

1989 No. 522

**HIGHWAYS, ENGLAND AND WALES**

**The M40 London-Oxford-Birmingham Motorway  
(Waterstock to Wendlebury Section) and Connecting  
Roads Scheme 1989**

*Made* - - - - - *15th March 1989*

*Coming into force* *5th April 1989*

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 line of each of the special roads is indicated by a heavy black line on the deposited plan.

3. Insofar as the special roads are not trunk roads before the date when this Scheme comes into force they shall become trunk roads on the date when this Scheme comes into force.

4. In this Scheme:–

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

(2) (i) “the deposited plan”

means the plan numbered CSE 440/3/26/03 marked “The M40 London-Oxford-Birmingham Motorway (Waterstock to Wendlebury Section) and Connecting Roads Scheme 1989”, containing 2 maps bound together and lettered, respectively, plan A and plan B, signed by authority of the Secretary of State and deposited at the Department of Transport, Romney House, 43 Marsham Street, London SW1P 3PY; and means the motorway and the connecting roads.

(ii) “the special roads”

5. This Scheme shall come into force on 5th April 1989 and may be cited as the M40 London-Oxford-Birmingham Motorway (Waterstock to Wendlebury Section) and Connecting Roads Scheme 1989.

Signed by authority of the Secretary of State

*D. Gruffydd Jones*  
Regional Director  
South East Region  
Department of Transport

15th March 1989

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## SCHEDULE 1

### ROUTE OF THE MOTORWAY

A route, about 20.25 kilometres in length starting at a point on the London-Oxford-Fishguard Trunk Road (A40) about 245 metres east of Waterstock Lane in the Parish of Great Milton in the County of Oxfordshire, and proceeding in a generally northwestwards direction west of Waterperry and then in a generally northeastwards direction west of Worminghall in the County of Buckinghamshire, and then in a generally northwestwards direction southwest of Oakley and Boarstall, northeast of Fencott, Murcott and Charlton-on-Otmoor and southwest of Merton and Wendlebury ending at a point about 380 metres north of the junction between the A421 Trunk Road and Wendlebury Road in the Parish of Weston-on-the-Green in the said County of Oxfordshire.

## SCHEDULE 2

### ROUTES OF THE CONNECTING ROADS

1. *Junction with the A40 and A418 near Wheatley*

Four routes to connect the eastbound and westbound carriageways of the motorway with the London-Oxford-Fishguard Trunk Road (A40) and the Oxford-Thame Road (A418) from their junction east of Wheatley in Oxfordshire (the special roads along these routes being respectively given the reference numbers 1, 2, 3 and 4 on Plan A of the deposited plan).

2. *Junction with the A418 at Waterstock*

Two routes to connect the southbound and the northbound carriageways of the motorway with the Oxford-Thame Road (A418) (as proposed to be improved) southwest of Waterstock in Oxfordshire (the special roads along these routes being respectively given the reference numbers 5 and 6 on plan A of the deposited plan).

3. *Junction with the A421 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 Trunk Road at Wendlebury in Oxfordshire (the special roads along these routes being respectively given the reference numbers 7 and 8 on plan B of the deposited plan).

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