

SCHEDULES

SCHEDULE 1

Section 1

SCHEDULED WORKS

Description of works

The works which the nominated undertaker is authorised by section 1 to make and maintain are the following—

In the City of Westminster, London Boroughs of Camden, Islington and Tower Hamlets and City of London—

Work No. 1/3A— A railway (10,809 metres in length, in tunnel) commencing by a junction with Work No. 1/8D at a point 42 metres west of the western face of Lord’s Hill Bridge over the Reading Railway, passing eastwards and terminating beneath a point 140 metres west of the junction of Stepney Green with White Horse Lane;

Work No. 1/3B— A railway (10,942 metres in length, in tunnel) commencing by a junction with Work No. 1/8E at a point 42 metres west of the western face of Lord’s Hill Bridge over the Reading Railway, passing eastwards and terminating beneath a point 135 metres south-west of the junction of Stepney Green with White Horse Lane;

Works Nos. 1/3A and 1/3B include stations at Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street and Whitechapel, shafts between Ranelagh Bridge and Westbourne Bridge, at North Carriage Drive in Hyde Park, and at Park Lane, Fisher Street, Hanbury Street and Stepney Green;

In the London Boroughs of Tower Hamlets and Newham—

Work No. 1/4A— A railway (5,378 metres in length, in tunnel) commencing by a junction with Work No. 1/3A at its termination, passing south-eastwards and terminating at a point 75 metres south-east of the junction of Bridgeland Road with Victoria Dock Road;

Work No. 1/4B— A railway (5,337 metres in length, in tunnel) commencing by a junction with Work No. 1/3B at its termination, passing south-eastwards and terminating at a point 80 metres south-east of the junction of Bridgeland Road with Victoria Dock Road;

Works Nos. 1/4A and 1/4B include shafts at Stepney Green, Lowell Street, Hertsmere Road, Blackwall Way and Limmo and a station at Isle of Dogs;

In the London Borough of Newham—

Work No. 1/5— A railway (2,752 metres in length) commencing by a junction with Works Nos. 1/4A and 1/4B at their termination, continuing eastwards and through the existing Connaught Tunnel and terminating at a point 50 metres south-east of the junction of Winifred Street with Albert Road. Work No. 1/5 includes a station at Custom House (being a reconfiguration of the existing North London Line Custom House Station) and alteration of the Connaught Tunnel comprising lowering of the track base within the tunnel;

In the London Boroughs of Newham and Greenwich—

Work No. 1/6A— A railway (3,579 metres in length, in tunnel) commencing by a junction with Work No. 1/5 at its termination, continuing south-eastwards beneath the River

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Thames, continuing eastwards and terminating at a point 157 metres north-west of the junction of Marmadon Road with Church Manor Way;

Work No. 1/6B– A railway (3,586 metres in length, in tunnel) commencing by a junction with Work No. 1/5 at its termination, continuing south-eastwards beneath the River Thames, continuing eastwards and terminating at a point 156 metres north-west of the junction of Marmadon Road with Church Manor Way;

Works Nos. 1/6A and 1/6B include shafts at Warren Lane, Arsenal Way and Plumstead;

In the London Borough of Greenwich—

Work No. 1/6C– A box to accommodate a station at Woolwich situated in The Royal Arsenal north of Plumstead Road;

In the London Boroughs of Greenwich and Bexley—

Work No. 1/7– A railway (2,590 metres in length) commencing by a junction with Works Nos. 1/6A and 1/6B at their termination, continuing eastwards and terminating at a point 143 metres north-west of the junction of Abbey Road with Tunstock Way. Work No. 1/7 includes the reconstruction of Abbey Wood Station;

In the City of Westminster and Royal Borough of Kensington & Chelsea—

Work No. 1/8B– A railway (1,487 metres in length) forming sidings for construction purposes, commencing by a junction with the Marcon Sidings of the Reading Railway at a point 90 metres south-west of the junction of Great Western Road with Elkstone Road, passing eastwards and terminating at a point 135 metres north-east of the junction of Westbourne Terrace with Orsett Terrace;

Work No. 1/8C– A railway (1,086 metres in length) forming sidings within Paddington New Yard, commencing by a junction with the Reading Railway at a point 105 metres north-east of the junction of Morgan Road with St. Ervans Road, passing eastwards and terminating at a point 20 metres west of the western face of Lord Hill's Bridge carrying Porchester Road over that railway;

Work No. 1/8D– A railway (917 metres in length) commencing by a junction with the Reading Railway at a point 7 metres west of the western face of the viaduct carrying the A40(M) Westway over that railway, passing eastwards and terminating by a junction with Work No. 1/3A at its commencement;

In the City of Westminster—

Work No. 1/8E– A railway (798 metres in length) commencing by a junction with the Reading Railway at a point 4 metres east of the east face of the bridge carrying the Great Western Road over that railway, passing eastwards and terminating by a junction with Work No. 1/3B at its commencement;

Work No. 1/8F– A railway (476 metres in length) commencing by a junction with Work No. 1/8E at a point 23 metres east of the footbridge carrying Westbourne Park Passage footpath over the Reading Railway, passing westwards and terminating at a point 59 metres east of the bridge carrying the Great Western Road over that railway;

Work No. 1/8G– A railway (314 metres in length) commencing by a junction with the Reading Railway at a point 114 metres north of the junction of Chepstow Road with Westbourne Park Road, passing eastwards and terminating by a junction with the Reading Railway at a point 137 metres south of the junction of Torquay Street with Harrow Road;

Work No. 1/9A– A replacement bus parking facility, being an extension of the existing Westbourne Park Garage, comprising an elevated deck and ramps;

Work No. 1/9B– A road commencing by a junction with Great Western Road at a point 100 metres north of its junction with Tavistock Road and terminating by a junction with Alfred Road at a point 205 metres south-west of its junction with Harrow Road;

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Work No. 1/9C– A partial reconstruction and extension of the footbridge carrying Westbourne Park Passage over the Reading Railway commencing at a point in that footway 93 metres north-east of the junction of Westbourne Park Road with Westbourne Park Villas and terminating at a point in that footway 132 metres south of the junction of Westbourne Park Passage with Alfred Road;

Work No. 1/9D– A partial reconstruction and extension of the footbridge carrying Westbourne Park Passage over the Reading Railway, commencing at a point in that footway 78 metres north-east of the junction of Westbourne Park Villas with Westbourne Park Road and terminating at a point in Westbourne Park Villas 127 metres east of that road junction. Work No. 1/9D incorporates steps and ramp facilities;

Work No. 1/10A– A temporary diversion of the Ranelagh Sewer, commencing by a junction with that sewer beneath a point 5 metres west of the north-west abutment of the Ranelagh Bridge and terminating by a junction with that sewer beneath a point below that Bridge 70 metres north of the junction of that Bridge with Gloucester Terrace;

Work No. 1/10B– A reinstatement of the Ranelagh Sewer, commencing by a junction with that sewer beneath a point 5 metres west of the north-west abutment of the Ranelagh Bridge and terminating by a junction with that sewer beneath a point below that Bridge 70 metres north of the junction of that Bridge with Gloucester Terrace;

Work No. 1/11A– A passenger subway linking the proposed Crossrail (Paddington) station to the London Underground Bakerloo line platforms commencing beneath a point 65 metres north-east of the junction of Chilworth Street with Eastbourne Terrace and terminating beneath a point 10 metres south-west of the junction of Winsland Street with London Street;

Work No. 1/11B– A road commencing by a junction with Bishop’s Bridge Road at a point 125 metres north-east of its junction with Eastbourne Terrace and terminating in South Wharf Road at its junction with London Street;

Work No. 1/12– A diversion of a sewer in Eastbourne Terrace, commencing by a junction with that sewer in Bishop’s Bridge Road beneath a point 10 metres west of the junction of Eastbourne Terrace with Bishop’s Bridge Road, and terminating by a junction with that sewer in Praed Street beneath a point 11 metres south-west of the junction of Praed Street with Spring Street;

Work No. 1/12A– A lowering of Eastbourne Terrace between a point in that road 1 metre south-east of its junction with Bishops Bridge Road and a point in Eastbourne Terrace 2 metres north-west of its junction with Praed Street;

Work No. 1/12B– A lowering of Chilworth Street between a point in that road 63 metres north-east of its junction with Westbourne Terrace and its junction with Work No.1/12A at a point 11 metres north-east of the junction of Chilworth Street with Eastbourne Terrace;

Work No. 1/13– A subway commencing as a ventilation subway at a point 55 metres south-west of the junction of Bayswater Road with Brook Street to the proposed shaft in Hyde Park (part of Works Nos. 1/3A and 1/3B), continuing as an access subway and terminating at a point 90 metres south-west of the junction of Bayswater Road with Clarendon Place;

Work No. 1/14– A passenger subway linking the proposed Crossrail station to the existing London Underground Bond Street station commencing beneath a point 5 metres south-east of the junction of Davies Street with Weighhouse Street and terminating in the said Bond Street station beneath a point 40 metres north-west of the junction of Oxford Street with Stratford Place;

Work No. 1/14A– A tunnel for construction purposes commencing by a junction with Work No. 1/14C at a point 17 metres north-west of the junction of the western arm of Marylebone Lane with Oxford Street and terminating by a junction with Work No. 1/14B at a point 42 metres north of the junction of Stratford Place with Oxford Street. Work No. 1/14A includes a shaft for construction and operational purposes;

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Work No. 1/14B– An escalator, subway, and stairs commencing by a junction with an existing passenger subway at a point 26 metres north of the junction of Stratford Place with Oxford Street and terminating by a junction with the existing London Underground Jubilee Line platforms at a point 135 metres north-west of the junction of the western arm of Marylebone Lane with Oxford Street;

Work No. 1/14C– A passenger subway incorporating stairs commencing by a junction with Work No. 1/14A at a point 17 metres north-west of the junction of the western arm of Marylebone Lane with Oxford Street and terminating by a junction with an existing passage between the London Underground Jubilee Line platforms at a point 55 metres north-west of the junction of Stratford Place with Oxford Street;

Work No. 1/14D– A passenger subway commencing by a junction with the existing London Underground Central Line platforms beneath Oxford Street at a point 20 metres east of the junction of Davies Street with Oxford Street and terminating by a junction with Work No. 1/14C at a point 20 metres north-east of the junction of Stratford Place with Oxford Street;

Works Nos. 1/14A, 1/14C and 1/14D include a ticket hall;

Work No. 1/14E– A passenger subway commencing by a junction with the existing London Underground Central Line platforms beneath Oxford Street at a point 12 metres west of the junction of Davies Street with Oxford Street and terminating by a junction with Work No. 1/14C at a point 23 metres north-west of the junction of Stratford Place with Oxford Street;

Work No. 1/15A– A temporary diversion of a sewer in Davies Street, commencing by a junction with that sewer beneath a point 10 metres north of the junction of Davies Street with Weighhouse Street and terminating by a junction with that sewer beneath a point 4 metres south-east of the junction of Davies Street with St Anselm's Place;

Work No. 1/15B– A reinstatement of a sewer in Davies Street, commencing by a junction with that sewer beneath a point at the junction of Davies Street with Weighhouse Street and terminating by a junction with that sewer beneath a point 4 metres north-west of the junction of Davies Street with St Anselm's Place;

Work No. 1/15C– A diversion of a sewer in Weighhouse Street, commencing by a junction with that sewer beneath a point 44 metres north-east of the junction of Gilbert Street with Weighhouse Street and terminating by a junction with that sewer beneath a point 5 metres south-west of the junction of Davies Street with Weighhouse Street;

Work No. 1/16– A diversion of a sewer in Oxford Street comprising a shaft connecting that sewer with the mid level sewer No.1 beneath a point 68 metres east of the junction of Oxford Street with Soho Street;

In the City of Westminster and London Borough of Camden–

Work No. 1/17– A utilities culvert commencing beneath a point in Charing Cross Road 10 metres south-west of the junction of Charing Cross Road with Oxford Street, and terminating beneath a point in that road 25 metres north-west of the junction of Charing Cross Road with Denmark Place;

In the London Borough of Camden–

Work No. 1/18A– A temporary road, being a diversion of Charing Cross Road at its northern end, commencing at a point in that road 20 metres north-west of the junction of that road with Denmark Place and terminating at a point in St Giles High Street 45 metres south of the junction of that street with New Oxford Street;

Work No. 1/18B– A temporary road, being a diversion of Charing Cross Road at its northern end, commencing at a point in that road 25 metres south-west of the junction of that road with Denmark Place and terminating at a point in St Giles High Street 45 metres south of the junction of that street with New Oxford Street;

In the City of London–

Work No. 1/21A– A diversion of the Moorgate Station Sewer, commencing by a junction with that sewer beneath a point in Moorgate Station 31 metres north-west of the junction of Keats Place with Moorfields and terminating by a junction with that sewer beneath a point in Moorfields 12 metres south-west of that road junction. Work No. 1/21A includes shafts for construction and maintenance;

In the City of London and London Borough of Islington–

Work No. 1/22– A passenger subway linking the proposed Crossrail platforms at Liverpool Street station with the London Underground Northern Line platforms at Moorgate Station commencing beneath a point in Moorfields 140 metres south-west of its junction with Ropemaker Street, passing under Ropemaker Street and terminating in Moorgate beneath a point 43 metres south-east of that junction;

In the City of London–

Work No. 1/23A– A temporary diversion of the London Bridge Sewer, commencing by a junction with that sewer beneath a point 12 metres south-west of the junction of Moorgate with Finsbury Circus, and terminating by a junction with that sewer beneath a point 25 metres south-west of that road junction;

Work No. 1/23B– A reinstatement of the London Bridge Sewer, commencing by a junction with that sewer beneath a point 12 metres south-west of the junction of Moorgate with Finsbury Circus, and terminating by a junction with that sewer beneath a point 25 metres south-west of that road junction;

Work No. 1/24– A diversion of the sewer in Liverpool Street commencing by a junction with that sewer beneath a point 10 metres south-east of the junction of Liverpool Street with Blomfield Street and terminating beneath a point 40 metres west of the junction of Liverpool Street with Old Broad Street. Work No. 1/24 includes shafts for construction and maintenance;

Work No. 1/24A– A cable tunnel commencing beneath a point 41 metres south-west of the junction of Old Broad Street with Liverpool Street and terminating beneath a point 28 metres north-west of that road junction. Work No. 1/24A includes a shaft for construction;

In the London Borough of Tower Hamlets–

Work No. 1/25A– A shaft and tunnel, for construction purposes, commencing beneath a point 88 metres south-west of the junction of Hanbury Street with Spital Street, passing northwards and terminating beneath a point 126 metres north-east of the junction of Bratley Street with Weaver Street;

Work No. 1/25B– A conveyor on viaduct or supporting structures commencing at a point 84 metres north of the junction of Bratley Street with Weaver Street, passing north-westwards, then eastwards and then northwards under the Great Eastern Main Line Railway, crossing eastwards over the Grand Union/Regent's Canal and terminating in Mile End Park at a point 98 metres north-west of the junction of Grove Road with Ashcroft Road. Work No. 1/25B includes a bridge carrying the conveyor over the said Grand Union/Regent's Canal;

Work No. 1/25C– An accommodation road, forming an access to the Great Eastern Main Line Railway viaduct, commencing by a junction with Vallance Road at a point 60 metres south of the junction of that road with Dunbridge Street and terminating at a point 100 metres south-east of the junction of Vallance Road with Dunbridge Street;

Work No. 1/25D– A railway (652 metres in length) forming a realignment of the Mile End (Devonshire Street) Sidings, commencing by a junction with the Great Eastern Main Line Railway at a point 228 metres south-west of the junction of Grove Road with Ashcroft

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Road, passing westwards and terminating at a point 55 metres north of the junction of Globe Road with Bancroft Road;

Work No. 1/25E– A conveyor on viaduct or supporting structures, commencing in Mile End Park at a point 155 metres north-west of the junction of Grove Road with Ashcroft Road, passing south-westwards crossing over the Grand Union Canal/Regent’s Canal, and passing southwards beneath the Great Eastern Main Line Railway, then passing westwards and terminating in the existing Mile End (Devonshire Street) Sidings at a point 135 metres north-west of the junction of Moody Street with Longnor Road;

Work No. 1/26A– A passenger subway linking the proposed Crossrail platforms to the London Underground District Line, commencing beneath a point 13 metres north-west of the bridge carrying Durward Street over the East London Line railway and terminating beneath a point 33 metres south-east of the junction of Durward Street with Court Street;

Work No. 1/26B– An escalator linking the proposed Crossrail platforms to the London Underground District Line, commencing by a junction with Work No. 1/26A at a point 61 metres east of the junction of Durward Street with Court Street and terminating beneath a point 19 metres south-east of that junction;

Work No. 1/26C– A diversion of the North Eastern Storm Relief Sewer, commencing by a junction with that sewer beneath a point 112 metres west of the junction of Durward Street with Brady Street and terminating by a junction with that sewer beneath a point 100 metres south-west of the junction of Durward Street with Brady Street. Work No. 1/26C includes a shaft for construction and maintenance;

Work No. 1/27A– An escalator and bridge linking the proposed Isle of Dogs Station platforms to North Quay commencing at a point 156 metres west of the bridge carrying Upper Bank Street over West India Dock (North) and terminating in North Quay at a point 3 metres east of the bridge carrying the Docklands Light Railway over the said Dock;

Work No. 1/27B– A bridge and escalator linking The North Colonnade to the proposed Isle of Dogs Station platforms commencing by a junction with that road at a point 174 metres west of the junction of Upper Bank Street with The North Colonnade and terminating at a point 36 metres east of the bridge carrying the Docklands Light Railway over West India Dock (North);

Work No. 1/27C– An escalator and bridge linking the proposed Isle of Dogs Station platforms to South Quay commencing at a point 20 metres east of the bridge carrying Upper Bank Street over West India Dock (North) and terminating by a junction with Work No. 1/27D at a point 30 metres west of the junction of Belmouth Passage and the said Dock;

Work No. 1/27D– A bridge commencing by junction with Upper Bank Street at a point 68 metres north-east of the junction of that road with The North Colonnade and terminating at a point 18 metres west of the junction of Belmouth Passage and West India Dock (North);

Work No. 1/28– A jetty incorporating a conveyor, for construction purposes, commencing in West India Dock North at a point 117 metres north of the junction of Bellmouth Passage with Churchill Place extending into West India Dock South and terminating at a point 130 metres south-east of the junction of Bellmouth Passage with Churchill Place;

In the London Borough of Newham–

Work No. 1/29A– A conveyor for construction purposes, commencing at a point 220 metres south-west of the junction of Brunel Street with Victoria Dock Road, passing south-eastwards beneath the viaduct carrying the Lower Lea Crossing and terminating in Instone Wharf at a point 295 metres south-west of the junction of Lower Lea Crossing with Dock Road;

Work No. 1/29B– A conveyor for construction purposes, commencing by a junction with the commencement of Work No. 1/29A and terminating at a point 125 metres south-west of the junction of Brunel Street with Victoria Dock Road;

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Work No. 1/30– A railway (889 metres in length) being a realignment of the Docklands Light Railway, commencing by a junction with that railway at a point 40 metres south-west of the junction of Munday Road with Victoria Dock Road, passing eastwards and terminating by a junction with that railway at a point 168 metres east of the junction of Chauntler Close with Victoria Dock Road. Work No. 1/30 includes the reconstruction of Docklands Light Railway Custom House Station;

Work No. 1/31– A diversion of the Royal Docks Surface Water Sewer, commencing by a junction with that sewer beneath a point 88 metres south-west of the junction of Munday Road with Victoria Dock Road, and terminating at a junction with that sewer beneath a point 60 metres south-east of the junction of Chauntler Close with Victoria Dock Road. Work No. 1/31 includes shafts for construction and maintenance;

Work No. 1/32A– An accommodation road commencing at a point 32 metres south-west of the junction of Albert Road with Winifred Street and terminating at a point 42 metres south of the junction of Albert Road with Fernhill Street;

Work No. 1/32B– A diversion of the Royal Docks Sewer (Main Line), commencing by a junction with that sewer beneath a point 37 metres south of the junction of Albert Road with Winifred Street, and terminating by a junction with that sewer beneath a point at the junction of Factory Road with Store Road. Work No. 1/32B includes shafts for construction and maintenance;

Work No. 1/32C– A diversion of the Albert Road Sewer, commencing by a junction with that sewer beneath a point 31 metres south-east of the junction of Albert Road with Fernhill Street, and terminating by a junction with that sewer beneath a point 104 metres east of that road junction;

Work No. 1/32D– An access road commencing by a junction with Albert Road at a point 10 metres south-west of the junction of Albert Road with Dockland Street and terminating at the junction of Factory Road with Store Road;

Work No. 1/32E– A sewer, being a replacement of part of the Store Road Pumping Station Inlet Culvert, commencing by a junction with that sewer beneath a point 30 metres east of the junction of Albert Road with Dockland Street, and terminating by a junction with that sewer beneath a point 32 metres east of the junction of Factory Road with Store Road;

In the London Boroughs of Greenwich and Bexley–

Work No. 1/33A– A railway (3,862 metres in length) being a realignment of the North Kent Line (eastbound line), commencing by a junction with that railway at a point 133 metres west of the junction of Plumstead High Street with Griffin Road, passing eastwards and terminating by a junction with that railway at a point 132 metres north-west of the junction of Abbey Road with Shortlands Close;

Work No. 1/33B– A railway (3,802 metres in length) being a realignment of the North Kent Line (westbound line), commencing by a junction with that railway at a point 78 metres west of the junction of Plumstead High Street with Griffin Road, passing eastwards and terminating by a junction with that railway at a point 128 metres north-west of the junction of Abbey Road with Shortlands Close;

In the London Borough of Greenwich–

Work No. 1/33C– A railway (408 metres in length), forming a railway siding for the North Kent Line railway, commencing by a junction with Work No. 1/33A at a point 42 metres north of the junction of Plumstead High Street with Griffin Road, passing eastwards and terminating at a point 112 metres north-west of the junction of White Hart Road with Hartville Road;

Work No. 1/34– A footbridge, incorporating steps and ramp facilities, crossing over Works Nos. 1/7, 1/33A and 1/33B commencing at a point 50 metres north-east of the junction of

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Church Manor Way with Marmadon Road and terminating at a point 75 metres south-east of the junction of Church Manor Way with Mottisfont Road;

Work No. 1/35– A diversion of a sewer, commencing by a junction with that sewer beneath a point 72 metres north of the junction of Woodhurst Road with Bracondale Road, and terminating by a junction with that sewer beneath a point 40 metres north-east of that road junction;

Work No. 1/36– A footbridge, incorporating steps and ramp facilities, crossing over Works Nos. 1/7, 1/33A and 1/33B commencing at a point 55 metres north-west of the junction of Bostal Manorway with Abbey Grove and terminating at a point 95 metres north-west of that junction;

In the London Borough of Bexley–

Work No. 1/37A– Reconstruction of the bridge carrying Harrow Manor Way over Works Nos. 1/7, 1/33A and 1/33B commencing by a junction with Harrow Manor Way at a point 80 metres west of the junction of Felixstowe Road with Sydney Road and terminating with Harrow Manor Way at a point 25 metres south-west of the junction of Florence Road with Fendyke Road;

In the London Boroughs of Greenwich and Bexley–

Work No. 1/37B– A realignment of Felixstowe Road commencing at a point 80 metres north of the junction of Wilton Road with Gayton Road and terminating at the junction of Felixstowe Road with Rushdene;

Work No. 1/37C– A realignment of Gayton Road commencing at a point 10 metres south of its existing junction with Wilton Road and terminating at a point 10 metres north of its existing junction with Florence Road;

Work No. 1/37D– A diversion of a sewer, commencing by a junction with that sewer beneath a point 55 metres northwest of the junction of Wilton Road with Gayton Road, and terminating by a junction with that sewer beneath a point in Wilton Road at its junction with Gayton Road;

In the London Borough of Bexley–

Work No 1/38A– A wharf, comprising the refurbishment of Manor Wharf, commencing at a point 18 metres south-east of the centre of the dolphin at the western end of Manor Wharf and terminating at a point 178 metres east of its commencement;

Work No. 1/38B– A conveyor, for construction purposes, commencing at a point 85 metres south-west of the centre of the dolphin at the western end of Manor Wharf, passing eastwards and then northwards over the River Thames and terminating by a junction with Work No. 1/38A at a point 97 metres south-east of the centre of the said dolphin;

Work No. 1/38C– A road, comprising an alteration of Norman Road, commencing by the junction of that road with Picardy Manorway and terminating at a point 285 metres north-east of the centre of the dolphin at the western end of Manor Wharf;

Work No. 1/38D– A road commencing by a junction with Work No. 1/38C at a point 318 metres south-west of the centre of the dolphin at the western end of Manor Wharf and terminating at a point 95 metres south-west of the centre of the said dolphin;

Work No. 1/38E– A temporary road commencing by a junction with Isis Reach at a point 177 metres south of the centre of the dolphin at the western end of Manor Wharf and terminating at a point 150 metres south of the centre of the said dolphin;

Work No. 1/38F– A temporary road commencing by a junction with Work No 1/38C at a point 363 metres south-west of the centre of the dolphin at the western end of Manor Wharf and terminating by a junction with Isis Reach at a point 351 metres south-west of the centre of the said dolphin;

In the London Boroughs of Tower Hamlets and Newham–

Work No. 2/1A– A railway (3,255 metres in length, in tunnel) commencing by a junction with Work No. 1/3A at its termination continuing eastwards and terminating at a point 70 metres north of the junction of Barbers Road with Pudding Mill Lane;

Work No. 2/1B– A railway (3,318 metres in length, in tunnel) commencing by a junction with Work No. 1/3B at its termination continuing eastwards and terminating at a point 65 metres north of the junction of Barbers Road with Pudding Mill Lane;

Works Nos. 2/1A and 2/1B include shafts at Stepney Green, Mile End Park and Eleanor Street;

In the London Borough of Newham–

Work No. 2/2– A railway (396 metres in length), commencing by a junction with Works Nos. 2/1A and 2/1B at their termination continuing eastwards and terminating by a junction with the Electric Lines of the Great Eastern Main Line Railway at a point 135 metres north-west of the junction of Warton Road with Bridgewater Road;

Work No. 2/3– A railway (835 metres in length), being a deviation of the Up Electric Line of the Great Eastern Main Line Railway, commencing by a junction with that railway at a point 130 metres north of the junction of Wrexham Road with Baldock Street, passing north-east and terminating by a junction with that railway at a point 135 metres north-west of the junction of Warton Road with Bridgewater Road;

Works Nos. 2/2 and 2/3 include bridges over Marshgate Lane (to be realigned, Work No. 2/6A), City Mill River and the Northern Outfall Sewers;

Work No. 2/4– A railway (922 metres in length), being a realignment of the Docklands Light Railway, commencing by a junction with that railway at a point 130 metres north of the junction of Baldock Street with Wrexham Road passing eastwards on new viaduct over Marshgate Lane to be realigned (Work No. 2/6A), City Mill River and the Northern Outfall Sewers and terminating by a junction with that railway at a point 120 metres south-west of the junction of Rowse Close with Carpenters Road. Work No. 2/4 includes a new station for Docklands Light Railway at Pudding Mill Lane;

Work No. 2/5A– A railway (886 metres in length) forming sidings for construction purposes, commencing by a junction with the northern side of the Great Eastern Main Line Railway at a point 265 metres west of the junction of Warton Road with Bridgewater Road, passing westwards then northwards and terminating at a point 142 metres north-east of the junction of Wick Lane with Iceland Road;

Work No. 2/5B– A railway (435 metres in length) forming sidings for construction purposes, commencing by a junction with Work No. 2/5A at a point 175 metres east of the junction of Wick Lane with Iceland Road, passing southwards then eastwards and terminating at a point 125 metres west of the junction of Barbers Road with Pudding Mill Lane;

Work No. 2/5C– A railway (331 metres in length) forming sidings for construction purposes, commencing by a junction with Work No. 2/5A at a point 175 metres east of the junction of Wick Lane with Iceland Road, passing south-east and terminating at a point 152 metres west of the junction of Barbers Road and Pudding Mill Lane;

Work No. 2/5D– A railway (459 metres in length) forming sidings for construction purposes, commencing by a junction with Work No. 2/5A at a point 123 metres south-west of the junction of Barbers Road with Pudding Mill Lane, passing westwards and terminating at a point 160 metres south of the junction of Wick Lane with Autumn Street;

Work No. 2/6A– A realignment of Marshgate Lane, commencing at a point in that road 70 metres east of the junction of Barbers Road with Pudding Mill Lane and terminating by a junction with Pudding Mill Lane at a point 235 metres north-west of the junction of Pudding Mill Lane with Barbers Road;

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Work No. 2/6B– A road, commencing by a junction with Pudding Mill Lane at a point 140 metres north-west of the junction of Pudding Mill Lane with Barbers Road and terminating by a junction with Marshgate Lane as proposed to be realigned (Work No. 2/6A) at a point 160 metres north-west of that road junction;

Work No. 2/7– A realignment of Barbers Road, commencing by a junction with Marshgate Lane as proposed to be realigned (Work No. 2/6A) at a point 55 metres north-east of the junction of Barbers Road with Pudding Mill Lane and terminating in Barbers Road (as existing) at a point 200 metres south-west of its junction with Pudding Mill Lane;

In the London Borough of Tower Hamlets—

Work No. 2/8A– A sewer, forming a diversion of the Hackney to Abbey Mills sewer and Wick Lane sewer, commencing by a junction with the Hackney to Abbey Mills sewer beneath a point in Wick Lane 30 metres north-west of the bridge carrying the Great Eastern Main Line and Docklands Light Railway over that road and terminating by a junction with that sewer beneath a point 54 metres north-east of the junction of Payne Road with Bow Road. Work No. 2/8A includes shafts for construction and maintenance;

Work No. 2/8B– A sewer, forming a diversion of the Hackney to Abbey Mills sewer and Wick Lane sewer, commencing by a junction with Work No. 2/8A beneath a point 32 metres north-east of the junction of Payne Road and Bow Road and terminating by a junction with the Wick Lane sewer beneath a point 57 metres north-east of that road junction. Work No. 2/8B includes a shaft for construction and maintenance;

Work No. 2/8C– An access shaft for construction and maintenance of a diversion of Wick Lane sewer, at a point in Wick Lane 33 metres south-west of the bridge carrying the Great Eastern Main Line and Docklands Light Railway over that road;

Work No. 2/20– A road commencing by a junction with Eleanor Street at a point 29 metres south-east of the junction of that road with Tidworth Road and terminating at a point in an access road 110 metres south of that road junction;

In the London Borough of Newham—

Work No. 2/9– —A railway (168 metres in length) forming a cross-over between the Down and Up Electric Lines of the Great Eastern Main Line Railway, commencing by a junction with that railway at a point 130 metres north-east of the junction of Station Road with Carlyle Road, passing eastwards and terminating by a junction with that railway at a point 280 metres north-east of that road junction;

In the London Boroughs of Redbridge and Newham—

Work No. 2/10– A railway (295 metres in length) forming a siding by a junction with the Up Passenger Avoiding Line of the Great Eastern Main Line Railway, commencing by a junction with that railway at a point 95 metres north of the junction of Aldersbrook Lane with Daines Close, passing eastwards and terminating at a point 170 metres north of the junction of Lugg Approach with Romford Road;

In the London Borough of Newham—

Work No. 2/11– An access road, including a bridge over Alders Brook, commencing in Lugg Approach at a point 40 metres north-west of the junction of Lugg Approach with Romford Road and terminating at a point 26 metres north-west of its commencement;

In the London Boroughs of Redbridge and Barking & Dagenham—

Work No. 2/12– A railway (2,125 metres in length) forming a freight loop line, commencing by a junction with the Up Main Line of the Great Eastern Main Line Railway at a point 155 metres west of the junction of Ashgrove Road with Granton Road, passing eastwards and terminating by a junction with that railway at a point 75 metres south-east of the junction of Heath Road with Junction Road West;

In the London Boroughs of Barking & Dagenham and Havering–

Work No. 2/13– A railway (2,273 metres in length, partly in tunnel) commencing by a junction with the existing Electric Lines of the Great Eastern Main Line Railway at a point 210 metres south of the junction of Whalebone Lane South with Morden Road, passing eastwards and under that railway and terminating within a proposed depot at a point 220 metres north of the junction of Oldchurch Road and Nursery Walk. Work No. 2/13 includes a new bridge over Jutsums Lane and a depot;

Work No. 2/13A– A railway (679 metres in length) commencing by a junction with Work No. 2/13 at a point 255 metres south-east of the junction of Whalebone Lane South with Morden Road, passing eastwards and terminating by a junction with the Great Eastern Main Line Railway at a point 362 metres south-west of the junction of Eddy Close with Bridport Avenue;

In the London Borough of Havering–

Work No. 2/13B– A railway (398 metres in length) commencing by a junction with Work No. 2/13 at a point 125 metres south-east of the junction of Jutsums Lane with Bridport Avenue, passing westwards and terminating by a junction with the Great Eastern Main Line Railway at a point 308 metres south-west of the junction of Eddy Close with Bridport Avenue. Work No. 2/13B includes a new bridge over Jutsums Lane;

Work No. 2/13C– A railway (960 metres in length) forming sidings within the proposed depot (part of Work No. 2/13) commencing by a junction with Work No. 2/13 at a point 295 metres north-west of the junction of Crow Lane with Beechfield Gardens, passing eastwards and terminating at a point 220 metres south-east of the junction of St Andrews Road with Queen Street;

Work No. 2/13D– A railway (733 metres in length) forming sidings within the proposed depot (part of Work No. 2/13) commencing by a junction with Work No. 2/13C at a point 85 metres south of the junction of Sheringham Avenue with Knighton Road and terminating at a point 140 metres east of the junction of Waterloo Road with Exchange Street;

Work No. 2/14A– An accommodation road, being a diversion of part of Sandgate Close, commencing at a point in that road 185 metres north of its junction with Crow Lane and terminating at a point 205 metres north-east of that junction;

Work No. 2/14B– An improvement of Nursery Walk and Footpath FP127 including an extension of the footpath subway between that road and Stockland Road commencing at a point 10 metres south of the junction of Stockland Road with Cotleigh Road and passing southwards and terminating at its junction with Oldchurch Road;

Work No. 2/15A– A diversion of the sewer west of Waterloo Road commencing by a junction with that sewer beneath a point 65 metres south of the junction of Waterloo Road with Exchange Street and terminating by a junction with that sewer beneath a point 30 metres south-east of its commencement in Waterloo Road;

Work No. 2/15B– A widening of the southside bridge carrying the Great Eastern Main Line Railway over Waterloo Road, commencing at a point 70 metres south of the junction of Waterloo Road with Exchange Street and terminating at a point 25 metres south of that junction;

Work No. 2/15C– A bridge, for vehicular access over the River Rom, commencing at a point 210 metres west of the junction of Victoria Road with South Street and terminating at a point 20 metres east of its commencement;

Work No. 2/15D– A road forming a temporary diversion of Atlanta Boulevard commencing in that road at a point 105 metres west of its junction with South Street and terminating at a point 49 metres south-east of its commencement;

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Work No. 2/15E– An access road, commencing by a junction with Havana Close at a point 77 metres south-west of its junction with South Street and terminating at a point in The Battis 70 metres south-west of its junction with South Street;

Work No. 2/16A– A railway (1,264 metres in length) being a realignment of sidings commencing by a junction with the Electric Lines of the Great Eastern Main Line Railway at a point 145 metres south-east of the junction of Wallenger Avenue with Cranbrook Drive, passing eastwards and terminating by a junction with that railway at a point 135 metres south of the junction of Ewan Road with Cavell Crescent;

Work No. 2/16B– A railway (462 metres in length) forming sidings commencing by a junction with Work No. 2/16A at a point 60 metres south-east of the junction of Clunas Gardens with Amery Gardens, passing south-west and terminating at a point 130 metres east of the junction of Upper Brentwood Road with South Drive;

In the County of Essex, Borough of Brentwood–

Work No. 2/18A– A railway (704 metres in length) commencing by a junction with the Down Electric Line of the Great Eastern Main Line Railway at a point 32 metres east of the junction of Woodway with Abbots Close, passing northwards and terminating at a point 107 metres north-east of the junction of Hutton Road with Crossways;

Work No. 2/18B– A railway (1,226 metres in length) commencing by a junction with the Up Electric Line of the Great Eastern Main Line Railway at a point 35 metres east of the junction of Woodway with Abbots Close, passing northwards and terminating at a point 305 metres north of the junction of Rayleigh Road with Alexander Lane. Work No. 2/18B includes the provision of sidings on the western side of the Great Eastern Main Line Railway and to the north of Shenfield Station;

Work No. 2/18C– A railway (263 metres in length) forming sidings on the western side of the Great Eastern Main Line Railway and to the south of Shenfield Station, commencing by a junction with Work No. 2/18A at a point 105 metres east of the junction of Friar’s Avenue with Friar’s Close, passing southwards and terminating at a point 125 metres north-east of the junction of Woodway with Gordon Road;

Work No. 2/18D– A railway (653 metres in length), being a realignment of the Chelmsford Loop of the Great Eastern Main Line railway, commencing by a junction with the existing Up Electric Line of the Great Eastern Main Line Railway at a point 160 metres north-east of the junction of Hutton Road with Crossways, passing north-east and terminating by a junction with the existing Down Main Line of the Great Eastern Main Line railway at a point 85 metres east of the junction of Oliver Road with Hunter Road;

Work No. 2/18E– A railway (307 metres in length), being a realignment of the Southend Loop Line, commencing by a junction with Work No. 2/18D at a point 185 metres north of the junction of Rayleigh Road with Alexander Lane, passing northwards and terminating by a junction with the Southend Loop Line at a point 55 metres east of the junction of Oliver Road with Hunter Avenue;

In the County of Essex, District of Basildon–

Work No. 2/19– A railway (626 metres in length) forming sidings for construction purposes, commencing by a junction with the London, Tilbury & Southend Railway at a point 57 metres south-east of the junction of The Meads with Elmtree Road, passing eastwards and terminating at a point 133 metres south of the junction of Pitsea Hall Lane with Brackendale Avenue;

In the London Borough of Redbridge—

Work No. 2/20A– A railway (935 metres in length) commencing by a junction with tracks within Ilford Depot at a point 116 metres north-east of the bridge carrying Griggs Approach over the Great Eastern Main Line Railway, passing eastwards and terminating by a junction

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with that railway at a point 32 metres east of the bridge carrying Aldborough Road over that railway. Work No. 2/20A includes two depot buildings;

Work No. 2/20B– A railway (280 metres in length) commencing by a junction with tracks within Ilford Depot at a point 83 metres south-east of the junction of Carriage Mews with Ley Street, passing westwards and terminating at a point 50 metres east of the junction of Ley Street and Griggs Approach;

In the London Borough of Newham—

Work No. 2/21A– railway (567 metres in length) forming a deviation of the eastbound District line, commencing by a junction with that railway at a point 64 metres south-east of the junction of Tom Nolan Close with Jack Clow Road, passing eastwards and terminating by a junction with that railway at a point 44 metres north of the junction of Hartsworth Close with Whitelegg Road;

Work No. 2/21B– A railway (448 metres in length) forming a train reversing siding, commencing by a junction with Work No. 2/21A at its commencement, passing eastwards and terminating by a junction with the westbound District line at a point 34 metres north-west of the junction of Moxon Close with Whitelegg Road;

Work 2/21C– A railway (87 metres in length) commencing by a junction with the westbound District line at a point 70 metres south-east of the junction of Tom Nolan Close with Jack Clow Road, passing eastwards and terminating by a junction with Work No. 2/21B at a point 58 metres north-west of the junction of Springfield Road with Holland Road;

Work No. 2/21D– A railway (76 metres in length) commencing by a junction with Work No. 2/21B at a point 53 metres south-east of the junction of Holbrook Road with Corporation Street, passing eastwards and terminating by a junction with Work No. 2/21A at a point 52 metres north-west of the junction of Moxon Close with Whitelegg Road;

Work No. 2/21E– A railway (94 metres in length) forming a deviation of the terminating District line track at Plaistow Station, commencing by a junction with Work No. 2/21A at a point 43 metres north-west of the junction of Moxon Close with Whitelegg Road, passing eastwards and terminating by a junction with the terminating District line track at a point 45 metres north-west of the junction of Hartsworth Close with Whitelegg Road;

In the County of Berkshire, Royal Borough of Windsor & Maidenhead–

Work No. 3/1A– A deviation of the Reading Railway (1,604 metres in length) commencing by a junction with that railway at a point 160 metres south of the junction of Longlea Gardens with Lexington Avenue, passing eastwards and terminating by a junction with that railway at a point 25 metres west of the bridge carrying that railway over York Stream;

Work No. 3/1B– A railway (634 metres in length), forming sidings within Maidenhead Station Yard, commencing by a junction with Work No. 3/1A at a point 215 metres west of the bridge carrying the Reading Railway over King Street/Braywick Road, passing westwards and terminating at a point 129 metres south-east of the junction of Clarendon Copse with Clare Road;

Work No. 3/1C– A railway (743 metres in length) commencing at a point within Maidenhead Station Yard 166 metres south-east of the junction of Clarendon Copse with Clare Road, passing eastwards and terminating by a junction with the Reading Railway at a point 66 metres west of the bridge carrying that railway over King Street/Braywick Road;

Work No. 3/1D– A railway (239 metres in length) commencing by a junction with the Bourne End Branch Railway at Maidenhead Station at a point 6 metres south-east of the bridge carrying that railway over Silco Drive, passing eastwards and terminating at a point 107 metres west of the bridge carrying the Reading Railway over King Street/Braywick Road;

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

Work No. 3/1E– A diversion of a sewer commencing by a junction with that sewer beneath a point 145 metres south-east of the junction of Boyn Valley Road with Clare Road and terminating by a junction with that sewer beneath a point 114 metre west of the junction of Ludlow Road and Shoppenhanger’s Road. Work No. 3/1E includes shafts for construction and maintenance;

Work No. 3/1F– A temporary road, being a realignment of Shoppenhanger’s Road, commencing in that road at a point 143 metres west of the junction of Shoppenhanger’s Road with Braywick Road and terminating in Shoppenhanger’s Road at a point 35 metres west of that road junction;

In the County of Berkshire, Borough of Slough–

Work No. 3/2– A reconstruction of the bridge carrying Leigh Road over the Reading Railway commencing at a point 90 metres north of the junction of Argyll Avenue with Leigh Road and terminating at a point 42 metres south of the junction of Bedford Avenue with Leigh Road;

Work No. 3/3– A realignment of the Reading Railway (1,710 metres in length) commencing by a junction with that railway at a point 101 metres west of the bridge carrying Farnham Road over that railway, passing eastwards and terminating by a junction with that railway at a point 135 metres east of the bridge carrying William Street over that railway;

Work No. 3/3A– A raising of the bridge carrying Stoke Poges Lane over the Reading Railway and Work No. 3/3, commencing at a point 8 metres south of the junction of Simpsons Way with Stoke Poges Lane and terminating at a point 14 metres north of the junction of Lansdowne Avenue with Stoke Poges Lane;

Work No. 3/4– A realignment of the Windsor and Eton Branch Railway at Slough Station (214 metres in length) commencing by a junction with that railway at a point 62 metres west of the bridge carrying William Street over that railway, passing eastwards and terminating at a point within Slough Station 152 metres east of that bridge;

Work No. 3/5A– A temporary bridge to carry Wexham Road over the Reading Railway (for the duration of the construction of Work No. 3/5B), commencing in Wexham Road at a point 55 metres north of the junction of Diamond Road with Wexham Road and terminating in Wexham Road at a point 170 metres north of that road junction;

Work No. 3/5B– A partial reconstruction of the bridge carrying Wexham Road over the Reading Railway, commencing at a point 95 metres north of the junction of Diamond Road with Wexham Road and terminating at a point 120 metres north of that road junction;

Work No. 3/6– A partial reconstruction of the bridge carrying Middlegreen Road over the Reading Railway, commencing at a point 86 metres north of the junction of Halkingcroft with Middlegreen Road and terminating at a point 66 metres south of the bridge carrying Middlegreen Road over the Grand Union Canal;

Work No. 3/7A– A temporary bridge to carry St. Mary’s Road over the Reading Railway (for the duration of the construction of Work No 3/7B), commencing in St. Mary’s Road at a point 55 metres north-west of the junction of Maryside with St. Mary’s Road and terminating in St. Mary’s Road at a point 55 metres south-east of the bridge carrying that road over the Grand Union Canal;

Work No. 3/7B– A partial reconstruction of the bridge carrying St. Mary’s Road over the Reading Railway, commencing at a point 60 metres north-west of the junction of Maryside with St. Mary’s Road and terminating at a point 80 metres south-east of the bridge carrying St. Mary’s Road over the Grand Union Canal;

Work No. 3/8– A reconstruction of Trenches Bridge carrying footpath FP 47a and cycleway over the Reading Railway, commencing at a point 65 metres north-east of the

junction of Maryside with Minster Way and terminating at a point 40 metres south-west of the bridge carrying the footpath FP 47a and cycleway over the Grand Union Canal;

In the County of Berkshire, Borough of Slough and County of Buckinghamshire, District of South Bucks, Parish of Iver–

Work No. 3/9– A railway (2,264 metres in length) commencing by a junction with the Reading Railway at a point 80 metres north of the junction of Mead Avenue with Harvey Road, passing eastwards and terminating by a junction with that railway at a point 80 metres west of the bridge carrying the M25 over that railway. Work No. 3/9 includes a bridge over Hollow Hill Lane and the removal of Dog Kennel Bridge at Iver;

In the County of Berkshire, Borough of Slough—

Work No. 3/9D– A diversion of Hollow Hill Lane commencing in that road at a point beneath the north side of the bridge carrying the Reading Railway over that road and terminating in that road at a point 195 metres north-east of that bridge;

In the County of Buckinghamshire, District of South Bucks, Parish of Iver–

Work No. 3/9A– A realignment of part of a private access road adjacent to Iver Station, commencing in that access road at a point 111 metres north of the junction of Syke Cluan with Bathurst Walk and terminating by a junction with Work No. 3/9B at a point 40 metres south of the existing junction of Court Lane with Thorney Lane South;

Work No. 3/9B– A diversion of Thorney Lane South commencing in that road at a point 165 metres north of the existing junction of Court Lane with Thorney Lane South and terminating in that road at a point 262 metres south-east of the existing junction of Bathurst Walk with Thorney Lane South. Work No. 3/9B includes a bridge over the Reading Railway and the removal of the existing Thorney Lane South road bridge;

Work No. 3/9C– An extension of Bathurst Walk at its eastern end, commencing in that road at a point 12 metres west of the existing junction of Bathurst Walk with Thorney Lane South and terminating by a junction with Work No. 3/9B at a point 42 metres east of that existing road junction;

In the London Borough of Hillingdon–

Work No. 3/10– A railway (1,486 metres in length) commencing by a junction with the Reading Railway at a point 16 metres west of the bridge carrying that railway over the Colnbrook branch line (the former Staines and West Drayton Railway), passing eastwards and terminating by a junction with the Reading Railway at a point 40 metres east of the existing bridge carrying Kingston Lane over that railway;

Work No. 3/10A– A railway (640 metres in length) forming a siding within West Drayton Yard commencing by a junction with Work No. 3/10 at a point 103 metres west of the bridge carrying the Reading Railway over High Street, passing westwards and terminating at a point 113 metres north of the western end of Fairway Avenue;

Work No. 3/10B– A railway (625 metres in length) forming sidings within West Drayton Yard commencing by a junction with Work No. 3/10 at a point 103 metres west of the bridge carrying the Reading Railway over High Street, passing westwards and terminating at a point 166 metres north of the western end of Fairway Avenue;

Work No. 3/10C– An access road in the West Drayton Yard commencing in that Yard at a point 124 metres north-west of the junction of Fairway Close with Fairway Avenue and terminating in the existing access road leading from High Street at a point 77 metres south-east of the junction of Winnock Road with Tavistock Road. Work No. 3/10C includes a level crossing of the Colnbrook branch line (the former Staines and West Drayton Railway) and a bridge over Fray's River;

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Work No. 3/10D– A realignment of an existing culvert in the West Drayton Yard, commencing at a point 315 metres north-west of the junction of Fairway Close with Fairway Avenue and terminating at a point 187 metres north of that road junction. Work No. 3/10D includes an inspection chamber;

Work No. 3/10E– A diversion of the Colne Valley Sewer commencing by a junction with that sewer beneath a point 155 metres west of the junction of Padcroft Road with Tavistock Road and terminating by a junction with that sewer beneath a point 190 metres south of the junction of Wimpole Road with Tavistock Road. Work No. 3/10E includes shafts for construction and maintenance;

Work No. 3/10F– A bridge, incorporating steps and ramp facilities, to carry the footpath and cycleway between Kingston Lane and Horton Bridge Road over the Reading Railway, commencing at a point 145 metres north-east of the junction of Ruffle Close with Kingston Lane and terminating at a point 192 metres south of the junction of Horton Bridge Road with Horton Road. Work No. 3/10F includes the removal of the existing bridge carrying Kingston Lane over the Reading Railway;

Work No. 3/11– A railway (2,800 metres in length) commencing by a junction with the Heathrow Express Railway at a point 171 metres north of the northern tunnel portal of that railway, passing northwards then eastwards and terminating by a junction with the Reading Railway at a point 243 metres west of the bridge carrying The Parkway over that railway. Work No. 3/11 includes a viaduct adjacent to the Stockley Flyover;

Work No. 3/12A– A realignment of the Heathrow Express Railway (377 metres in length) commencing by a junction with that railway at a point 148 metres north of the northern tunnel portal of that railway, passing northwards and terminating by a junction with that railway at a point 336 metres north-west of the junction of Conway Drive with Stormont Drive;

Work No. 3/12B– A realignment of the Heathrow Express Railway (308 metres in length) commencing by a junction with Work No. 3/12A at a point 200 metres north of the northern tunnel portal of that railway, passing northwards and terminating by a junction with that railway at a point 336 metres north-west of the junction of Conway Drive with Stormont Drive;

Work No. 3/13A– A realignment of the Reading Railway (975 metres in length) commencing by a junction with that railway at a point 100 metres north of the junction of Conway Drive with Stormont Drive, passing eastwards and terminating by a junction with that railway at a point 162 metres east of the bridge carrying Dawley Road over that railway;

Work No. 3/13B– A railway (721 metres in length and partly on the viaduct forming part of Work No. 3/11) commencing by a junction with Work No. 3/11 on that viaduct at a point 170 metres north-east of the junction of Conway Drive with Stormont Drive, passing eastwards and terminating by a junction with the Reading Railway at a point 64 metres east of the bridge carrying Dawley Road over that railway;

Work No. 3/13C– A railway (419 metres in length) commencing by a junction with the Heathrow Express Railway at a point 86 metres north of the junction of Conway Drive with Stormont Drive, passing eastwards and terminating by a junction with Work No. 3/13A at a point 55 metres north-east of the northern end of Burnham Gardens;

Work No. 3/13D– A realignment of the Reading Railway (385 metres in length) commencing by a junction with that railway at a point 104 metres north of the junction of Conway Drive with Stormont Drive, passing eastwards and terminating by a junction with that railway at a point 52 metres north of the northern end of Burnham Gardens;

Work No. 3/14– A bridge to carry a footpath and cycleway over the Reading Railway commencing at a point 23 metres south of the junction of Iron Bridge Road South with Old Stockley Road and terminating at a point 59 metres north of the junction of Old Stockley

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

Road with Stockley Road. Work No. 3/14 includes the removal of the existing Old Stockley Road Bridge;

Work No. 3/15A– A temporary bridge to carry Station Road over the Reading Railway at Hayes and Harlington Station (during the construction of Work No. 3/15B) commencing at a point 4 metres north-east of the junction of Keith Road with Station Road and terminating at a point 54 metres south-east of the junction of Blyth Road with Clayton Road;

Work No. 3/15B– A raising and lengthening at the north-eastern end of the bridge carrying Station Road over the Reading Railway at Hayes and Harlington Station commencing at a point 111 metres north-east of the junction of Keith Road with Station Road and terminating at a point 54 metres south-east of the junction of Blyth Road with Clayton Road;

In the London Borough of Ealing–

Work No. 3/16– A railway (469 metres in length) commencing by a junction with the Greenford Branch Railway at West Ealing Station at a point 130 metres west of the junction of Drayton Avenue with Manor Road, passing south-eastwards then eastwards and terminating at a point in West Ealing Station 20 metres south of the junction of Drayton Road with Manor Road;

Work No. 3/17– A deviation of the Reading Railway (2,068 metres in length partly in tunnel) commencing by a junction with that railway at a point 300 metres west of the bridge carrying Hanger Lane over that railway, passing eastwards and terminating by a junction with that railway at a point 25 metres west of the bridge carrying Horn Lane over that railway;

Work No. 3/17A– A railway (1,500 metres in length) commencing by a junction with the Reading Railway at a point 54 metres east of London Underground bridge No. D29 over that railway, passing eastwards and terminating by a junction with the Poplar Lines 5 metres west of the bridge carrying Horn Lane over those lines;

Work No. 3/17B– A railway (881 metres in length) forming sidings within the Acton Yard, commencing by a junction with Work No. 3/17A at a point 160 metres north-east of the bridge carrying Noel Road over the Reading Railway, passing eastwards and terminating at a point 155 metres west of the junction of York Road with Horn Lane;

In the London Borough of Hammersmith & Fulham–

Work No. 3/19A– A railway (610 metres in length) commencing by a junction with Works Nos. 3/19B and 3/19C at a point 316 metres south-east of the junction of Salter Street with Hythe Road, passing north-westwards and terminating within a proposed depot at a point 196 metres east of the bridge carrying Old Oak Common Lane over the North London Line railway. Work No. 3/19A includes a depot building;

Work No. 3/19B– A railway (838 metres in length), forming sidings within Old Oak Common depot, commencing by a junction with Works Nos. 3/19A and 3/19C at its commencement, passing westwards and terminating at a point 838 metres west of its commencement. Work No. 3/19B includes a depot building;

In the London Borough of Hammersmith & Fulham and the Royal Borough of Kensington & Chelsea—

Work No. 3/19C– A railway (1,743 metres in length) commencing by a junction with Works No. 3/19A and 3/19B at a point 316 metres south-east of the junction of Salter Street with Hythe Road, passing eastwards and terminating by a junction with the Reading Railway at a point 16 metres west of the bridge carrying Ladbrooke Grove over that railway. Work No. 3/19C includes a depot building;

In the London Borough of Hammersmith & Fulham—

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

Work No. 3/19D– A railway (510 metres in length) commencing by a junction with sidings within Old Oak Common depot at a point 500 metres south-east of the junction of Old Oak Common Lane with Victoria Road, passing eastwards and terminating by a junction with sidings within that depot at a point 273 metres west of the western face of the bridge carrying Scrubs Lane over the Reading Railway. Work No. 3/19D includes a depot building;

In the London Borough of Hammersmith & Fulham and the Royal Borough of Kensington & Chelsea—

Work No. 3/19E– A railway (1,666 metres in length) commencing by a junction with sidings within Old Oak Common depot at a point 121 metres west of the western face of the bridge carrying Scrubs Lane over the Reading Railway, passing eastwards and terminating by a junction with the Reading Railway at a point 85 metres north-east of the junction of Barlby Road with Ladbroke Grove;

Work No. 3/19F– A railway (989 metres in length) commencing by a junction with the Reading Railway at a point 315 metres west of the western face of the bridge carrying Scrubs Lane over the Reading Railway, passing eastwards and terminating by a junction with that railway at a point 116 metres north of the northern end of Webb Close;

Work No. 3/20A– A railway (145 metres in length) commencing by a junction with tracks within North Pole Railway Depot at a point 59 metres east of the eastern portal of the Servicing and Inspection Shed, passing eastwards and terminating by a junction with the loco siding within that depot at a point 145 metres east of its commencement;

Work No. 3/20B– A railway (36 metres in length) forming a reinstated connection with the West London Railway, commencing by a junction with that railway at a point 2 metres north-west of the western abutment of the bridge carrying that railway over Scrubs Lane, passing north-westwards and terminating by a junction with tracks within North Pole Railway Depot at a point 36 metres north-west of its commencement;

Work No. 3/20C– A railway (51 metres in length) forming a reinstated connection with the West London Railway, commencing by a junction with that railway at a point 250 metres south-west of the eastern abutment of the bridge carrying that railway over Scrubs Lane, passing north-westwards and terminating by a junction with tracks within North Pole Railway Depot at a point 51 metres north-west of its commencement;

In the London Borough of Hammersmith & Fulham and the Royal Borough of Kensington & Chelsea—

Work No. 3/20D– A railway (1,121 metres in length) commencing by a junction with Transfer Siding No. 1 within North Pole Railway Depot at a point 300 metres east of the eastern face of the bridge carrying Scrubs Lane over the Reading Railway, passing eastwards and terminating at a point beneath the bridge carrying Ladbroke Grove over the Reading Railway. Work No. 3/20D includes extension of an existing depot building;

In the Royal Borough of Kensington & Chelsea—

Work No. 3/20E– A railway (387 metres in length) commencing by a junction with tracks within North Pole Railway Depot at a point 361 metres west of the Wheel Lathe Shed, passing eastwards and terminating by a junction with Work No. 3/20D at a point 387 metres east of its commencement;

Work No. 3/20F– A railway (567 metres in length) commencing by a junction with tracks within North Pole Railway Depot at a point 225 metres west of the western portal of the Wheel Lathe Shed, passing eastwards and terminating by a junction with Work No. 3/20D at a point 81 metres west of the western face of the bridge carrying Ladbroke Grove over the Reading Railway;

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

Work No. 3/20G– A railway (272 metres in length) commencing by a junction with tracks within North Pole Railway Depot at a point 190 metres west of the western portal of the Wheel Lathe Shed, passing eastwards and terminating at a point 272 metres east of its commencement;

Work No. 3/20H– A railway (336 metres in length) forming a siding within North Pole Railway Depot commencing by a junction with Work No. 3/20G at a point 102 metres west of the Wheel Lathe Shed, passing eastwards and terminating at a point 336 metres east of its commencement. Work No. 3/20H includes a depot building.