 4 of the Motorway and Connecting Roads Scheme;

(a) 1980 c.66.
(b) S.I. 1981/238.
(c) S.I. 1976/1289.

(ii) "the special roads"	means all the special roads which the Secretary of State is authorised by this Variation Scheme to provide;
(iii) "the Motorway" and "the Connecting Roads"	have the meaning given in Article 4 of the Motorway and Connecting Roads Scheme;
(iv) "the revised plan"	means the plan folio numbered HA16/1 WMRO (L) III marked "The M42 Birmingham–Nottingham Motorway (Catshill to Monkspath Section) and Connecting Roads Variation Scheme 1982" containing three maps bound together labelled "Key Plan" and "1", and "2", and signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1P 3PY.

5. This Scheme shall come into operation on 19th February 1982 and may be cited as the M42 Birmingham–Nottingham Motorway (Catshill to Monkspath Section) and Connecting Roads Variation Scheme 1982.

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

Signed by the authority of
the Secretary of State
26th January 1982.

SCHEDULE 1

REVISED ROUTE OF PART OF THE MOTORWAY

From the point where the Motorway crosses the Stourbridge Road (B4091) (marked "1" on Map 1 of the revised plan) the Motorway continues for a further 1.450 kilometres (1,586 yards) to join the southbound carriageway of the M5 Motorway at a point 310 metres (340 yards) south-west of the point where the M5 Motorway underpasses Fockbury Mill Lane, Bromsgrove (marked "2" on Map 1 of the revised plan). The north-eastbound carriageway of the main section of the Motorway includes a separate route of about 1.25 kilometres (1,367 yards) in length leaving the northbound carriageway of the M5 Motorway about 463 metres (507 yards) south-west of the said underpass (marked "3" on Map 1 of the revised plan), rejoining the main route 369 metres (410 yards) west of the point marked "1" thereon.

SCHEDULE 2

REVISED ROUTES OF ONE CONNECTING ROAD AND PART OF A SECOND CONNECTING ROAD

Junction with the link to A441 Principal Road, North-East of Alvechurch, in the County of Hereford and Worcester

1. A route to connect the westbound carriageway of the Motorway to the south-eastern side of the proposed Alvechurch A441 Interchange, as part of the Motorway and Connecting Roads Scheme, this route being given the reference letter "B" on Map 2 of the revised plan.

2. A route 48 metres (53 yards) in length to connect the Connecting Road marked "H" on the deposited plan, (which was a route to connect the westbound carriageway of the Motorway with a roundabout proposed to be constructed as part of the link roads to the A441 Principal Road and Radford Road north-east of Alvechurch) with the south-western side of the proposed Alvechurch A441 Interchange as part of the Motorway and Connecting Roads Scheme, this route being given the reference letter "A" on Map 2 of the revised plan.