STATUTORY INSTRUMENTS

1973 No. 1572

HIGHWAYS, ENGLAND AND WALES

The M42 Birmingham—Nottingham Motorway (Curdworth to Appleby Magna Section) and Connecting Roads Scheme 1973

Made - - - - *6th September* 1973

Coming into Operation *21st September* 1973

The Secretary of State for the Environment makes this Scheme in exercise of his 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 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. 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 MRCUIV marked "The M42 Birmingham-Nottingham Motorway (Curdworth to Appleby Magna Section) 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 OTE;
"the special roads"	means all the special roads which the Secretary of State is authorised by this Scheme to provide;

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

"the Motorway" and "the Connecting Roads"	have the meanings given in Article 1 of this Scheme;
"the A446 Trunk Road"	means the Little Packington-Weeford Trunk Road;
"the A453 Trunk Road"	means the North East of Birmingham-Nottingham Trunk Road; and
"the A5 Trunk Road"	means the London-Holyhead Trunk Road.

6. This Scheme shall come into operation on 21st September 1973, and may be cited as the M42 Birmingham-Nottingham Motorway (Curdworth to Appleby Magna Section) 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 September 1973.

SCHEDULE 1

Route of the Motorway

A route, about 21·1 kilometres (13·1 miles) in length, starting at a point marked "1" on the deposited plan at the junction of the A446 Trunk Road and the A4097 Principal Road at Curdworth in the County of Warwick and proceeding in a general north-easterly direction, passing to the west of Kingsbury and Polesworth and between Newton Regis and Austrey, and ending at a point marked "2" on the deposited plan about 175 metres (191 Yards) north-west of the junction of the A453 Trunk Road and the A444 Principal Road at Appleby Magna in the County of Leicester.

SCHEDULE 2

Routes of the Connecting roads

1. *Junction with A446 Trunk Roads and A4097 Kingsbury Road at Curdworth*

Two routes to connect the northbound and southbound carriageways of the Motorway with a roundabout to be constructed as part of the A446 Trunk Road at Curdworth, (these routes being respectively given the reference letters A and B on the deposited plan).

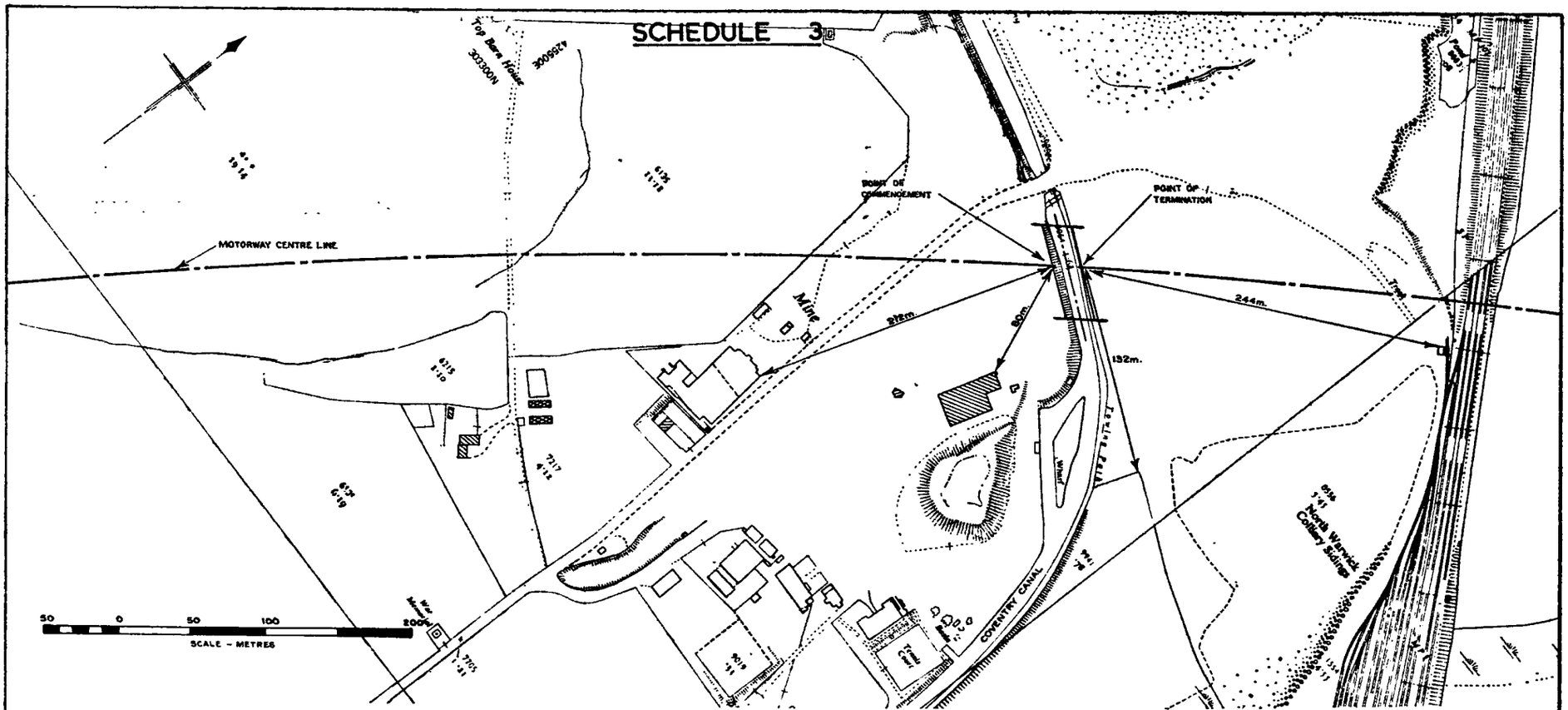
2. *Junction with A5 Trunk Road at Wilnecote*

Four routes to connect the northbound and southbound carriageways of the Motorway with the roundabout to be constructed as part of the A5 Trunk Road at Wilnecote (these routes being respectively given the reference letters C, D, E and F on the deposited plan).

3. *Junction with A453 Trunk Road and A444 Principal Road at Appleby Magna*

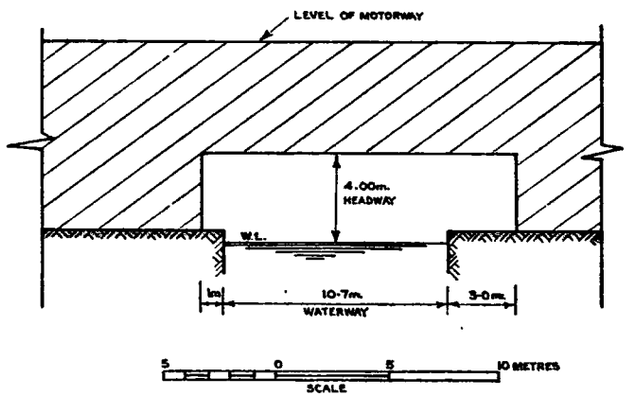
Two routes to connect the northbound and southbound carriageways of the Motorway with a roundabout to be constructed as part of the A453 Trunk Road at Appleby Magna (these routes being respectively given the reference letters G and H on the deposited plan).

SCHEDULE 3



SPECIFICATION

1. REINFORCED CONCRETE CONSTRUCTION
2. MINIMUM CLEAR SPAN: 14.70m
3. MINIMUM HEADROOM ABOVE WATER LEVEL: 4.00m
   MINIMUM HEADROOM ABOVE TOWPATH LEVEL: 3.50m
4. WATERWAY WIDTH 10.70m
5. POINTS OF COMMENCEMENT AND TERMINATION
   IN THE PARISH OF POLESWORTH IN THE RURAL DISTRICT OF ATHERSTONE IN THE COUNTY OF WARWICK FROM A POINT ON THE CENTRE LINE OF THE MOTORWAY APPROXIMATELY 212m FROM THE NORTH CORNER OF THE COLLIERY BATHS BUILDING AND APPROXIMATELY 80m FROM THE NORTH WEST CORNER OF THE COLLIERY STORE HOUSE TO A POINT ON THE CENTRE LINE OF THE MOTORWAY APPROXIMATELY 192 METRES FROM THE NORTH WEST CORNER OF ORDNANCE SURVEY PARCEL No. 9941 AND 244 METRES FROM THE SOUTH WEST CORNER OF THE SIGNAL CABIN ADJACENT TO THE MAIN RAILWAY LINE AT THE NORTHERN CORNER OF ORDNANCE SURVEY PARCEL 0556



COVENTRY CANAL BRIDGE,: POLESWORTH