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STATUTORY INSTRUMENTS

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**1998 No. 121**

**HIGHWAYS, ENGLAND AND WALES**

**The Birmingham Northern Relief Road  
and Connecting Roads Scheme 1998**

*Made* - - - - 22nd January 1998

*Coming into force* - - 12th February 1998

The Secretary of State for the Environment, Transport and the Regions makes this Scheme in exercise of powers conferred by sections 16, 17, 19, 106 and 108 of the Highways Act 1980(1) and now vested in him(2), and of all other powers enabling him in that behalf:—

1. This Scheme may be cited as the Birmingham Northern Relief Road and Connecting Roads Scheme 1998 and shall come into force on 12th February 1998.

2. In this Scheme—

- (a) all measurements of distance are measured along the route of the relevant highway;
- (b) (i) “connecting road” means a special road along a route described in Schedule 2 to this Scheme;
- (ii) “the Motorway” means a special road along the routes described in Schedule 1 to this Scheme;
- (iii) “the plan” means the plan folio containing 3 site plans bound together and respectively lettered A to C, numbered HA 16/PS/19, marked “The Birmingham Northern Relief Road and Connecting Roads Scheme 1998”, signed by authority of the Secretary of State for the Environment, Transport and the Regions and deposited at the Highways Agency, Project Services, Room 12/27, St. Christopher House, Southwark Street, London SE1 0TE; and
- (iv) “the special roads” means the Motorway and each connecting road;
- (c) a reference to a site plan followed by the letter A, B or C is a reference to the site plan forming part of the plan and marked with that letter.

3. The Secretary of State is authorised to provide the special roads for the exclusive use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1980.

4. The centre line of each of the special roads is indicated by a heavy black line on the plan.

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(1) 1980 c. 66  
(2) S.I.1981/238

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**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

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5. Each of the special roads shall become a trunk road on the date when this Scheme comes into force.

6. The Secretary of State is authorised—

- (a) to construct the bridge specified in Schedule 3 to this Scheme as part of the Motorway and the connecting road given the number 10 on the plan;
- (b) to construct the bridge specified in Schedule 4 to this Scheme as part of the Motorway and connecting road given the number 27 on the plan and in connection with the construction of that bridge to divert the part of the navigable watercourse specified in that schedule and the towing paths adjacent to that part as shown in that schedule.

Signed by authority of the Secretary of State for the Environment, Transport and the Regions

22nd January 1998

*Derek Oddy*  
Divisional Director Highways Agency

## SCHEDULE 1

### ROUTES OF THE MOTORWAY

1. The Motorway passes through the counties of Staffordshire, West Midlands and Warwickshire and consists of the two parts described in paragraphs 2 and 3 below.

2. The route of one part of the Motorway is about 33 kilometres in length and passes through the counties of Staffordshire, West Midlands and Warwickshire. It is as follows:

(i) LANEY GREEN TO SHENSTONE

from a point on the M6 Motorway (marked “A” on Plan A) approximately 1100 metres north of the Laney Green Interchange (M6 Junction 11) generally south eastwards then eastwards south of Middle Hill, crossing the A460 Principal Road at a point approximately 600 metres north east of Laney Green, then heading generally eastwards between Cannock and Cheslyn Hay and across the A5 Trunk Road at Churchbridge, then south eastwards generally parallel and to the north of the A5 Trunk Road and then eastwards to the south of Chasewater crossing Ogle Hay Road at a point 200 metres north of its junction with Green Lane, then proceeding generally south eastwards and then eastwards across the A5127 Principal Road to the north of Shenstone then parallel and about 200 metres south of the A5 Trunk Road, across Streetway Road to a point approximately 500 metres south east of this crossing (this length of the route of the Motorway being shown on site plan A);

(ii) SHENSTONE TO LANGLEY MILL

from the point previously mentioned approximately 500 metres to the south east of Streetway Road, generally south eastwards, then southwards generally parallel to the west of the A38 Trunk Road, crossing the A453 Tamworth Road at a point approximately 800 metres west of the A435/A38 Trunk Road junction at Bassetts Pole, then heading generally south eastwards, then southwards to a point on Holly Lane approximately 200 metres west of its junction with the A446 Trunk Road (this length of the route of the Motorway being shown on site plan B);

(iii) LANGLEY MILL TO CURDWORTH

from the point previously mentioned on Holly Lane approximately 200 metres west of its junction with the A446 Trunk Road, generally south eastwards then southwards generally parallel and south of the A446 Trunk Road crossing the Birmingham and Fazeley Canal at a point 150 metres south west of its crossing with the A446, then proceeding southwards to finish at a point (marked “B” on site plan C) on the M42 Motorway approximately 600 metres south of its junction with the A446 Trunk Road north east of Curdworth (this length of the route of the Motorway being shown on site plan C).

3. The route of the other part of the Motorway is about 3.7 kilometres in length in the county of Warwickshire and starts at a point on the M42 Motorway (marked “C” on site plan C) approximately 500 metres south of the Gilson Drive crossing then heading southwards generally parallel and on the west side of the M42 Motorway, then heading eastwards and crossing the M42 Motorway at a point about 1200 metres south of the B4114 Birmingham Road crossing and the A446 Trunk Road at a point about 500 metres north of the Coleshill Interchange (M6 Junction 4), then finishing at a point on the M6 Motorway (marked “D” on site Plan C) approximately 1300 metres east of its junction with the A446 Trunk Road south of Coleshill (this length of the route of the Motorway being shown on site plan C).

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## SCHEDULE 2

### ROUTES OF THE CONNECTING ROADS

The routes of the connecting roads are as follows:

#### **Junction with A460 Principal Road at Middle Hill, Cheslyn Hay**

1. Two routes to connect the Motorway to a new highway which the Secretary of State proposes to construct at Middle Hill (the special roads along these routes being respectively given the numbers 1 and 2 on site plan A).

#### **Junction with A5 and A34 Trunk Roads at Churchbridge, Cannock**

2. Two routes to connect the Motorway to a new highway which the Secretary of State proposes to construct at Churchbridge (the special roads along these routes being respectively given the numbers 3 and 4 on site plan A).

#### **Junction with Norton Canes Motorway Service Area**

3. Five routes to connect the Motorway to a Motorway Service Area which the Secretary of State proposes to construct at Norton Canes (the special roads along these routes being respectively given the numbers 5, 6, 7, 8 and 9 on site plan A).

#### **Junction with the Birmingham Northern Relief Road, Link Road at Chasewater Brownhills, Walsall**

4. Five routes to connect the Motorway to a new highway which the Secretary of State proposes to construct at Chasewater, Brownhills (the special roads along these routes being respectively given the numbers 10, 11, 12, 13 and 14 on site plan A).

#### **Junction with the A5148 Trunk Road at Shenstone**

5. A route to connect the southbound carriageway of the Motorway with the A5148 Trunk Road (as proposed to be improved by the Secretary of State) at Shenstone (the special road along this route being given the number 15 on site plan A).

#### **Junction with the A5127 Principal Road at Shenstone**

6. A route to connect the northbound carriageway of the Motorway with the A5127 Principal Road (as proposed to be improved by the Secretary of State) at Shenstone (the special road being given the number 16 on site plan A).

#### **Junction with the A5 and A38 Trunk Roads at Weeford**

7. Five routes to connect the Motorway with the A5 and A38 Trunk Roads (as proposed to be improved by the Secretary of State) at Weeford (the special roads along these routes being respectively given the numbers 17, 18, 19, 20 and 21 on site plan B).

#### **Junction with the A38 Trunk Road at Littleworth End**

8. A route to connect the southbound carriageway of the Motorway with the A38 Trunk Road (as proposed to be improved by the Secretary of State) at Littleworth End (the special road along this route being given the number 22 on site plan B).

**Junction with the A38 Trunk Road at Langley Mill, Sutton Coldfield, Birmingham**

9. Three routes to connect the Motorway with the A38 Trunk Road (as proposed to be improved by the Secretary of State) at Langley Mill (the special roads along these routes being respectively given the number 23, 24 and 25 on site plan B).

**Junction with the A446 Trunk Road and the A4091 Principal Road at The Belfry, Wishaw**

10. One route to connect the southbound carriageway of the motorway with the A446 Trunk Road and A4091 Principal Road (as proposed to be improved by the Secretary of State) at The Belfry, Wishaw (the special road along this route being given the number 26 on site plan C in the plan).

**Junction with the A4097 Principal Road at Dunton, Curdworth**

11. A route to connect the northbound carriageway of the Motorway to a new highway which the Secretary of State proposes to construct at Dunton (the special road along this route being given the number 27 on site plan C in the plan).

**Junction with the M42 Motorway at Wheeley Moor Farm, Coleshill**

12. A route to connect the northbound carriageway of the Motorway with the M42 Motorway (as proposed to be improved by the Secretary of State) at Coleshill (the special road along this route being given the number 28 on site plan C in the plan).