

SCHEDULES

SCHEDULE 1

Article 4

THE SCHEDULED WORKS

Commencement Information

II Sch. 1 in force at 9.11.2001, see [art. 1](#)

In this Schedule—

“the East London Line” means the railway of the Company that runs between Shoreditch station and New Cross station and New Cross Gate station and the extensions authorised by this Order;

“the London Bridge to New Cross railway” means so much of that part of the railway of Railtrack that runs between London Bridge station and New Cross station;

“the London Bridge to Brockley railway” means so much of that part of the railway of Railtrack that runs between London Bridge station and Brockley station; and

“the South London Line” means so much of that part of the railway of Railtrack that runs between South Bermondsey station and Queens Road Peckham station.

In the London borough of Southwark and the London borough of Lewisham—

Work No. 1—A railway (547 metres in length) being a deviation of the southbound track of the East London Line commencing in the London borough of Southwark by a junction with the southbound track at a point 11 metres south of the bridge carrying Rotherhithe New Road over the East London Line, passing beneath Work No. 7 (footbridge) and terminating in the London borough of Lewisham by a junction with the southbound track at a point 70 metres south west of the junction of Trundley’s Road with Alloa Road.

Work No. 2—A railway (702 metres in length) being a deviation of the northbound track of the East London Line commencing in the London borough of Southwark by a junction with the northbound track at a point 11 metres south of the bridge carrying Rotherhithe New Road over the East London Line, passing beneath Work No. 7 (footbridge) and passing over Work No. 3 (railway) and terminating in the London borough of Lewisham by a junction with the northbound track at a point 210 metres south west of the junction of Trundley’s Road with Alloa Road.

Work No. 3—A railway (568 metres in length) forming a single track railway commencing in the London borough of Southwark by a junction with Work No. 1 (railway), at a point 60 metres south of the commencement of Work No. 1 (railway), passing beneath Work No. 7 (footbridge), Work No. 2 (railway) and the viaducts carrying the London Bridge to New Cross railway and terminating in the London borough of Lewisham at a point 36 metres north east of the northern abutment of the viaduct carrying the London Bridge to Brockley railway.

Work No. 4—A railway (518 metres in length) forming a single track railway commencing in the London borough of Lewisham by a junction with Work No. 2 (railway) at a point 96 metres south of the commencement of Work No. 2 (railway), passing beneath Work No. 7 (footbridge) and the viaducts carrying the London Bridge to New Cross railway and terminating in the

London borough of Lewisham at a point 36 metres north east of the northern abutment of the viaduct carrying the London Bridge to Brockley railway.

In the London borough of Lewisham—

Work No. 5—A railway (928 metres in length) forming a twin track railway commencing by a junction with the termination of Works Nos. 3 and 4 (railways), passing over Surrey Canal Road by means of a new bridge incorporating a station and passing in a southerly direction by means of a cutting across Bridge House Meadows and passing over Hornshay Street by means of a new bridge and terminating by a junction with Work No. 6 (railway) 100 metres north west of the junction of Old Kent Road with Chesterfield Way.

Work No. 6—A railway (237 metres in length) being a realignment of the northbound and southbound tracks of the South London Line railway commencing by a junction with that railway at a point 40 metres south east of the junction of Ilderton Street with Hornshay Street and terminating by a junction with the South London Line railway at a point 62 metres north west of the junction of Old Kent Road with Chesterfield Way.

Work No. 7—A new footbridge including stairs and access ramps carrying a footpath commencing in Trundley's Terrace and passing over Works Nos. 1, 2, 3 and 4 (railways) and terminating in Oldfield Grove being a replacement for the existing footbridge carrying a footpath that lies between those two streets.

Work No. 8—A lowering of Surrey Canal Road commencing at a point 47 metres west of the junction of Surrey Canal Road with Mercury Way and terminating at a point 224 metres west of that junction.

Work No. 8A—A lowering of the access road leading to Excelsior Industrial Estate commencing at a point 187 metres west of the junction of Surrey Canal Road with Mercury Way and terminating at a point 22 metres south of its commencement.

Work No. 8B—A lowering of the access road leading to Millwall Football Club commencing at a point 161 metres north west of the junction of Surrey Canal Road with Mercury Way and terminating at a point 155 metres west of that junction.

Work No. 8C—A lowering of the access road leading to Orion Business Centre commencing at a point 80 metres north west of the junction of Surrey Canal Road with Mercury Way and terminating at a point 77 metres west of that junction.

Work No. 9—A railway (1285 metres in length) being a deviation of the East London Line commencing by a junction with that railway at a point 190 metres east of the junction of Surrey Canal Road with Landmann Way forming a twin track railway and passing in a southerly direction over Cold Blow Lane by means of a new bridge to the commencement of Work No. 13 (railway) and thereafter by means of a single track railway passing south and to the east of New Cross Gate station and terminating by a junction with the southbound slow line of the London Bridge to Brockley railway at a point 203 metres south east of the junction of New Cross Road with Jerningham Road.

Work No. 10—A railway (830 metres in length) commencing by a junction with Work No. 9 (railway) at a point 210 metres east of the junction of Surrey Canal Road with Landmann Way forming a single track railway and passing in a south westerly direction over Cold Blow Lane by means of a new bridge and passing over the London Bridge to Brockley railway by means of a new bridge and terminating by a junction with the northbound slow line of that railway at a point 190 metres south east of the junction of Robert Lowe Close with Brocklehurst Street.

Work No. 11—A railway (618 metres in length) commencing by a junction with Work No. 9 (railway) at a point 215 metres south east of the junction of Surrey Canal Road with Landmann Way and terminating by a junction with Work No. 9 (railway) at a point 158 metres north east of the junction of Robert Lowe Close with Brocklehurst Street, forming with sidings, a train servicing facility.

Work No. 12—A railway (240 metres in length) forming a single track railway commencing by a junction with Work No. 9 (railway) at a point 82 metres east of the junction of New Cross Road with Jerningham Road and terminating at a point 263 metres south east of the junction of those streets.

Work No. 13—A railway (142 metres in length) forming a single track railway commencing by a junction with Work No. 9 (railway) at a point 155 metres north east of the junction of Robert Lowe Close with Brocklehurst Street and terminating by a junction with the southbound slow line of the London Bridge to Brockley railway at a point 203 metres south east of the junction of those streets.

Work No. 14—A new street commencing at a point 50 metres west of the junction of Cold Blow Lane with Sandford Street forming a vehicular access to the train servicing facility comprised within Work No. 11 (railway) and terminating at a point 117 metres south west of the junction of those streets.

Changes to legislation:

There are currently no known outstanding effects for the The London Underground (East London Line Extension) (No. 2) Order 2001, SCHEDULE 1.