

SCHEDULES

SCHEDULE 1

Section 1.

SCHEDULED WORKS

Description of works

- 1 The works which the nominated undertaker is authorised by section 1 above to construct and maintain are the following—
In the London Boroughs of Camden and Islington—

St. Pancras to Highbury Corner	Work No. 1—Railways between St. Pancras and Highbury Corner and related works comprising the following railways, including a station terminus at St Pancras for international and domestic services and the provision of facilities in connection therewith—
International High Speed Railway	<p>Work No. 1A—A railway (741 metres in length) commencing in the intended St. Pancras Station, passing north-westwards over the new road (Work No. 5D), then northwards over the realigned Camley Street (Work No. 5A) and terminating at a point 33 metres south of the southern abutment of the existing bridge over the Regent’s Canal, including bridges over Works Nos. 5A and 5D;</p> <p>Work No. 1AA—A railway (2,189 metres in length) commencing by a junction with the railway (Work No. 1A) at its termination, passing northwards over the Regent’s Canal and the railway (Work No. 2) in tunnel, then passing north-eastwards over the diverted York Way (Work No. 5Q), the railways (Works Nos. 2AA and 2BB) in tunnel and the East Coast Main Line to a tunnel portal 65 metres to the east of that railway, then passing in tunnel over the Piccadilly Line then beneath Caledonian Road, Westbourne Road</p>

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and Liverpool Road and terminating at Highbury Corner beneath the junction of that road with Highbury Place, including bridges over the Regent's Canal, Work No. 5Q and the East Coast Main Line;

Work No. 1B—A railway (737 metres in length) commencing in the intended St. Pancras Station, passing north-westwards over the new road (Work No. 5D), then northwards over the realigned Camley Street (Work No. 5A) and terminating at a point 30 metres south of the southern abutment of the existing bridge over the Regent's Canal, including bridges over Works Nos. 5A and 5D;

Work No. 1BB—A railway (2,182 metres in length) commencing by a junction with the railway (Work No. 1B) at its termination, passing northwards over the Regent's Canal and the railway (Work No. 2) in tunnel, then passing north-eastwards in tunnel beneath the railway (Work No. 1CC) for a distance of 150 metres, then over the diverted York Way (Work No. 5Q), the railways (Works Nos. 2AA and 2BB) in tunnel and the East Coast Main Line to a tunnel portal 65 metres to the east of that railway, then passing in tunnel over the Piccadilly Line then beneath Caledonian Road, Westbourne Road and Liverpool Road and terminating at Highbury Corner beneath the junction of that road with Highbury Place, including bridges over the Regent's Canal, Work No. 5Q and the East Coast Main Line;

Domestic Railway

Work No. 1C—A railway (533 metres in length) commencing in the intended St. Pancras Station at a point 15 metres north-west of the existing junction of Clarence Passage with Pancras Road, passing north-westwards on the eastern side of the existing Midland Main Line, over the new road (Work No. 5D) and the realigned Camley Street (Work

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No. 5A), and terminating at a point 25 metres south of the southern abutment of the existing bridge over the Regent's Canal, including bridges over Works Nos. 5A and 5D;

Work No. 1CC—A railway (650 metres in length) commencing by a junction with the railway (Work No. 1C) at its termination, passing northwards over the Regent's Canal, then passing north-eastwards over the railways (Works Nos. 1BB and 1DD) in tunnel, then over the diverted York Way (Work No. 5Q) and terminating by a junction with the railway (Work No. 1AA) at a point 100 metres north-east of the existing York Way bridge, including bridges over the Regent's Canal and Work No. 5Q;

Work No. 1D—A railway (534 metres in length) commencing in the intended St. Pancras Station at a point 15 metres north-west of the existing junction of Clarence Passage with Pancras Road, passing north-westwards on the eastern side of the existing Midland Main Line, over the new road (Work No. 5D) and the realigned Camley Street (Work No. 5A), and terminating at a point 30 metres south of the southern abutment of the existing bridge over the Regent's Canal, including bridges over Works Nos. 5A and 5D;

Work No. 1DD—A railway (680 metres in length) commencing by a junction with the railway (Work No. 1D) at its termination, passing northwards over the railway (Work No. 2) in tunnel and the Regent's Canal, then passing north-eastwards in tunnel beneath the railway (Work No. 1CC) for a distance of 150 metres, then over the diverted York Way (Work No. 5Q) and the railways (Works Nos. 2AA and 2BB) in tunnel, and terminating by a junction with the railway (Work No. 1BB) at a point 125 metres north-east of the existing York Way bridge, including

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bridges over the Regent's Canal and Work No. 5Q;

Work No.1 EE—A railway (767 metres in length) commencing by a junction with the railway (Work No. 1AA) at a point on the existing bridge over the Regent's Canal, passing northwards over the Midland City Line (Thameslink) in tunnel, then north-westwards and westwards, then on viaduct over the Midland City Line (Thameslink), the diverted Midland Main Line (Work No. 3B) and the railways (Works Nos. 1HH and 3C) and terminating by a junction with the North London Line at a point 15 metres east of the bridge carrying that railway over St Pancras Way, including the said viaduct;

Work No. 1FF—A railway (394 metres in length) commencing by a junction with the railway (Work No. 1EE) at a point 95 metres north of the northern abutment of the existing bridge over the Regent's Canal, passing northwards and north-eastwards under the railway (Work No. 1GG) and terminating by a junction with the realigned North London Incline Railway (Work No. 1JJ) at a point 30 metres west of the bridge carrying York Way over that railway;

Work No. 1GG—A railway (696 metres in length) commencing by a junction with the railway (Work No. 1EE) at a point 40 metres east of the bridge carrying the North London Line over St. Pancras Way, passing eastwards on viaduct over the diverted Midland Main Line (Work No. 3B), the railways (Works Nos. 1HH and 3C) and the Midland City Line (Thameslink), then continuing on viaduct, passing south-eastwards over the new road (Work No. 5EE) and the railway (Work No. 1FF) and terminating by a junction with the railway (Work No. 1AA) at a point 40 metres west of the bridge carrying York Way over the North London

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Incline Railway, including the said viaduct;

Work No. 1HH—A railway (610 metres in length) commencing by a junction with the railway (Work No. 1EE) at a point 55 metres north of the northern abutment of the existing bridge over the Regent's Canal, passing northwards over the Midland City Line (Thameslink) in tunnel, then under the railways (Works Nos. 1EE, 1GG and 1JJ) and the existing bridge carrying the North London Line over the Midland Main Line and terminating by a junction with that railway at a point beneath the southern parapet of the bridge carrying Agar Grove over that railway;

Work No. 1JJ—A railway (955 metres in length), forming a realignment of the North London Incline Railway, commencing by a junction with the North London Line at a point 130 metres east of the bridge carrying that railway over St. Pancras Way, passing eastwards then south-eastwards, then on viaduct over the diverted Midland Main Line (Work No. 3B), the railways (Works Nos. 1HH and 3C), the Midland City Line (Thameslink) and the new road (Work No. 5EE), then over the diverted York Way (Work No. 5Q), then passing northwards under the North London Line on viaduct and terminating by a junction with the Great Northern Suburban Line at the southern portal of the western bore of the Copenhagen Tunnel, including the said viaduct and a bridge over Work No. 5Q;

Work No. 1K—A railway (103 metres in length), forming a cross-over between the diverted Midland Main Line (Work No. 3B) and the railway (Work No. 1A), commencing by a junction with Work No. 3B at its commencement and terminating by a junction with Work No. 1A at its termination;

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Thameslink, St. Pancras and King's Cross

Work No. 2—A railway (876 metres in length), including a station tunnel on the Midland City Line (Thameslink) beneath St. Pancras Station, commencing by a junction with that railway in tunnel at a point beneath Midland Road 145 metres north-east of the existing junction of that road with Euston Road, passing in tunnel north-westwards and northwards beneath the Regent's Canal and terminating by a junction with that railway in tunnel at a point beneath the existing Midland Main Line 55 metres north of the northern abutment of the bridge carrying that last-mentioned railway over that canal;

Work No. 2A—A railway (325 metres in length) commencing by a junction with the railway (Work No. 2) in tunnel at a point beneath the existing Midland Main Line 250 metres south of the southern abutment of the bridge carrying that railway over Camley Street, passing in tunnel northwards on the western side of Work No. 2 beneath the railways (Works Nos. 1A and 1B) and the realigned Camley Street (Work No. 5A) and terminating in tunnel at a point beneath the railway (Work No. 1D) 90 metres south of the southern abutment of the existing bridge over the Regent's Canal;

Work No. 2AA—A railway (883 metres in length) commencing by a junction with the railway (Work No. 2A) at its termination, passing in tunnel north-eastwards beneath the railways (Works Nos. 1C and 2), St. Pancras Basin, the Regent's Canal and the diverted York Way (Work No. 5Q), then passing north-eastwards and northwards under the railways (Works Nos. 1AA, 1BB and 1DD) to a tunnel portal at a point 40 metres south of the southern side of the viaduct carrying the North London Line over the East Coast Main Line, then continuing under the North London Line on viaduct and

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terminating by a junction with the Great Northern Suburban Line at the southern portal of the western bore of the Copenhagen Tunnel on that railway;

Work No. 2B—A railway (255 metres in length) commencing by a junction with the railway (Work No. 2) in tunnel at the said point beneath the existing Midland Main Line 250 metres south of the southern abutment of the bridge carrying that railway over Camley Street, passing in tunnel northwards on the eastern side of Work No. 2 beneath the railways (Works Nos. 1A, 1B, 1C and 1D) and terminating in tunnel at a point beneath the realigned Camley Street (Work No. 5A) 150 metres south-east of the southern abutment of the existing bridge over the Regent's Canal;

Work No. 2BB—A railway (928 metres in length) commencing by a junction with the railway (Work No. 2B) at its termination, passing in tunnel north-eastwards beneath St. Pancras Basin, the Regent's Canal and the diverted York Way (Work No. 5Q), then passing north-eastwards and northwards under the railways (Works Nos. 1AA, 1BB and 1DD) to a tunnel portal at a point 35 metres south of the southern side of the viaduct carrying the North London Line over the East Coast Main Line, then continuing under the North London Line on viaduct and terminating by a junction with the Great Northern Suburban Line at the said southern portal of the western bore of the Copenhagen Tunnel on that railway;

Work No. 2C—A railway (80 metres in length), forming a cross-over between the northbound and southbound rails of the Great Northern Suburban Line in tunnel within the western bore of the Copenhagen Tunnel, commencing and terminating by junctions with

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that railway at points respectively 50 metres and 130 metres north of the southern portal of that tunnel;

Work No. 2D—A railway (240 metres in length), forming cross-overs between the northbound and southbound rails of the City Widened Lines (Thameslink) partly within the Clerkenwell No. 3 Tunnel, commencing by a junction with that railway in tunnel beneath the junction of Frederick Street with the Kings Cross Road, passing north-westwards beneath Acton Street, Swinton Street, Wicklow Street and Britannia Street and terminating by a junction with that railway at a point 10 metres south-east of the bridge carrying Leeke Street over that railway;

Work No. 2E—A railway (349 metres in length), forming a cross-over between the Midland City Line (Thameslink) and the Midland Main Line at Kentish Town, commencing by a junction with that first named railway at a point 20 metres south-east of the south-eastern side of the bridge carrying Islip Street over that railway, passing south-eastwards and terminating by a junction with that last named railway at a point 85 metres north-west of the north-western portal of the Camden Road Tunnel;

Midland Main Line

Work No. 3—A railway (645 metres in length), forming a diversion of the Midland Main Line at St. Pancras Station, commencing at its terminus in that station, passing north-westwards on the western side of the existing railway, including a western extension of the station over Midland Road and Pancras Road, then northwards over the new road (Work No. 5D) and the realigned Camley Street (Work No. 5A) and terminating at a point on the northern side of Work No. 5A 140 metres south of the existing bridge over the

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Regent's Canal, including bridges over Works Nos. 5A and 5D;

Work No. 3B—A railway (846 metres in length), forming a continuation of the diversion of the Midland Main Line at St. Pancras Station, commencing by a junction with the railway (Work No. 3) at its termination, passing northwards over the Regent's Canal, under the railways (Works Nos. 1EE, 1GG and 1JJ) on viaduct and the existing bridge carrying the North London Line over the Midland Main Line and terminating by a junction with that railway beneath a point 30 metres north of the southern parapet of the bridge carrying Agar Grove over that railway, including a bridge over the Regent's Canal;

Work No. 3C—A railway (876 metres in length), forming a siding on the western side of the diverted Midland Main Line (Works Nos. 3 and 3B) north of St. Pancras Station, commencing at a point 60 metres south of the bridge carrying that railway over the realigned Camley Street (Work No. 5A), passing northwards over Work No. 5A and the Regent's Canal, under the railways (Works Nos. 1EE, 1GG and 1JJ) on viaduct and the existing bridge carrying the North London Line over the Midland Main Line and terminating by a junction with that railway beneath a point 15 metres south of the said southern parapet of the bridge carrying Agar Grove over that railway, including bridges over Work No. 5A and the Regent's Canal;

Work No. 3D—A railway (71 metres in length), forming a cross-over between the northbound and southbound rails of the Midland Main Line, commencing by a junction with that railway at the northern portal of the Camden Road Tunnel on that railway, passing northwards and terminating

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	<p>by a junction with that railway at a point 70 metres north of its commencement;</p>
<p>London Underground: ticket halls and subways</p>	<p>Work No. 3E—A railway (829 metres in length), for construction purposes, commencing by a junction with the railway (Work No. 1HH) at a point 110 metres south-east of the southern side of the bridge carrying the North London Line over the Midland Main Line, passing south-eastwards, then eastwards and north-eastwards under the diverted York Way (Work No. 5Q), then passing northwards and terminating by a junction with the Great Northern Suburban Line at a point 65 metres south of the southern side of the viaduct carrying the North London Line over that railway;</p>
	<p>Work No. 4—Ticket halls and subways, including alteration of existing ticket halls and subways, of the London Underground Railways comprising—</p>
	<p>Work No. 4A—A passenger subway commencing on the eastern side of the intended St. Pancras Station beneath a point 22 metres north of the existing junction of Clarence Passage with Pancras Road, passing south-eastwards to a ticket hall beneath the northern side of the forecourt of the Great Northern Hotel and terminating by a junction with the passenger subways (Works Nos. 4AA and 4F) beneath a point 26 metres north of the north-eastern corner of the Great Northern Hotel, including the said ticket hall;</p>
	<p>Work No. 4A—A passenger subway commencing by a junction with the passenger subway (Work No. 4A) at its termination and the passenger subway (Work No. 4F) at its commencement, passing eastwards to junctions with the passenger subway (Work No. 4MM) then continuing south-eastwards to a junction with the passenger subway (Work No. 4D), continuing eastwards and</p>

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terminating by a junction with the existing passenger subway beneath a point 14 metres west of the junction of Caledonian Road with Pentonville Road;

Work No. 4B—A ticket hall in the German Gym off Pancras Road and a passenger subway commencing on the south-western side of that building at a point 40 metres west of the existing junction of Wellers Court with Cheney Road, passing south-eastwards, then south-westwards and terminating by a junction with the subway (Work No. 4A) beneath a point 23 metres east of the junction of Wellers Court with Pancras Road;

Work No. 4C—A passenger subway, forming a cross-passage between northbound and southbound station tunnels of the Victoria Line, commencing beneath a point 29 metres north-west of the junction of Caledonian Road with Pentonville Road; and terminating beneath a point 45 metres north-west of that road junction;

Work No. 4D—A passenger subway, including a lift shaft, commencing by a junction with the cross-passage (Work No. 4C) beneath a point 35 metres north-west of the junction of Caledonian Road with Pentonville Road, passing south-westwards to a junction with the passenger subway (Work No. 4A) at its termination and terminating by a junction with the cross-passage (Work No. 4E) beneath a point 55 metres west of that road junction;

Work No. 4E—A passenger subway, forming a cross-passage between northbound and southbound station tunnels of the Victoria Line, commencing and terminating beneath points 95 metres and 80 metres respectively south-east of the junction of Caledonia Street with York Way;

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Work No. 4F—A passenger subway commencing by a junction with the passenger subway (Work No. 4A) at its termination and the passenger subway (Work No. 4AA) at its commencement beneath a point 26 metres north of the north-eastern corner of the Great Northern Hotel, passing south-westwards and terminating by a junction with the passenger subway (Work No. 4G) beneath a point in Pancras Road 40 metres south-west of the south-western corner of that building;

Work No. 4G—A passenger subway, including a lift shaft, commencing by a junction with the cross-passage (Work No. 4Q), passing eastwards to junctions with the cross-passage (Work No. 4R) and with the passenger subway (Work No. 4F) at its termination, and terminating by a junction with the existing cross-passage between northbound and southbound station tunnels of the Northern Line beneath a point 60 metres north-east of the existing junction of Pancras Road with Euston Road;

Work No. 4H—A passenger subway commencing in the ticket hall (part of Work No. 4A) beneath a point 48 metres north of the north-eastern corner of the Great Northern Hotel, passing south-eastwards and terminating by a junction with the existing passenger subway beneath a point 40 metres south-east of that corner of that building;

Work No. 4J—A passenger subway commencing in the existing ticket hall beneath the station concourse of King's Cross Station beneath a point 40 metres north of the junction of Pancras Road with Euston Road and terminating in St. Pancras Station beneath a point 60 metres north-west of that road junction;

Work No. 4K—A ticket hall beneath the forecourt of St. Pancras Station off Euston Road and a passenger

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subway commencing in that ticket hall beneath a point 100 metres west of the junction of Pancras Road with Euston Road, passing south-eastwards then north-eastwards and terminating by a junction with the Circle and Metropolitan Line Station concourse beneath a point 95 metres south-west of that road junction;

Work No. 4L—A passenger subway commencing in St. Pancras Station at a point 75 metres west of the junction of Pancras Road with Euston Road, passing south-eastwards beneath Euston Road and terminating in the footway on the southern side of Euston Road at a point 75 metres south-west of that road junction, including a junction with the new ticket hall (part of Work No. 4K) and a permanent opening in Euston Road at that termination;

Work No. 4MM—A passenger subway, including a lift shaft, commencing by a junction with the existing Piccadilly Line Station concourse beneath a point 56 metres north-west of the junction of York Way with Euston Road, passing northwards to junctions with the passenger subway (Work No. 4AA) and the cross passage (Work No. 4N) then continuing south-eastwards and terminating by a junction with the passenger subway (Work No. 4AA) beneath a point 45 metres north-east of that road junction;

Work No. 4N—A passenger subway, forming a cross-passage between westbound and eastbound station tunnels of the Piccadilly Line, commencing beneath a point 35 metres west of the junction of Caledonia Street with York Way and terminating beneath a point 46 metres west of that road junction;

Work No. 4P—A passenger subway, including a lift shaft, commencing in the ticket hall (part of Work No. 4A) beneath a point 17 metres east of the north-eastern corner of the Great

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Northern Hotel, passing south-eastwards, then south-westwards and south-eastwards and terminating beneath that building at a point 11 metres north-west of the south-eastern corner of that hotel;

Work No. 4Q—A passenger subway, forming a cross-passage between southbound and northbound station tunnels of the Northern Line, commencing beneath a point 70 metres south of the existing junction of Cheney Road with Pancras Road and terminating beneath a point 82 metres south of that road junction;

Work No. 4R—A passenger subway, forming a cross-passage between southbound and northbound station tunnels of the Northern Line, commencing beneath a point 72 metres south of the existing junction of Cheney Road with Pancras Road and terminating beneath a point 84 metres south of that road junction;

Work No. 4S—A passenger subway, including a lift shaft, commencing in the existing passenger subway beneath a point 33 metres north of the junction of Belgrove Street with Euston Road and terminating at the Circle and Metropolitan Line Station concourse beneath a point 20 metres north of that road junction;

Associated Works

Work No. 5—Roadworks and sewer diversions associated with Works Nos. 1 to 4 comprising—

Roadworks

Works No.. 5A—Realignment of Camley Street commencing at a point in that road 50 metres south of its junction with Granary Street, passing south-eastwards then eastwards under the railways (Works Nos. 1A to 1D and 3), then south-eastwards and terminating by a junction with Camley Street (Work No. 5C) at a point on the western side of that road 44 metres north-west of its existing junction with Goods Way;

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Works No. 5B—A road commencing in Pancras Road at a point 20 metres south-east of the entrance from that road to St. Pancras Old Church, passing south-eastwards then southwards to a junction with Brill Place and terminating in Midland Road at its existing junction with Euston Road, including access to a service area in St. Pancras Station;

Works No. 5C—A road commencing by a junction with Camley Street (Work No. 5A) at a point 45 metres north-west of its existing junction with Goods Way, passing south-eastwards to a point 5 metres east of the existing junction of Wellers Court with Cheney Road, then south-westwards to a point 55 metres south of the existing junction of Wellers Court with Pancras Road, then passing south-eastwards along the line of that road and terminating in that road at its existing junction with Euston Road, including access to a service area in St. Pancras Station and a parcels depot;

Works No. 5D—A road commencing by a junction with Work No. 5B at a point 175 metres south-east of its commencement, passing north-eastwards beneath the intended St. Pancras Station (Works Nos. 1A to 1D and 3), across Work No. 5C at a point 7 metres south of its commencement and terminating by a junction with Goods Way at a point 155 metres from the junction of that road with York Way;

Work No. 5D(1)—A road, for construction purposes, commencing at a point 43 metres north-west of Battle Bridge Road at its termination west of Kings Cross Station, passing northwards, then north-westwards over Goods Way (Work No. 5D) at the termination of that work and over the Regent's Canal, then south-westwards and terminating by a junction with Wharf Road at a point 45 metres west of the existing bridge

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between Wharf Road and Goods Way, including bridges over Goods Way and the Regent's Canal;

Work No. 5D(2)—Widening of Wharf Road on its northern side between a point 50 metres west of the western side of the existing bridge over the Regent's Canal between Wharf Road and Goods Way and a point 15 metres east of the eastern side of that bridge;

Work No. 5EE—A road commencing by a junction with the diverted York Way (Work No. 5Q) at a point 70 metres south of the bridge carrying the North London Line over that road, passing westwards then south-westwards and southwards under the realigned North London Incline Railway (Work No. 1JJ) and the railway (Work No. 1GG) and terminating at a point 150 metres south-east of the existing bridge carrying the North London Line over the Midland Main Line;

Work No. 5F—A road commencing by a junction with Pancras Road (Work No. 5C) at a point 75 metres from its termination, passing north-eastwards, then northwards and north-westwards and terminating by a junction with Work No. 5C at the south-eastern corner of the German Gym in Cheney Road as existing, including access to a parcels depot;

Work No. 5F(1)—A road commencing by a junction with Work No. 5F at a point 65 metres from the commencement of that work, passing westwards and north-westwards along the frontage of the Great Northern Hotel, then continuing northwards and north-eastwards and terminating by a junction with Work No. 5F at a point 75 metres from the termination of that work;

Work No. 5G—Widening of Euston Road on its southern side between its

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junctions with Crestfield Street and Birkenhead Street;

Work No 5H—Widening of Euston Road on its northern side between its junction with Euston Square and a point 45 metres north-east of that road junction;

Work No. 5Q—A road, forming a diversion of York Way, commencing at a point in that road 80 metres north of the junction of Copenhagen Street with York Way, passing northwards then north-westwards over the railway (Work No. 3E) and the railways (Works Nos. 2AA and 2BB) in tunnel, then northwards under the railways (Works Nos. 1AA, 1BB, 1CC, 1DD and 1JJ) to a junction with the new road (Work No. 5EE), then continuing northwards under the North London Line and terminating at a point in York Way 10 metres north-west of the junction of Vale Royal with York Way;

Work No. 5Q(1)—A road, forming a diversion of Randell's Road, commencing by a junction with the diverted York Way (Work No. 5Q) at a point 20 metres west of the existing junction of Randell's Road with York Way, passing eastwards and terminating at a point in Randell's Road 55 metres east of that existing road junction;

Sewer diversions

Work No. 5J—A sewer, forming a diversion of part of the Fleet Sewer, commencing by a junction with that sewer beneath a point in Pancras Road 35 metres south-east of the junction of Chenies Place with that street, passing along the line of Work No. 5B to its junction with Brill Place, then passing eastwards beneath the intended St. Pancras Station, then southwards on the eastern side of that station and terminating beneath a point in Pancras Road 5 metres north of the existing junction of Wellers Court with that road, including a weir

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chamber at its junction with the Fleet Storm Relief Sewer;

Work No. 5K—A sewer, forming a diversion of the Midland Road sewer, commencing by a junction with that sewer beneath a point in Midland Road 140 metres north of its existing junction with Euston Road, passing north-westwards then northwards beneath land adjoining Midland Road and terminating by a junction with Work No. 5J beneath a point on the north-western side of Brill Place at its existing junction with Midland Road;

Work No. 5LL—A sewer, forming a diversion of part of the Camden Sewer, commencing by a junction with that sewer beneath a point 10 metres north of the bridge carrying the North London Line over the diverted York Way (Work No. 5Q), passing southwards, south-eastwards, then southwards and south-westwards and terminating by a junction with that sewer beneath a point 110 metres west of the Maiden Lane Bridge carrying York Way over the Regent's Canal;

Work No. 5N—A sewer, forming a diversion of the Camley Street Sewer, commencing by a junction with that sewer beneath a point in that street (Work No. 5A) 93 metres from the termination of that work, passing southwards along the line of that work and Work No. 5C to a point 15 metres south of Battle Bridge Road, then passing south-eastwards and terminating by a junction with the sewer (Work No. 5J) at a point on the northern side of Stanley Passage 35 metres north-east of its existing junction with Pancras Road;

Work No. 5P—A sewer, forming a diversion of the Goods Way Sewer, commencing by a junction with the sewer (Work No. 5N) at a point 105 metres south of the commencement of that work, passing

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eastwards on the line of the new road (Work No. 5D) and terminating by a junction with the Goods Way sewer beneath a point in Goods Way 180 metres west of its junction with York Way;

Work No. 5R—A sewer, forming a diversion of part of the St. Pancras Sewer, commencing by a junction with that sewer beneath a point 38 metres north-west of the junction of Pancras Road with Euston Road, passing northwards, then westwards, north-westwards, then north-eastwards and terminating by a junction with the Fleet Sewer beneath a point 10 metres south-west of the south-eastern gable of the Great Northern Hotel;

In the London Boroughs of Islington, Hackney, Newham and Waltham Forest—

Highbury Corner to Stratford

Work No. 6—A railway (7,229 metres in length) commencing by a junction with the railways (Works Nos. 1AA and 1BB) at their termination, passing eastwards in tunnel beneath the North London Line, or land adjoining on the northern or southern side thereof, beneath Highbury Corner, Highbury Grove, Wallace Road, Mildmay Park, King Henry's Walk, Kingsland High Street, Dalston Lane, the Liverpool Street and Cambridge Railway, Mare Street, Barnabas Road, Kenworthy Road, the East Cross Route on the northern side of the North London Line, Eastway, the River Lea Navigation, Waterden Road and the River Lea, including ventilation shafts on lands off Corsica Street and Graham Road, then in retained cutting from chainage 6,147 metres for a distance of 1,067 metres, partly in tunnel beneath the railways (Works Nos. 6B and 6C) and the access roads (Works Nos. 6H and 6J), in land west of the High Meads Loop Railway, in the International Freight Terminal and the site of the former Chobham Farm Container

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Depot at Stratford, and terminating beneath a point on the western side of Angel Lane 60 metres north of the northern abutment of the bridge carrying that road over the Great Eastern Railway, including facilities for a railway crossover and junction at the International Freight Terminal and Depot at Stratford;

Work No. 6A—A railway (1,368 metres in length) commencing by a junction with the railway (Work No. 6) at the commencement of the retained cutting forming part of that work, passing eastwards between the eastbound and westbound lines of that railway to a point 210 metres west of the eastern face of the tunnel beneath the railway (Work No. 6C), then passing north-eastwards over the eastbound line of Work No. 6 and northwards in tunnel beneath the Old Yard Sidings (Work No. 6C) and the Lea Valley Line, then continuing north-westwards on the eastern side of that railway and terminating at a point under the bridge carrying Temple Mill Lane over that railway;

Work No. 6B—A railway (426 metres in length), for construction purposes, commencing by a junction with the North London Line at a point 10 metres north-west of the junction of that railway with the Channelsea Curve at Stratford Station, passing northwards, on the eastern side of the High Meads Curve, then north-eastwards over the railways (Works Nos. 6 and 6A) in tunnel and terminating by a junction with the High Meads Sidings at a point 30 metres north-east of the termination of the said tunnel over Works Nos. 6 and 6A;

Work No. 6C—A railway (836 metres in length) for construction purposes, commencing by a junction with the Lea Valley Line at a point 120 metres north-east of the junction of that railway with the Great Eastern Railway at Stratford Station, passing

Status: This is the original version (as it was originally enacted).

northwards and north-eastwards through the Old Yard Sidings and terminating by a junction with the Lea Valley Line at a point 130 metres south of the bridge carrying Temple Mill Lane over that railway;

Work No. 6D—A railway (1,032 metres in length) commencing in the existing Traction Maintenance Depot at a point 25 metres south-west of the south-western corner of the diesel repair shed in that depot, passing north-eastwards and northwards, then north-westwards on the western side of the Lea Valley Line to a junction with that railway 60 metres south of the bridge carrying Temple Mill Lane over that railway, passing under that bridge, then continuing on the eastern side of the Lea Valley Line and terminating by a junction with the railway (Work No. 6E) at a point 390 metres north of that bridge;

Work No. 6E—A railway (2,720 metres in length) commencing by a junction with the railway (Work No. 6A) at its termination, passing north-westwards and westwards through the former Temple Mills Marshalling Yard under Ruckholt Road and terminating at a point on the northern side of the Lea Valley Line 15 metres south-east of the eastern side of the bridge carrying Lea Bridge Road over that railway;

Work No. 6E(1)—A railway (410 metres in length), for construction purposes, commencing by a junction with the Lea Valley Line at a point 345 metres south-east of the bridge carrying Lea Bridge Road over that railway, passing eastwards and terminating by a junction with the railway (Work No. 6E) at chainage 1,922 metres;

Work No. 6F—A railway (509 metres in length) commencing by a junction with the railway (Work No. 6E) at a point 30 metres south-east of the bridge carrying Ruckholt Road over the Lea Valley

Status: This is the original version (as it was originally enacted).

Line, passing westwards under that bridge then south-westwards and terminating by a junction with that railway at a point 459 metres north-west of that bridge;

Work No. 6G—A cut, forming a diversion of the Channelsea River at its confluence with the River Lea, commencing in the Channelsea River at a point 26 metres south of the former sluice on that river at Bully Fen, passing south-westwards and terminating at the confluence of those rivers;

Work No. 6H—An access road commencing by a junction with the access road to the International Freight Terminal on the eastern side of the Container Terminal, passing south-westwards, over Works Nos. 6 and 6A in tunnel, and southwards through the International Freight Terminal, then south-eastwards, eastwards and north-eastwards on the northern side of the North London Line, then continuing northwards, then eastwards and terminating by a junction with the access road to the Channelsea site, north of Stratford Station;

Work No. 6J—An access road commencing at a point in the existing Traction Maintenance Depot on the western side of the diesel repair shed in that depot, passing south-westwards, then westwards on the northern side of the retained cutting forming part of Work No. 6, then south-westwards over that railway and Work No. 6A in tunnel, then southwards and south-westwards and terminating by a junction with Work No. 6H in the International Freight Terminal;

In the London Boroughs of Newham, Redbridge, Barking and Dagenham and Havering—

Stratford to Barrington Road

Work No. 7—A railway (4,560 metres in length) commencing by a junction with the railway (Work No. 6) at its termination,

Status: This is the original version (as it was originally enacted).

passing eastwards in tunnel beneath Angel Lane, The Grove, Atherton Road, Woodgrange Road, Romford Road, Woodgrange Park Cemetery and Browning Road, including a ventilation shaft on land off Woodgrange Road and terminating beneath a point 60 metres east of the junction of Reesland Close with Barrington Road;

Barrington Road to Dagenham Dock Work No. 22—A railway (6,700 metres in length) commencing by a junction with the railway (Work No. 7) at its termination, passing eastwards in tunnel beneath the North Circular Road and the River Roding, then south-eastwards beneath Barking Station, Station Parade, Ripple Road and Alfred’s Way, then eastwards beneath Renwick Road and the Ripple Lane Freightliner Terminal to a portal at a point 462 metres south-east of the junction of Morrison Road with Julia Gardens, then continuing eastwards under the railway (Work No. 22A) and the new road (Work No. 22H(1)), across Chequers Lane (to be stopped up) and under Kent Avenue and terminating at a point 85 metres east of the bridge carrying Kent Avenue over the Tilbury Loop Railway, including ventilation shafts on lands off Barrington Road and Alfred’s Way and a footbridge over the railway at Chequers Lane;

Work No. 22A—A railway (2,201 metres in length), forming a diversion of the Tilbury Loop Railway westbound line, commencing by a junction with that railway at a point 253 metres east of the junction of Stebbing Way with Wivenhoe Road, passing eastwards under Renwick Road, then south-eastwards and eastwards over the railway in tunnel (Work No. 22), under the new road (Work No. 22H(1)) and terminating by a junction with the Tilbury Loop Railway westbound line at a point

Status: This is the original version (as it was originally enacted).

2 metres west of the western end of Dagenham Dock Station platforms;

Work No. 22B—A railway (2,252 metres in length), forming holding sidings, commencing by a junction with the railway (Work No. 22A) at a point 15 metres west of the bridge carrying Renwick Road over the Tilbury Loop Railway, passing south-eastwards and eastwards, under the new road (Work No. 22H(1)) and across Chequers Lane and terminating at a point 120 metres south-east of the eastern end of Dagenham Dock Station platforms, including a footbridge over the railway at Chequers Lane;

Work No. 22—A railway (1,523 metres in length), for construction purposes, commencing by a junction with the Tilbury Loop Railway at a point 166 metres south-east of the bridge carrying Renwick Road over that railway, passing south-eastwards and eastwards, and terminating at a point 38 metres south-west of the point where the new road (Work No. 22H(1)) passes over the railway (Work No. 22B), including railway sidings;

Work No. 22D—A railway (280 metres in length) forming a connection between the Tilbury Loop Railway goods line and the railway (Work No. 22A), commencing by a junction with the said goods line at a point 468 metres south-east of the bridge carrying Renwick Road over that goods line, passing south-eastwards and terminating by a junction with Work No. 22A at a point 742 metres south-east of the said bridge;

Work No. 22E—A railway (1,095 metres in length) forming a connecting line between the railway (Work No. 22A) and the railway (Work No. 8E), commencing by a junction with Work No. 22A at a point 342 metres south of the junction of Morrison Road with Julia

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Gardens, passing eastwards under the new road (Work No. 22H(1)) and across Chequers Lane and terminating by a junction with Work No. 8E at a point 180 metres south-east of the eastern end of Dagenham Dock Station platforms, including a footbridge over the railway at Chequers Lane;

Work No. 22F—A railway (648 metres in length) forming a connecting line between the railway (Work No. 22A) and the railway (Work No. 22), commencing by a junction with Work No. 22A at a point 378 metres south-east of the junction of Morrison Road with Julia Gardens, passing eastwards under the new road (Work No. 22H(1)) and terminating by a junction with Work No. 22 at a point 150 metres west of the eastern end of Dagenham Dock Station platforms;

Work No. 22G—A railway (715 metres in length), for construction purposes, commencing by a junction with the railway (Work No. 22B) at a point 27 metres west of the point where the new road (Work No. 22H(1)) passes over Work No. 22B, passing eastwards then southwards, and terminating at a point 270 metres south-east of the eastern end of Dagenham Dock Station platforms, including railway sidings;

Work No. 22J—A jetty commencing on the northern bank of the River Thames at a point 190 metres north-west of The Gores outfall sluice, extending in a south-westerly direction into the said river for a distance of 230 metres and there terminating, including a jetty head with mooring dolphins and berthing facilities;

Dagenham Dock to Wennington

Work No. 8—A railway (5,200 metres in length) commencing by a junction with the railway (Work No. 22) at its termination, passing eastwards under Thames Avenue

Status: This is the original version (as it was originally enacted).

(Work No. 8R), over the Beam River, and under the intended A13 link road (under construction), then continuing south-eastwards on viaduct over the new road (Work No. 8S) and Rainham Creek, and terminating beneath the intended A13 (under construction) at a point 20 metres south-west of the Tilbury Loop Railway;

Work No. 8E—A railway (906 metres in length), forming a connection between the railway (Work No. 22E) and the westbound line of the railway (Work No. 8), commencing by a junction with Work No. 22E at its termination, passing south-eastwards under Kent Avenue (Work No. 8Q) and terminating by a junction with the railway (Work No. 8) at a point 30 metres west of the intended Thames Avenue bridge (Work No. 8R);

Work No. 8G—A railway (1,330 metres in length), forming a connection between the Tilbury Loop Railway and the eastbound line of the railway (Work No. 8), commencing by a junction with the Tilbury Loop Railway 10 metres east of the eastern end of Dagenham Dock Station, passing eastwards on the southern side of that line under Kent Avenue (Work No. 8Q) and Thames Avenue (Work No. 8R), over the Beam River and terminating by a junction with Work No. 8 at a point 215 metres east of the intended Thames Avenue bridge (Work No. 8R), including a bridge over the Beam River;

Work No. 8H—A railway (279 metres in length), connecting the goods line (Work No. 22B) with a private siding west of Kent Avenue, commencing by a junction with Work No. 22B at its termination, passing south-eastwards and southwards, under the intended A13 and terminating by a junction with the said siding at a point 55 metres

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south of the footpath crossing that siding east of Breach Lane;

Work No. 8J—A railway (1,452 metres in length), connecting the goods line (Work No. 22B) with private sidings east of Kent Avenue, commencing by a junction with Work No. 22B at its termination, passing eastwards under Kent Avenue (Work No. 8Q) and Thames Avenue (Work No. 8R), over the Beam River and terminating at a point 33 metres west of the bridge carrying the intended A13 link road (under construction) over the Tilbury Loop Railway and the railway (Work No. 8), including a bridge over the Beam River and railway sidings;

Work No. 8K—A railway (496 metres in length) commencing by a junction with a private siding on the eastern side of Kent Avenue at a point 10 metres south of the southern end of the viaduct carrying that road and railway across Dagenham Breach, passing northwards on that existing viaduct, under the intended A13, then eastwards and terminating by a junction with the railway (Work No. 8J) at a point 300 metres east of the intended Kent Avenue bridge (Work No. 8Q);

Work No. 8L—A railway (301 metres in length) commencing by a junction with the railway (Work No. 8J) at a point 245 metres west of the intended Thames Avenue bridge (Work No. 8R), passing eastwards then southwards and terminating by a junction with a private siding at a point 30 metres north of Lake Road on the western side of Thames Avenue;

Work No. 22H(1)—A road commencing by a junction with Ripple Road at a point on its southern side 23 metres east of the junction of Pooles Lane with that road, passing southwards on the eastern side of Pooles Lane, then south-eastwards and southwards on

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the line of Choats Manor Way, over a private siding, the diverted Tilbury Loop Railway (Work No. 22A) and the railways (Works Nos. 22, 22B, 22E, 22F and 22G), and terminating at a point 100 metres south-west of the junction of Choats Road with Hindmans Way, including a bridge over the said railways;

Work 22H(2)—A road commencing at a point 25 metres west of Pooles Lane at the southern end of that road, passing eastwards and north-eastwards and terminating by a junction with the new road (Work No. 22H(1)) at a point 240 metres from its commencement;

Work No. 8P(3)—A road commencing by a junction with Choats Road at a point 240 metres west of its junction with Hindmans Way, passing eastwards along the line of Choats Road and Hindmans Way to a point 80 metres west of the junction of Hindmans Way with Chequers Lane, then turning southwards and terminating by a junction with Chequers Lane at a point 120 metres south of that last-mentioned road junction;

Work No. 8P(4)—A road commencing by a junction with the new road (Work No. 8P(3)) at a point 100 metres from its termination, passing north-eastwards and terminating by a junction with Chequers Lane at a point 60 metres north of its junction with Hindmans Way;

Work No. 8Q—Realignment of Kent Avenue, including a bridge over a private siding, the Tilbury Loop Railway and the railways (Works Nos. 8, 8E, 8G and 8J), commencing in that road at a point 205 metres south of its junction with New Road, Hornchurch, passing southwards over the said railways and terminating in Kent Avenue at a point 10 metres north of the northern

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end of the viaduct carrying that road over Dagenham Breach;

Work No. 8R—Realignment of Thames Avenue, including a bridge over the Tilbury Loop Railway, the railways (Works Nos. 8, 8G and 8J) and private sidings, commencing in that road at a point 25 metres south of its junction with New Road, Hornchurch, passing southwards over those railways and terminating in Thames Avenue at the junction of Lake Road with that road;

Work No. 8S—A road commencing by a junction with Bridge Road at the roundabout on that road 200 metres south of its junction with New Road, Hornchurch, passing westwards over Rainham Creek, then south-westwards under the Tilbury Loop Railway and the railway (Work No. 8), then passing southwards over Rainham Creek at a point 140 metres downstream from the bridge carrying the Tilbury Loop Railway over that river, then south-eastwards and terminating by a junction with Ferry Lane at the southernmost junction of Lamson Road with that road;

Work No. 8T—A road, forming an access to the Riverside Sewage Treatment works at Rainham off the new road (Work No. 8S), commencing in the said Treatment Works at Creekside Cottages, passing south-eastwards and eastwards and terminating by a junction with Work No. 8S at a point 70 metres south-west of the intended viaduct carrying the railway (Work No. 8) over that new road;

Work No. 8U(4)—A cut, forming a diversion of the Ship and Shovel Relief Channel, commencing by a junction with that watercourse at a point 148 metres from its confluence with The Gores, passing eastwards, then south-eastwards and terminating in The Gores at that confluence;

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Work No. 8U(13)—A cut, forming a diversion of The Gores, commencing at the confluence of the Ship and Shovel Relief Channel (Work No. 8U(4)) with that stream, passing eastwards then northwards under the railways (Works Nos. 22, 22A, 22B, 22E, 22F and 22G), and terminating by a junction with The Gores at a point 70 metres east of the northern end of its existing culvert under the Tilbury Loop Railway;

Work No. 8U(6)—A cut, forming a diversion of Pooles Sewer, commencing by a junction with that watercourse 85 metres south of the southern side of the existing Manor Way level crossing on the Tilbury Loop Railway, passing eastwards and south-eastwards, then northwards under the railway (Work No. 8) and terminating by a junction with that watercourse at the southern end of its culvert under the Tilbury Loop Railway;

Work No. 8U(7)—A cut, forming a diversion of the Ferry Lane Sewer, commencing by a junction with that watercourse at the northern end of its culvert under the Tilbury Loop Railway west of Rainham Station, passing southwards under that railway and the railway (Work No. 8), then eastwards and southwards and terminating in that watercourse on the western side of Ferry Lane at a point 48 metres south of the existing Ferry Lane level crossing on the Tilbury Loop Railway;

Work No. 8U(8)—A cut, forming a diversion of the Rainham Cross Sewer, commencing at a point on the southern side of the Tilbury Loop Railway 375 metres east of the eastern end of Rainham Station, passing eastwards for a distance of 95 metres and there terminating by a junction with that watercourse;

Work No. 8U(9)—A cut, forming an improvement of the Rainham

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Main Sewer, commencing in that watercourse at a point 15 metres north of the northern end of its existing culvert under the Tilbury Loop Railway, passing under that railway and the railway (Work No. 8) and terminating in that watercourse at a point 52 metres south of the southern end of that existing culvert;

Work No. 8U(10)—A cut, forming a diversion of the Wennington Main Sewer, commencing by a junction with the cut (Work No. 8U(9)) at a point 10 metres north of its termination, passing south-eastwards on the southern side of the existing watercourse and terminating by a junction with that watercourse at a point 100 metres south of the southern end of a branch of that watercourse south of Manstead Gardens;

Work No. 8U(11)—A cut, forming an improvement of the Common Watercourse (Southall Sewers), commencing in that watercourse at a point 10 metres north-east of the northern end of its existing culvert under the Tilbury Loop Railway, passing south-westwards under that railway and the railway (Work No. 8) and terminating in that watercourse at a point 47 metres south-west of the southern end of that existing culvert;

Work No. 8U(12)—A cut, forming a diversion of Wennington Branch Sewer, commencing in that watercourse at a point 10 metres north-east of the northern end of its existing culvert under the Tilbury Loop Railway, passing under that railway and the railway (Work No. 8) and terminating in that watercourse at a point 40 metres south-west of the southern end of that existing culvert;

In the London Borough of Havering and in the borough of Thurrock, in the county of Essex—

Wennington to Purfleet

Work No. 23—A railway (3,835 metres in length) commencing by a junction with the railway (Work

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No. 8) at its termination, passing south-eastwards on the southern side of the realigned Tilbury Loop Railway (Work No. 23A) then on viaduct over that railway, then over the diverted Aveley Sewer (Work No. 23D) and under the new road (Work No. 23B(1)), then continuing over Mar Dyke and under the new road (Work No. 23C(2)), passing on the southern side of the Purfleet Bypass and terminating at a point 250 metres east of the junction of London Road, Purfleet with the Purfleet Bypass, including the said viaduct and a bridge over Mar Dyke;

Work No. 23A—A railway (1,185 metres in length), being a realignment of the Tilbury Loop Railway, commencing by a junction with that railway at a point 230 metres south-east of the Wennington Branch Sewer where that sewer passes in culvert under that railway, passing south-eastwards in tunnel under the railway (Work No. 23) and terminating by a junction with the Tilbury Loop Railway at a point 240 metres south-west of the point where Tank Hill Road is crossed on the level by the Tilbury Loop Railway;

In the borough of Thurrock, in the county of Essex—

Work No. 23B(1)—A road, forming a diversion of Tank Hill Road (A1090), commencing by a junction with Arterial Road, Purfleet (A13) at a point 165 metres north of its junction with Tank Hill Road, passing south-westwards then southwards over the diverted Aveley Sewer (Work No. 23D), the railway (Work No. 23), the Tilbury Loop Railway and Mar Dyke and terminating in that road at a point 15 metres north of the junction of Marlow Avenue with Tank Hill Road, including bridges over Works Nos. 23 and 23D, the Tilbury Loop Railway and Mar Dyke;

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Work No. 23B(2)—A road, forming an access road into the Purfleet Industrial Estate, commencing by a junction with the new road (Work No. 23B(1)) at a point 130 metres west of the junction of Tank Hill Road with Arterial Road, Purfleet (A13), passing westwards then northwards and terminating at a point in the said estate 155 metres north-west of its commencement;

Work No. 23B(3)—A road, forming an access road, commencing by a junction with the new road (Work No. 23B(1)) at a point 110 metres south-west of the point where Tank Hill Road is crossed on the level by the Tilbury Loop Railway, passing eastwards and terminating at a point 105 metres south of that level crossing;

Work No. 23C—Diversion of Arterial Road, Purfleet, and Purfleet Bypass and diversion of Tank Lane and Botany Way, comprising—

Work No. 23C(1)—Diversion of the A13 (Arterial Road, Purfleet) commencing in that road at a point 360 metres west of its existing junction with Purfleet Bypass, passing eastwards by way of the northern junction roundabout forming part of Work No. 23C(2), and terminating in the A13 at a point 235 metres east of the said existing road junction;

Work No. 23C(2)—A road, including junction roundabouts at its commencement and termination, commencing by a junction with the diverted Arterial Road, Purfleet (Work No. 23C(1)) at a point 48 metres north-east of the existing junction of Arterial Road with Purfleet Bypass, passing south-westwards over the railway (Work No. 23) and terminating by a junction with the diverted Tank Lane (Works Nos. 23C(4) and 23C(5)) at a point 150 metres west of the existing junction of Tank Lane with Botany

Status: This is the original version (as it was originally enacted).

Way, including a bridge over Work No. 23;

Work No. 23C(3)—Diversion of Purfleet Bypass at its junction with the A13 commencing by a junction with that road at the northern junction roundabout forming part of Work No. 23C(2), passing southwards and south-eastwards and terminating in Purfleet Bypass at a point 160 metres north-west of its junction with North Road;

Work No. 23C(4)—Diversion of Tank Lane commencing at a point 165 metres north of the bridge carrying Tank Lane over the Tilbury Loop Railway, passing southwards then eastwards along the northern side of Tank Lane, then south-eastwards along the line of that road and terminating at the southern junction roundabout forming part of Work No. 23C(2), at a point 150 metres west of the existing junction of Tank Lane with Botany Way;

Work No. 23C(5)—Diversion of Tank Lane and Botany Way, commencing at the southern junction roundabout forming part of Work No. 23C(2) at a point 150 metres north-west of its existing junction with Botany Way, passing eastwards then southwards on the line of Botany Way and terminating by a junction with that road at a point 115 metres south-west of its existing junction with Purfleet Bypass;

Work No. 23D—A cut, forming a diversion of the Aveley Sewer, commencing in that watercourse at a point 25 metres south-west of the southern end of its existing culvert under the Tilbury Loop Railway, passing in a north-easterly direction under the railways (Works Nos. 23 and 23A) and the new road (Work No. 23B(1)), then passing northwards and terminating at a point in a new balancing pond 95 metres north-west of the junction of

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Purfleet to West Thurrock

Tank Hill Road with Arterial Road, Purfleet;

Work No. 9—A railway (1,537 metres in length) commencing by a junction with the railway (Work No. 23) at its termination, passing south-eastwards on viaduct over the A1090 (London Road, Purfleet), the Tilbury Loop Railway and the northbound Dartford Tunnel Approach Road (Canterbury Way), under a span of the southbound approach to the Queen Elizabeth II Bridge, and over Oliver Close (North) (Work No. 9B) in the West Thurrock Industrial Estate to a point 90 metres west of the existing southernmost junction of Oliver Close with Oliver Road, then under Oliver Road (Work No. 9C) and terminating at a point 160 metres south-east of that existing road junction, including the said viaducts and a bridge over Work No. 9A(1);

Work No. 9B—Diversion of Oliver Close (North) commencing in that road at a point 25 metres south of the westernmost corner of that road, passing northwards for a distance of 60 metres from that commencement under the railway (Work No. 9), then turning eastwards and terminating by a junction with Oliver Close (North) at a point 160 metres west of its junction with Oliver Road;

Work No. 9C—Diversion of Oliver Road, including a bridge over the railway (Work No. 9), commencing in that road at the existing junction of that road with Oliver Close (North), passing southwards over Work No. 9 on the eastern side of the existing road, and terminating by a junction with Oliver Road at a point 130 metres south of its existing junction with Burnley Road;

Work No. 9D—Realignment of Burnley Road and Watson Close commencing by a junction with Oliver Road (Work No. 9C) at the existing road junction, passing

Status: This is the original version (as it was originally enacted).

eastwards along the line of, and then to the south of, Burnley Road, then turning northwards and terminating in Watson Close at a point 60 metres north of its existing junction with Burnley Road;

Work No 9F(1)—A railway (835 metres in length) commencing by a junction with the railway (Work No. 9F(2)) at a point 275 metres from its commencement, passing westwards, south-westwards, southwards and south-eastwards and terminating at a point on the western side of Watson Close (Work No. 9D) at a point 45 metres north of the existing junction of that road with Burnley Road;

Work No. 9F(2)—A deviation railway (849 metres in length), commencing by a junction with the Tilbury Loop Railway at a point 325 metres east of the bridge carrying the southbound approach to the Queen Elizabeth II Bridge over that railway, passing eastwards on the southern side of that railway and terminating at the eastern end of the existing sidings;

In the borough of Thurrock, in the county of Essex, and in the borough of Dartford, parishes of Swanscombe and Greenhithe, Southfleet and Longfield and New Barn, in the borough of Gravesham, town of Gravesend, and in the district of Sevenoaks, parish of Horton Kirby and South Darenth, in the county of Kent—

West Thurrock and Ebbsfleet to Singlewell

Work No. 10—A railway (9,161 metres in length) commencing by a junction with the railway (Work No. 9) at its termination, passing south-eastwards to a point 249 metres from that commencement, then passing in tunnel beneath Burnley Road and Watson Close (Work No. 9D), then beneath the River Thames and Bell Wharf, Swanscombe, with shafts at Burnley Road, West Thurrock Power Station, Bell Wharf and Swanscombe Marsh, continuing in tunnel south-eastwards to a point 120 metres north-west of the existing junction of Green

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Manor Way with Lower Road, then passing south-eastwards and southwards, under Galley Hill Road (Work No. 10K), then in tunnel for a distance of 58 metres beneath the North Kent Railway, continuing under the railway (Work No. 10C) and the new road (Work No. 10S(1)), then on viaduct over the River Ebbsfleet, then in tunnel for a distance of 310 metres beneath the course of the former Gravesend West Branch Railway and the A2 (Watling Street) at a point 50 metres west of the southern abutment of the bridge carrying the B262 (Hall Road) over that road, then passing in tunnel for distances of 35 metres and 25 metres respectively beneath the B262 and the slip road to that road and Station Road on the southern side of the A2, then continuing south-eastwards on the southern side of the A2, then in tunnel for a distance of 80 metres beneath the railway (Work No. 11A) and on viaduct over the A227 (Wrotham Road) and terminating at a point 180 metres east of that road 340 metres south of the southern side of the bridge carrying the A2 over that road, including the said viaducts over the River Ebbsfleet and Wrotham Road;

Work No. 10A—A railway (1,732 metres in length), partly for construction purposes, commencing at the seaward end of the existing Swanscombe Jetty, passing south-eastwards from that jetty and terminating by a junction with the railway (Work No. 10B) at a point 40 metres south-east of the intended bridge (Work No. 10K) carrying Galley Hill Road over that railway;

Work No. 10B—A railway (2,281 metres in length) commencing by a junction with the railway (Work No. 10) at a point 113 metres north-west of the intended bridge (Work No. 10K) carrying Galley Hill Road over that railway, passing south-eastwards on the eastern side of

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that railway under that road, and in tunnel for a distance of 71 metres beneath the North Kent Railway, then passing eastwards over a private road between the Northfleet Cement Works and Springhead Road, then in tunnel for a distance of 60 metres beneath the North Kent Railway at a point 30 metres south-east of the eastern abutment of the bridge carrying that railway over the mineral railway at the entrance to Church Path Pit, then south-eastwards on the northern side of the North Kent Railway, under Springhead Road (Work No. 10N) and terminating by a junction with that railway at a point 110 metres east of the intended bridge forming part of Work No. 10N, including a bridge over the said private road;

Work No. 10C—A railway (2,324 metres in length) commencing by a junction with the railway (Work No. 10) at a point 140 metres north-west of the intended bridge (Work No. 10K) carrying Galley Hill Road over that railway, passing south-eastwards on the western side of that railway under that road and in tunnel for a distance of 54 metres beneath the North Kent Railway, then eastwards, over the railways (Works Nos. 10, 10D and 10E) and over the said private road between the Northfleet Cement Works and Springhead Road, then south-eastwards on viaduct across the northern bay of the Blue Lake south of the North Kent Railway and under Springhead Road (Work No. 10N) and terminating by a junction with that railway at a point 95 metres east of the intended bridge forming part of Work No. 10N, including the said viaduct and bridges over Works Nos. 10, 10D and 10E and the said private road;

Work No. 10D—A railway (1,523 metres in length) commencing by a junction with the railway (Work No. 10B) at a point 45 metres

Status: This is the original version (as it was originally enacted).

north-west of the northern portal of the intended tunnel by which that railway passes beneath the North Kent Railway, passing south-eastwards on the western side of Work No. 10B beneath the North Kent Railway in that tunnel, then continuing southwards on the eastern side of the railway (Work No. 10), under the railway (Work No. 10C) and the new road (Work No. 10S(1)) and terminating by a junction with Work No. 10 at a point 10 metres south of the commencement of the intended viaduct carrying that railway over the River Ebbsfleet;

Work No. 10E—A railway (1,445 metres in length) commencing by a junction with the railway (Work No. 10C) 7 metres north-west of the southern portal of the intended tunnel by which that railway passes beneath the North Kent Railway, passing south-eastwards on the eastern side of Work No. 10C, then under that railway and continuing on the western side of the railway (Work No. 10), under the new road (Work No. 10S(1)) and terminating by a junction with Work No. 10 at a point 5 metres north of the commencement of the said intended viaduct carrying that railway over the River Ebbsfleet;

Work No. 10F—A railway (532 metres in length) commencing by a junction with the railway (Work No. 10B) at a point 140 metres west of the bridge carrying the North Kent Railway over the mineral railway at the entrance to the Church Path Pit, passing eastwards under that bridge and terminating in that pit at a point 378 metres east of that railway bridge;

Work No. 10F(1)—A railway (200 metres in length) commencing by a junction with the North Kent Railway at a point 230 metres north-west of the western end of the westbound platform of Northfleet Station passing eastwards and

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terminating by a junction with the sidings of the mineral railway on the southern side of the North Kent Railway at the western end of those sidings;

Work No. 10G—Improvement of Manor Way (West) commencing at the junction of that road with the A226 (London Road), passing north-eastwards and eastwards along the line of Manor Way (West) and terminating at a point 20 metres east of the junction of that road with Pilgrims Road;

Work No. 10H—A road commencing by a junction with Manor Way (West) (Work No. 10G) at the termination of that work, passing eastwards, then south-eastwards and terminating at the existing roundabout at the west end of the central access road in the Northfleet Industrial Estate;

Work No. 10J—A road, forming a diversion of Lower Road and Green Manor Way, commencing by a junction with Manor Way (West) (Work No. 10G) at its termination, passing northwards on the line of the footpath DS2 to a point 280 metres north of its existing junction with Lower Road, then turning eastwards and south-eastwards on the eastern side of the railway (Work No. 10) to a point on the northern side of Lower Road 330 metres east of its existing junction with Green Manor Way, then passing north-eastwards and eastwards on the line of Lower Road and terminating by a junction with Lower Road at a point 60 metres north of its junction with Stonebridge Road and Galley Hill Road;

Work No. 10J(1)—A road commencing by a junction with Green Manor Way at a point 310 metres north of its existing junction with Lower Road, passing southwards then south-westwards and terminating by a junction with the new road (Work No. 10J)

Status: This is the original version (as it was originally enacted).

at a point 85 metres from that commencement;

Work No. 10J(2)—A road commencing by a junction with Manor Way (East) at a point 110 metres north of its existing junction with Lower Road, passing southwards and terminating by a junction with the new road (Work No. 10J) at a point 105 metres from that commencement;

Work No. 10K—Realignment of Galley Hill Road, including a bridge over the railways (Works Nos. 10, 10A, 10B and 10C), commencing in that road at a point 270 metres east of its junction with London Road, Swanscombe, and terminating in Galley Hill Road at a point 310 metres west of its junction with Stonebridge Road;

Work No. 10N—Realignment of Springhead Road, including a bridge over the railways (Works Nos. 10B and 10C) and the North Kent Railway, commencing in that road at a point 40 metres north of the northern abutment of the existing bridge carrying that road over the North Kent Railway and terminating in that road at a point 110 metres south of the southern abutment of that existing bridge;

Work No. 10P—Diversion of Downs Road commencing in that road at a point 310 metres south-east of its junction with the Hog Lane subway under the A2 (Watling Street), passing south-eastwards and eastwards then southwards over the railways (Works Nos. 10, 11A and 11B) and terminating in Downs Road at a point 330 metres south of the existing junction with that road of the road to Northfleet Green, including bridges over Works Nos. 10, 11A and 11B;

Work No. 10Q—Diversion of the road from Downs Road to Northfleet Green commencing in that road at

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a point 20 metres east of the access from that road to Hazells, passing south-eastwards and terminating by a junction with Downs Road (Work No. 10P) at a point 210 metres north of the termination of that work;

Work No. 10R—A road, for construction purposes, including a bridge over the A2, commencing in the course of the former Gravesend West Branch Railway at a point 35 metres north-east of the northern side of that road, passing south-westwards over that road and terminating in the disused railway at a point 50 metres south-west of the southern side of that road;

Work No. 10R(1)—A cut, forming a diversion of the Swanscombe Main Drain south of the sewage disposal works on Swanscombe Marshes, commencing in that drain at a point 60 metres north of the junction of Pilgrims Road with Manor Way (West), passing northwards, then in culvert north-westwards under the new road (Work No. 10J), then northwards and terminating in that drain at the south-western corner of the said sewage works;

Work No. 10R(2)—A drainage pumping main commencing at a point 300 metres south-west of the western end of the platform of Northfleet Station, passing north-eastwards, under the railway (Work No. 10F(1)) and the North Kent Railway, then continuing north-eastwards and eastwards in Stonebridge Road and Grove Road between its junctions with Stonebridge Road and College Road, then eastwards in the Creek to a point 40 metres east of the junction of that road with College Road, then passing north-eastwards and terminating at a point at low water on the south bank of the River Thames 15 metres east of Robins Creek;

Work No. 10S(1)—A road commencing by a junction with the

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access road between the Northfleet Cement Works and Springhead Road at a point 75 metres south of the southern end of the bridge carrying that road over the River Ebbsfleet, passing southwards over that river, over the railways (Works Nos. 10, 10D and 10E), then south-westwards and terminating by a junction with the new road (Work No. 10S(2)) at a point 140 metres north of the junction with the existing Southfleet Road of the access road to the Northfleet West Grid Substation, including roundabouts at that commencement and termination and bridges over the river and Works Nos. 10, 10D and 10E;

Work No. 10S(2)—A road commencing at a point adjoining Southfleet Road 310 metres north of the existing junction with that road of the said road access to the Northfleet West Grid Substation, passing southwards to a point 120 metres south of that existing road junction then passing south-eastwards and terminating at a point 60 metres east of Southfleet Road, 220 metres north of the existing junction with the A2 of the road access from that road to the Northfleet West Grid Substation, including a roundabout at that termination;

Work No. 10T(1)—A road commencing by a junction with the new road (Work No. 10S(2)) at its termination, passing eastwards, then south-eastwards to a junction with Work No. 10T(4) at its termination, then eastwards over the railway (Work No. 10) in tunnel and terminating in the existing eastbound exit slip road of the A2 at Pepper Hill at a point 80 metres north-west of the junction of that slip road with Hall Road;

Work No. 10T(3)—A road commencing by a junction with the road (Work No. 10T(1)) at a

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point 85 metres north-west of the access to the Springhead Nursery from the existing access road on the northern side of the A2, passing south-eastwards on the southern side of Work No. 10T(1), over the railway (Work No. 10) in tunnel, and terminating in the eastbound carriageway of the A2 at a point 250 metres south-east of the bridge carrying Hall Road over the A2;

Work No. 10T(4)—A road, forming an exit slip road from the eastbound carriageway of the A2, commencing in that carriageway at a point 325 metres east of the footbridge over the A2 between Blue House and Swanscombe Park, passing eastwards over the new roads (Works Nos. 10T(6) and 10T(8)) and terminating by a junction with the road (Work No. 10T(1)) at a point 260 metres from its commencement;

Work No. 10T(6)—A road, forming an entry slip road to the westbound carriageway of the A2, commencing by a junction with the new road (Work No. 10S(2)) at its termination, passing southwards under the A2 then south-westwards, westwards and north-westwards to a point 300 metres west of the bridge carrying the A2 over the B259 (Park Corner Road) continuing westwards and terminating in the westbound carriageway of the A2 at a point 130 metres east of the said footbridge over the A2;

Work No. 10T(7)—A road commencing by a junction with the slip road (Work No. 10T(6)) at a point 325 metres north of the junction of Park Corner Road with the road leading to North End Farm, passing southwards and terminating by a junction with Park Corner Road at a point 150 metres from that commencement;

Work No. 10T(8)—A station access road, forming an exit slip road from the westbound carriageway of the

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A2, commencing by a junction with the new road (Work No. 10S(2)) at its termination, passing southwards under the A2 on the western side of the slip road (Work No. 10T(6)) to a point on the western side of the B259 (Park Corner Road) 160 metres south of the southern end of the bridge carrying the A2 over that road, then turning south-westwards, north-westwards, northwards and north-eastwards, passing over the road and the slip road (Work No. 10T(6)) on the southern side of the A2, continuing eastwards and terminating in the westbound carriageway of the A2 at a point 190 metres north-west of the bridge carrying Hall Road over the A2;

Longfield to Singlewell

Work No. 11—A railway (4,402 metres in length) commencing by a junction with the London and Chatham Railway at a point 130 metres east of the eastern abutment of the bridge carrying that railway over Pinden Road, passing eastwards, then north-eastwards on the course of the former Gravesend West Branch Railway, over the B260 (Main Road, Longfield), under Whitehill Road (Work No. 11C), the B255 (Hook Green Road) (Work No. 11D) and the B259 (Dale Road) (Work No. 11E), then eastwards under New Barn Road (Work No. 11F), and terminating at a point 60 metres east of the intended bridge forming part of that work, including a bridge over the B260;

Work No. 11A—A railway (1,366 metres in length) commencing by a junction with the railway (Work No. 11) at its termination, passing eastwards over the railway (Work No. 10) in tunnel, then south-eastwards on the northern side of that railway under Downs Road (Work No. 10P) and terminating by a junction with that railway at a point 290 metres south-east of the intended bridge forming part of that work;

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Work No. 11B—A railway (1,354 metres in length) commencing by a junction with the railway (Work No. 11) at its termination, passing south-eastwards on the southern side of the railway (Work No. 10) under Downs Road (Work No. 10P) and terminating by a junction with the railway at a point 275 metres south-east of the intended bridge forming part of that work;

Work No. 11C—Realignment of Whitehill Road, including a bridge over the railway (Work No. 11), commencing in Whitehill Road at a point 375 metres south of the southern abutment of the existing bridge carrying that road over the disused railway and terminating in that road at its junction with Hook Green Road;

Work No. 11D—Realignment of the B255 (Hook Green Road), including a bridge over the railway (Work No. 11), commencing in that road at a point 50 metres south-east of its junction with Whitehill Road and terminating in the B255 at a point 190 metres east of the eastern abutment of the existing bridge over the disused railway;

Work No. 11E—Realignment of the B259 (Dale Road), including a bridge over the railway (Work No. 11), commencing in that road at a point 60 metres south of the southern abutment of the existing bridge over that disused railway and terminating in that road at a point 70 metres south of its junction with the B262 (Station Road);

Work No. 11F—Realignment of New Barn Road, including a bridge over the railway (Work No. 11), commencing in that road at a point 25 metres south of the centre of the roundabout at the junction of that road with the B262 (Station Road) and terminating in New Barn Road at

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a point 370 metres south-west of that commencement;

In the borough of Gravesham, parishes of Cobham and Shorne, and in the city of Rochester-upon-Medway, town of Rochester and parish of Cuxton, in the county of Kent—

Singlewell to Strood

Work No. 12—A railway (7,700 metres in length) commencing by a junction with the railway (Work No. 10) at its termination, passing eastwards on the southern side of the A2 (Watling Street), under Henhurst Road (Work No. 12D), Scotland Lane (Work No. 12E), Watling Street (B395) (Work No. 12F) and Halfpence Lane (C492) (Work No. 32C), then in tunnel for a distance of 75 metres beneath Work No. 32B and an adjoining area, under Brewers Road (Work No. 12H), over the access road (Work No. 12K) and under the access road (Work No. 12L), then passing south-eastwards on the western side of the M2, under a land bridge in Temple Wood, and terminating at a point 435 metres north-west of the southern end of the subway by which the footpath RS203 passes under the M2 as existing, including a bridge over Work No. 12K;

Work No. 12A—A railway (2,520 metres in length) on the northern side of the railway (Work No. 12) commencing by a junction with that railway at a point 50 metres east of its commencement, passing eastwards under Henhurst Road (Work No. 12D) and terminating by a junction with Work No. 12 at a point 515 metres east of the intended bridge carrying that road over that railway;

Work No. 12B—A railway (2,520 metres in length) on the southern side of the railway (Work No. 12) commencing by a junction with that railway at the said point 50 metres east of its commencement, passing eastwards under Henhurst Road (Work No. 12D) and terminating by a

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junction with Work No. 12 at the said point 515 metres east of the intended bridge carrying that road over that railway;

Work No. 12C—Diversion of Church Road commencing in that road at a point 170 metres north of the entrance from that road to St Margaret’s Church, Ifield Court, passing north-eastwards then south-eastwards and terminating by a junction with Henhurst Road (Work No. 12D) at a point 100 metres south of the southern abutment of the intended bridge carrying that road over the railways (Works Nos. 12, 12A and 12B);

Work No. 12D—Diversion of Henhurst Road, including a bridge over the railways (Works Nos. 12, 12A and 12B), commencing in that road at a point 40 metres south of its junction with the exit slip road from the westbound carriageway of the A2 and terminating in Henhurst Road at a point 60 metres north of the access from that road to Henhurst Cottage;

Work No. 12E—Diversion of Scotland Lane (Byway NS 195), including a bridge over the railway (Work No. 12), commencing in Scotland Lane at a point 210 metres south of its existing junction with Watling Street (B395), passing north-eastwards then eastwards to a junction with the existing access to The Mount, then passing northwards over the railway and terminating by a junction with the new road (Work No. 12F) at a point 15 metres from the commencement of that work;

Work No. 12F—A road, forming a diversion of Watling Street (B395), including a bridge over the railway (Work No. 12), commencing in that road at a point 130 metres south-east of the southern abutment of the bridge carrying that road over the A2, passing eastwards on the northern side of that road, then southwards over the railway and

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terminating by a junction with Halfpence Lane (C492) (Work No. 32C) at a point 80 metres north of its existing junction with Brewers Road;

Work No. 12H—Diversion of Brewers Road, including bridges over the railway (Work No. 12) and the A2, commencing in Brewers Road at its junction with Halfpence Lane (C492) passing eastwards, then north-eastwards over that railway and terminating in Brewers Road at a point 160 metres north-east of its junction with the slip roads to and from the eastbound carriageway of the A2;

Work No. 12J—An access road commencing by a junction with Brewers Road (Work No. 12H) at a point 55 metres south-west of the termination of that work, passing south-eastwards, then eastwards along the northern side of the A2 and terminating within the curtilage of Park Pale;

Work No. 12K—An access road to the Rochester and Cobham Park Golf Course, including a bridge over the A2, commencing by a junction with the access road (Work No. 12J) on the northern side of the A2 at a point 250 metres west of Park Pale, passing northwards and eastwards then southwards over that road and the A2 (including Works Nos. 31A, 31B, 34A and 35A), then westwards and southwards under the railway (Work No. 12), and terminating in the golf course south of the railway;

Work No. 12L—Diversion of an access road to Knights Place, including a bridge over the railway (Work No. 12), commencing in the existing access road from the A2 at a point 170 metres south of that road, passing southwards over the railway and terminating in the existing access road at a point 110 metres north of the access from that road to Knights Cottage;

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In the city of Rochester-upon-Medway, town of Rochester and parish of Cuxton, in the borough of Tonbridge and Malling, parishes of Wouldham, Aylesford and Burham and in the borough of Maidstone, parishes of Boxley and Detling in the county of Kent—

Strood to Detling

Work No. 13—A railway (14,100 metres in length) commencing by a junction with the railway (Work No. 12) at its termination, passing south-eastwards, on the western side of the M2, over new roads (Works Nos. 36C, 36D and 36E) forming part of Junction 2 of the motorway, under the A228 (Rochester Road) (Work No. 36F), over the London and Chatham Railway, then on viaduct over the Strood and Maidstone Railway, the River Medway and Wouldham Road, then continuing south-eastwards on the western side of the M2 to a point at Nashenden Bottom, 120 metres north-west of the northern end of the go-kart racing track at Buckmore Park, south of Rochester Airport, then passing in tunnel (the North Downs Tunnel) for a distance of 3,190 metres beneath Blue Bell Hill and the North Downs, then passing south-eastwards under the Pilgrims Way (Work No. 13F), over Boarley Lane (Work No. 13G), then in tunnel for a distance of 330 metres beneath Boxley Road (Work No. 13H), continuing south-eastwards, under the A249 (Sittingbourne Road) (Work No. 13J), and Hockers Lane (Work No. 13K) and terminating at a point 270 metres east of the northern abutment of the bridge carrying Hockers Lane over the M20, including bridges over Works Nos. 36C, 36D and 36E, the London and Chatham Railway, the said viaduct, and a bridge over Work No. 13G;

Work No. 13A—Slip roads forming part of Junction 2 of the M2 pending widening of that motorway, being roads to be stopped up on the construction of the slip roads (Works Nos. 36A to 36D), comprising—

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Work No. 13A(1)—A road, forming an exit slip road from the existing eastbound carriageway of the M2, commencing in that carriageway at a point 75 metres south-east of the southern end of the subway by which the footpath RS 203 passes under the motorway, passing south-eastwards and terminating by a junction with the A228 (Rochester Road) (Work No. 13A(4)) at a point 70 metres east of the eastern abutment of the existing bridge carrying that road over the M2;

Work No. 13A(2)—A road, forming an entry slip road to the existing westbound carriageway of the M2, commencing in that carriageway at a point 345 metres south-east of the southern end of the subway by which the footpath NS 183 passes under the M2, passing south-eastwards and terminating by a junction with Work No. 36C at a point 100 metres west of the southern end of the said subway for the footpath RS 203;

Work No. 13A(3)—A road forming an exit slip road from the existing westbound carriageway of the M2, commencing in that carriageway at a point 25 metres south-east of the southern abutment of the bridge carrying the M2 over the London and Chatham Railway, passing north-westwards under the railway (Work No. 13) and terminating by a junction with the western junction roundabout (part of Work No. 36E);

Work No. 13A(4)—A road, forming a diversion of the A228 (Rochester Road), commencing by a junction with the road (Work No. 36F) at a point 395 metres north-east of the commencement of that work, passing north-eastwards and eastwards and terminating by a junction with the A228 at a point 140 metres north-east of the junction with that road of the existing slip roads to the eastbound carriageway of the M2;

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Work No. 13B—Diversion of Burham Road (D422) commencing by a junction with Wouldham Road at a point 30 metres south-west of the existing junction of those roads, passing south-eastwards and terminating by a junction with Burham Road 325 metres south of that road junction;

Work No. 13C—Diversion of bridleway MR11 (Stony Lane), including a bridge over the railway (Work No. 13), commencing in that bridleway at the northern end of the subway by which it passes under the M2, passing south-westwards under the M2, then north-westwards and south-westwards over the railway, then southwards and south-eastwards and terminating by a junction with Stony Lane at the north-eastern corner of Upper Nashenden Farm;

Work No. 13D—An access, for construction purposes, commencing by a junction with the existing westbound carriageway of the M2 at a point 160 metres north-west of the southern end of the existing subway by which Stony Lane passes under the motorway, passing north-westwards and westwards to the southern side of the railway (Work No. 13), passing south-eastwards on that side of the railway between chainages 4,000 and 4,190 metres, then passing eastwards, northwards and north-westwards and terminating by a junction with that carriageway of the motorway at a point 180 metres south-east of the bridge carrying Borstal Farm access over the M2;

Work No. 13E—Diversion of byway MR401, commencing by a junction with the byway at a point 160 metres south of its junction with Lower Warren Road, passing southwards over the railway (Work No. 13) in tunnel, then south-westwards and south-eastwards and terminating by a junction with byway MR401

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at a point 225 metres south of that commencement;

Work No. 13F—Realignment of Pilgrims Way, including a bridge carrying that byway over the railway (Work No. 13), commencing in that byway at a point 85 metres east of the northern end of the subway by which the Pilgrims Way passes under the A229 (Chatham Road), passing eastwards then north-eastwards over the railway and terminating in that byway at a point 130 metres east of that commencement;

Work No. 13G—Diversion of Boarley Lane (D898) commencing in that road at a point 100 metres south of Boarley Cottage, passing southwards and south-eastwards under the railway (Work No. 13) and terminating in Boarley Lane at a point 50 metres north-east of the access to Boarley Oast;

Work No. 13H—Diversion of Boxley Road (C97) commencing in that road at its junction with Sandy Lane, passing north-westwards then north-eastwards over the railway (Work No. 13) in tunnel and terminating in that road at a point 50 metres north-east of the access to Street Farm, Boxley;

Work No. 13J—Realignment of the A249 (Sittingbourne Road), including a bridge over the railway (Work No. 13), commencing in that road at a point 80 metres north-east of the junction with that road of the side road to Detling and terminating in Sittingbourne Road at a point 110 metres north of the northern abutment of the eastern bridge of the roundabout through which that road passes over the M20;

Work No. 13K—Realignment of Hockers Lane, including a bridge over the railway (Work No. 13), commencing in that road at a point 230 metres north of the northern abutment of the bridge carrying that

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road over the M20 and terminating in Hockers Lane at a point on that bridge 260 metres south of that commencement;

In the borough of Maidstone, parishes of Detling, Thurnham, Hollingbourne, Broomfield, Harrietsham, Lenham and Boughton Malherbe, in the county of Kent—

Detling to Lenham Heath

Work No. 14—A railway (13,904 metres in length) commencing by a junction with the railway (Work No. 13) at its termination, passing south-eastwards over Thurnham Lane (Work No. 14A), Water Lane (Work No. 14B) and Crismill Lane (Work No. 14C), then over the Maidstone and Ashford Railway at a point 85 metres east of the bridge carrying the M20 over that railway, continuing south-eastwards in tunnel for a distance of 240 metres beneath the B2163 (Eyhorse Street) (Work No. 14D), then passing over Snagbrook Stream, under Hospital Road (Work No. 14E), over the A20 (Ashford Road) (Work No. 14F) and under Fairbourne Lane (Work No. 14H), over Bell Farm access (Work No. 14J), then under Runham Lane (Work No. 14K), Sandway Road (Work No. 14L), Old Ham Lane (Work No. 14M), in tunnel for a distance of 170 metres beneath Headcorn Road (Work No. 14N), then continuing under Boughton Road (Work No. 14P), Lenham Heath Road (Work No. 14Q) and Bowley Lane (Work No. 14S), over the Great Stour River at a point 40 metres north of the bridge carrying the M20 over that river, under the access road west of Hook Street (Work No. 14U) and terminating at a point 85 metres south of the junction of Bull Hill with Lenham Heath Road, including bridges over Works Nos. 14A, 14B and 14C, the Maidstone and Ashford Railway, Snagbrook Stream, Works Nos. 14F and 14J and the Great Stour River;

Work No. 14A—Diversion of Thurnham Lane commencing in that

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road at a point 10 metres north of the access from that road to Gorewood Farm, passing south-westwards and southwards under the railway (Work No. 14) and terminating in Thurnham Lane at a point 10 metres north of the southern side of the bridge carrying the M20 over that road;

Work No. 14B—Diversion of Water Lane commencing in that road at a point 185 metres north of the northern side of the bridge carrying the M20 over that road, passing south-westwards and southwards under the railway (Work No. 14) and terminating in Water Lane at a point 5 metres north of the southern side of that bridge;

Work No. 14C—Diversion of bridleway KH134 (Crismill Lane) commencing in that bridleway at a point 30 metres south of the entrance to the Poer Meadow Shaw Pumping Station of the Mid-Kent Water Company, passing south-westwards, then south-eastwards and south-westwards under the railway (Work No. 14) and terminating in Crismill Lane at a point 5 metres north of the northern end of the subway by which that bridleway passes under the M20;

Work No. 14D—Realignment of the B2163 (Eyhorne Street) commencing at a point in that road 140 metres north-east of the northern abutment of the bridge carrying that road over the M20, passing south-westwards over the railway (Work No. 14) in tunnel and terminating at a point 75 metres south-west of that commencement;

Work No. 14E—Diversion of Hospital Road (D971), including a bridge over the railway (Work No. 14), commencing in that road at a point 180 metres north-east of the northern end of the subway by which that road passes under the M20, passing south-westwards, north-westwards, then south-westwards over the railway and south-eastwards

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and south-westwards and terminating in Hospital Road at a point 10 metres north-east of the southern end of that subway;

Work No. 14F—Diversion of the A20 (Ashford Road) commencing in that road at a point 20 metres east of the southern side of the bridge carrying the M20 over that road west of Holm Mill, passing eastwards under the railway (Work No. 14), then south-eastwards on the northern side of Work No. 14 and terminating in the A20 at a point 25 metres south-east of its junction with Holm Mill Lane;

Work No. 14G—Diversion of Greenway Court Road (D946) at its junction with the A20 (Ashford Road), commencing in Greenway Court Road at a point 110 metres north-east of its junction with Greenway Lane, passing south-westwards, then southwards on the eastern side of the existing road and terminating by a junction with the A20 (Work No. 14F) at a point 105 metres east of the intended bridge carrying the railway (Work No. 14) over that road;

Work No. 14H—Realignment of Fairbourne Lane, including a bridge over the railway (Work No. 14), commencing in that road at a point 50 metres south of its junction with the A20 (Ashford Road), passing southwards over the railway and terminating at a point 45 metres south of the northern end of the bridge carrying that road over the M20;

Work No. 14J—Diversion of the Bell Farm access from Sandway Road, Harrietsham, commencing by a junction with Sandway Road at a point 130 metres south-east of its junction with East Street, passing south-eastwards, then south-westwards and southwards under the railway (Work No. 14) and terminating in that access road at a

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point 35 metres south of the northern end of the subway by which it passes under the M20;

Work No. 14K—Realignment of Runham Lane, including a bridge over the railway (Work No. 14), commencing in that road at a point 60 metres south-west of its junction with Sandway Road, passing south-westwards over the railway and terminating in Runham Lane at a point 10 metres south-west of the north-eastern end of the bridge carrying that road over the M20;

Work No. 14L—Diversion of Sandway Road (C92), including a bridge over the railway (Work No. 14), commencing in that road at a point 180 metres south-east of its junction with Runham Lane, passing south-eastwards on the eastern side of Sandway Road, then southwards over the railway and terminating in that road at a point 190 metres north-west of its junction with Old Ham Lane;

Work No. 14M—Diversion of Old Ham Lane (D986), including a bridge over the railway (Work No. 14), commencing in that road at a point 360 metres north of its junction with Sandway Road and Lenham Heath Road, passing southwards over the railway and terminating in Old Ham Lane at that road junction;

Work No. 14N—Realignment of Headcorn Road commencing in that road at a point 220 metres north-east of its junction with Lenham Heath Road, passing south-westwards over the railway (Work No. 14) in tunnel and terminating in Headcorn Road at a point 130 metres north-east of that road junction;

Work No. 14P—Realignment of Boughton Road, including a bridge over the railway (Work No. 14) commencing in that road at a point 140 metres north of its junction

Status: This is the original version (as it was originally enacted).

with Lenham Heath Road, passing southwards over the railway and terminating in Boughton Road at a point 70 metres north of that road junction;

Work No. 14Q—Diversion of Lenham Heath Road (C92) at Sandway, including a bridge over the railway (Work No. 14), commencing in that road at a point 225 metres south-east of its junction with Boughton Road, passing south-eastwards then north-eastwards over the railway, then south-eastwards and eastwards and terminating in Lenham Heath Road at a point 590 metres north-west of its existing junction with Bowley Lane;

Work No. 14R—Diversion of Lenham Heath Road (C92) at Chapel Mill commencing in that road at a point 260 metres north-west of its existing junction with Bowley Lane, passing south-eastwards over the Great Stour River and terminating in Lenham Heath Road at a point 310 metres south-east of that existing road junction, including a bridge over the Great Stour River;

Work No. 14S—Diversion of Bowley Lane at its junction with Lenham Heath Road, including bridges over the railway (Work No. 14) and the M20, commencing by a junction with Lenham Heath Road (Work No. 14R) at a point 225 metres south-east of the commencement of that work, passing southwards and south-westwards, over the railway and the motorway, and terminating in Bowley Lane at a point 165 metres south of the southern end of the existing bridge carrying that road over the M20;

Work No. 14T—An access road, for construction purposes, commencing by a junction with the eastbound carriageway of the M20 at a point 75 metres north-west of the western side of the existing bridge carrying Bowley Lane over the motorway,

Status: This is the original version (as it was originally enacted).

passing south-eastwards and eastwards to a point on the southern side of the railway (Work No. 14) 220 metres south-east of the intended bridge carrying that road over the railway, then passing southwards and south-eastwards and terminating by a junction with that carriageway of the M20 at a point 210 metres north-west of the western side of the bridge carrying Hubbard's Farm access road over the motorway;

Work No. 14U—An access road on the line of Hubbard's Farm access road west of Hook Street, including a bridge over the railway (Work No. 14), commencing by a junction with Lenham Heath Road at a point 75 metres west of its junction with Bull Hill, passing southwards over the railway and terminating in the existing access road at the southern end of the bridge carrying it over the M20;

Work No. 14V—An access road on the southern side of the railway (Work No. 14) commencing in the curtilage of Old Cottage, passing south-eastwards to a junction with the new road (Work No. 14U) at a point 120 metres south of its commencement, then continuing south-eastwards and terminating in the curtilage of Yew Tree Cottage off Hook Street (to be stopped up);

In the borough of Maidstone, parish of Lenham, and in the borough of Ashford, town of Ashford and parishes of Charing, Hothfield and Westwell, in the county of Kent—

Lenham Heath to Ashford Barracks	Work No. 15—A railway (11,342 metres in length) commencing by a junction with the railway (Work No. 14) at its termination, passing south-eastwards under Egerton Road (Work No. 15C), Newlands Road (Work No. 15F) and Pluckley Road (Work No. 15G), passing eastwards in tunnel for a distance of 115 metres beneath Leacon Lane (Work No. 15J), and under the A20 (Maidstone Road) (Work No. 15K)
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Status: This is the original version (as it was originally enacted).

then continuing south-eastwards over the M20 at a point 50 metres west of the bridge carrying the Maidstone and Ashford Railway over the motorway at Tutt Hill, passing under Westwell Lane (Work No. 15M) and over Station Road (Work No. 15N), under the A20 (Work No. 15P) and over Godinton Lane (Work No. 15Q) and terminating at a point in Rowcroft Barracks 530 metres north-west of the existing junction of Godinton Road with Chart Road, including bridges over the M20, Station Road and Godinton Lane;

Work No. 15A—A railway (2,576 metres in length) on the northern side of the railway (Work No. 15) commencing by a junction with that railway at a point 360 metres east of its commencement, passing eastwards under Egerton Road (Work No. 15C) and terminating by a junction with Work No. 15 at a point 125 metres north-west of the intended bridge carrying Newlands Road (Work No. 15F) over that railway;

Work No. 15B—A railway (2,576 metres in length) on the southern side of the railway (Work No. 15) commencing by a junction with that railway at the said point 360 metres east of its commencement, passing eastwards under Egerton Road (Work No. 15C) and terminating by a junction with Work No. 15 at the said point 125 metres north-west of the intended bridge carrying Newlands Road (Work No. 15F) over that railway;

Work No. 15C—Realignment of Egerton Road, including a bridge over the railways (Works Nos. 15, 15A and 15B), commencing in that road at a point 5 metres south-west of the southern end of the bridge carrying it over the M20, passing north-eastwards over those railways and terminating in Egerton Road at

Status: This is the original version (as it was originally enacted).

a point 130 metres north-east of its junction with Vicarage Lane;

Work No. 15D—Realignment of Vicarage Lane commencing in that road at a point 65 metres north of its junction with Egerton Road and terminating at that road junction;

Work No. 15E—Diversion of Hurst Lane (D1198) at its junction with Newlands Road commencing in Hurst Lane at a point 260 metres north-west of that existing road junction, passing eastwards and terminating by a junction with Newlands Road (Work No. 15F) at a point 75 metres north of the said existing road junction;

Work No. 15F—Realignment of Newlands Road (D1199), including a bridge over the railway (Work No. 15), commencing in that road at a point 15 metres north of the northern abutment of the bridge carrying that road over the M20, passing northwards over the railway, then north-eastwards and terminating in Newlands Road at a point 135 metres north-east of its junction with Hurst Lane;

Work No. 15G—Realignment of Pluckley Road (C493), including a bridge over the railway (Work No. 15), commencing in that road at a point 25 metres south-west of the southern end of the bridge carrying it over the M20, passing north-eastwards and northwards over the motorway and the railway and terminating in Pluckley Road at a point 65 metres north of its existing junction with Leacon Lane;

Work No. 15H—Diversion of Leacon Lane between Pluckley Road and Leacon Alders commencing by a junction with Pluckley Road at its existing junction with Leacon Lane, passing eastwards then south-eastwards under the railway (Work No. 15) and terminating in Leacon Lane at a point 195 metres west

Status: This is the original version (as it was originally enacted).

of the bridge carrying that road over the stream at Leacon Alders, including access to Oakover Nursery and Raywood Cottages and to the emergency access to the M20;

Work No. 15J—Realignment of Leacon Lane east of Leacon Alders commencing in that road at a point 240 metres east of its junction with Hurstford Lane, passing north-eastwards over the railway (Work No. 15) in tunnel, and terminating in Leacon Lane at a point 200 metres south-west of its junction with the A20 (Maidstone Road);

Work No. 15K—Diversion of the A20 (Maidstone Road), including a bridge over the railway (Work No. 15), commencing in that road at a point 25 metres north of its junction with Leacon Lane, passing south-eastwards over the railway on the western side of the existing road and terminating in the A20 at the north-western end of the bridge carrying that road over the M20, including access to Leda Cottages at a point 35 metres north-west of that termination;

Work No. 15L—A road for access to premises on the eastern side of the existing A20 commencing by a junction with the A20 (Work No. 15K) at a point on its eastern side 205 metres south-east of its commencement, passing eastwards, then south-eastwards and terminating by a junction with the remaining part of the existing road at a point 285 metres south-east of the commencement of Work No. 15K;

Work No. 15M—Diversion of Westwell Lane (D1227) commencing in that road at the southern end of the bridge carrying it over the M20, passing southwards on the eastern side of the existing road, then south-westwards over the Maidstone and Ashford Railway and the railway (Work No. 15), then passing south-eastwards and

Status: This is the original version (as it was originally enacted).

southwards and terminating in that road at a point 180 metres south of the southern abutment of the existing bridge carrying that road over the Maidstone and Ashford Railway, including a bridge over that railway and Work No. 15;

Work No. 15N—Realignment of Station Road, Westwell, commencing in that road at a point 15 metres south-west of the bridge carrying the Maidstone and Ashford Railway over that road, passing south-westwards under the railway (Work No. 15) and terminating in Station Road at a point 220 metres south-west of that commencement;

Work No. 15P—Diversion of the A20 (Maidstone Road), including a bridge over the railway (Work No. 15), commencing in that road at a point 405 metres north-west of the entrance to Yonseas Farm, passing eastwards on the northern side of the existing road, over the railway, then south-eastwards and terminating in that road at a point at Potters Corner 25 metres south-east of the junction with that road of Godinton Lane;

Work No. 15Q—Diversion of Godinton Lane commencing in that road at a point 225 metres south-west of its junction with the A20, passing south-westwards on the western side of the existing road, under the railway (Work No. 15) and terminating in Godinton Lane at a point 10 metres north-east of the access to North Lodge;

In the borough of Ashford, town of Ashford and parish of Sevington, in the County of Kent—

Ashford Barracks to Sevington

Work No. 16—A railway (4,535 metres in length) commencing by a junction with the railway (Work No. 15) at its termination, passing south-eastwards to a point 130 metres north-west of the existing junction of Godinton Road with Chart Road, then in tunnel for a distance of 565 metres beneath Chart

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Road (Work No. 16F) and Godinton Road (Works Nos. 16G and 16H), the railway (Work No. 16A) and the Maidstone and Ashford Railway (Work No. 16C), then under Beaver Road (Work No. 16N), over the Great Stour and the East Stour Rivers, the Ashford and Canterbury Railway and the railways (Works Nos. 16C and 16D), then over the railways (Works Nos. 16A and 16E), under Boys Hall Road (Work No. 16Q), and terminating at a point 225 metres west of the western side of the existing bridge carrying Bad Munstereifel Road over the Ashford and Folkestone Railway at Sevington, including bridges over Works Nos. 16A, 16C, 16D and 16E, the Great Stour and the East Stour Rivers, the Ashford and Canterbury Railway, and the Aylesford Stream (Work No. 16S);

Work No. 16A—A railway (4,555 metres in length) commencing by a junction with the railway (Work No. 16) at a point 5 metres south-east of the commencement of that work, passing south-eastwards on the northern side of that railway, in tunnel for a distance of 405 metres beneath Chart Road (Work No. 16F), then passing southwards over the railway (Work No. 16) in tunnel, then south-eastwards and eastwards under Beaver Road (Work No. 16N), on existing bridges over the Great Stour and the East Stour Rivers, under Work No. 16, and Boys Hall Road (Work No. 16Q) and terminating by a junction with Work No. 16 at its termination, including bridges over Work No. 16K and the Aylesford Stream (Work No. 16S);

Work No. 16B—A railway (4,550 metres in length) commencing by a junction with the railway (Work No. 16) at a point 5 metres south-east of the commencement of that work, passing south-eastwards on the southern side of that railway, in tunnel for a distance of 475

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metres beneath Chart Road (Work No. 16F) and Godinton Road (Works Nos. 16G and 16H), passing south-eastwards and eastwards under Beaver Road (Work No. 16N), on existing bridges over the Great Stour and East Stour Rivers, under Boys Hall Road (Work No. 16Q) and terminating by a junction with Work No. 16 at its termination, including bridges over Work No. 16K and the Aylesford Stream (Work No. 16S);

Work No. 16C—A railway (2,228 metres in length) commencing by a junction with the Maidstone and Ashford Railway at a point 200 metres north-west of the bridge carrying the Godinton Road over that railway, passing south-eastwards over the railway (Work No. 16) in tunnel, under Beaver Road (Work No. 16N), on existing bridges over the Great Stour and East Stour Rivers and terminating by a junction with the Ashford and Canterbury Railway at a point 70 metres east of the intended bridge carrying Work No. 16 over that railway, including a bridge over Work No. 16K;

Work No. 16D—A railway (954 metres in length), forming sidings on the Ashford and Canterbury and Ashford and Folkestone Railways, commencing at a point 45 metres south-east of the eastern abutment of the bridge carrying that railway over the East Stour River, passing south-eastwards on the southern side of the railway (Work No. 16C) to a junction with the Ashford and Canterbury Railway, then passing eastwards under the railway (Work No. 16) then south-eastwards and terminating at a point 125 metres north-west of the junction of Bentley Road with Hunter Avenue and Aylesford Place, including railway sidings;

Work No. 16E—A railway (748 metres in length) commencing by a junction with the railway (Work No. 16A) at a point 140 metres

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north-west of the intended bridge carrying the railway (Work No. 16) over that railway, passing south-eastwards under Work No. 16, on the northern side of Work No. 16A and terminating at a point 92 metres south-east of the eastern side of the existing Aylesford Place level crossing (to be stopped up), including railway sidings;

Work No. 16F—Realignment of the A28 (Chart Road) commencing in that road at a point 45 metres east of the junction of Hilton Road with that road, passing eastwards over the railways (Works Nos. 16, 16A and 16B) in tunnel and terminating in that road at a point 3 metres west of the western side of the bridge carrying the Maidstone and Ashford Railway over that road;

Work No. 16G—Realignment of Godinton Road (B2074) and Carlton Road (E1467) commencing by a junction with Chart Road (Work No. 16F) at the existing junction of that road with Godinton Road, passing south-eastwards on the line of that road over the railway (Work No. 16B) in tunnel, then passing south-westwards on the line of Carlton Road and terminating in that road at a point 63 metres south-west of its junction with Godinton Road;

Work No. 16H—A road commencing by a junction with Godinton Road (Work No. 16G) at a point 80 metres south-east of its existing junction with Chart Road, passing north-eastwards over the railways (Works Nos 16, 16A and 16B) in tunnel, then south-eastwards over the Maidstone and Ashford Railway (Work No. 16C) and terminating in Godinton Road at a point 45 metres north-west of its junction with James Street, including a bridge over the Maidstone and Ashford Railway (Work No. 16C);

Work No. 16J—Realignment of Bridge Road commencing in that

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road at a point 45 metres south-west of its existing junction with Godinton Road, passing north-eastwards, and terminating by a junction with Work No. 16G at that road junction;

Work No. 16K—An access road and cycle track commencing in Gasworks Lane at a point 30 metres south of its junction with the A292 (Elwick Road), passing south-westwards for a distance of 108 metres, on the western side of Gasworks Lane (to be stopped up), over the railway (Work No. 16), then continuing as a cycle track south-westwards, then eastwards and westwards, under the railways (Works Nos. 16A, 16B and 16C) and the Tonbridge and Ashford Railway, and terminating in Gasworks Lane at a point 10 metres south of the southern end of the existing bridge carrying that last mentioned railway over that road, including a bridge over Work No. 16;

Work No. 16L—A road commencing by a junction with Leacon Road at its junction with Norfolk Drive, passing eastwards and terminating by a junction with Gasworks Lane at a point 120 metres south of the southern end of the bridge carrying the Tonbridge and Ashford Railway over that road;

Work No. 16M—A cycle track commencing by a junction with the footpath AU 37 at a point 32 metres south of its junction with the A292 (Elwick Road), passing south-westwards over the railways (Works Nos. 16, 16A, 16B and 16C), the Maidstone and Ashford and the Tonbridge and Ashford Railways, then passing westwards, then eastwards and terminating by a junction with the footpath at a point 5 metres south-west of the southern end of the footbridge carrying that footpath over the Tonbridge and Ashford Railway;

Work No. 16N—Diversion of the A2070 (Beaver Road) commencing

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in that road at its junction with the A292 (Elwick Road and Station Road), passing southwards over the railways (Works Nos. 16, 16A, 16B and 16C) and terminating in the A2070 at its junction with the Romney Marsh Road, including a bridge over the said railways and a junction roundabout at that termination;

Work No. 16P—A cycle track commencing at the southern end of Alsops Road, passing eastwards, then westwards and eastwards, then southwards over the railways (Works Nos. 16, 16A and 16B) and the Ashford and Folkestone Railway, then continuing westwards and eastwards and terminating by a junction with Crowbridge Road at a point 60 metres west of the junction of that road with Gladstone Road;

Work No. 16QQ—Diversion of Boys Hall Road and Canterbury Road (E1466), including a bridge over the Ashford and Folkestone Railway in place of the existing bridge over that railway and over the railways (Works Nos. 16, 16A and 16B) and the new road (Work No. 16RR), commencing in Boys Hall Road at a point 215 metres north-east of the existing junction of Crowbridge Road with that road, passing south-westwards over Works Nos. 16, 16A and 16B, the Ashford and Folkestone Railway and Work No. 16RR on the eastern side of the existing road and terminating in Canterbury Road at a point 150 metres south-west of that existing road junction;

Work No. 16RR—A road, forming in part a realignment of Crowbridge Road (D4488), commencing in that road at a point 230 metres north-west of its existing junction with Canterbury Road, passing south-eastwards under Work No. 16QQ then passing southwards, south-westwards and south-eastwards and terminating at a roundabout

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in the northern corner of Orbital Park, Ashford, at a point 520 metres north-west of the junction of Bad Munstereifel Road (Work No. 17A) with the access road to Orbital Park, Ashford;

Work No. 16RR(1)—A road commencing by a junction with the new road (Work No. 16QQ) at a point 40 metres north-east of the junction of Mead Road with Canterbury Road, passing south-eastwards and terminating by a junction with Work No. 16RR at a point 120 metres south-east of that road junction;

Work No. 16S—A cut, forming a diversion of the Aylesford Stream, commencing in that stream at a point 185 metres upstream from the northern side of the bridge carrying the Ashford and Folkestone Railway over that stream, passing westwards under the railways (Works Nos. 16, 16A and 16B) and terminating in that stream at a point 5 metres north of the southern side of the said bridge;

Work No. 16T—A railway (1,201 metres in length), forming sidings, commencing by a junction with the Ashford to Canterbury Railway at a point 4 metres south of the southern side of the bridge carrying Hythe Road over that railway, passing southwards, westwards then north-westwards and terminating in the Ashford Goods Yard at a point 200 metres east of the south-western side of the bridge carrying the Ashford to Folkestone Railway over the East Stour river;

Work No. 16U—A railway (100 metres in length), forming a cross-over, commencing by a junction with the railway (Work No. 16E) at a point 60 metres west of the junction of Bentley Road with Hunter Avenue and Aylesford Place, passing south-eastwards and terminating by a junction with the railway (Work

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No. 16A) at a point 85 metres south of that road junction;

In the borough of Ashford, parishes of Sevington, Mersham, Smeeth and Aldington, and in the district of Shepway, parishes of Sellindge, Stanford, Saltwood and Postling, in the county of Kent—

Work No. 17—A railway (12,300 metres in length) commencing by a junction with the railway (Work No. 16) at its termination, passing south-eastwards on the northern side of the Ashford and Folkestone Railway, under Bad Munstereifel Road (Work No. 17A) and Highfield Lane (Work No. 17C), over Blind Lane (Work No. 17D), then in tunnel beneath Church Road, Mersham for a distance of 160 metres, then passing eastwards, under Station Road, Smeeth (Work No. 17H), over Church Lane, Sellindge, (Work No. 17K), then on the southern side of the Sellindge Converter Station, under Harringe Lane (Work No. 17L), over the A20 (Ashford Road) at Sellindge (Work No. 17M) and the East Stour River west of Stone Street, Westenhanger, under the B2068 Link Road (Work No. 17P) and the A20 (Ashford Road) (Work No. 17Q) to a point alongside the western portal of the tunnel on the Ashford and Folkestone Railway beneath the access to Sandling Park, then in tunnel for a distance of 90 metres beneath that access and terminating at a point 427 metres east of the eastern portal of that tunnel at the access to Sandling Park, including bridges over Works Nos. 17D, 17K and 17M;

Work No. 17A—Realignment of Bad Munstereifel Road, including a bridge over the railway (Work No. 17) and the Ashford and Folkestone Railway in place of the existing bridge over that railway, commencing in that road at a point 330 metres north-east of the north-eastern abutment of the said existing bridge passing south-westwards over

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the two railways and terminating in that road at a point 420 metres south-west of the south-western abutment of that existing bridge;

Work No. 17B—Diversion of Highfield Lane and Church Road north of the bridge carrying Highfield Lane over the Ashford and Folkestone Railway, commencing in Church Road at a point 260 metres south of its junction with Bad Munstereifel Road, passing southwards, then eastwards on the line of Church Road to its junction with Highfield Lane, then passing north-eastwards on the line of that road to a point 120 metres north-east of that road junction, then passing eastwards and terminating by a junction with Highfield Lane (Work No. 17C) at a point 120 metres south-west of the commencement of that work;

Work No. 17C—A new road, forming a diversion of Highfield Lane and Church Road, including a bridge over the railway (Work No. 17) and the Ashford and Folkestone Railway in place of the existing bridge carrying Highfield Lane over that railway, commencing by a junction with Highfield Lane at a point 260 metres north-east of its existing junction with Church Road, passing westwards, then south-westwards and southwards on the eastern side of the existing road, over the two railways, and terminating by a junction with Highfield Lane at a point 40 metres south of the access from that road to The Dean;

Work No. 17C(1)—A road for access to premises on the eastern side of Highfield Lane south of the Ashford and Folkestone Railway, commencing by a junction with the new road (Work No. 17C) at a point 100 metres north of the termination of that work, passing eastwards and terminating by a junction with the remaining part of Highfield Lane at a

Status: This is the original version (as it was originally enacted).

point 80 metres north of the access to The Dean;

Work No. 17D—Realignment of Blind Lane commencing in that road at a point 180 metres north-east of the existing bridge carrying the Ashford and Tonbridge Railway over that road, passing under that railway and the railway (Work No. 17) and terminating in Blind Lane at a point 90 metres south-west of the said existing bridge;

Work No. 17E—A tunnel over the Ashford and Folkestone Railway coterminous with the tunnel forming part of the railway (Work No. 17), beneath Church Road, Mersham (Work No. 17F);

Work No. 17F—A road, forming a diversion of Church Road, Mersham, commencing in that road at a point 240 metres south-west of its junction with Bower Road, passing south-westwards and southwards on the eastern side of the existing road, over the railway (Work No. 17) in tunnel and the Ashford and Folkestone Railway in tunnel (Work No. 17E), and terminating in Church Road at a point 190 metres north of its junction with Jemmett Lane;

Work No. 17G—A road for access to premises on the western side of Church Road, Mersham, north of the Ashford and Folkestone Railway, commencing in the remaining part of Church Road at a point opposite Bridge Cottage and terminating by a junction with Church Road (Work No. 17F) at a point 180 metres south-west of its commencement;

Work No. 17H—Diversion of the B2069 (Station Road, Smeeth), including a bridge over the railway (Work No. 17) and the Ashford and Folkestone Railway in place of the existing bridge carrying that road over that railway, commencing in Station Road at a point 260 metres south-west of the access to Park

Status: This is the original version (as it was originally enacted).

Wood Cottage, passing northwards on the western side of the existing road over the two railways, and terminating in Station Road at a point 130 metres north of the northern abutment of that existing bridge;

Work No. 17J(1)—A cut, forming a diversion of a tributary of the East Stour River west of Church Lane, Sellindge, commencing in that stream at a point 130 metres east of the northern end of the culvert by which it passes under the Ashford and Folkestone Railway, passing westwards, then southwards and terminating in that stream at a point 10 metres north of the northern end of that culvert;

Work No. 17J(2)—A cut, forming a diversion of the East Stour River, commencing in that river at a point 60 metres south-west of the southern end of the culvert by which that river passes under the Ashford and Folkestone Railway 290 metres east of Grove Bridge, passing eastwards then southwards and terminating in that river at a point 80 metres south of the southern end of the culvert by which that river passes under that railway 750 metres east of Grove Bridge;

Work No. 17J(3)—A cut, forming a diversion of the East Stour River at Westenhanger, commencing in that river at the northern end of the culvert by which that river passes under the Ashford and Folkestone Railway west of Stone Street, passing eastwards on the northern side of the railway (Work No. 17), and terminating in that river at a point 170 metres north-east of that commencement;

Work No. 17K—A diversion of Church Lane, Sellindge, commencing in that road at a point 20 metres north of the northern side of the existing bridge carrying the Ashford and Folkestone Railway over that road, passing south-

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eastwards under the railway (Work No. 17) and the Ashford and Folkestone Railway and terminating in Church Lane at a point 280 metres south of the southern side of that existing bridge;

Work No. 17L—A realignment of Harringe Lane, including a bridge over the railway (Work No. 17) and the Ashford and Folkestone Railway in place of the existing bridge carrying that road over that railway, commencing in that road at a point 50 metres north of the northern end of the bridge carrying that road over the M20, passing southwards over the motorway and over the two railways and terminating in Harringe Lane at a point 50 metres north of the bridge carrying that road over the East Stour River;

Work No. 17M—Realignment of the A20 (Ashford Road) at Sellindge commencing in that road at the southern side of the bridge carrying the M20 over that road, passing southwards on the line of the A20, under the railway (Work No. 17) and the Ashford and Folkestone Railway, and terminating in that road at a point 50 metres south of the southern side of the bridge carrying that last-mentioned railway over that road;

Work No. 17N—A road commencing by a junction with Stone Street at a point 80 metres west of the southern end of the bridge carrying the emergency services access road over the M20 at Stanford, passing south-eastwards then eastwards on the northern side of the railway (Work No. 17), then northwards, and terminating by a junction with the roundabout at Junction 11 of the M20 at a point 70 metres west of the junction with that roundabout of the westbound slip road of the B2068 Link Road;

Work No. 17P—Realignment of the B2068 Link Road, including a bridge over the railway (Work No. 17)

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and the Ashford and Folkestone Railway in place of the existing bridge carrying that road over that railway, commencing in that road at the existing junction of that road with the roundabout at Junction 11 of the M20, passing southwards over those two railways and terminating in that road at the existing roundabout at its junction with the A20 (Ashford Road);

Work No. 17Q—Diversion of the A20 (Ashford Road) at Sandling, including a bridge over the railway (Work No. 17) and the Ashford and Folkestone Railway in place of the existing bridge carrying that road over that railway, commencing in that road at the existing roundabout at its junction with the B2068 Link Road, passing north-eastwards over those two railways and terminating in that road at a point 220 metres north-east of the northern abutment of that existing bridge;

In the district of Shepway, parishes of Saltwood and Newington and town of Folkestone, in the county of Kent—

Saltwood to Folkestone

Work No. 18A—A railway (3,476 metres in length) commencing by a junction with the railway (Work No. 17) at its termination, passing eastwards under Sandling Road (Work No. 18H) on the northern side of the Ashford and Folkestone Railway and the northern side of the Dollands Moor Freight Yard, then under the roundabout (part of Work No. 18J) and terminating at a point on the western side of the M20 at Newington 215 metres south-west of the junction of Newington Road with the A20;

Work No. 18AA—A railway (1,700 metres in length) commencing by a junction with the railway (Work No. 18A) at its termination, passing eastwards over the M20 and the A20 and an access road within the Channel Tunnel Terminal and terminating by a junction with the

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Eurotunnel Railway at a point 1,430 metres east of the western end of the bridge carrying that railway over the A20, including bridges over the M20, the A20 and the said access road;

Work No. 18B—A railway (4,400 metres in length) commencing by a junction with the railway (Work No. 17) at its termination, passing eastwards on the northern side of the Ashford and Folkestone Railway, under Sandling Road (Work No. 18H), then over the Saltwood Tunnel on that railway, continuing on the southern side of that railway and the Dollands Moor Freight Yard, over the railway (Work No. 18E), under the B2065 (Hythe Road) (Work No. 18J), on existing bridges over the M20 and the A20 and terminating by a junction with the Eurotunnel Railway at a point 570 metres east of the eastern end of the bridge carrying that railway over the A20, including a bridge over Work No. 18E;

Work No. 18C—A railway (1,591 metres in length) commencing by a junction with the railway (Work No. 18B) at chainage 369 metres, passing eastwards on the southern side of the railway (Work No. 18A), then south-eastwards and terminating by a junction with the northern sidings of the Dollands Moor Freight Yard at a point 370 metres east of the eastern portal of the Saltwood Tunnel;

Work No. 18D—A railway (352 metres in length) commencing by a junction with the railway (Work No. 18A) at chainage 588 metres, passing eastwards and terminating by a junction with the railway (Work No. 18C) at chainage 571 metres;

Work No. 18E—A deviation railway (2,136 metres in length), forming a diversion of the Ashford and Folkestone Railway, commencing by a junction with that railway at

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the eastern portal of the Saltwood Tunnel, passing eastwards under the railway (Work No. 18B) and the B2065 (Hythe Road) (Work No. 18J) and terminating by a junction with the Ashford and Folkestone Railway at a point 470 metres west of the bridge carrying Cheriton High Street over that railway;

Work No. 18F—A railway (1,423 metres in length) commencing by a junction with the railway (Work No. 18E) at chainage 150 metres, passing eastwards under the B2065 (Hythe Road) (Work No. 18J), and terminating by a junction with the Eurotunnel Railway at a point 365 metres east of the existing bridge carrying that road over the Dollands Moor Freight Yard;

Work No. 18G—A railway (1,272 metres in length) commencing by a junction with the railway (Work No. 18E) at chainage 750 metres, passing eastwards under the B2065 (Hythe Road) (Work No. 18J) and terminating by a junction with the railway (Work No. 18B) at a point 90 metres east of the western end of the bridge carrying that railway over the M20;

Work No. 18H—Realignment of Sandling Road, including a bridge over the railways (Works Nos. 18A and 18B), commencing in that road at the bridge carrying that road over the Ashford and Folkestone Railway, passing north-westwards over those railways and terminating in Sandling Road at a point 140 metres south-east of the junction of that road with the A20 (Ashford Road), including a bridge over Works Nos. 18A and 18B;

Work No. 18J—Realignment of the B2065 (Hythe Road), including a roundabout at the junction of that road with the exit slip road from the Channel Tunnel Terminal (Work No. 18K) and bridges carrying that roundabout over the railway (Work

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No. 18A), commencing in the B2065 at a point 183 metres south of the centre of the roundabout at the Beechborough Cross Roads, passing southwards over Work No. 18A, then on viaduct over Dollands Moor Freight Yard and over the railways (Works Nos. 18B, 18E, 18F and 18G) and terminating in the B2065 at a point 215 metres north of its junction with the bridleway HE 260, including the said roundabout bridges and viaduct;

Work No. 18K—A road commencing by a junction with the north-eastern side of the roundabout (part of Work No. 18J), passing north-eastwards and eastwards and terminating by a junction with the exit slip road from the Channel Tunnel Terminal at a point 250 metres from the western end of the bridge carrying that road over the M20;

In the London Borough of Hammersmith and Fulham—

White City Sidings

Work No. 19—A railway (1,050 metres in length), forming a diversion of the northbound track of the West London Line between North Pole Junction and Kensington Olympia, commencing by a junction with that railway at a point 25 metres south-east of the bridge over that railway beneath Westway west of the junction of that road with West Cross Route, passing south-eastwards on the western side of that railway under the bridge carrying the Hammersmith and City Line of the London Underground over that railway and terminating by a junction with the West London Line at a point 170 metres north of the northern portal of the tunnel in which that railway passes beneath the junction of West Cross Route with Holland Park Avenue, Shepherds Bush Green and the Uxbridge Road;

Work No. 19A—A railway (715 metres in length), forming a siding of the West London Line, commencing

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by a junction with the railway (Work No. 19) at its commencement, passing south-eastwards on the eastern side of that railway, under the bridge carrying the Hammersmith and City Line of the London Underground over that railway and terminating at a point 258 metres south of the southern side of the said railway bridge;

In the borough of Gravesham, parishes of Shorne and Higham, in the county of Kent—

Hoo Sidings

Work No. 20A—A railway (1,111 metres in length), forming sidings of the Gravesend and Higham Railway at Hoo Junction, commencing by a junction with that railway on the eastern side of the Queens Farm Road level crossing on that railway, passing eastwards on the northern side of that railway, then north-eastwards on the southern side of the Grain Branch of that railway and terminating at a point 120 metres south of the south-western abutment of the bridge carrying that railway over the former Thames and Medway Canal;

Work No. 20B—A railway (827 metres in length), forming sidings of the Gravesend and Higham Railway at Hoo Junction, commencing by a junction with that railway on the eastern side of the Queens Farm Road level crossing on that railway, passing eastwards then south-eastwards on the southern side of that railway and terminating at the eastern end of the existing siding of that railway, including railway sidings;

In the districts of Dover and Thanet, parishes of Minster and Sandwich, in the county of Kent—

Richborough Sidings

Works No. 21—A railway (1,139 metres in length), forming sidings at the Richborough Power Station at Stonelees, commencing by a junction with the Margate and Dover Railway at a point 530 metres north-

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west of the north-western abutment of the bridge carrying that railway over the River Stour, passing south-eastwards and terminating at a point 470 metres west of the north-western end of the culvert carrying the A256 (Ramsgate Road) over Minster Stream, including railway sidings.

Interpretation

- 2 In paragraph 1 above—
- references to the Tilbury Loop Railway are references to the Tilbury Line of the London Tilbury and Southend Railway;
 - references to the M2 and the M20 are references to the special roads so designated;
 - references to the A13 and the A20 are references to the trunk roads so designated and references to the intended A13 are to a new road to be constructed in substitution for part of the A13; and
 - “westbound” in any description of the direction of road or railway traffic signifies travel in the direction of London, whether or not London is the destination, and “eastbound” signifies travel in the opposite direction.