

SCHEDULES

SCHEDULE 10 **E+W+S**

Article 50

CLASSIFICATION OF ROADS, ETC.

PART 1 **E+W+S**

CLASSIFICATION AND DESIGNATION OF GLA ROADS (TRANSPORT FOR LONDON ROAD NETWORK)

E+W+S

In the administrative area of the Royal Borough of Greenwich—

A12 Blackwall Tunnel Southern Approach Southbound **E+W+S**

1. A length of highway proposed to be improved and to be classified as part of the A12, commencing from the existing Blackwall Tunnel South Portal on the existing A102 Blackwall Tunnel southern approach Southbound carriageway and continuing in a generally south-easterly direction to a point where it merges with the Silvertown Tunnel southern approach Southbound carriageway, at a point 115 metres north-west of the centre point of where it passes under the existing Boord Street footbridge.

Identified by a green line on the classification of roads plans (classification).

A12 Blackwall Tunnel Southern Approach Northbound **E+W+S**

2. A length of highway proposed to be improved and to be classified as part of the A12, commencing from a point where it diverges from the Silvertown Tunnel southern approach Northbound carriageway, at a point 160 metres north-west of the centre point of where it passes under the existing Boord Street footbridge, and continuing in a generally north-westerly direction, to the existing Blackwall Tunnel South Portal on the existing A102 Blackwall Tunnel southern approach Northbound carriageway.

Identified by a green line on the classification of roads plans (classification).

A12 Crossover between Blackwall Tunnel Southern Approach Northbound and Southbound Carriageways **E+W+S**

3. A length of highway proposed to be improved and to be classified as part of the A12, commencing from a point on the existing A102 Blackwall Tunnel southern approach Northbound carriageway 350 metres south of the existing Blackwall Tunnel South Portal, and continuing in a generally northerly direction, to a point where it joins the existing A102 Blackwall Tunnel southern approach Southbound carriageway at a point 400 metres south of the existing Blackwall Tunnel South Portal, at a point immediately south of the existing junction of the A102 Blackwall Tunnel southern approach Southbound with the existing Pavilion Lane.

Identified by a green line on the classification of roads plans (classification).

Pavilion Lane (Realigned) (to Millennium Way) E+W+S

4. A length of new unclassified highway proposed to be constructed and to be designated as a GLA Road (forming part of the Transport for London Road Network (“TLRN”)), commencing at a point on the existing A102 Blackwall Tunnel southern approach Southbound 130 metres south of the existing Blackwall Tunnel Southbound South Portal and continuing in a generally southerly direction then turning eastwards to its junction with the existing Millennium Way, at a point 90 metres north-west of its junction with the existing Edmund Halley Way.

Identified by a dark blue line on the classification of roads plans (designation).

Pavilion Lane (Realigned) (from Millennium Way) E+W+S

5. A length of new unclassified highway proposed to be constructed and to be designated as a GLA Road (forming part of the TLRN), commencing from a point on the existing Millennium Way 75 metres north-west of its junction with the existing Edmund Halley Way and continuing in a generally southerly direction to its junction with the Silvertown Tunnel southern approach Northbound, proposed to be located 75 metres south-west of the centre point of the existing Millennium Way, which is 50 metres south-east of the centre point of its junction with the existing Edmund Halley Way.

Identified by a dark blue line on the classification of roads plans (designation).

A102 Silvertown Tunnel Southern Approach Northbound E+W+S

6. A length of new highway proposed to be constructed and to be classified as the A102 and to be designated as a GLA Road (forming part of the TLRN), commencing from a point where it diverges from the A102 Blackwall Tunnel southern approach Northbound carriageway at a point 160 metres north-west of the centre point of where it passes under the existing Boord Street footbridge, and continuing in a generally northerly direction to the South Portal of the Silvertown Tunnel (Northbound) proposed to be located 40 metres south-west of the centre point of the existing Millennium Way which is 50 metres south-east of the centre point of its junction with the existing Edmund Halley Way.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

A102 Silvertown Tunnel Southern Approach Southbound E+W+S

7. A length of new highway proposed to be constructed and to be classified as the A102 and to be designated as a GLA Road (forming part of the TLRN), commencing from the South Portal of the Silvertown Tunnel (Southbound) proposed to be located 40 metres south-west of the centre point of the existing Millennium Way which is 65 metres south-east of the centre point of its junction with the existing Edmund Halley Way, and continuing in a generally south-easterly direction to a point where it merges with the existing A102 Blackwall Tunnel southern approach Southbound carriageway, at a point 115 metres north-west of the existing Boord Street footbridge.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

In the administrative areas of the Royal Borough of Greenwich and the London Borough of Newham—

A102 The Silvertown Tunnel Northbound **E+W+S**

8. A length of new highway proposed to be constructed and to be classified as the A102 and to be designated as a GLA Road (forming part of the TLRN), and to be known as the Silvertown Tunnel (Northbound), commencing from a point at the South Portal of the proposed Silvertown Tunnel proposed to be located 30 metres south-west of the centre point of the existing Millennium Way, which is 55 metres south-east of the centre point of its junction with the existing Edmund Halley Way, to a point at the North Portal of the proposed Silvertown Tunnel proposed to be located 65 metres west of the centre point of the existing westbound carriageway of the existing A1101 Silvertown Way that is 20 metres north-west of the point where the existing A1020 Silvertown Way off-slip diverges from the existing A1101 Silvertown Way westbound, and crossing the Borough boundary at the mid-point beneath the river Thames.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

A102 The Silvertown Tunnel Southbound **E+W+S**

9. A length of new highway proposed to be constructed and to be classified as the A102 and to be designated as a GLA Road (forming part of the TLRN), and to be known as the Silvertown Tunnel (Southbound), commencing from a point at the North Portal of the proposed Silvertown Tunnel, proposed to be located 50 metres west of the centre point of the existing westbound carriageway of the existing A1101 Silvertown Way that is 20 metres north-west of the point where the existing A1020 Silvertown Way off-slip diverges from the existing A1101 Silvertown Way westbound, to a point at the South Portal of the proposed Silvertown Tunnel, which is proposed to be located 30 metres south-west of the centre point of the existing Millennium Way which is 65 metres south-east of the centre point of its junction with the existing Edmund Halley Way, and crossing the Borough boundary at the mid-point beneath the river Thames.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

In the administrative area of the London Borough of Newham—

A102 The Silvertown Tunnel Northern Approach Northbound **E+W+S**

10. A length of new highway proposed to be constructed and to be classified as the A102 and to be designated as a GLA Road (forming part of the TLRN), and to be known as the Silvertown Tunnel northern approach Northbound, commencing from the North Portal of the Silvertown Tunnel (Northbound) proposed to be located 65 metres west of the centre point of the existing westbound carriageway of the existing A1101 Silvertown Way which is 20 metres north-west of the point where the existing A1020 Silvertown Way off-slip diverges from the existing A1101 Silvertown Way westbound, and continuing, in a generally north westerly direction to the point where it joins the new Tidal Basin Roundabout, at a point 90 metres west of the point where the existing A1011 Silvertown Way off-slip joins the Tidal Basin Roundabout.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

A102 The Silvertown Tunnel Northern Approach Southbound **E+W+S**

11. A length of new highway proposed to be constructed and to be classified as the A102 and to be designated as a GLA Road (forming part of the TLRN), and to be known as the Silvertown Tunnel northern approach Southbound, commencing from its junction with the new Tidal Basin Roundabout, at a point 70 metres west of the point where the existing A1011 Silvertown Way off-slip joins the Tidal Basin Roundabout and continuing in a generally south-easterly direction to the

North Portal of the Silvertown Tunnel (Southbound) proposed to be located 50 metres west of the centre point of the existing westbound carriageway of the existing A1011 Silvertown Way which is 20 metres north-west of the point where the existing A1020 Silvertown Way off-slip diverges from the existing A1101 Silvertown Way westbound.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

A102 Silvertown Way Off-Slip (Dedicated Left Turn) E+W+S

12. A length of new highway proposed to be constructed and to be classified as part of the A102 and to be designated as a GLA Road (forming part of the TLRN), and to be known as the Silvertown Way Off-Slip dedicated left turn, commencing from a point on the existing A1020 Silvertown Way off-slip 40 metres south-east of the point where the existing A1020 Silvertown Way off-slip joins the Tidal Basin Roundabout and continuing initially in a north-westerly direction then turning in a southerly direction to a point where it joins the Silvertown Tunnel northern approach Southbound, 35 metres south-east of the existing Scarab Close.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

A102 Tidal Basin Roundabout E+W+S

13. A length of highway comprising, in part, improved existing highway and, in part, new highway proposed to be constructed, all to be classified as part of the A102 and to be designated as a GLA Road (forming part of the TLRN), and to be known as Tidal Basin Roundabout, over the entire length of the circulatory carriageway of the Tidal Basin Roundabout and including a section of new carriageway through the centre island of the roundabout.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

A102 Lower Lea Crossing Eastbound E+W+S

14. A length of existing highway proposed to be improved and to be classified as part of the A102, and to be designated as a GLA Road (forming part of the TLRN), and to be known as the Lower Lea Crossing (eastbound), commencing from a point on the existing A1020 Lower Lea Crossing at the centre point of where the existing A1020 Lower Lea Crossing meets the Borough boundary, and continuing in a generally south-easterly direction to a point where it joins the new Tidal Basin Roundabout at a point 90 metres south-west of the centre point of where the existing Tidal Basin Roundabout passes under the existing A1011 Silvertown Way, and continuing in a generally south easterly direction towards the Silvertown Tunnel northern approach Southbound to a point where it joins the new Tidal Basin Roundabout at a point 95 metres south-west of the centre point of where the existing Tidal Basin Roundabout passes under the existing A1011 Silvertown Way.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

A102 Lower Lea Crossing Westbound E+W+S

15. A length of existing highway proposed to be improved and to be classified as part of the A102 and to be designated as a GLA Road (forming part of the TLRN), and to be known as the Lower Lea Crossing (westbound), commencing from a point on the existing A1020 Lower Lea Crossing at the centre point of where the existing A1020 Lower Lea Crossing meets the Borough boundary and continuing in a generally south easterly direction to a point where it joins the new Tidal Basin

Roundabout at a point 105 metres south west of the centre point of where the existing Tidal Basin Roundabout passes under the existing A1011 Silvertown Way.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

In the administrative area of the London Borough of Tower Hamlets—

A102 Lower Lea Crossing (Eastbound and Westbound) E+W+S

16. A length of existing highway proposed to be classified as part of the A102 and to be designated as a GLA Road (forming part of the TLRN), and to be known as the Lower Lea Crossing (westbound and eastbound), commencing from a point on the existing A1020 Lower Lea Crossing at the centre point of where the existing A1020 Lower Lea Crossing meets the Borough boundary and continuing in a generally north westerly direction to a point where it joins the existing A1020 Leamouth Circus Roundabout at a point 35 metres north-west of the centre point of where the existing A1020 Lower Lea Crossing crosses the existing Docklands Light Railway.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

A102 Leamouth Circus Roundabout E+W+S

17. A length of existing highway proposed to be classified as part of the A102 and to be designated as a GLA Road (forming part of the TLRN), and to be known as the Leamouth Circus Roundabout, over the entire length of the circulatory carriageway of the existing A1020 Leamouth Circus Roundabout including spurs leading off the arms of the roundabout for a length terminating at the crossing point of the existing roads, in each case.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

A102 Leamouth Road (Northbound and Southbound) E+W+S

18. A length of existing highway proposed to be classified as part of the A102 and to be designated as a GLA Road (forming part of the TLRN), and to be known as the Leamouth Road (northbound and southbound), commencing from the point of its junction with the existing A1020 Leamouth Circus Roundabout, and continuing in a generally northerly direction to its junction with the existing A13 East India Dock Road, including the off-slip and the on-slip on the existing A13 East India Dock Road.

Identified by a dark blue line on the classification of roads plans (classification) and by a dark blue line on the classification of roads plans (designation).

A12 Blackwall Tunnel Northern Approach Southbound E+W+S

19. A length of existing highway proposed to be classified as part of the A12, commencing from a point where it diverges from the existing A12 Blackwall Tunnel northern approach Southbound carriageway, at the junction with the existing A13 East India Dock Road, and continuing in a generally south-easterly direction, to the existing Blackwall Tunnel North Portal on the existing A102 Blackwall Tunnel northern approach Southbound carriageway, and including the on-slip from the existing A13 East India Dock Road.

Identified by a green line on the classification of roads plans (classification).

Changes to legislation: There are currently no known outstanding effects for the The Silvertown Tunnel Order 2018, SCHEDULE 10. (See end of Document for details)

A12 Blackwall Tunnel Northern Approach Northbound **E+W+S**

20. A length of existing highway proposed to be classified as part of the A12, commencing from the existing Blackwall Tunnel North Portal on the existing A102 Blackwall Tunnel northern approach Northbound carriageway and continuing in a generally northerly direction to a point where it joins the existing A12 Blackwall Tunnel northern approach Northbound carriageway, at the junction with the existing A13 East India Dock Road, and including the off-slip on the existing A13 East India Dock Road.

Identified by a green line on the classification of roads plans (classification).

In the administrative areas of the Royal Borough of Greenwich and the London Borough of Tower Hamlets—

A12 Blackwall Tunnel Southbound **E+W+S**

21. A length of existing highway proposed to be classified as the A12, commencing from a point at the North Portal of the existing Blackwall Tunnel Southbound, to a point at the South Portal of the existing Blackwall Tunnel Southbound, crossing the Borough boundary at the mid-point beneath the river Thames.

Identified by a green line on the classification of roads plans (classification).

A12 Blackwall Tunnel Northbound **E+W+S**

22. A length of existing highway proposed to be classified as the A12, commencing from a point at the South Portal of the existing Blackwall Tunnel Northbound, to a point at the North Portal of the existing Blackwall Tunnel Northbound, crossing the Borough boundary at the mid-point beneath the river Thames.

Identified by a green line on the classification of roads plans (classification).

PART 2 **E+W+S**

RE-DESIGNATION OF GLA ROAD AS A LOCAL AUTHORITY ('BOROUGH') ROAD

E+W+S

In the administrative area of the Royal Borough of Greenwich—

Tunnel Avenue **E+W+S**

23. A length of existing GLA Road (forming part of the A102 Blackwall Tunnel southern approach Northbound) proposed to be improved and to be designated as ceasing to be a GLA road, and becoming unclassified, commencing from a point close to the existing Tunnel Avenue where the existing bus link joins the existing A102 Blackwall Tunnel northern approach Northbound, 65 metres north-west of the existing Boord Street footbridge, in a generally north-westerly direction, to a point on the existing Tunnel Avenue 100 metres south-east of the existing Blackwall Tunnel Gate House located on the A102 Blackwall Tunnel northern approach Northbound.

Identified by an orange line on the classification of roads plans (designation).

Changes to legislation:

There are currently no known outstanding effects for the The Silvertown Tunnel Order 2018, SCHEDULE 10.