

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

SCHEDULES

SCHEDULE 1

Section 1(1)

SCHEDULED WORKS

Construction requirements

- 1 (1) The scheduled works must be constructed—
- (a) in the lines or situations shown on the deposited plans,
 - (b) in accordance with the levels shown on the deposited sections, and
 - (c) in the case of any station, depot or shaft for which an upper limit is shown on the deposited sections, within the limit so shown.

This is subject to sub-paragraph (2).

- (2) In constructing or maintaining any of the scheduled works, the nominated undertaker may deviate—
- (a) laterally to any extent from the lines or situations shown on the deposited plans, within the limits of deviation so shown,
 - (b) vertically downwards to any extent from the level shown for that work on the deposited sections, and
 - (c) vertically upwards to any extent not exceeding 3 metres from the level shown for that work on the deposited sections, but doing so in a case mentioned in sub-paragraph (1)(c) does not increase the limit referred to in that sub-paragraph.

Description of scheduled works

London Borough of Camden, City of Westminster, London Borough of Brent, Royal Borough of Kensington & Chelsea, London Boroughs of Hammersmith & Fulham, Ealing and Hillingdon—

Work No. 1/1 - A railway (23.48 kilometres in length) partly in tunnel, commencing at a point 235 metres east of the junction of North Gower Street with Drummond Street passing north-westwards and terminating beneath a point 80 metres north-west of the bridge carrying Ickenham Road over the Marylebone to Aylesbury Railway. Work No. 1/1 includes shafts at Cobourg Street, Mornington Street, Granby Terrace, Parkway, Adelaide Road, Alexandra Place, Canterbury Works and Greenpark Way, a station at Old Oak Common and a Crossover Box at Victoria Road.

London Borough of Camden—

Work No. 1/2 - A railway (2.16 kilometres in length) being a realignment of the West Coast Main Line Railway, partly in tunnel, commencing within Euston Station at a point 139 metres south of the junction of Eversholt Street with Drummond Crescent, passing north-westwards and terminating at a point 68 metres east of the eastern face of the bridge carrying Regents Park Road over the West Coast Main Line Railway; Works Nos. 1/1 and 1/2 include the reconfiguration and enlargement of Euston Mainline Station and London Underground Euston Station ticket hall;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 1/3 - A passenger subway, linking the proposed London Underground Euston Station ticket hall to the London Underground Metropolitan Line platforms at Euston Square Station and incorporating a new passenger access in Gordon Street commencing beneath a point in Gordon Street 55 metres south-east of the junction of that road with Euston Road and terminating beneath a point 90 metres north of the junction of Euston Road with Gordon Street;

Work No. 1/4 - A passenger subway commencing by a junction with the London Underground Metropolitan Line platforms at Euston Square Station beneath a point in Euston Road 85 metres north-east of the junction of that road with Gower Street and terminating by a junction with Work No. 1/3 beneath a point 5 metres south-east of the junction of Euston Road with Gordon Street;

Work No. 1/4A - A passenger subway commencing by a junction with the London Underground Metropolitan Line platforms at Euston Square Station beneath a point in Euston Road 85 metres north-east of the junction of that road with Gower Street and terminating by a junction with Work No. 1/3 beneath a point 10 metres north-west of the junction of Euston Road with Gordon Street;

Work No. 1/4B - A passenger subway linking the proposed London Underground Euston Station ticket hall to the London Underground Northern Line and Victoria Line platforms at Euston Station commencing beneath a point 100 metres west of the junction of Grafton Place and Eversholt Street, and terminating beneath a point 60 metres north east of the junction of Doric Way and Eversholt Street;

Work No. 1/4C - A passenger subway linking the proposed London Underground Euston Station ticket hall to the London Underground Northern Line and Victoria Line platforms commencing beneath a point 125 metres west of the junction of Grafton Place and Eversholt Street, and terminating beneath a point 82 metres north east of the junction of Doric Way and Eversholt Street;

Work No. 1/5 - An access road commencing by a junction with Euston Road at a point 10 metres north-east of the junction of that road with Gordon Street and terminating at a point at the junction of Eversholt Street and Grafton Place;

Work No. 1/6 - A sewer forming a diversion of sewers in Cardington Street, Melton Street, Drummond Street, Euston Street and Stephenson Way commencing by a junction with Work No. 1/9B beneath a point in Euston Road 25 metres north-east of the junction of that road with Gordon Street, and terminating by a junction with a sewer in Robert Street beneath a point 20 metres west of the junction of that road with Hampstead Road;

Work No. 1/7 - A diversion of Cobourg Street commencing at a point 70 metres south-east of its junction with Euston Street and terminating in Robert Street at a point 24 metres west of the junction of that street with Hampstead Road;

Work No. 1/8A - A cycle track, commencing by a junction with Work No. 1/11 at a point 8 metres east of the junction of Hampstead Road with Varndell Street and terminating in Varndell Street at a point 32 metres west of that junction;

Work No. 1/8B - A cycle track, commencing at a point 35 metres south of the junction of Melton Street and Euston Street and terminating at a point 20 metres south-east of the junction of Robert Street and Hampstead Road;

Work No. 1/9 - A sewer forming a diversion of sewers in Chalton Street and Phoenix Road, commencing in Chalton Street beneath a point at the junction of Chalton Street with Euston Road and terminating by a junction with the termination of Work No. 1/9A beneath a point 3 metres west of the junction of Phoenix Road with Eversholt Street;

Work No. 1/9A - A diversion of a sewer in Doric Way and Eversholt Street, commencing beneath a point 15 metres north-east of the junction of Doric Way with

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Eversholt Street and terminating by a junction with the termination of Work No. 1/9 beneath a point 3 metres west of the junction of Phoenix Road with Eversholt Street;
Work No. 1/9B - A diversion of the Fleet Sewer in Euston Road, commencing beneath a point 30 metres north-east of the junction of Euston Road with Gower Street and terminating by a junction with that sewer beneath a point 18 metres west of the junction of Euston Road with Upper Woburn Place;

Work No. 1/9C - A diversion of a sewer commencing beneath a point 90 metres north of the junction of Euston Road with Gordon Street and terminating by a junction with that sewer in Euston Square beneath a point 55 metres north-west of the junction of Euston Road with Upper Woburn Place;

Work No. 1/10B – A road, commencing by a junction with Eversholt Street at a point 67 metres south-east of the junction of Aldenham Street and Eversholt Street and forming a loop with its termination at a junction with the centre line of the work at a point 20 metres south-west of its commencement;

Work No. 1/11 - A realignment of Hampstead Road commencing at a point 65 metres south of its junction with Robert Street and terminating at a point 53 metres south of its junction with Harrington Square. Work No 1/11 includes a bridge over Works Nos. 1/1 and 1/2 and the West Coast Main Line Railway;

Work No. 1/11C - A temporary bridge over Work No. 1/2 and the West Coast Main Line Railway commencing at a point 90 metres south-east of the junction of Granby Terrace with Harrington Street and terminating at a point 25 metres south-west of the junction of Hampstead Road with Granby Terrace;

Work No. 1/11D – A road, commencing by a junction with the centre line of Work No. 1/11 at a point 8 metres east of the junction of the A400 Hampstead Road with Varndell Street and terminating at a point 182 metres north of its commencement. Work No. 1/11D includes a bridge over Work No. 1/1;

Work No. 1/11E – A road, commencing within Euston Station at a point 75 metres north of the junction of Cardington Street with Drummond Street and terminating by a junction with the centre line of Work No. 1/11 at a point 180 metres north of the junction of the A400 Hampstead Road with Varndell Street;

Work No. 1/11F – A temporary bridge, over the West Coast Main Line Railway and Work No. 1/2, commencing at a point 155 metres north of the junction of the A400 Hampstead Road with Varndell Street and terminating at a point 175 metres south-east of the junction of the A400 Hampstead Road with Mornington Crescent;

Work No. 1/11G – A cycle track commencing by a junction with the centre line of Work No. 1/11, at a point 12 metres north-east of the junction of the A400 Hampstead Road with Varndell Street and terminating at a point 92 metres north east of its commencement. Work No. 1/11G includes a bridge over Work No. 1/1;

Work No. 1/12 - A diversion of a sewer in Hampstead Road commencing beneath a point 5 metres north-west of the junction of Hampstead Road with Robert Street and terminating beneath a point 57 metres north of the junction of Hampstead Road with Varndell Street;

Work No. 1/12A - A diversion of a sewer in Varndell Street and Harrington Street commencing by a junction with Work No. 1/12 beneath a point 4 metres east of the junction of Hampstead Road with Varndell Street and terminating beneath a point 50 metres north of the junction of Mackworth Street with Harrington Street;

Work No. 1/12B - A diversion of a sewer in Mackworth Street, commencing beneath a point 16 metres east of the junction of Mackworth Street with Harrington Street and terminating beneath a point 37 metres east of the junction of Stanhope Street with Mackworth Street;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 1/12C - A diversion of a sewer in Granby Terrace, commencing beneath a point 9 metres west of the junction of Stanhope Street with Granby Terrace and terminating beneath a point 30 metres west of the junction of Granby Terrace with Harrington Street;

Work No. 1/12D - A diversion of a sewer in Mornington Terrace, commencing beneath a point 53 metres south east of the junction of Mornington Terrace with Mornington Street and terminating beneath a point 85 metres north-east of the junction of Park Village East with Mornington Street;

Work No. 1/13 - A diversion of Granby Terrace commencing by a junction with Work No. 1/11 at a point 30 metres north of the junction of that road with Hampstead Road and terminating at a point 4 metres south-west of the junction of Granby Terrace with Stanhope Street. Work No. 1/13 includes a bridge over Works Nos. 1/1, 1/2 and the West Coast Main Line Railway;

Work No. 1/14 - A realignment of parts of Harrington Square and Mornington Crescent, commencing at a point 40 metres south-west of the junction of Harrington Square with Liddington Place and terminating at a point 48 metres north-west of the junction of Hampstead Road with Mornington Crescent.

London Borough of Camden, City of Westminster, London Borough of Brent, Royal Borough of Kensington & Chelsea, London Boroughs of Hammersmith and Fulham, Ealing and Hillingdon—

Work No. 1/15 - A railway (22.77 kilometres in length) partly in tunnel commencing by a junction with Works Nos. 1/1 and 1/16 at a point 40 metres north-east of the junction of Stanhope Street with Granby Terrace passing north westwards and terminating at a point 84 metres north-west of the bridge carrying Ickenham Road over the Marylebone to Aylesbury Line, and including shafts at Salusbury Road, Westgate, Greenpark Way, Mandeville Road and South Ruislip, a station at Old Oak Common and a crossover box at Victoria Road.

London Borough of Camden—

Work No. 1/16 - A railway (0.57 kilometres in length) partly in tunnel commencing by a junction with Works Nos. 1/1 and 1/15 at a point 40 metres north-east of the junction of Stanhope Street with Granby Terrace passing north westwards and terminating at a point 52 metres south-west of the junction of Delancey Street with Mornington Terrace;

Work No. 1/17 - A railway siding (0.50 kilometres in length) commencing at a point 81 metres north-east of the junction of Stanhope Street with Granby Terrace passing north westwards and terminating at a point 60 metres south-east of the junction of Delancey Street with Mornington Terrace;

Work No. 1/17A – A railway (0.57 kilometres in length) being a reconstruction and realignment of ““Line X”” of the West Coast Main Line commencing at a point 85 metres north-east of the junction of Granby Terrace with Stanhope Street passing beneath the West Coast Main Line and terminating at a point 30 metres south of the junction of Parkway with Delancey Street;

Work No. 1/18 - A water main commencing in Euston Road beneath a point 43 metres east of the junction of that road with Gordon Street and terminating at a point 270 metres to the north-west of the junction of Albany Street with Redhill Street;

Work No. 1/18A - A water main commencing by a junction with the termination of Work No. 18 beneath a point 270 metres to the north-west of the junction of Albany Street with Redhill Street, and terminating beneath a point 105 metres south-west of the junction of Gloucester Avenue with Regent's Park Road;

Status: Point in time view as at 23/02/2017.

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Work No. 1/19 - A reconstruction of the bridge carrying Mornington Street over Works Nos. 1/1, 1/2, 1/15, 1/16 and 1/17 and the West Coast Main Line Railway commencing at the junction of Park Village East with Mornington Street and terminating at the junction of Mornington Street with Mornington Terrace;

Work No. 1/19A - A temporary bridge over Works Nos. 1/1, 1/2, 1/15, 1/16 and 1/17 and the West Coast Main Line Railway commencing on Park Village East at a point 152 metres south-east of the junction of that road with Mornington Street and terminating on Mornington Terrace at a point 160 metres south-east of the junction of that road with Mornington Street;

Work No. 1/26 - A diversion of a sewer commencing in Parkway beneath a point 45 metres south west of the junction of Gloucester Avenue with Delancey Street and terminating beneath a point 25 metres west of that junction;

Work No. 1/27 - A railway siding (0.89 kilometres in length), partly in tunnel, commencing by a junction with carriage siding and the West Coast Main Line at a point 22 metres south-east of the junction of Gloucester Avenue with Parkway and terminating at a point 44 metres east of the junction of King Henry's Road with Regent's Park Road;

Work No. 1/28 - A diversion of a sewer commencing in Gloucester Avenue beneath a point 66 metres east of the junction of Regent's Park Road with Gloucester Avenue and terminating beneath a point 10 metres east of the junction of Oval Road with Gloucester Crescent;

Work No. 1/29 - A diversion of a sewer in Princess Road and St Mark's Square commencing beneath the junction of Prince Albert Road with St Mark's Square and terminating in Gloucester Avenue beneath a point 48 metres east of the junction of Gloucester Avenue with Edis Street;

Work No. 1/30 - An accommodation access road commencing by a junction with the roundabout at Juniper Crescent and terminating at a point 132 metres north west of its commencement;

Work No. 1/31 - A diversion of a water main in Avenue Road commencing beneath a point 10 metres south-east of the junction of Avenue Road and Adelaide Road and terminating in Avenue Road beneath a point 174 metres north-west of that junction.

City of Westminster and London Borough of Camden—

Work No. 1/32 - A diversion of a water main in Abbey Road commencing beneath the junction of Abbey Road with Boundary Road and terminating beneath a point 33 metres south-east of the junction of Abbey Road with Belsize Road.

London Borough of Camden—

Work No. 1/33 - A diversion of a sewer commencing beneath a point 118 metres north-east of the junction of Langtry Road with Kilburn Priory and terminating in Belsize Road beneath a point 10 metres north-east of its junction with Priory Terrace.

London Borough of Brent—

Work No. 1/34 - A diversion of a sewer commencing beneath a point 130 metres north of the junction of Gorefield Place with Chichester Road and terminating on Brondesbury Villas beneath a point 85 metres north-east of the junction of Hazelmere Road with Brondesbury Villas.

Royal Borough of Kensington and Chelsea and London Borough of Hammersmith and Fulham—

Work No. 1/35 - A railway siding (0.95 kilometres in length) commencing by a junction with the Great Western Main Line at a point 240 metres north-west of the bridge carrying

Status: Point in time view as at 23/02/2017.

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Ladbroke Grove over that railway and terminating in North Pole Depot at a point 65 metres east of the termination of Mitre Way. Work No. 1/35 includes a depot at North Pole sidings. Royal Borough of Kensington and Chelsea—

Work No. 1/36 - A railway siding (0.30 kilometres in length) commencing in North Pole Depot at a point 344 metres west of the bridge carrying Ladbroke Grove over the Great Western Main Line and terminating at a point 170 metres north-east of the junction of Sutton Way with Dalgarno Way. Work No. 1/36 includes a depot at North Pole sidings.

London Boroughs of Hammersmith and Fulham and Ealing—

Work No. 1/37 - A realignment of the Great Western Main Line (2.66 kilometres in length) commencing by a junction with the commencement of Work No. 1/37C at a point 140 metres north east of the termination of Mitre Way and terminating at a point 35 metres east of the bridge carrying Horn Lane over the Great Western Main Line;

Work No. 1/37A - A realignment of the Great Western Main Line (0.51 kilometres in length) partly on viaduct commencing by a junction with Work No. 1/37 at a point 341 metres south-east of the junction of Wells House Road with Old Oak Common Lane and terminating by a junction with that Work at a point 303 metres north-west of the junction of Wulfstan Street with Old Oak Common Lane;

Work No. 1/37B - A railway (0.48 kilometres in length) commencing by a junction with Work No. 1/37 at a point 318 metres south-east of the junction of Wells House Road with Old Oak Common Lane and terminating at a point 216 metres south-west of that junction. Work No. 1/37B includes a bridge over Work No. 1/40.

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

Work No. 1/37C - A realignment of the Great Western Main Line (1.0 kilometres in length) commencing by a junction with the commencement of Work No. 1/37 and terminating by a junction with the Great Western Main Line at a point 160 metres north-west of the bridge carrying Ladbroke Grove over that line.

London Borough of Hammersmith and Fulham—

Work No. 1/38 - A diversion of a sewer commencing beneath a point 120 metres south-east of the bridge carrying Scrubs Lane over the Great Western Main Line and terminating in Scrubs Lane beneath a point 28 metres north of the bridge carrying that road over the Grand Union Canal;

Work No. 1/39 - A diversion of a sewer commencing beneath a point 470 metres west of the bridge carrying the North London line over Hythe Road and terminating beneath a point 300 metres north-east of the junction of Braybrook Street with Wulfstan Street;

Work No. 1/39A - An access tunnel commencing beneath a point 515 metres south-west of the junction of Hythe Road with Scrubs Lane and terminating beneath a point 227 metres north-west of the junction of Old Oak Common Lane with Victoria Road.

London Borough of Ealing—

Work No. 1/40 - A realignment of Old Oak Common Lane commencing at a point 100 metres north-west of its junction with Wulfstan Street and terminating at a point 184 metres north east of its junction with Wells House Road.

London Boroughs of Hammersmith and Fulham and Ealing—

Work No. 1/41 - A realignment of an access road commencing on that road at a point 60 metres south-east of the bridge carrying Old Oak Common Lane over the Great Western Main Line and terminating by a junction with Work No. 1/40 at a point 185 metres north west of the junction of Old Oak Common Lane with Wolfstan Street.

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

London Borough of Ealing—

Work No. 1/42 - An accommodation access road commencing on Old Oak Common Lane at a point 205 metres south of its junction with Wells House Road and terminating at a point 90 metres west of its commencement;

Work No. 1/43 - A temporary bridge over the London Underground Central Line commencing at a point 120 metres west of the bridge carrying the Great Western Main Line over Old Oak Common Lane and terminating at a point 134 metres west of that bridge;

Work No. 1/44 - A diversion of a sewer commencing beneath a point 50 metres north of the junction of Uneeda Drive with Greenford Road and terminating in Greenford Road beneath a point 100 metres north of the junction of Greenford Road with Rockware Avenue;

Work No. 1/45 - An improvement of Wales Farm Road, Victoria Road and Old Oak Lane commencing at the junction of the A4000 with Wales Farm Road and terminating in Old Oak Lane at a point 96 metres north-east of the junction of Victoria Road with Old Oak Lane;

Work No. 1/46 - A temporary conveyor for construction purposes commencing at a point 100 metres west of the junction of Bethune Road with Victoria Road and terminating in Willesden Euroterminal at a point 190 metres south of the junction of Bramshill Road with Harley Road;

Work No. 1/47 - A temporary conveyor for construction purposes commencing by a junction with Work No. 1/46 at a point 275 metres north west of the junction of Victoria Road and Old Oak Lane and terminating in Willesden Euroterminal at a point 300 metres south east of the bridge carrying the Cricklewood Line over the Grand Union Canal (Paddington Branch);

Work No. 1/48A - A temporary bridge over the Grand Union Canal (Paddington Branch) commencing at a point 350 metres south-east of the bridge carrying the Cricklewood Line over that Canal and terminating at a point 45 metres north east of its commencement;

Work No. 1/49 - A temporary conveyor for construction purposes commencing in Willesden Euroterminal at a point 410 metres east of the bridge carrying the Cricklewood Line over the Grand Union Canal (Paddington Branch) and terminating by a junction with Work No. 1/46 at a point 84 metres north-east of that bridge.

London Boroughs of Ealing and Brent—

Work No. 1/50 - A realignment of a railway siding (1.08 kilometres in length) commencing at a point 388 metres south-east of the bridge carrying the Station Road over the West Coast Main Line and terminating in Willesden Euroterminal at a point 205 metres north of the bridge carrying the Cricklewood Line over the Grand Union Canal (Paddington Branch);

Work No. 1/51 - A temporary conveyor for construction purposes commencing in Willesden Euroterminal at a point 155 metres south of the junction of Bramshill Road with Harley Road and terminating at a point 100 metres south east of the bridge carrying the Cricklewood Line over the Grand Union Canal (Paddington Branch).

London Borough of Brent—

Work No. 1/52 - A railway siding (0.89 kilometres in length) commencing by a junction with the Willesden Relief Line at a point 265 metres north east of the termination of Waxlow Road and terminating at a point 60 metres south east of the bridge carrying the West Coast Main Line over the North Circular Road.

London Boroughs of Ealing and Brent—

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 1/53 - A diversion of a sewer commencing in Alperton Lane beneath a point 18 metres west of the junction of Alperton Lane with Manor Farm Road and terminating in Western Avenue beneath a point 62 metres west of the junction of Western Avenue with Alperton Lane.

London Borough of Ealing—

Work No. 1/54 - A temporary realignment of the Wycombe Single Line (0.81 kilometres in length), commencing at a point 213 metres south-east of the termination of Rockware Avenue passing westwards and terminating at a point 10 metres west of the bridge carrying Greenford Road over that railway;

Work No. 1/54A – A railway siding (0.72 kilometres in length) commencing by a junction with the Wycombe Single Line at a point 20 metres north-west of the bridge carrying Greenford Road over that line and terminating by a junction with that line at a point 240 metres south-east of the bridge carrying that line over the Grand Union Canal (Paddington Branch);

Work No. 1/55 - A diversion of a sewer beneath the London Underground Central Line and the Wycombe Single Line commencing beneath a point 314 metres east of the junction of Belvue Road with Rowdell Road and terminating beneath a point 130 metres south-east of the junction of Carr Road with Cherry Gardens.

London Borough of Hillingdon—

Work No. 1/56 - A diversion of a sewer beneath the London Underground Central Line, the Wycombe Single Line and the Marylebone to Aylesbury Line commencing in Great Central Avenue beneath a point 11 metres east of the junction of that road with Cedar Avenue and terminating beneath a point 185 metres north-east of that junction;

Work No. 1/57 - A diversion of a sewer beneath the London Underground Central Line and the Marylebone to Aylesbury Line commencing in Bridgewater Road beneath a point 10 metres north-east of the junction of that road with Carmichael Close and terminating beneath a point 165 metres north of the bridge carrying that railway over Bridgewater Road;

Work No. 1/58 - A diversion of a sewer commencing beneath a point 66 metres north-east of the junction of Bedford Road with West End Road and terminating beneath a point 35 metres north of its commencement;

Work No. 1/59 - A diversion of a sewer commencing beneath a point 60 metres south of the junction of West End Road with Bedford Road and terminating in West End Road beneath a point 5 metres south east of its junction with Sidmouth Drive;

Work No. 1/60 - A realignment of a railway siding (0.30 kilometres in length) at West Ruislip Station commencing at a point 53 metres west of the bridge carrying Ickenham Road over the Marylebone to Aylesbury Line and terminating at a point 300 metres west of its commencement;

Work No. 1/61 - A railway (2.27 kilometres in length), partly in tunnel commencing by a junction with the termination of Works Nos. 1/15 and 1/1 passing north westwards and terminating at a point 225 metres north of the junction of Harvil Road with Skip Lane. Work No. 1/61 includes a shaft at West Ruislip and bridges over the River Pinn and Breakspear Road South;

Work No. 1/62 - A footbridge with ramps over Works Nos. 1/60, 1/61 and 1/63 commencing at a point 102 metres east of the junction of The Greenway with footpath U81 and terminating at a point 140 metres north-east of that junction;

Work No. 1/63 - A temporary conveyor for construction purposes commencing at a point 150 metres north east of the junction of The Greenway with footpath U81 and

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

terminating at a point 400 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South;

Work No. 1/64 - A diversion of a watercourse in Ruislip Golf Course commencing at a point 80 metres north-east of the bridge carrying the Marylebone to Aylesbury Line over Ickenham Stream and terminating in the River Pinn at a point 52 metres north-east of the bridge carrying that railway over the River Pinn;

Work No. 1/65 - A diversion of a sewer in Ruislip Golf Course commencing beneath a point 26 metres south west of the bridge carrying the Marylebone to Aylesbury Line over Ickenham Stream and terminating beneath a point 230 metres north-east of the termination of The Greenway;

Work No. 1/66 - A temporary railway siding (1.87 kilometres in length) commencing by a junction with the Marylebone to Aylesbury Line at a point 36 metres east of the bridge carrying that railway over Ickenham Stream passing in a north-westerly direction and terminating at a point 196 metres north east of the bridge carrying Harvil Road over that railway. Work No. 1/66 includes bridges over the River Pinn and Work No. 1/67;

Work No. 1/67 - A regrading of Breakspear Road South commencing at a point 8 metres west of the junction of that road with footpath U43 and terminating at a point 60 metres north of the junction of that road with Cophall Road West;

Work No. 1/67A - A temporary footbridge over the River Pinn commencing at a point 35 metres south of the bridge carrying the Marylebone to Aylesbury Line over that river and terminating at a point 15 metres west of its commencement;

Work No. 1/68 - An access road commencing on Breakspear Road South at a point 90 metres north-east of the junction of that road with footpath U46 and terminating on bridleway U42 at a point 124 metres north west of the junction of that road with footpath U46;

Work No. 1/68A – An access road commencing by a junction with Work No. 1/68 at a point 95 metres north-west of the junction of Breakspear Road South with Bridleway U42 and terminating 260 metres west of its commencement;

Work No. 1/69 - A temporary conveyor for construction purposes commencing by a junction with Work No. 1/63 at a point 200 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South and terminating by a junction with the commencement of Work No. 1/71 at a point 220 metres west of that bridge;

Work No. 1/70 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/63 at a point 400 metres north west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South and terminating by a junction with Work No. 1/71 at a point 430 metres west of that bridge;

Work No. 1/71 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/69 and terminating by a junction with the commencement of Work No. 1/73 at a point 444 metres east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line;

Work No. 1/72 - A diversion of a gas main commencing beneath a point 480 metres west of the bridge carrying the Marylebone to Aylesbury Line over Breakspear Road South and terminating beneath a point 600 metres north east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line;

Work No. 1/73 - A temporary conveyor for construction purposes commencing by a junction with the termination of Work No. 1/71 and terminating at a point 448 metres south east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 1/74 - A temporary bridge commencing at a point 436 metres south east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line and terminating at a point 436 metres east of that bridge;

Work No. 1/75 - A temporary railway siding (0.38 kilometres in length), commencing by a junction with Work No. 1/66 at a point 338 metres east of the bridge carrying Harvil Road over the Marylebone to Aylesbury Line and terminating at a point 40 metres west of that bridge;

Work No. 1/76 - A realignment (part) of Harvil Road commencing at a point 230 metres south-east of the junction of that road with Skip Lane and terminating at a point 223 metres north of that junction. Work No. 1/76 includes a bridge over the Aylesbury to Marylebone Line;

Work No. 1/77 - An access road commencing by a junction with Work No. 1/76 at a point 190 metres south-east of the junction of Harvil Road with Skip Lane and terminating on Harvil Road at a point 77 metres south-east of that junction;

Work No. 1/78 - A realignment of Newyears Green Lane commencing at a point 456 metres west of the junction of that road with bridleway U42 and terminating at a point 114 metres west of its commencement.

London Borough of Hillingdon, County of Buckinghamshire, District of South Bucks, Parish of Denham, District of Chiltern, Parishes of Chalfont St. Peter, Chalfont St. Giles, Amersham, Coleshill and Little Missenden, County of Hertfordshire, District of Three Rivers—

Work No. 2/1 - A railway (19.27 kilometres in length), partly on viaduct and partly in tunnel, commencing by a junction with Work No. 1/61 at its termination, continuing north-westwards and terminating at a point 530 metres north of the junction of footpath LMI/17/2 with footpath LMI/17/1;

Work No. 2/1 includes viaducts over Newyears Green Bourne, Harefield No.2 Lake, the Grand Union Canal, Savay Lake, Moorhill Road, Kroda Lake, Long Lake, the River Colne and the A412 Denham Way (North Orbital Road) and shafts at Chalfont St. Peter, Chalfont St. Giles, Amersham and Little Missenden.

London Borough of Hillingdon—

Work No. 2/1A - A diversion of the Newyears Green Bourne commencing at a point 320 metres south west of the junction of Harvil Road with Dews Lane and terminating 130 metres west of its commencement;

Work No. 2/1B - A realignment of railway sidings (0.36 kilometres in length), commencing at a point 587 metres south of the junction of Harvil Road with Dews Lane and terminating at a point 597 metres south-west of that junction;

Work No. 2/1C - A diversion of Harvil Road, commencing on that road at a point 434 metres south-east of the junction of that road with Dews Lane and terminating at a point 44 metres south of that junction. Work No. 2/1C includes a bridge over Work No. 2/1;

Work No. 2/1D - A diversion of a gas main commencing at a point 515 metres south-west of the junction of New Years Green Lane and footpath U42 and terminating at a point 585 metres north-west of the junction of Harvil Road with Skip Lane;

Work No. 2/2 - A realignment of Dews Lane, forming an access to Hillingdon Outdoor Activities Centre commencing by a junction of that road with Harvil Road and terminating at the entrance to the Hillingdon Outdoor Activity Centre;

Work No. 2/2A - An accommodation road, forming an access to the electricity supply facility, commencing on Harvil Road at a point 390 metres north-west of its junction with New Years Green Lane and terminating at a point 297 metres south-west of its commencement;

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/2B - A temporary access road beneath Work No. 2/1 commencing by a junction with Work No.2/2 at a point 36 metres north-east of the entrance to the Hillingdon Outdoor Activities Centre and terminating in the grounds of the Hillingdon Outdoor Activities Centre at a point 177 metres west of its commencement;

Work No. 2/3 - A temporary bridge over the Grand Union Canal commencing on the western towpath of that canal at a point 38 metres north-west of the viaduct carrying the Chiltern Main Line over that canal and terminating on the eastern towpath at a point 128 metres north of that viaduct;

Work No. 2/4 - A temporary bridge over the Grand Union Canal commencing at a point on the western towpath of that canal at a point 495 metres south of the viaduct carrying the Chiltern Main Line over that canal and terminating on the eastern towpath 57 metres north-east of its commencement.

London Borough of Hillingdon, County of Buckinghamshire, District of South Bucks, Parish of Denham—

Work No. 2/4B – A temporary bridge over the River Colne commencing at a point 200 metres north-east of the junction of footpaths DEN/20/2 and DEN/20/1 with bridleways DEN/48/2 and DEN/48/3 and terminating at a point 134 metres north-east of its commencement;

Work No. 2/5 - A diversion of the River Colne commencing at a point 644 metres north-west of the bridge carrying Moorfield Road over that river and terminating at a point 156 metres north of its commencement.

County of Buckinghamshire, District of South Bucks, Parish of Denham—

Work No. 2/6 - A diversion of a gas main commencing at a point 350 metres south of the junction of bridleway DEN/3/1 with Denham Way (North Orbital Road), extending north-eastwards beneath that road and terminating 98 metres north-east of its commencement.

County of Hertfordshire, District of Three Rivers—

Work No. 2/7 - A diversion of Tilehouse Lane commencing at a point 16 metres north-east of the junction of that road with bridleway Ricks 002/Shire Lane and terminating on Tilehouse Lane at a point 92 metres south-west of the junction of that road with Denham Way (North Orbital Road). Work No. 2/7 includes a bridge over Work No. 2/1;

Work No. 2/7A - An accommodation access road commencing by a junction with Work No. 2/7 at a point 350 metres south-west of the junction of Tilehouse Lane with Denham Way (North Orbital Road) and terminating on bridleway Ricks 004 at a point 280 metres west of that junction;

Work No. 2/7B - An accommodation access road commencing by a junction with Work No. 2/7 at a point 562 meters north-west of the commencement of Work No. 2/7 and terminating on bridleway Ricks 004 at a point 68 metres south-west of the junction of that bridleway with bridleway 002/Shire Lane;

Work No. 2/7C - An accommodation access road, commencing by a junction with Work No. 2/7 at a point 548 metres north west of the commencement of Work No.2/7 and terminating at the junction of bridleway Ricks 004 with bridleway Ricks 002/Shire Lane;

Work No. 2/7D - A temporary accommodation access road, being a diversion of bridleway Ricks 004, commencing on bridleway Ricks 004 at a point 633 metres south- west of its junction with Denham Way (North Orbital Road) and terminating 364 metres north-east of its commencement;

Work No. 2/7E - A temporary accommodation access road commencing on Tilehouse Lane at a point 20 metres north of the junction of that road with bridleway Ricks

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

002/Shire Lane and terminating by junction with Work No. 2/7C at a point 54 metres east of the junction of bridleway Ricks 004 with bridleway Ricks 002/Shire Lane.

County of Buckinghamshire, District of South Bucks, Parish of Denham—

Work No. 2/7F - A temporary accommodation access road commencing at the junction of Shire Lane/Ricks 002/DEN2/1 with footpath CSP/43/2 and terminating at a point 366 metres south-west of its commencement.

County of Hertfordshire, District of Three Rivers —

Work No. 2/8 - A realignment of Chalfont Lane, commencing at the junction of that road with Denham Way (North Orbital Road) and terminating in that road at a point 90 metres south-east of the junction of Shire Lane over the M25 Motorway;

Work No. 2/8A - A temporary slip road commencing by a junction with Work No. 2/8 at a point 40 metres east of its termination and terminating on the southbound carriageway of the M25 Motorway at a point 202 metres south-east of the bridge carrying Hornhill Road over that motorway;

Work No. 2/8B - An accommodation road, commencing on Chalfont Lane at a point 865 metres west of its junction with A412 Denham Way (North Orbital Road) and terminating at a point 78 metres north of its commencement.

County of Buckinghamshire, District of Chiltern, Parish of Chalfont St. Peter, County of Hertfordshire, District of Three Rivers—

Work No. 2/9 - A temporary slip road commencing on Shire Lane at a point 220 metres south-east of the junction of that road with West Hyde Lane and terminating on the northbound carriageway of the M25 Motorway, 196 metres south of the bridge carrying Hornhill Road over that motorway;

Work No. 2/10 - An accommodation access road commencing on an access road at a point 50 metres west of the bridge carrying Shire Lane over the M25 Motorway and terminating on Shire Lane at a point 180 metres south-east of its junction with West Hyde Lane;

Work No. 2/10A - A temporary road commencing by a junction with Work No. 2/10 at its termination and terminating by a junction with Hornhill Road at a point 94 metres west of the bridge carrying Hornhill Road over the M25 Motorway.

Parishes of Chalfont St. Giles, Amersham and Coleshill—

Work No. 2/11 - A realignment of Bottom House Farm Lane commencing at a point 48 metres north-east of Hobbs Hole Cottage and terminating at the junction of that lane with Amersham Road.

Parish of Amersham—

Work No. 2/12 - A diversion of a cycle track, commencing at a point 20 metres south-east of the junction of the A404 Whielden Lane and terminating on that cycle track at a point 70 metres east of the junction of the A404 with the A413.

County of Buckinghamshire, District of Chiltern, Parishes of Little Missenden, Great Missenden and The Lee, District of Aylesbury Vale, Parish of Wendover—

Work No. 2/14 - A railway (8.3 kilometres in length) partly in tunnel and partly on viaduct commencing by a junction with Work No. 2/1, at its termination, continuing north-westwards, and terminating at a point 240 metres north-west of the roundabout joining the A413 London Road with Small Dean Lane; Work No. 2/14 includes a viaduct over the A413 London Road, the Marylebone to Aylesbury Line and Small Dean Lane.

Parish of Great Missenden—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/18C - An access road commencing at a point 550 metres south-west of the junction of Frith Hill with King's Lane and terminating at a point 350 metres north-west of that junction;

Work No. 2/19 - An accommodation access road, commencing on the access road to Havenfield Lodge, at a point 618 metres south-west of the junction of that road with Potter Row and terminating on that road at a point 137 metres south-west of that junction. Work No. 2/19 includes a bridge over Work No. 2/14.

Parishes of Great Missenden and The Lee—

Work No. 2/20 - A diversion of Leather Lane commencing on that road at a point 720 metres west of the junction of that road with King's Lane and Potter Row and terminating on that road at a point 116 metres west of that junction. Work No. 2/20 includes a bridge over Work No. 2/14.

Parish of The Lee—

Work No. 2/21 - An accommodation access road, being a realignment of a track to Cottage Farm, commencing on that track at a point 665 metres south-west of the junction of that road with King's Lane and terminating on that track at a point 159 metres south-west of that junction. Work No. 2/21 includes a bridge over Work No. 2/14.

District of Aylesbury Vale, Parish of Wendover—

Work No. 2/22 - A footbridge over Work No. 2/14, being a realignment of footpaths WEN/38/1 and TLE/2/2 commencing on footpath WEN/38/1 at a point 494 metres south-west of the junction of King's Lane with Bowood Lane and terminating on footpath TLE/2/2 at a point 12 metres west of its junction with Kings Lane;

Work No. 2/23 - A realignment of Bowood Lane commencing on that road at a point 487 metres west of its junction with King's Lane and terminating on that road at a point 201 metres west of that junction. Work No. 2/23 includes a bridge over Work No. 2/14.

District of Aylesbury Vale, Parish of Wendover—

Work No. 2/23A - An accommodation access road, being a realignment of a track, commencing at a point 312 metres south-east of the junction of Bowood Lane with footpath WEN/39/2 and terminating on that track at a point 130 metres north-east of its commencement;

Work No. 2/23B - An accommodation access road, being a realignment of a track, commencing on footpath WEN/39/2 and access track at a point 140 metres north of the junction of that access with Bowood Lane and terminating on footpath WEN/39/1 and that track at a point 280 metres east of its commencement;

Work No. 2/24 - A diversion of Rocky Lane under Work No. 2/14, commencing at a point 390 metres north-west of the junction of that road with footpath WEN/39/1 and terminating on that road at a point 158 metres east of its junction with the A413 London Road;

Work No. 2/24A - An accommodation access road commencing by a junction with Work No. 2/24 at a point 223 metres east of the junction of Rocky Lane with the A413 London Road and terminating at a point 75 metres south of its commencement;

Work No. 2/25 - An accommodation access road, being a realignment of a track, commencing on the A413 London Road at a point 460 metres south-east of the junction of that road with Hale Road and terminating on that track at a point 38 metres north-east of its commencement;

Work No. 2/25A - A temporary road being a diversion of the A413 London Road commencing at a point 450 metres south of the roundabout with London Road and Small Dean Lane and terminating 316 metres south of that roundabout;

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/26 - A realignment of Small Dean Lane, commencing at a point 368 metres south of the roundabout joining that road with the A413 London Road and terminating at a point 36 metres south-west of that roundabout;

Work No. 2/27 - An accommodation road commencing on bridleway WEN/57/1 and access track at a point 180 metres north-west of the roundabout joining the A413 London Road with Small Dean Lane and terminating on the access to Grove Farm at a point 70 metres south-west of its junction with footpath WEN/57/1.

County of Buckinghamshire, District of Aylesbury Vale, Parishes of Wendover, Stoke Mandeville and Stone with Bishopstone and Hartwell, District of Wycombe, Parish of Ellesborough—

Work No. 2/28 - A railway (8.98 kilometres in length) partly in tunnel, commencing by a junction with Work No. 2/14 at its termination and terminating at a point 540 metres south-west of the roundabout junction of the A418 Oxford Road with Coldharbour Way; Work No. 2/28 includes bridges over Chalkshire Stream, Stoke Brook and Sedrup Ditch.

District of Aylesbury Vale, Parish of Wendover—

Work No. 2/29 - A temporary road, being a diversion of Bacombe Lane, commencing on Ellesborough Road at a point 305 metres south-west of the bridge carrying that road over the A413 London Road and terminating on Bacombe Lane at a point 325 metres south-west of the bridge carrying that road over the A413 London Road;

Work No. 2/29A - A diversion of Bacombe Lane, commencing on that road at a point 242 metres south-west of the bridge carrying that road over the A413 London Road and terminating on that bridge;

Work No. 2/30 - A realignment of Ellesborough Road commencing on that road at a point 438 metres south-west of the bridge carrying that road over the A413 London Road and terminating on that road at a point 60 metres south-west of that bridge;

Work No. 2/31 - A temporary road being a diversion of Ellesborough Road commencing by a junction with the commencement of Work No. 2/30 and terminating by a junction with the termination of Work No. 2/30;

Work No. 2/33 - An accommodation access road, being a realignment of a track, commencing on footpath WEN/55/1 and access track at a point 67 metres north-east of the junction of that footpath with footpath WEN/6/2 and terminating on that footpath and accommodation track at a point 5 metres south-west of the bridge carrying that footpath over the A413 Wendover Bypass.

District of Aylesbury Vale, Parish of Wendover, District of Wycombe, Parish of Ellesborough—

Work No. 2/34 - A diversion of Nash Lee Road, commencing on the roundabout at the junction of that road with the A413 Wendover Bypass and terminating on that road at a point 230 metres west of the junction of that road with Nash Lee Lane. Work No. 2/34 includes a bridge over Work No. 2/28.

District of Aylesbury Vale, Parish of Wendover—

Work No. 2/34A - A spur road, commencing by a junction with Work No. 2/34 at a point 178 metres west of the roundabout at the junction of Nash Lee Road with the A413 Wendover Bypass and terminating on Nash Lee Lane at a point 205 metres north-east of the junction of that road with Nash Lee Road.

District of Aylesbury Vale, Parish of Stoke Mandeville, District of Wycombe, Parish of Ellesborough—

Work No. 2/35 - A footbridge over Work No. 2/28, being a diversion of footpath ELL/20/1, commencing on that footpath at a point 377 metres north of the junction of that footpath with Nash Lee Road and terminating by a junction with footpath

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

SMA/6/1 at a point 136 metres west of the junction of that footpath with footpath ELL/20/1;

Work No. 2/36 - A diversion of the A4010 Risborough Road, commencing on that road at a point 360 metres south-east of the junction of that road with Old Risborough Road and terminating at a point 625 metres south-east of the junction of that road with Kynaston Avenue. Work No. 2/36 includes a bridge over Work No. 2/28 and a realignment of the B4443 Lower Road.

District of Aylesbury Vale, Parish of Stoke Mandeville—

Work No. 2/36A - An access road commencing by a junction with Work No. 2/36 at a point 320 metres south-east of the junction of footpaths SMA/16/2 and SMA/16/3 with the Princes Risborough to Aylesbury Railway and terminating by a junction with footpath SMA/11/2 at a point 164 metres south-east of its commencement;

Work No. 2/36B - A road commencing by a junction with Work No. 2/36 at a point 164 metres south of the junction of the A4010 Risborough Road with Old Risborough Road and terminating on the A4010 Risborough Road at a point 64 metres north-east of its commencement;

Work No. 2/37 - An underpass beneath Work No. 2/28, being a diversion of the footway/cycleway along the A4010 Risborough Road commencing at a point 85 metres north of the junction of that road with Old Risborough Road and terminating on that footway at a point 144 metres north of its commencement.

District of Aylesbury Vale, Parish of Stoke Mandeville, District of Wycombe, Parish of Ellesborough—

Work No. 2/38 - An accommodation access road, being a diversion of footpaths SMA/9/1 and SMA/8/2, commencing at a point 400 metres south-west of the junction of footpaths SMA/9/2 and SMA/10/1 with footpath SMA/15A/1 and terminating on footpath SMA/15A/1 at the junction of that footpath with Marsh Lane. Work No. 2/38 includes a bridge over Work No. 2/28.

District of Wycombe, Parish of Great and Little Kimble cum Marsh, District of Aylesbury Vale, Parish of Stoke Mandeville—

Work No. 2/39 - A railway (1.47 kilometres in length) being a realignment of the Princes Risborough to Aylesbury Line Railway, commencing on that railway at a point 260 metres north of Marsh Crossing and terminating on that railway at a point 110 metres south-east of the junction of Batt Furlong with Westfield.

District of Aylesbury Vale, Parishes of Stoke Mandeville and Stone with Bishopstone and Hartwell—

Work No. 2/43 - An accommodation access road, being a diversion of footpaths SMA/16/1, SBH/28/2 and SMA/16/2, commencing at a point 131 metres south of the junction of footpaths SBH/17/3 and SBH/28/2 with footpath SMA/16/1 and terminating on footpath SMA/16/2 at a point 197 metres north-east of the junction of that footpath with footpaths SBH/16/1 and SBH/17A/1. Work No. 2/43 includes a bridge over Work No. 2/28.

Parish of Stone with Bishopstone and Hartwell—

Work No. 2/43A - An access road commencing by a junction with Work No. 2/43 at a point 120 metres south of the junction of footpaths SBH/17/3, SBH/28/2 and SMA/16/1 and terminating at a point 10 metres south-east of the junction of footpath SBH/28/1 with Road leading to Bradstone;

Work No. 2/44 - A bridge over Work No. 2/28, being a diversion of bridleway SBH/19/7, commencing on that bridleway at a point 356 metres south-west of the junction of that bridleway with bridleway SMA/22/1 and terminating on that bridleway at a point 50 metres south of that junction;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 2/45 - A footbridge commencing on footpath SBH/27/1 at a point 694 metres south-west of the junction of Welland Close with Nene Close and terminating on that footpath at a point 424 metres north-east of its commencement;

Work No. 2/46 - A gas main diversion, commencing at a point 755 metres south-west of the junction of Primrose Drive with Foxglove and terminating at a point 440 metres south-west of that junction;

Work No. 2/47 - An accommodation access road, commencing on footpath SBH/34/1 at a point 744 metres south-west of the junction of Primrose Drive with Foxglove and terminating on that footpath at a point 404 metres west of that junction. Work No. 2/47 includes a bridge over Work No. 2/28;

Work No. 2/48 - A diversion of the A418 Oxford Road, commencing at a point 13 metres south-west of its junction with Meadoway and terminating on the roundabout at its junction with Coldharbour Way. Work No. 2/48 includes a bridge over Work No. 2/28.

County of Buckinghamshire, District of Aylesbury Vale, Parishes of Stone with Bishopstone and Hartwell, Fleet Marston, Waddesdon, Quainton, Grendon Underwood, Calvert Green, Steeple Claydon, Twyford, Preston Bissett, Chetwode, Barton Hartshorn, Westbury and Turweston, County of Oxfordshire, District of Cherwell, Parishes of Godington, Newton Purcell with Shelswell, Finmere and Mixbury, County of Northamptonshire, District of South Northamptonshire, Parish of Whitfield—

Work No. 2/49 - A railway (33.55 kilometres in length), partly in tunnels and partly on viaducts, commencing by a junction with Work No. 2/28 at its termination and terminating at a point 220 metres north-west of the junction of The River Great Ouse with Well Stream. Work No. 2/49 includes viaducts over the River Thame, Padbury Brook and the River Great Ouse and bridges over Fleet Marston Brook, the River Ray and Muxwell Brook.

County of Buckinghamshire, District of Aylesbury, Parish of Stone with Bishopstone and Hartwell—

Work No. 2/50A - A footbridge over Work No. 2/49, being a diversion of footpath SBH/32/1, commencing on that footpath at a point 200 metres north-east of the junction of that footpath with the road leading to Lower Hartland Farm and terminating on that footpath at a point 130 metres north-west of its junction with footpath AYL/39/1;

Work No. 2/51 - A bridge over Work No. 2/49, being a diversion of bridleway SBH/2/4, commencing on that bridleway at a point 96 metres south-west of its junction with footpath CDH/1/1 and bridleway CDH/3/1 and terminating on bridleway SBH/2/4 at a point 177 metres east of its junction with bridledways SBH/3/1 and SBH/2/3;

Work No. 2/51A - An accommodation access road, being a realignment of a track, commencing at the junction of footpaths SBH/3/2 and SBH/31/1 and terminating on bridleway SBH/2/4 at the termination of Work No. 2/51;

Work No. 2/51B - An access road commencing by a junction with the centre line of Work No. 2/51A at a point 735 metres north-west from the junction of the road leading to Lower Hartwell Farm and footpath SBH/32/1 and terminating at a point 290 metres north-west of that junction;

Work No. 2/52 - A diversion of an oil pipeline, commencing beneath a point 118 metres north-east of the junction of bridledways SBH/2/3, SBH/2/4 and SBH/3/1 continuing north-eastwards beneath Work No. 2/49 and terminating beneath a point 318 metres north-east of that junction.

Parish of Fleet Marston—

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 2/53 - An accommodation bridge over Work No. 2/49, commencing at a point 372 metres south-west of the entrance to Putlowes Farm from Putlowes Drive and terminating at a point 174 metres north-east of its commencement.

Work No. 2/53A - An access road commencing by a junction with Unnamed Road at a point 380 metres south-east of the junction of Unnamed Road with A41 Bicester Road and terminating by a junction with the termination of Work No. 2/53 at a point 520 metres south of its commencement.

Parishes of Waddesdon and Fleet Marston—

Work No. 2/54 - A footbridge over Work No. 2/49, commencing at a point 308 metres north of the junction of footpath WAD/7A/5 with bridleways FMA/1/1 and WAD/8/3 and terminating at a point 274 metres north of that junction;

Work No. 2/55 - A diversion of the A41 Bicester Road, commencing at a point 412 metres east of the junction of that road with the access road in Willow Cottage and terminating at a point 556 metres north of the junction of that road with Blackgrove Road.

Parish of Waddesdon—

Work No. 2/56 - An accommodation access road, commencing on the access road to Cranwell Farm at a point 98 metres south of its junction with the A41 Bicester Road and terminating on the A41 Bicester Road at a point 204 metres west of that junction;

Work No. 2/57 - A diversion of the A41 Bicester Road, commencing at a point 772 metres west of the junction of that road with Blackgrove Road and terminating by a junction with Work No. 2/55 at its termination. Work No. 2/57 includes a bridge over Work No. 2/49;

Work No. 2/58 - A diversion of Blackgrove Road, commencing at a point 960 metres north of the junction of that road with the A41 Bicester Road and terminating by a junction with Work No. 2/55 at its termination;

Work No. 2/59 - An accommodation access road, including a bridge over Work No. 2/49, being a diversion of footpaths WAD/4A/2 and WAD/4/2, commencing at a point 124 metres east of the junction of that access with footpath WAD/4A/1 and terminating on footpath WAD/4/2 at a point 375 metres east of that junction;

Work No. 2/60 - An accommodation underpass beneath Work No. 2/49, commencing on the access track in Waddesdon Sewerage Treatment Works at a point 350 metres east of the junction of that access track with Quainton Road and terminating at those Treatment Works at a point 220 metres south-east of the junction of footpath WAD/4A/1 with footpaths WAD/3/4 and WAD/3/5;

Work No. 2/60A - An accommodation access road, commencing by a junction with Work No. 2/60 at a point 200 metres south of the junction of footpath WAD/4A/1 with footpaths WAD/3/4 and WAD/3/5 and terminating at a point 494 metres north-west of that junction;

Work No. 2/61 - A diversion of a gas main, beneath Work No. 2/49, commencing at a point 200 metres north-west of the junction of footpath WAD/3/5 with footpath WAD/4A/1 and terminating at a point 296 metres north of the junction of footpath WAD/24/1 with Quainton Road.

Parishes of Waddesdon and Quainton—

Work No. 2/62 - A diversion of a gas main, beneath Work No. 2/49, commencing at a point 410 metres north-east of the bridge carrying Quainton Road over the Fleet-Marston Brook and terminating at a point 186 metres north-west of the junction of footpath QUA/29A/2 with Station Road;

Work No. 2/63 - A diversion of a gas main, commencing at a point 420 metres north-east of the bridge carrying Quainton Road over Fleet Marston Brook and terminating

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

at a point 330 metres north-west of the junction of footpath QUA/29A/2 with Station Road.

Parish of Quainton—

Work No. 2/64 - An accommodation access road commencing on Quainton Road at a point 422 metres south-east of the junction of that road with Station Road and terminating at a point 376 metres north-west of the bridge carrying Quainton Road over Fleet Marston Brook. Work No. 2/64 includes a bridge over Work No. 2/49;

Work No. 2/66 - An access road commencing on Station Road at a point 155 metres north-east of the junction of that road with Quainton Road and terminating at a point 45 metres north-west of its commencement;

Work No. 2/67 - A diversion of Station Road, commencing at a point 416 metres south-west of its junction with Quainton Road and terminating on that road at a point 480 metres north-east of the bridge carrying the Aylesbury Link over that road. Work No. 2/67 includes bridges over Work No. 2/49 and the Aylesbury Link;

Work No. 2/67A - A spur road commencing by a junction with Work No. 2/67 at a point 260 metres north-west of the junction of Quainton Road with Station Road and terminating on Quainton Road at a point 33 metres north-west of its junction with Station Road;

Work No. 2/67B - A road, commencing by a junction with Work No. 2/67 at a point 416 metres north-west of the junction of Station Road with Quainton Road and terminating on the access road leading to Doddershall House at a point 20 metres east of the junction of footpath QUA/31/3 with that access road;

Work No. 2/68 - A diversion of Fidlers Lane, commencing by a junction with Work No. 2/67 at a point 160 metres east of the bridge carrying that road over the Aylesbury Link and terminating on Fidlers Lane at a point 280 metres north of that bridge;

Work No. 2/68A - An improvement of an access road commencing by a junction with Work No. 2/68 at a point 194 metres north of the bridge carrying Fidlers Lane over the Aylesbury Link and terminating on that track at a point 150 metres west of its commencement;

Work No. 2/69 - A bridge over Work No. 2/49, Bridleway QUA/28A/1 and Bridleway QUA/28A/2 commencing at a point 230 metres south-west of the junction of those bridleways and terminating at the junction of bridleway QUA/28A/2 with footpath QUA/24A/1;

Work No. 2/70 - An underpass beneath Work No. 2/49 commencing at a point 648 metres north-west of the junction of bridleway QUA/28A/2 with footpath QUA/24A/1 and terminating at a point 58 metres north-east of its commencement;

Work No. 2/71 - A diversion of Edgcott Road commencing on that road at a point 260 metres east of the bridge carrying that road over the Aylesbury Link and terminating on that road at a point 140 metres west of its junction with the access to Woodlands Farm. Work No. 2/71 includes a bridge over Work No. 2/49;

Work No. 2/71A - An access road commencing by a junction with Work No. 2/71 on Edgcott Road at a point 230 metres east of the bridge carrying that road over the Aylesbury Link and terminating at a point 30 metres north-east of that bridge;

Work No. 2/71B – An access road commencing by a junction with Work No. 2/71A at a point 224 metres east of the bridge carrying Edgcott Road over the Aylesbury link and terminating at a point 300 metres north-east of that bridge;

Work No. 2/72 - A bridge over Work No. 2/49 commencing on bridleway QUA/36/2 at a point 86 metres south-west of the bridge carrying that bridleway over the Aylesbury Link and terminating on bridleway QUA/36/3 at a point 80 metres north-east of that bridge.

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Parishes of Quainton and Grendon Underwood—

Work No. 2/72A – An access road commencing at a point 88 metres west of the footbridge carrying bridleway QUA/36/1 over the Aylesbury Link and terminating at a point 56 metres west of the junction of bridleway GUN/25/2 with footpath GUN/31/1.

Parish of Grendon Underwood—

Work No. 2/73 - A bridge over Work No. 2/49, commencing at a point 40 metres south of the junction of that bridleway with bridleway GUN/25/2 and GUN/31/1 and terminating at a point 22 metres north of the junction of that bridleway with footpath GUN/29/1.

Parish of Calvert Green—

Work No. 2/74 - An underpass beneath Work No. 2/49, commencing at a point 186 metres west of the junction of bridleway GUN/25/1 with bridleway CAG/3/1 and terminating at a point 216 metres north-west of that junction.

Parishes of Calvert Green and Steeple Claydon—

Work No. 2/75 - A footbridge over Works Nos. 2/49 and 2/77 commencing at a point 120 metres north-west of the junction of bridleway SCL/18/2 with footpath SCL/13/2 and terminating on that footpath at a point 150 metres north of that junction;

Work No. 2/75A – A bridge over Works Nos. 2/49 and 2/77 commencing at a point 540 metres south-east of the junction of Cotswolds Way with Brickhill Way and terminating at a point 110 metres north-east of its commencement;

Work No. 2/76B – An access road commencing at a point 580 metres south-east of the junction of Cotswolds Way with Brickhill Way and terminating at a point 360 metres north of that junction. Work No. 2/76B includes a bridge over Works Nos. 2/49, 2/77 and 2/78.

Parish of Calvert—

Work No. 2/76C – An access road commencing by a junction with the centre line of Work No. 2/76B at a point 470 metres south-east of the junction of Cotswolds Way with Brickhill Way and terminating at a point 110 metres south of its commencement.

Parishes of Grendon Underwood, Calvert Green and Steeple Claydon—

Work No. 2/77 - A railway (4.42 kilometres in length) commencing by a junction with the Aylesbury Link at a point 40 metres east of the junction of bridleway GUN/25/1, with bridleway CAG/3/1 and terminating by a junction with Work No. 2/81 at a point 18 metres west of the bridge carrying Addison Road over the Bicester to Bletchley Line Railway.

Parish of Steeple Claydon—

Work No. 2/78 – A loop railway (1.61 kilometres in length) commencing by a junction with Work No. 2/77 at a point 530 metres east of the junction of Cotswold Way with Brickhill Way and terminating at a point 530 metres east of the bridge carrying the Bicester to Bletchley line over Perry Hill;

Work No. 2/79 - A railway (2.51 kilometres in length) commencing by a junction with the Aylesbury Link and Work No. 2/49 at a point 275 metres east of the junction of Cotswolds Way with Brickhill Way and terminating at a point 10 metres north of the bridge carrying Addison Road over the Bicester to Bletchley Line;

Work No. 2/80 - A realignment of School Hill commencing at a point 5 metres north of the junction of that road with Brackley Lane and terminating on that road at a point 30 metres north-east of the junction of that road with footpath SCL/12/1. Work No. 2/80 includes bridges over Works Nos. 2/49, 2/77, 2/79 and 2/78;

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/80A - An accommodation access road commencing by a junction with Work No. 2/80 at the junction of School Hill with footpath SCL/12/1 and terminating at a point 490 metres west of that junction.

Parishes of Twyford and Steeple Claydon—

Work No. 2/81 - A railway (3.73 kilometres in length) being a realignment of the Bicester to Bletchley Line commencing at a point 20 metres west of the level crossing over Queen Catherine Road and terminating at a point 22 metres east of the bridge carrying Main Street over that railway. Work No. 2/81 includes bridges over Works Nos. 2/49 and 2/79;

Work No. 2/82 - A railway (4.77 kilometres in length) commencing at a point 154 metres west of Queen Catherine Road level crossing over the Bicester to Bletchley Line and terminating at a point 160 metres east of the bridge carrying the dismantled railway over Padbury Brook. Work No. 2/82 includes a depot.

Parish of Steeple Claydon—

Work No. 2/82A - A railway (0.2 kilometres in length) commencing by a junction with Work No. 2/82 at a point 195 metres west of the bridge carrying Addison Road over the Bicester to Bletchley Line and terminating by a junction with Work No. 2/83 at a point 395 metres west of that bridge.

Parishes of Steeple Claydon and Twyford—

Work No. 2/83 - A railway (2.87 kilometres in length) commencing at a point 290 metres west of the Queen Catherine Road level crossing over the Bicester to Bletchley Line and terminating at a point 460 metres north of the bridge carrying Perry Hill over the Bicester to Bletchley Line. Work No. 2/83 includes a depot;

Work No. 2/83A - A railway siding (0.52 kilometres in length) commencing at a point 764 metres west of the bridge carrying Addison Road over the Bicester to Bletchley Line and terminating at a point 225 metres north-east of the bridge carrying Perry Hill over the Bicester to Bletchley Line. Work No. 2/83A includes a depot;

Work No. 2/83B - A railway siding (1.08 kilometres in length) commencing at a point 94 metres north-west of the bridge carrying Addison Road over the Bicester to Bletchley Line and terminating at a point 475 metres north-east of the bridge carrying Perry Hill over the Bicester to Bletchley Line. Work No. 2/83B includes a depot;

Work No. 2/83C - A temporary railway siding (1.87 kilometres in length) commencing at a point 40 metres north of the bridge carrying Addison Road over the Bicester to Bletchley Line and terminating by a junction with Work No. 2/82 at a point 344 metres south of the junction of West Street with Perry Hill.

Parish of Steeple Claydon—

Work No. 2/83D - A temporary railway siding (0.83 kilometres in length) commencing by a junction with Work No. 2/83C at a point 112 metres north-west of the bridge carrying Addison Road over the Bicester to Bletchley Line and terminating at a point 762 metres north-east of the bridge carrying Perry Hill over the Bicester to Bletchley Line including depot buildings.

Parishes of Steeple Claydon and Twyford—

Work No. 2/84 - A gas main diversion commencing at a point 210 metres north-east of the bridge carrying Main Street over the Bicester to Bletchley Line and terminating at a point 414 metres south-east of the junction of Perry Hill with West Street.

Parish of Steeple Claydon—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/86 - A gas main diversion commencing at a point 260 metres north-west of the level crossing over Queen Catherine Road and terminating at a point 425 metres south-east of the junction of Perry Hill with West Street.

Parishes of Steeple Claydon and Twyford—

Work No. 2/87 - A diversion of Addison Road commencing at a point 358 metres south of the bridge carrying that road over the Bicester to Bletchley Line and terminating at a point 138 metres south of Redland Bridge. Work No. 2/87 includes a bridge over Works Nos. 2/81, 2/82 and 2/83;

Work No. 2/88 - An access road commencing by a junction with Work No. 2/87 at a point 224 metres south of Redland Bridge and terminating on Addison Road at a point 326 metres south of that Bridge.

Parish of Steeple Claydon—

Work No. 2/88A - An access road commencing at a point 480 metres south west of the bridge carrying Addison Road over the Bicester to Bletchley Line and terminating at a point 536 metres west of that bridge carrying Addison Road over the Bicester to Bletchley Line;

Work No. 2/89 - A footbridge over Works Nos. 2/81, 2/82 and 2/83 commencing on footpath SCL/8/1 at a point 320 metres east of the bridge carrying Addison Road over the Bicester to Bletchley Line and terminating on footpath SCL/8/2 at a point 60 metres south of the junction of that footpath with footpath SCL/8/3 and footpath SCL/8/4.

Parish of Twyford—

Work No. 2/91 - A diversion of Perry Hill commencing at a point 430 metres south east of the bridge carrying that road over the Bicester to Bletchley Line and terminating at a point 20 metres south-east of the junction of that road with West Street. Work No. 2/91 includes a bridge over Works Nos. 2/49, 2/81, 2/82 and 2/83C;

Work No. 2/91A - An access road commencing by a junction with Work No. 2/91 at a point 139 metres south of the bridge carrying Perry Hill road over the Bicester to Bletchley Line and terminating at a point 44 metres east of the bridge carrying Perry Hill road over the Bicester to Bletchley Line;

Work No. 2/91B - A road commencing by a junction with Work No. 2/91 at a point 190 metres south of the junction of Perry Hill and West Street and terminating on Perry Hill at a point 228 metres south of the junction of Perry Hill and West Street;

Work No. 2/92 - A realignment of West Street, commencing at a point 220 metres north of the junction of that road with Portway Road and terminating on West Street at a point 85 metres west of the junction of that road with Perry Hill Road;

Work No. 2/93 - An access road commencing by a junction with Work No. 2/92 at a point 220 metres south-west of the junction of West Street with Perry Hill and terminating at a point 530 metres west of that junction;

Work No. 2/94 - An access road commencing on West Street at a point 80 metres north of the junction of that road with Portway Road and terminating at the sewage works at a point 196 metres south-east of the junction of footpath TWY/18/2 with the dismantled railway;

Work No. 2/94A - An access road commencing by a junction with Work No. 2/94 at a point 240 metres north of the junction of Portway Road with Main Street and terminating at a point 120 metres to the south-east of its commencement.

Parish of Preston Bissett—

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 2/96 - A bridge over Work No. 2/49, commencing on bridleway PBI/5A/3 at a point 206 metres west of the junction of PBI/5(F)/7 with the dismantled railway and terminating at a point 304 metres north-west of that junction;

Work No. 2/96A - An access road commencing by a junction with the termination of Work No. 2/96 at a point 304 metres north-west of the junction of footpath PBI/5(F)/7 with the dismantled railway and terminating at a point 176 metres north-east of the junction of Byway PBI/5A/1 with footpath PBI/5(F)/5.

Parish of Chetwode—

Work No. 2/96C – An access road commencing at a point 30 metres north of the junction of bridleway CHW/24/2 with bridleway 225/4 and terminating at a point at the junction of bridleway CHW/24/2 with The Green.

County of Oxfordshire, District of Cherwell, Parish of Godington—

Work No. 2/96D – An access road commencing at a point 336 metres east of the bridge carrying footpath 225/3/10 over Hardwick Ford and terminating at a point 8 metres south of the junction of bridleway CHW/24/2 with bridleway 225/4.

County of Oxfordshire, District of Cherwell, Parish of Godington, County of Buckinghamshire, District of Aylesbury Vale, Parish of Chetwode—

Work No. 2/97 - A diversion of Padbury Brook commencing at a point 38 metres east of the junction of bridleway CHW/24/2 with bridleway 225/4 and terminating at that junction.

County of Buckinghamshire, District of Aylesbury Vale, Parish of Chetwode—

Work No. 2/98 - A diversion of The Green commencing on The Green at a point 67 metres west of the junction of the access to Rosehill Farm and terminating on The Green at a point 28 metres north of the junction of the access to Sunflower Farm;

Work No. 2/99 - A bridge over Work No 2/49, commencing by a junction with Work No. 2/98 at a point 63 metres south of the junction of the access to Sunflower Farm and terminating on The Green at a point 6 metres north-west of the junction of footpath CHW/20/1 with The Green.

Parishes of Chetwode and Barton Hartshorn—

Work No. 2/100 - A realignment of School End commencing at a point 30 metres north-east of the junction of that road with the dismantled railway and terminating on that road at a point 162 metres north-east of its commencement. Work No. 2/100 includes a bridge over Work No. 2/49;

Work No. 2/100A – A temporary road commencing at a point 162 metres south-west of the junction of School End with the dismantled railway and terminating at a point 10 metres south west of the junction of Unnamed Road with School End.

County of Buckinghamshire, District of Aylesbury Vale, Parish of Barton Hartshorn, County of Oxfordshire, District of Cherwell, Parish of Newton Purcell with Shelswell—

Work No. 2/101- A footbridge over Work No. 2/49 commencing at a point 200 metres north-west of the junction of footpaths BHA/2/1 and BHA/3/1 with footpath BHA/2/2 and terminating at a point 208 metres north of that junction.

County of Oxfordshire, District of Cherwell, Parish of Newton Purcell with Shelswell—

Work No. 2/102 - A diversion of the A4421 Buckingham Road commencing at a point 4 metres west of its junction with the entrance to Old Rectory Farm and terminating at a point 308 metres north-east of its junction with Manor Farm Road. Work No. 2/102 includes a bridge over Work No. 2/49.

Parish of Finmere—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/103 - A bridge over Work No. 2/49 commencing on bridleway 213/7 at a point 732 metres north-west of the junction of the A4421 Buckingham Road with the dismantled railway and terminating on that bridleway at a point 114 metres north-east of its commencement;

Work No. 2/104 - A bridge over Work No. 2/49 commencing at a point 166 metres west of the junction of bridleway 213/4 with the dismantled railway and terminating at a point 154 metres north of that junction.

Parishes of Finmere and Mixbury—

Work No. 2/105 - A realignment of the A421 London Road commencing at a point 40 metres west of its junction with bridleway 303/8 and terminating 360 metres east of the junction of that road with the dismantled railway. Work No. 2/105 includes a bridge over Work No. 2/49.

Parish of Finmere—

Work No. 2/105A - An access road commencing by a junction with Work No. 2/105 at a point 120 metres north-west of the junction of the A421 London Road with the dismantled railway and terminating on the access to Widmore Farm at a point 266 metres south of that junction;

Work No. 2/105B - An access road commencing by a junction with Work No. 2/105 at a point 118 metres east of the bridge carrying the A421 London Road over the dismantled railway and terminating on the access to Warren Farm at a point 282 metres north of that bridge.

Parishes of Finmere and Mixbury—

Work No. 2/105C - A temporary diversion of the A421 London Road over Work No. 2/49 commencing at a point 20 metres south-east of the junction of that road with bridleway 303/8 and terminating by a junction with the termination of Work No. 2/105.

Parish of Mixbury—

Work No. 2/106 - A realignment of Featherbed Lane commencing at a point 36 metres north-east of the junction of that road with Church Lane and terminating at a point 132 metres north-east of that junction. Work No. 2/106 includes a bridge over Work No. 2/49;

Work No. 2/106A - An access road commencing at a point 150 metres east of the junction of Featherbed Lane with Church Lane and terminating at a point 176 metres north-east of that junction;

Work No. 2/106B – A temporary road commencing at a point 140 metres south-west of the junction of Church Lane with Featherbed Lane and terminating at a point 490 metres north-east of its commencement;

Work No. 2/107 - A bridge over Work No. 2/49 commencing at a point 50 metres west of the junction of bridleway 303/4/30 and bridleway 303/22/20 with bridleway 303/4/20 and terminating on bridleway 303/4/20 at a point 96 metres north east of that junction;

Work No. 2/107A – An access road commencing 82 metres north-west of the junction of Slade Hill with footpath 303/6/10 and terminating at a point 20 metres west of the junction of bridleway 303/4/30 and bridleway 303/22/20 with bridleway 303/4/20.

County of Buckinghamshire, District of Aylesbury Vale, Parish of Westbury—

Work No. 2/108 - A footbridge over Work No. 2/49 commencing at a point 74 metres east of the junction of footpath WBB/17/1 with footpath TUW/11/2 and terminating at a point 180 metres east of that junction.

Parishes of Westbury and Turweston—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/109 - A diversion of the A422 Brackley Road commencing at a point 184 metres west of the junction of that road with the access to Grovehill Farm and terminating at a point 278 metres south-east of the junction of that road with the access to Oatleys Farm.
Parish of Turweston—

Work No. 2/109A - An access road commencing by a junction with Work No. 2/109 at a point 106 metres south-east of the junction of the A422 Brackley Road with the access to Oatleys Farm and terminating on that access road at a point 78 metres north of that junction.

Parishes of Westbury and Turweston—

Work No. 2/109B - A temporary diversion of the A422 Brackley Road commencing at a point 230 metres west of the junction of that road with the access to Grovehill Farm and terminating at a point 350 metres south-east of the junction of that road with the access to Oatleys Farm.

Parish of Turweston—

Work No. 2/110 - A bridge over Work No. 2/49 commencing on bridleway T UW/4/1 at a point 62 metres west of the junction of that bridleway with bridledways T UW/4/2 and T UW/9/2 and terminating on bridleway T UW/4/3 at a point 80 metres north-east of the junction of that bridleway with bridleway T UW/4/2 and footpath T UW/5/1;

Work No. 2/110A - A temporary access road being a diversion of the access road to Oatleys Hall commencing on bridleway T UW/4/1 at a point 150 metres west of the junction of that bridleway with bridledways T UW/4/2 and T UW/9/2 and terminating on bridleway T UW/4/3 at a point 220 metres north-east of the junction of that bridleway with bridleway T UW/4/2 and footpath T UW/5/1. Work No. 2/110A includes a bridge over Work No. 2/49;

Work No. 2/110B - A watercourse being a diversion of Mill Stream commencing in Mill Stream at a point 10 metres south of the junction of the River Great Ouse with Mill Stream and terminating in Mill Stream at a point 148 metres south of its commencement.

County of Northamptonshire, District of South Northamptonshire, Parishes of Whitfield, Radstone, Greatworth, Marston St Lawrence, Culworth, Thorpe Mandeville, Chipping Warden and Edgcote, Aston Le Walls and Boddington—

Work No. 2/111 - A railway (20.5 kilometres in length), commencing by a junction with the termination with Work No. 2/49 at a point 1.03 kilometres north-west of the junction of bridleway T UW/9/2 and bridleway T UW/4/1 with bridleway T UW/4/2 and terminating at a point 12 metres south-west of the junction of Banbury Road and Boddington Road. Work No. 2/111 includes viaducts over Banbury Lane, River Cherwell, Waddington Road and Highfurlong Brook.

Parishes of Brackley, Whitfield and Radstone—

Work No. 2/112 - A realignment of the A43 Oxford Road commencing on the roundabout by a junction with Northampton Road and terminating at a point 50 metres west of the junction with The Avenue. Work No. 2/112 includes a bridge over Work No. 2/111.

Parish of Radstone—

Work No. 2/113 - An underpass beneath Work No. 2/112 commencing at a point 144 metres north of the A43 Oxford Road roundabout and terminating at a point 105 metres south-west of the junction of bridleway BD10 with the A43 Oxford Road.

Parishes of Radstone and Whitfield—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/114 - A bridge over Work No. 2/111 commencing at a point 80 metres north of the junction of bridleway AX14 with bridleway AX16 and terminating on bridleway AX16 at a point 219 metres north-east of that junction.

Parish of Radstone—

Work No. 2/114A – A bridge over Work No. 2/111 commencing at a point 530 metres north-west of the junction of bridleway AX14 with bridleway BD7 and terminating at a point 250 metres north-east of the junction of footpath AX15 with Whitfield Road;

Work No. 2/116 - A diversion of Radstone Road commencing at a point 102 metres south of the junction of that road with footpath AX7 and terminating at a point 12 metres south of the junction of Radstone Road with Whitfield Road. Work No. 2/116 includes a bridge over Work No. 2/111;

Work No. 2/116A - An access road commencing by a junction with Work No. 2/116 at a point 119 metres south of the junction of Radstone Road with Whitfield Road and terminating on the access road to Manor Farm at a point 16 metres north-east of the junction of that access road with Radstone Road;

Work No. 2/117 - A bridge over Work No. 2/111 commencing on footpath AX5 at a point 370 metres west of the junction of Radstone Road with Whitfield Road and terminating on bridleway AX15 at a point 68 metres west of that junction.

Parish of Greatworth—

Work No. 2/118 - A footbridge over Work No. 2/111 commencing on footpath AN22 at a point 10 metres south-west of the junction of that footpath with bridleway AN37 and terminating on that footpath at a point 134 metres south-west of the junction of that footpath with footpath AN20;

Work No. 2/119 - A bridge over Work No. 2/111 commencing on footpath AN19 at a point 190 metres south-west of the junction of that footpath with bridleway AN37 and terminating at a point 50 metres south-west of that junction;

Work No. 2/120 - A bridge over Work No. 2/111 commencing on bridleway AN14 at a point 84 metres north-east of its junction with bridleway AN28 and terminating on bridleway AN14 at a point 335 metres south-west of the junction of that bridleway with the B4525 Welsh Road;

Work No. 2/121 - A realignment of Helmdon Road commencing at a point 184 metres west of the junction of that road with the B4525 Welsh Road and terminating at a point 28 metres north-east of the junction of footpath AN4 with Helmdon Road;

Work No. 2/121A – An access road commencing by a junction with Work No. 2/121 at a point 420 metres south-west of the junction of Helmdon Road with Welsh Road and terminating at a point 516 metres north-west of the junction of bridleway AN28 and bridleway AN14;

Work No. 2/121B – An access road commencing by a junction with Work No. 2/121A at a point 400 metres south-west of the junction of Helmdon Road with Welsh Road and terminating at a point 556 metres north-west of the junction of bridleway AN28 and bridleway AN14;

Work No. 2/122 - A realignment of the B4525 Welsh Road commencing at a point 90 metres north-west of the junction of that road with footpath AN4 and terminating at a point 550 metres north-west of that junction.

Parishes of Greatworth and Marston St. Lawrence—

Work No. 2/122A - A temporary diversion of the B4525 Welsh Road commencing on that road at a point 90 metres north-west of the junction of that road with footpath AN4 and terminating at a point 220 metres south-west of the junction of footpath AN39 with that road.

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Parishes of Marston St Lawrence, Sulgrave and Thorpe Mandeville—

Work No. 2/122B - A temporary diversion of Sulgrave Road commencing at a point 260 metres north of the junction of that road with the B4525 Welsh Road and terminating at a point 90 metres north of the junction of that road with footpath AY12;

Work No. 2/122C - A reconstruction of Sulgrave Road commencing at a point 430 metres north of the junction of that road with the B4525 Welsh Road and terminating by a junction with Work No. 2/122B.

Parishes of Greatworth and Marston St Lawrence—

Work No. 2/122D – A realignment of Welsh Road commencing at a point 95 metres west of the junction of Footpath AN39 with that road and terminating at a point 330 metres west of its commencement.

Parish of Greatworth—

Work No. 2/122E – A realignment of Sulgrave Road commencing by a junction with the centre line of Work No. 2/122D at a point 235 metres west of the junction of Footpath AN39 with Welsh Road and terminating at a point 260 metres south of its commencement.

Parishes of Marston St Lawrence and Thorpe Mandeville—

Work No. 2/123 - A diversion of Banbury Road commencing at a point 273 metres west of the junction of that road with footpath BB3 and terminating at a point 184 metres east of that junction. Work No. 2/123 includes a bridge over Work No. 2/111;

Work No. 2/123A - A temporary diversion of Banbury Road commencing at a point 400 metres west of the junction of that road with footpath BB3 and terminating at a point 360 metres east of that junction.

Parish of Culworth—

Work No. 2/124 - A bridge over Work No. 2/111 commencing at a point 540 metres south-east of the junction of bridleway AG10 with bridleway AN9 and terminating at a point 560 metres east of its commencement;

Work No. 2/125 - A bridge over Work No. 2/111 commencing on bridleway AG9 at a point 6 metres east of the junction of that bridleway with bridleway AG10 and AN9 and terminating on bridleway AG9 at a point 350 metres east of that junction;

Work No. 2/126 - A bridge over Work No. 2/111 commencing at a point 720 metres north-west of the junction of bridleway AG10 with bridleway AN9 and terminating at a point 890 metres north of that junction;

Work No. 2/126A - A road commencing by a junction with Work No. 2/126 at a point 880 metres north-west of the junction of bridleway AG10 with bridleway AG9 and terminating on bridleway AG10 at a point 140 metres north-west of its commencement.

Parish of Chipping Warden and Edgcote—

Work No. 2/126B - A diversion of the River Cherwell commencing at a point 80 metres west of the junction of Wardington Road with Welsh Road and terminating 60 metres west of its commencement;

Work No. 2/126C - A diversion of the River Cherwell commencing at a point 272 metres north-west of the junction of Wardington Road with Welsh Road and terminating at a point 90 metres north-west of its commencement;

Parish of Culworth—

Work No. 2/126D – An access road commencing at a point 932 metres north of the junction of bridleways AG10, AG9 and AN9 and terminating by a junction with the termination of Work No. 2/126 at a point 870 metres north-west of the junction of bridleways AG10, AG9 and AN9.

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Parish of Chipping Warden and Edgcote—

Work No. 2/127 - An access road commencing on the access road to Blackgrounds at a point 220 metres south of the junction of Culworth Road with that access road and terminating in Culworth Road at a point 60 metres west of the junction of that road with footpath AE28;

Work No. 2/127A – An access road commencing at a point by a junction with Culworth Road 292 metres west of the junction of footpath AE28 with that road and terminating at a point 312 metres north-west of that junction;

Work No. 2/128 - A road commencing on footpath AE20 at a point 12 metres west of the junction of that footpath with footpath AE21 and terminating on footpath AE21 at a point 134 metres north-east of that junction;

Work No. 2/128D – A road, being a diversion of the A361 Byfield Road / Banbury Road, commencing at a point 280 metres south-west of the junction of the A361 Banbury Road with Appletree Road and terminating at a point 285 metres north-east of the junction of Footpath AE16 with the A361 Byfield Road;

Work No. 2/128E – An access road commencing at a point 330 metres north-west of the junction of Appletree Road with the A361 Banbury Road and terminating at a point 106 metres north-west of the junction of the A361 Byfield Road with Footpath AE16;

Work No. 2/128F – A road commencing by a junction with Work No. 2/128D at a point 200 metres north of the junction of footpaths AE18 and AE17 and terminating at a point 100 metres north of the junction of Footpath AE18 with the A361 Byfield Road;

Work No. 2/128G – A road commencing by a junction with Work No. 2/128D at a point 180 metres west of the junction of the A361 Byfield Road with Appletree Road and terminating at a point 70 metres west of the junction of the A361 Byfield Road with Appletree Road;

Work No. 2/128H – A road commencing by a junction with Work No. 2/128D at a point 220 metres north-west of the junction of the A361 Banbury Road with Appletree Road and terminating at a point 70 metres west of the commencement of the Work.

Parish of Aston Le Walls—

Work No. 2/128C - A realignment of Appletree Lane commencing on that road at a point 140 metres north-east of the junction of that road with the access road to Field Farm and terminating at a point 360 metres north-east of that junction.

Parish of Chipping Warden and Edgcote—

Work No. 2/128J – A realignment of Welsh Road commencing at a point 120 metres north-west of the junction of Welsh Road with the A361 Byfield Road and terminating at a point 110 metres south-east of that junction;

Work No. 2/128K – A realignment of the A361 Byfield Road commencing at a point 160 metres south of the junction of Welsh Road with the A361 Byfield Road and terminating at a point 150 metres north-east of that junction.

Parish of Boddington—

Work No. 2/129 - A realignment of Claydon Road commencing on that road at a point 280 metres south-west of the junction of that road with footpath AC1 and terminating on that road at a point 250 metres south-west of the junction of that road with Banbury Road. Work No. 2/129 includes a bridge over Work No. 2/111;

Work No. 2/130A – A bridge over Work No. 2/111 commencing on the access road to Cedars Farm at a point 420 metres south-west of the junction of that access road with Banbury Road and terminating at a point 25 metres south-west of that junction;

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/131 - A diversion of a watercourse commencing at a point 550 metres south of the junction of Claydon Road with Banbury Road and terminating 144 metres east of its commencement.

County of Northamptonshire, District of South Northamptonshire, Parish of Boddington, County of Warwickshire, District of Stratford-on-Avon, Parish of Wormleighton—

Work No. 2/132 - A diversion of Banbury Road, Boddington Road, Warwick Road and Wormleighton Road commencing at a point 350 metres east of the junction of Warwick Road with Banbury Road and terminating on Wormleighton Road at a point 470 metres west of the junction of Boddington Road with Stoneton Lane. Work No. 2/132 includes a bridge over Work No. 2/111.

County of Northamptonshire, District of South Northamptonshire, Parish of Boddington—

Work No. 2/132A - A diversion of Claydon Road commencing at a point 450 metres south-west of the junction of that road with Banbury Road and terminating by a junction with Work No. 2/132 at a point 192 metres south-west of the junction of Banbury Road with Warwick Road.

County of Warwickshire, District of Stratford-on-Avon, Parishes of Stoneton and Wormleighton—

Work No. 2/132B – A diversion of Stoneton Lane commencing at a point 280 metres north-east of the junction of that road with Boddington Road and terminating by a junction with Work No. 2/132 at a point 144 metres south-west of the junction of Stoneton Lane with Boddington Road.

County of Northamptonshire, District of South Northamptonshire, Parish of Boddington—

Work No. 2/132C – A diversion of Banbury Road commencing at a point 214 metres north-west of the junction of that road with Claydon Road and terminating by a junction with Work No. 2/132 at a point 84 metres south-east of the junction of Banbury Road with Warwick Road;

Work No. 2/132D - A diversion of Warwick Road commencing at a point 28 metres north-west of the junction of that road with Banbury Road and terminating by a junction with Work No. 2/132 at a point 139 metres south-east of the junction of Banbury Road with Warwick Road.

County of Northamptonshire, District of South Northamptonshire, Parish of Boddington, County of Warwickshire, District of Stratford-on-Avon, Parish of Wormleighton—

Work No 2/132E – A temporary road commencing at a point 270 metres west of the junction of Boddington Road with Stoneton Lane and terminating at a point 142 metres south-east of that junction.

County of Warwickshire, District of Stratford-on-Avon, Parishes of Stoneton, Wormleighton, Radbourne, Ladbrooke, Southam and Long Itchington, County of Northamptonshire, District of South Northamptonshire, Parish of Boddington, County of Warwickshire, District of Stratford-on-Avon, Parish of Stoneton—

Work No. 2/133 - A railway (10.35 kilometres in length) commencing by a junction with the termination of Work No. 2/111 passing north-westwards and terminating at a point 266 metres south-east of the junction of the A425 Southam Road with the entrance to Lower Farm. Work No. 2/133 includes viaducts over the Oxford Canal, the River Itchen and Work No. 2/135.

County of Warwickshire, District of Stratford-on-Avon, Parish of Stoneton—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/134 - A footbridge carrying Footpath SM101 over Work No. 2/133 commencing at a point 885 metres south-east of the bridge carrying Footpath SM116a over the Oxford Canal and terminating at a point 110 metres north-east of its commencement.

Parish of Wormleighton—

Work No. 2/134A - A diversion of a watercourse commencing at a point 340 metres south-west of the bridge carrying Footpath SM116a over the Oxford Canal and terminating 55 metres north-east of its commencement;

Work No. 2/135 - An access road commencing at a point 1,028 metres south-west of the bridge carrying Footpath SM116a over the Oxford Canal and terminating at a point 620 metres north-west of that bridge;

Work No. 2/136 - A temporary bridge over the Oxford Canal commencing at a point 12 metres south-west of the bridge carrying Bridleway SM116 over that canal and terminating at a point 38 metres north of its commencement.

Parishes of Radbourn and Wormleighton—

Work No. 2/137 - An improvement and realignment of Wills Pastures Road commencing at a point 75 metres south of its junction with the A423 Banbury Road and terminating at a point 180 metres west of its junction with Bridleway SM116.

Parish of Wormleighton—

Work No. 2/137A - A temporary road commencing by a junction with Work No. 2/137 at a point 78 metres south-east of the junction of Wills Pastures Road with the A423 Banbury Road and terminating at a point 72 metres south-west of the access road to Lower New House Farm.

Parishes of Radbourn and Napton-On-The-Hill—

Work No. 2/138 - An improvement and realignment of the access road between Welsh Road and Lower Radbourn Farm commencing at a point 430 metres west of Chapel Bank Cottage and terminating by its junction with Welsh Road at a point 1,090 metres north-east of the access to Courtyard House. Work No. 2/138 includes a bridge over Work No. 2/133. Work No. 2/138 to be public highway between points P7 and P4.

Parish of Radbourn—

Work No. 2/138A - An access road commencing by a junction with Work No. 2/138 at a point 390 metres north-west of Chapel Bank Cottage and terminating at a point 60 metres south-east of its commencement.

Parishes of Radbourn, Hodnell with Wells Pastures and Ladbroke—

Work No. 2/139 - A road commencing by a junction with Work No. 2/138 at a point 410 metres west of Chapel Bank Cottage and terminating by a junction with Radbourn Lane at a point 540 metres south-west of the access to Ladbroke Grove Farm.

Parishes of Radbourn and Ladbroke—

Work No. 2/139A - An access road commencing by a junction with Work No. 2/139 at a point 590 metres south of the access to Ladbroke Grove Farm and terminating at a point 10 metres south-east of that access. Work No. 2/139A includes a bridge over Work No. 2/133.

Parish of Radbourne—

Work No. 2/139B - A road commencing by a junction with the commencement of Work No. 2/138 at a point 430 metres west of Chapel Bank Cottage and terminating at a point 200 metres south-west of Chapel Bank Cottage.

Parish of Ladbroke—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/140 - A diversion of a watercourse commencing at a point 1,185 metres south-east of the junction of Windmill Lane with the A423 Ladbroke bypass and terminating at a point 220 metres north of its commencement;

Work No. 2/141 - A diversion of Windmill Lane commencing at a point 1,120 metres north-east of its junction with the A423 Ladbroke bypass and terminating at a point 560 metres north-west of its commencement. Work No. 2/141 includes a bridge over Work No. 2/133;

Work No. 2/141A - A road commencing by a junction with Work No. 2/141 at a point 860 metres north-east of the junction of Windmill Lane with the A423 Ladbroke bypass and terminating at a point 360 metres north of its commencement.

Parishes of Ladbroke and Southam—

Work No. 2/142 - A diversion of the A423 Banbury Road commencing at a point 130 metres north-west of its junction with Southam Road and terminating at a point 88 metres south of the entrance to Warwick House Industrial Park. Work No. 2/142 includes a bridge over Work No. 2/133.

Parish of Ladbroke—

Work No. 2/142A - A road commencing by a junction with Work No. 2/142 at a point 390 metres north-west of the junction of the A423 Banbury Road with Southam Road and terminating at a point 75 metres north-east of its commencement.

Parishes of Ladbroke and Southam—

Work No. 2/142B - An access road to Starbold Farm commencing by a junction with Work No. 2/142 at a point 550 metres north-west of the junction of the A423 Banbury Road with Southam Road and terminating at a point 180 metres north-west of its commencement.

Parish of Southam—

Work No. 2/142C - A road commencing by a junction with Work No. 2/142 at a point 240 metres south of the junction of the A423 Banbury Road with the access to Warwick Park Industrial Estate and terminating at a point 710 metres south-east of its commencement;

Work No. 2/143 - A diversion of a watercourse commencing at a point 320 metres south-west of the junction of the A423 Banbury Road with the access to Warwick Park Industrial Estate and terminating at a point 240 metres south-west of its commencement;

Work No. 2/144 - A diversion of Kineton Road commencing at a point 190 metres north of its junction with the access to Fields Farm and terminating at a point 20 metres south-west of its junction with Westfield Road. Work No. 2/144 includes a bridge over Work No. 2/133;

Work No. 2/144A - An access road commencing by a junction with Work No. 2/144 at a point 370 metres north of the junction of Kineton Road with the access to Fields Farm and terminating at a point 40 metres north-west of its commencement;

Work No. 2/145 - An access road commencing by a junction with Work No. 2/144 at a point 185 metres south-west of the junction of Kineton Road with Westfield Road and terminating at a point 40 metres north-west of its commencement.

County of Warwickshire, District of Stratford-on-Avon, Parishes of Long Itchington and Ufton, District of Warwick, Parishes of Offchurch, Cubbington, Weston under Wetherly, Stoneleigh, Kenilworth and Burton Green, Metropolitan Borough of Solihull, Parish of Berkswell —

Work No. 2/146 - A railway (21.57 kilometres in length) partly in tunnel and partly on viaduct commencing by a junction with the termination of Work No. 2/133 and passing

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

north-westwards and terminating at a point 270 metres north-west of the bridge carrying Waste Lane over Kenilworth Greenway. Work No. 2/146 includes viaducts over the River Leam, Finham Brook and Work No. 2/175 and bridges over the Grand Union Canal, Work No. 2/151 and the River Avon.

County of Warwickshire, District of Stratford-on-Avon, Parish of Long Itchington—

Work No. 2/147 - A realignment of the A425 Leamington Road commencing at a point 360 metres east of its junction with the access to Lower Farm and terminating at a point 372 metres west of its commencement. Work No. 2/147 includes a bridge over Work No. 2/146. Parishes of Long Itchington and Ufton—

Work No. 2/147A – A temporary diversion of the A425 Southam Road commencing at a point 325 metres east of the junction of that road with the entrance to Lower Farm and terminating at a point 510 metres west of that junction.

District of Warwick, Parish of Offchurch—

Work No. 2/148 - A diversion of a watercourse commencing at a point 320 metres south-west of the bridge carrying Welsh Road over the Grand Union Canal and terminating at a point 100 metres south-east of the bridge carrying Ridgeway Lane over the Grand Union Canal;

Work No. 2/149 - A diversion of Ridgeway Lane commencing at a point 10 metres north of the bridge carrying Ridgeway Lane over the Grand Union Canal and terminating at a point 120 metres north of its commencement;

Work No. 2/150 - A gas main diversion commencing beneath a point 190 metres west of the bridge carrying Ridgeway Lane over the Grand Union Canal and terminating at a point 320 metres north-east of its commencement;

Work No. 2/151 - A diversion of Welsh Road commencing at a point 55 metres west of its junction with Ridgeway Lane and terminating at a point 700 metres west of its commencement;

Work No. 2/151A - A road commencing by a junction with Work No. 2/151 at a point 240 metres south-west of the junction of Ridgeway Lane with Welsh Road and terminating at a point 50 metres north-west of its commencement;

Work No. 2/152 - A gas main diversion commencing beneath a point 280 metres south-east of the junction of Welsh Road Farm access track with Welsh Road and terminating beneath a point 336 metres north-east of its commencement;

Work No. 2/153 - A diversion of Fosse Way commencing at a point 560 metres south-west of its junction with Welsh Road and terminating at a point 400 metres north of its junction with Long Itchington Road. Work No. 2/153 includes a bridge over Work No. 2/146;

Work No. 2/153A - A realignment of Welsh Road commencing at a point 210 metres south-east of its junction with Fosse Way and terminating at a point 60 metres north-west of its junction with Long Itchington Road;

Work No. 2/153B - An access road commencing by a junction with Work No. 2/153A at a point 65 metres south-east of the junction of Welsh Road with Fosse Way and terminating at a point 35 metres north-east of its commencement;

Work No. 2/153C - A realignment of Long Itchington Road commencing by a junction with Work No. 2/153 at a point 80 metres north of its junction with Fosse Way and terminating at a point 280 metres east of its commencement;

Work No. 2/153D - An access road commencing by a junction with Work No. 2/153 at a point 92 metres north-west of the junction of Welsh Road with Fosse Way and terminating at a point 60 metres south-east of its commencement;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 2/153E - A realignment of Long Itchington Road commencing by a junction with Work No. 2/153A at a point 15 metres south-west of the junction of that road with Welsh Road and terminating at a point 45 metres north-east of its commencement;

Work No. 2/153G – A temporary diversion of Long Itchington Road commencing by a junction with Work No. 2/153 at a point 70 metres north-west of the junction of that road with Fosse Way and terminating at a point 285 metres south-west of that junction;

Work No. 2/153H – An access road commencing by a junction with Work No. 2/153A at a point 60 metres south of the junction of Welsh Road with Long Itchington Road and terminating at a point 50 metres north-west of its commencement;

Work No. 2/154 - A footbridge to carry Footpath W192 over Work No. 2/146 commencing at a point 225 metres north-east of the junction of Welsh Road with Long Itchington Road and terminating at a point 320 metres north-east of its commencement;

Work No. 2/154B – A cycle track commencing at a point 462 metres north of the junction of Long Itchington Road with Fosse Way and terminating at a point 266 metres north-east of its commencement. Work No. 2/154B includes a bridge over the Fosse Way;

Work No. 2/155 - A gas main diversion commencing beneath a point 445 metres north of the junction of Welsh Road with Long Itchington Road and terminating beneath a point 860 metres north of that junction;

Work No. 2/156 - A diversion of Hunningham Road commencing at a point 120 metres north-east of its junction with the access road to Manor Farm and terminating at a point 600 metres north-east of its commencement. Work No. 2/156 includes a bridge over Work No. 2/146;

Work No. 2/157 - A diversion of a watercourse commencing at a point 540 metres north-east of the junction of the access road to Manor Farm with Hunningham Road and terminating at a point 90 metres north-east of its commencement;

Work No. 2/158 - Improvement of the access road to Fields Farm and Fields Farm Cottages commencing by its junction with Hunningham Road and terminating at a point 880 metres north-west of its commencement;

Work No. 2/159 - A footbridge to carry Footpath W129y over Work No. 2/146 commencing at a point 715 metres north of the junction of the access road to Manor Farm with Hunningham Road and terminating at a point 80 metres north-east of its commencement.

Parishes of Offchurch and Cubbington—

Work No. 2/159A – A temporary bridge over the River Leam commencing at a point 330 metres south-west of the junction of footpath W129b with footpath W129x and terminating at a point 35 metres north-west of its commencement;

Work No. 2/159B – A temporary bridge over the River Leam commencing at a point 270 metres south-west of the junction of footpath W129b with footpath W129x and terminating at a point 25 metres north west of its commencement.

Parishes of Cubbington and Weston under Wetherley—

Work No. 2/160 - An access road commencing at a point 970 metres north-west of the junction of Footpath W129d, W129x and W129t and terminating at a point 250 metres north-east of its commencement. Work No. 2/160 includes a bridge over Work No. 2/146;

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/160A - An access road commencing at a point 640 metres north-west of the junction of Footpath W129d, W129x and W129t and terminating at a point 320 metres north-west of its commencement.

Parish of Cubbington—

Work No. 2/160B - An improvement of Mill Street and the access road to Lower Grange commencing at a point 675 metres south-east of the junction of that access with Mill Street and terminating at a point 225m north-west of that junction;

Work No. 2/161 - A footbridge to carry Footpath W130 over Work No. 2/146 commencing at a point 1,220 metres north-west of the junction of Footpaths W129d, W129x and W129t and terminating at a point 15 metres north-east of its commencement;

Work No. 2/162 - A diversion of Rugby Road commencing at a point 564 metres south-east of the junction of the access to Oakdene with Coventry Road and terminating at a point 25 metres north-east of its junction with the access to Wychwood. Work No. 2/162 includes a bridge over Work No. 2/146;

Work No. 2/162A - An access road commencing by a junction with Work No. 2/162 at a point 135 metres south-west of the junction of the access to Wychwood with Rugby Road and terminating at a point 45 metres south-east of its commencement.

Parishes of Cubbington and Stoneleigh—

Work No. 2/163 - A diversion of Coventry Road commencing at a point 105 metres north of its junction with the access track to Oakdene and terminating at a point 855 metres north-east of its commencement. Work No. 2/163 includes a bridge over Work No. 2/146;

Work No. 2/163A - An access road commencing by a junction with Work No. 2/163 at a point 845 metres north-east of the junction of the access track to Oakdene with Coventry Road, and terminating 40 metres north-west of its commencement;

Work No. 2/164 - A realignment of the A445 Leicester Lane commencing at a point 390 metres south-west of the junction of the access track to Stonehouse Farm with Leicester Lane and terminating at a point 720 metres north-east of that junction. Work No. 2/164 includes a bridge over Work No. 2/146.

Parish of Stoneleigh—

Work No. 2/164A - An access road commencing by a junction with Work No. 2/164 at a point 200 metres north-east of its junction with Bridle Road and terminating at a point 20 metres south-west of that junction.

Parishes of Stoneleigh and Cubbington—

Work No. 2/164B - An access road commencing by a junction with Work No. 2/164 at a point 235 metres north-west of the junction of the access track to Stonehouse Farm with Leicester Lane and terminating at a point 220 metres south-west of its commencement;

Work No. 2/165 - A gas main diversion commencing beneath a point 245 metres north-east of the junction of Bridle Road with Leicester Lane and terminating beneath a point 350 metres south-west of the junction of the access track to Stonehouse Farm with Leicester Lane.

Parish of Stoneleigh—

Work No. 2/166 - A diversion of Stoneleigh Road commencing at a point 190 metres north of its junction with the access road to Rectory Cottages and terminating at a point 230 metres north-east of the junction of Stareton Lane with Stoneleigh Road. Work No. 2/166 includes a bridge over Work No. 2/146;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 2/166A - A road commencing by a junction with Work No. 2/166 at a point 60 metres south-east of the junction of Stareton Lane with Stoneleigh Road and terminating at a point 20 metres north-west of that junction;

Work No. 2/166B - An access road commencing by a junction with Work No. 2/166 at a point 60 metres south-east of the junction of Stareton Lane with Stoneleigh Road and terminating at a point 190 metres south-east of its commencement;

Work No. 2/166C - A diversion of Stareton Lane commencing by a junction with Work No. 2/166 at a point 130 metres north-east of its junction with Stoneleigh Road and terminating at a point 42 metres south-west of its junction with Bridle Road;

Work No. 2/166D - An access road commencing by a junction with Work No. 2/166D at a point 158 metres north-east of the junction of Stareton Lane with Stoneleigh Road and terminating at a point 210 metres east of the junction of Bridle Road with Stareton Lane;

Work No. 2/166E - An access road commencing at a point 140 metres north-west of the junction of Stoneleigh Road with Stareton Lane and terminating at the junction of 9th Street with Avenue A;

Work No. 2/166F - An access road commencing by a junction with Work No. 2/166E at a point 90 metres east of the junction of 9th Street with Avenue A and terminating at a point 140 metres north-east of its commencement. Work No. 2/166F includes a bridge over Work No. 2/146;

Work No. 2/166G - An access road commencing by a junction with the termination of Work No. 2/166F at a point 208 metres north-east of the junction of Avenue A with 9th Street and terminating by a junction with Work No. 2/166E at a point 525 metres north-west of the junction of Stoneleigh Road and Stareton Lane. Work No. 2/166G includes a bridge over Work No. 2/146.

Parishes of Stoneleigh and Ashow—

Work No. 2/167 - A diversion of Ashow Road commencing at a point 1,010 metres north-east of its junction with Crew Lane and terminating at a point 90 metres south-west of that junction. Work No. 2/167 includes a bridge over Work No. 2/146.

Parish of Stoneleigh—

Work No. 2/167A - A road commencing by a junction with Work No. 2/167 at a point 775 metres north-east of the junction of Crew Lane with Ashow Road and terminating at a point 108 metres south of its commencement.

Parishes of Stoneleigh and Kenilworth—

Work No. 2/168 - A gas main diversion commencing beneath a point 215 metres north-west of the junction of Crew Lane with Ashow Road and terminating beneath a point 350 metres south of the junction of the access to Kingswood Farm with Dalehouse Lane;

Work No. 2/168A - A temporary diversion of the A46 Kenilworth Bypass commencing at a point 10 metres north-east of the bridge carrying that road over Crew Lane and terminating at a point 815 metres north-east of its commencement;

Work No. 2/169 - A realignment of the A46 Kenilworth Bypass commencing at a point 10 metres north-east of the bridge carrying that road over Crew Lane and terminating at a point 800 metres north-east of its commencement. Work No. 2/169 includes a bridge over Work No. 2/146.

Parish of Kenilworth—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 2/170 - A footbridge carrying Footpath K29 over Work No. 2/146 commencing at a point 499 metres south-west of the junction of the access road to Kingswood Farm with Dalehouse Lane and terminating at a point 94 metres north-east of its commencement.

Parishes of Stoneleigh and Kenilworth—

Work No. 2/171 - A diversion of Dalehouse Lane commencing at a point 230 metres south-west of its junction with the access road to Kingswood Farm and terminating at a point 530 metres south-west of its commencement. Work No. 2/171 includes a bridge over Work No. 2/146;

Work No. 2/171A - A road commencing by a junction with Work No. 2/171 at a point 640 metres south-west of the junction of the access road to Kingswood Farm with Dalehouse Lane and terminating at a point 180 metres north-east of its commencement.

Parish of Stoneleigh—

Work No. 2/172 - An access road commencing at a point 90 metres east of the bridge carrying the Coventry to Leamington Spa Line over the access road to Milburn Grange and terminating at a point 210 metres north-east of that bridge. Work No. 2/172 includes a bridge over Work No. 2/146;

Work No. 2/173 - A diversion of the A429 Kenilworth Road commencing at a point 270 metres north-east of the junction of Arborfields Close with the A429 Coventry Road and terminating at a point 532 metres north-east of its commencement. Work No. 2/173 includes a bridge over Work No. 2/146;

Work No. 2/174 - A realignment of the access road to Milburn Grange commencing by a junction with Work No. 2/173 at a point 40 metres south-west of the junction of the existing access with Kenilworth Road and terminating at a point 230 metres south-east of that junction;

Work No. 2/175 - A diversion of Canley Brook commencing at a point 270 metres north-east of the junction of Arborfields Close with Coventry Road and terminating at a point 195 metres south-east of Oak Tree Cottages;

Work No. 2/175A - A diversion of Canley Brook commencing by a junction with Work No. 2/175 at a point 260 metres south of Oak Tree Cottages and terminating at a point 640 metres north-east of the junction of Arborfields Close with Coventry Road;

Work No. 2/175B – A temporary diversion of Canley Brook commencing at a point 265 metres north-east of the bridge carrying the A429 Coventry Road over that brook and terminating at a point 160 metres north-east of that bridge;

Work No. 2/176 - A bridge carrying Bridleway W164 over Work No. 2/146 commencing at a point 560 metres south-east of the junction of Blind Lane with Crackley Lane and terminating at a point 200 metres north-east of its commencement;

Work No. 2/177 - A diversion of a watercourse commencing at a point 405 metres north-east of the junction of Blind Lane with Crackley Lane and terminating at a point 60 metres south-west of its commencement.

Parish of Burton Green—

Work No. 2/178 - A diversion of Crackley Lane commencing at a point 7 metres south-east of its junction with Blind Lane and terminating at a point 460 metres north-west of its commencement. Work No. 2/178 includes a bridge over Work No. 2/146;

Work No. 2/178A - A diversion of Cryfield Grange Road commencing by a junction with Work No. 2/178 at a point 96 metres north-west of its junction with Crackley Lane and terminating at a point 110 metres south-east of its commencement;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 2/179 - A diversion of a watercourse commencing at a point 305 metres south-east of the junction of Footpath W168 with Footpath W168a and terminating at a point 110 metres north-east of its commencement;

Work No. 2/179A – An access road commencing by a junction with Bockendon Road at a point 20 metres south-east of the junction of footpath W168a with that road and terminating at a point 154 metres north-west of the junction of footpath K7 with footpath W168;

Work No. 2/180 - A diversion of a fuel pipeline commencing beneath a point 582 metres north-east of the junction of Footpath W169 with Red Lane and terminating at a point 212 metres north-east of that junction;

Work No. 2/181A - A diversion of a watercourse commencing at a point 150 metres north-east of the junction of Footpath W169 with Red Lane and terminating by a junction with the commencement of Work No. 2/179 at a point 120 metres north of the junction of footpath K7 with footpath W168.

County of Warwickshire, District of Warwick, Parish of Burton Green, Metropolitan Borough of Solihull, Parish of Berkswell—

Work No. 2/182 - A diversion of Kenilworth Greenway commencing at a point 312 metres south-east of its junction with Footpath W169 and terminating at a point 317 metres south-east of the bridge carrying Waste Lane over Kenilworth Greenway;

Work No. 2/183B - A temporary cycle track commencing at a point 312 metres south-east of the junction of Footpath W169 with Kenilworth Greenway and terminating at a point 280 metres south-west of the bridge carrying Waste Lane over Kenilworth Greenway.

County of Warwickshire, District of Warwick, Parish of Burton Green—

Work No. 2/183 - A diversion of Cromwell Lane commencing at a point 156 metres south of its junction with Hodgetts Lane and terminating at a point 170 metres north of its commencement. Work No. 2/183 includes bridges over Works Nos. 2/146 and 2/182;

Work No. 2/183A - A temporary diversion of Cromwell Lane commencing at a point 124 metres south of its junction with Hodgetts Lane and terminating at a point 140 metres north of its commencement.

Metropolitan Borough of Solihull, Parish of Berkswell—

Work No. 2/184 - A footbridge carrying Footpath M186 as proposed to be diverted over Work No. 2/146 commencing at a point 320 metres south-east of the junction of the access road to Maple Field House with Waste Lane and terminating at a point 180 metres north-east of its commencement;

Work No. 2/185 - A realigned access road commencing at a point 850 metres north-west of the junction of Hodgetts Lane with Cromwell Lane and terminating at a point 260 metres south-east of the bridge carrying Waste Lane over Kenilworth Greenway;

Work No. 2/186 - A realignment of Waste Lane commencing at a point 220 metres south-west of its junction with Hodgetts Lane and terminating at a point 454 metres south-west of its commencement. Work No. 2/186 includes a bridge over Work No. 2/146;

Work No. 2/187 - A diversion of a fuel pipeline commencing beneath a point 512 metres south-west of the junction of Waste Lane with Hodgetts Lane and terminating at a point 148 metres north-west of its commencement.

County of Warwickshire, District of North Warwick, Parishes of Great Packington, Little Packington and Coleshill—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 3/1 - A railway (10.9 kilometres in length) commencing by a junction with Work No. 2/146 at its termination, passing north-westwards and terminating by a junction with Work No. 3/25 at a point 440 metres north of the junction of Solihull Parkway with Blackfirs Lane. Work No. 3/1 includes bridges over the Rugby to Birmingham Line, Works Nos. 3/10A and 3/18; viaducts over Truggist Lane, Work No. 3/3, Meriden Road, Bayley's Brook, the River Blythe and the M42 Motorway; and a new station (Birmingham Interchange Station).

Metropolitan Borough of Solihull, Parish of Berkswell—

Work No. 3/1A - A temporary cycle track commencing by a junction with Work No. 2/183B at its termination and terminating by a junction with Footpath M191 at a point 470 metres south-east of the bridge carrying the Rugby to Birmingham Line over Truggist Lane;

Work No. 3/1B - A diversion of a fuel pipeline commencing by a junction with Work No. 2/187 at its termination and terminating beneath a point 375 metres east of the bridge carrying the Rugby to Birmingham Line over Truggist Lane;

Work No. 3/2 - A diversion of a watercourse commencing at a point 780 metres south-east of the bridge carrying Footpath M191 over the Rugby to Birmingham Railway and terminating 400 metres north-west of its commencement;

Work No. 3/3 - A diversion of Bayley's Brook commencing at a point 170 metres north of the bridge carrying the Rugby to Birmingham Railway over Truggist Lane and terminating at a point 110 metres north-west of its commencement;

Work No. 3/4 - A diversion of a water main commencing beneath a point 395 metres south of the junction of Park Lane with Lavender Hall Lane and terminating beneath a point 446 metres north-east of its commencement;

Work No. 3/5 - A realignment of Lavender Hall Lane commencing at a point 150 metres north of the junction of that road with Hallmeadow Road and terminating at a point 550 metres north-east of its commencement. Work No. 3/5 includes bridges over Works Nos. 3/1 and 3/6;

Work No. 3/5A - A realignment of Park Lane commencing by a junction with Work No. 3/5 at a point 190 metres south-west of the junction of that road with Lavender Hall Road and terminating by a junction with Work No. 3/5B at a point 20 metres south of the junction of Park Lane with Kenilworth Road;

Work No. 3/5B - A reconstruction of the junction of Park Lane with Kenilworth Road commencing in Kenilworth Road at a point 40 metres north-west of the bridge carrying Kenilworth Road over the Rugby to Birmingham Railway and terminating at point 300 metres north-west of its commencement;

Work No. 3/5C - A footbridge over Work No. 3/1 commencing at a point 310 metres east of the junction of Park Lane with Kenilworth Road and terminating at a point 100 metres north-east of its commencement;

Work No. 3/6 - A diversion of a watercourse commencing at a point 130 metres north-east of the junction of Park Lane with Lavender Hall Lane and terminating at a point 60 metres north-east of that junction;

Work No. 3/7 - A diversion of a high pressure gas main commencing beneath a point 320 metres south-east of the access to New Mercote Farm and terminating beneath a point 325 metres east of the junction of Bridleway M218 with Kenilworth Road;

Work No. 3/7A - A footbridge over Work No. 3/1 commencing at a point 750 metres east of the junction of Kenilworth Road with Bradnock's Marsh Lane and terminating at a point 72 metres north-east of its commencement;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 3/8 - A diversion of a watercourse commencing at a point 400 metres east of the access to New Mercote Farm and terminating at a point 630 metres north of the junction of Bradnock's Marsh Lane with Kenilworth Road.

Parishes of Berkswell, Hampton-in-Arden and Meriden—

Work No. 3/9 - A realignment of the A452 Kenilworth Road commencing at a point 380 metres north of the junction of Bradnock's Marsh Lane with Kenilworth Road, passing northwards and terminating at a point 10 metres south of its junction with Cornets End Lane and Meriden Road. Work No. 3/9 includes bridges over Works Nos. 3/1, 3/9B and 3/11.

Parish of Berkswell—

Work No. 3/9A - A realignment of an access road and bridleway M218 commencing by a junction with Work No. 3/9 at a point 180 metres south-east of the junction of Marsh Lane with Kenilworth Road and terminating at a point 370 metres east of that junction. Work No. 3/9A includes a bridge over Work No. 3/1;

Work No. 3/9B - A diversion of Bayley's Brook commencing at a point 65 metres east of the junction of Marsh Lane with Kenilworth Road and terminating at a point 70 metres east of its commencement;

Work No. 3/9C - A road, forming an extension of Marsh Lane, commencing by a junction with Work No. 3/9 at a point 80 metres east of the junction of Marsh Lane and Kenilworth Road (A452) and terminating by a junction with Marsh Lane at a point 106 metres south-west of its commencement.

Parish of Hampton-in-Arden—

Work No. 3/10 - An access road commencing by a junction with Marsh Lane at a point 225 metres south-east of the bridge carrying Meriden Road over the River Blythe and terminating by a junction with Meriden Road at a point 55 metres north-east of that bridge;

Work No. 3/10A - A realignment of Meriden Road commencing at a point 92 metres north-east of the bridge carrying that road over the River Blythe and terminating at a point 150 metres north-east of its commencement.

Parishes of Berkswell, Hampton-in-Arden and Meriden—

Work No. 3/11 - A diversion of Horn Brook commencing at a point 550 metres south-west of the junction of Meriden Road with Cornets End Lane and terminating at a point 410 metres south of that junction.

Parish of Berkswell—

Work No. 3/11A - A diversion of a watercourse commencing by a junction with Work No. 3/11 at a point 560 metres south of the junction of Cornets End Lane with Meriden Road and terminating at a point 646 metres south-east of that junction.

Parish of Hampton-in-Arden—

Work No. 3/14 - A diversion of a water main commencing beneath a point 400 metres north-east of the junction of Diddington Lane with Meriden Road and terminating beneath a point 294 metres east of its commencement;

Work No. 3/15 - A diversion of the access road to Pasture Farm commencing by a junction with Work No. 3/15A at a point 220 metres west of the junction of that access road with Diddington Lane and terminating by a junction with the access road to Pasture Farm at a point 160 metres south-west of its commencement. Work No. 3/15 includes a bridge over Work No. 3/1;

Work No. 3/15A - A diversion of the access road from Diddington Lane to Pasture Farm commencing in that road at a point 155 metres west of the junction of

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

that access road with Diddington Lane and terminating by a junction with Work No. 3/16B at a point 310 metres north-west of its commencement;

Work No. 3/15B - An access road commencing by a junction with Work No. 3/15C at a point 300 metres north-west of the bridge carrying Diddington Lane over Shadow Brook and terminating at a point 244 metres north-west of its commencement;

Work No. 3/15C – A diversion of Diddington Lane commencing at a point 416 metres north of its junction with Meriden Road and terminating at a point 208 metres south-west of its junction with the A452 Kenilworth Road;

Work No. 3/15D – A bridge over Shadow Brook commencing at a point 50 metres east of the bridge carrying Diddington Lane over Shadow Brook and terminating at a point 30 metres north-west of its commencement.

Parishes of Hampton-in-Arden and Bickenhill—

Work No. 3/16 - A realignment of the A45 Coventry Road commencing at a point 240 metres south-west of the bridge carrying Middle Bickenhall Lane over Eastway and terminating by a junction with the A452 Chester Road at a point 40 metres west of the centre of the A45 Coventry Road/A452 Chester Road roundabout. Work No. 3/16 includes a bridge over Work No. 3/1;

Work No. 3/16A - A realignment of the A45 Coventry Road west bound link and slip road commencing at a point 200 metres south-west of a bridge carrying Middle Bickenhall Lane over Eastway and terminating at a point 70 metres north-west of the centre of the A45 Coventry Road/A452 Chester Road roundabout. Work No. 3/16A includes a bridge over Work No. 3/1.

Parish of Hampton-in-Arden—

Work No. 3/16B - A realignment of the A45 Coventry Road service road commencing at a point 190 metres south-west of the bridge carrying Middle Bickenhall Lane over Eastway and terminating at a point 310 metres west of the centre of the A45 Coventry Road/A452 Chester Road roundabout. Work No. 3/16B includes a bridge over Work No. 3/1.

Parish of Bickenhill—

Work No. 3/16C - A realignment of Eastway commencing at a point 160 metres east of the bridge carrying Middle Bickenhall Lane over Eastway and terminating at a point 320 metres west of the centre of the A45 Coventry Road/A452 Chester Road roundabout. Work No. 3/16C includes a bridge over Work No. 3/1.

Parish of Hampton-in-Arden—

Work No. 3/16D - An access road commencing by a junction with Work No. 3/16B at a point 130 metres south of the bridge carrying Middle Bickenhall Lane over Eastway and terminating at a point 310 metres south-west of that bridge;

Work No. 3/16E - A widening of the eastern side of the junction of the A45 Service Road and the M42 Motorway southbound slip road between points 228 metres north-east and 120 metres south-west of that junction;

Work No. 3/16F - A widening of the eastern side of the M42 Motorway southbound slip road from the A45 Coventry Road between points 90 metres and 200 metres south of its junction with Old Station Road;

Work No. 3/16G - A widening of the M42 Motorway southbound slip road between points 100 metres and 170 metres south of the bridge carrying Eastway over that Motorway;

Work No. 3/16H - A widening of the junction of the A45 Coventry Road slip road with South Way between points 60 metres and 190 metres south-west of that junction.

Parish of Bickenhill—

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 3/17 - A diversion of a watercourse commencing at a point 130 metres north-east of the junction of the A45 Coventry Road with the Eastway Link Road and terminating by a junction with Hollywell Brook at a point 260 metres south-west of the bridge carrying the A452 Chester Road over Hollywell Brook;

Work No. 3/18 - A diversion of Hollywell Brook commencing at a point 400 metres west of the bridge carrying the A452 Chester Road over Hollywell Brook and terminating at a point 700 metres west of that bridge.

Metropolitan Borough of Solihull, Parishes of Hampton-in-Arden and Bickenhill, County of Warwickshire, District of North Warwickshire, Parishes of Great Packington and Little Packington—

Work No. 3/19 - A realignment of the A452 Kenilworth Road commencing at a point 40 metres south-east of its junction with Diddington Lane and terminating in Chester Road at a point 150 metres south-east of the bridge carrying Chester Road over Packington Lane. Metropolitan Borough of Solihull, Parish of Bickenhill—

Work No. 3/19A - An access road commencing by a junction with Work No. 3/19 at a point 335 metres south-east of the bridge carrying the A452 Chester Road over Holywell Brook and terminating at a point 425 metres south-east of that bridge.

County of Warwickshire, District of North Warwickshire, Parish of Little Packington, Metropolitan Borough of Solihull, Parish of Bickenhill—

Work No. 3/19B - A road commencing at a point 320 metres south-east of the bridge carrying A452 Chester Road over Packington Lane and terminating at a point 200 metres south of that bridge. Work No. 3/19B includes a bridge over Work No. 3/19B.

Metropolitan Borough of Solihull, Parish of Bickenhill—

Work No. 3/19C - A road commencing in the A452 Chester Road at a point 240 metres north-west of the bridge carrying that road over Hollywell Brook and terminating by a junction with Work No. 3/19B at a point 200 metres south of the bridge carrying the A452 Chester Road over Packington Lane;

Work No. 3/20 - An elevated People Mover commencing at a point 185 metres north-west of the centre of the Airport Way and Hermes Road roundabout at Birmingham International Airport passing eastwards over Vanguard Road, Bickenhill Lane, Birmingham International Station, Pendigo Way, Eastway, the M42 Motorway and Middle Bickenhill Lane and terminating at a point 498 metres south of the junction of Middle Bickenhill Lane with the A452 Chester Road;

Work No. 3/20A - An elevated People Mover commencing by a junction with Work No. 3/20 at a point 110 metres west of the crossing of Middle Bickenhill Lane over Hollywell Brook passing eastwards then south-eastwards and terminating at a point 137 metres north-east of the junction of the Eastway Link Road with Eastway. Work No. 3/20A includes a depot for the proposed People Mover;

Work No. 3/21 - A realignment of Pendigo Way, commencing at a point 40 metres south of its junction with Eastway and terminating at a point 115 metres north of that junction;

Work No. 3/21A - A realignment of Eastway, commencing at a point 70 metres east of its junction with Pendigo Way and terminating by a junction with Work No. 3/21 at a point 62 metres north-west of its junction with Pendigo Way;

Work No. 3/22 - A diversion of the A452 Chester Road commencing at a point 155 metres north-west of the bridge carrying the A452 Chester Road over Packington Lane and terminating at a point 360 metres south-west of the centre of the roundabout carrying the A446/A452 over the M42 motorway. Work No. 3/22 includes bridges over the M42 motorway and the A446 Stonebridge Road;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 3/22A - A realignment of Northway commencing by a junction with Works Nos. 3/22B and 3/22C at a point 58 metres north-east of the centre of the B4438/Northway roundabout and terminating at a point 170 metres south of that roundabout;

Work No. 3/22B - A realignment of the B4438 Road commencing by a junction with Works Nos. 3/22A and 3/22C at a point 58 metres north-east of the centre of the B4438/Northway roundabout and terminating at a point 150 metres west of that roundabout;

Work No. 3/22C - A realignment of the access road to the Holiday Inn Express (Birmingham NEC) hotel, commencing at a point 58 metres north-east of the centre of the B4438/Northway roundabout and terminating at a point 95 metres west of that roundabout;

Work No. 3/22D - A realignment of Solihull Parkway commencing by a junction with Work No. 3/22 at a point 100 metres west of the centre of the A452/A446/B4438 roundabout over the M42 Motorway and terminating at a point 160 metres west of its commencement;

Work No. 3/22E - A diversion of the A452 Chester Road commencing at a point 20 metres north of the junction of Middle Bickenhill Lane with the A452 Chester Road and terminating by a junction with Work No. 3/22 at a point 110 metres south-west of the bridge carrying the A452 Chester Road over the A446 Stonebridge Road.

Metropolitan Borough of Solihull, Parish of Bickenhill, County of Warwickshire, District of North Warwickshire, Parish of Little Packington—

Work No. 3/22F - An access road commencing by a junction with Works Nos. 3/22 and 3/22G at a point 200 metres west of bridge carrying the A452 Chester Road over the A446 Stonebridge Road and terminating by a junction with the existing access to the Quartz Point Business Park at a point 75 metres east of the junction of that access with the A452 Chester Road.

Metropolitan Borough of Solihull, Parish of Bickenhill, County of Warwickshire, District of North Warwickshire, Parishes of Coleshill and Little Packington—

Work No. 3/22G - A diversion of the A452 Chester Road and the A446 commencing by a junction with Works Nos. 3/22 and 3/22F at a point 200 metres west of the bridge carrying the A452 Chester Road over the A446 Stonebridge Road and terminating at a point 400 metres north-east of the centre of the A452/A446/B4438 roundabout over the M42 Motorway.

Metropolitan Borough of Solihull, Parish of Bickenhill, County of Warwickshire, District of North Warwickshire, Parish of Little Packington—

Work No. 3/23 - A diversion of a watercourse commencing at a point 390 metres south-west of the bridge carrying the A452 Chester Road over the A446 Stonebridge Road and terminating by a junction with that watercourse at a point 310 metres north-west of the bridge carrying the A452 Chester Road over Packington Lane.

County of Warwickshire, District of South Warwickshire, Parish of Coleshill—

Work No. 3/24 - A widening of the bridge carrying the northbound carriageway of the A446 Stonebridge Road over the M6 Motorway to M42 Motorway Link Road commencing at a point 110 metres south of the centre of the roundabout over the M6 Motorway and terminating at a point 100 metres south-west of that roundabout;

Work No. 3/24A - A widening of the south-western side of the junction of the A446 Stonebridge Road and the M6 Motorway between points 20 metres south-west and 120 metres south-east of that junction;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 3/24B - A widening of the north-western side of the junction of the A446 Stonebridge Road and the M6 Motorway between points 90 metres north and 145 metres west of that junction.

Metropolitan Borough of Solihull, Parishes of Bickenhill and Chelmsley Wood, County of Warwickshire, District of North Warwickshire, Parish of Coleshill—

Work No. 3/25 - A railway (5.27 kilometres in length) partly on viaduct commencing by a junction with the termination of Work No. 3/1 passing northwards and terminating at a point 195 metres west of the roundabout junction in Coleshill Industrial Estate. Work No. 3/25 includes bridges over Works Nos. 3/26, 3/28 and 3/151 and viaducts over the M6 Motorway, M6 Motorway Slip Road, M6-M42 Link Road, M42 Motorway, M6/M42 Motorway, Coleshill Brook, Works Nos. 3/26B, 3/26C, 3/26D, 3/27A, 3/29, 3/32 and 3/32B.

Metropolitan Borough of Solihull, Parishes of Bickenhill and Chelmsley Wood—

Work No. 3/26 - A realignment of Coleshill Heath Road commencing at a point 20 metres north-east its junction with Yorkminster Drive and terminating at a point 145 metres north-east of its commencement;

Work No. 3/26A - An access road commencing by a junction with Work No. 3/26 at a point 145 metres north-east of the junction of Yorkminster Drive with Coleshill Heath Road and terminating at a point 80 metres south-east of its commencement.

County of Warwickshire, District of North Warwickshire, Parish of Coleshill—

Work No. 3/26B - A diversion of a watercourse commencing at a point 180 metres north-east of the intersection of the M42/M6 eastbound link and the M6 eastbound off slip road and terminating at a point 125 metres north-west of its commencement;

Work No. 3/26C - A diversion of a watercourse commencing at a point 195 metres north of the intersection of the M42/M6 eastbound link and the M6 eastbound off slip road and terminating at a point 232 metres north-east of its commencement;

Work No. 3/26D - A diversion of a watercourse commencing at a point 230 metres north of intersection of the M42/M6 eastbound link and the M6 eastbound off slip road and terminating by a junction with Work No. 3/26C at a point 45 metres east of its commencement;

Work No. 3/27 - A gas main diversion commencing beneath a point 200 metres north-west of the intersection of the M42/M6 eastbound link and the M6 eastbound off slip road and terminating beneath a point 235 metres west of the junction of Footpath M72 with Footpath M76;

Work No. 3/27A - A diversion of a watercourse commencing at a point 255 metres south-west of the junction of Footpath M72 with Footpath M76 and terminating at a point 350 metres south-west of that junction;

Work No. 3/27B – An access road commencing at a point 242 metres south-west of the junction of footpath M72 with footpath M76 and terminating at a point 508 metres north-west of the intersection of the M42/M6 eastbound link and the M6 eastbound off slip road;

Work No. 3/28 - A diversion of Birmingham Road commencing at a point 7 metres south-west of the bridge carrying that road over the River Cole and terminating at a point 90 metres north-east of its junction with Manor Drive;

Work No. 3/28A - A diversion of Manor Drive commencing by a junction with Work No. 3/28 at a point 40 metres north-east of the bridge carrying Birmingham Road over the River Cole and terminating at a point 115 metres south-east of the junction of South Drive with Manor Drive. Work No. 3/28A includes a bridge over Work No. 3/29;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 3/28B - A temporary diversion of Birmingham Road commencing at a point 25 metres north-east of the bridge carrying that road over the River Cole and terminating at a point 512 metres south-east of the bridge carrying Manor Drive over the River Cole;

Work No. 3/29 - A diversion of the River Cole commencing at a point 210 metres south-east of the junction of South Drive with Manor Drive and terminating at a point 300 metres south-west of the bridge carrying Footpath M56 over the River Cole;

Work No. 3/30 - A temporary bridge over the M42 motorway commencing at a point 312 metres south-west of the bridge carrying Footpath M56 over the River Cole and terminating at a point 70 metres north-east of its commencement;

Work No. 3/31 - A sewer diversion commencing beneath a point 260 metres west of the bridge carrying Footpath M56 over the River Cole and terminating beneath a point 360 metres south-east of the junction of Gilson Drive with Gilson Road;

Work No. 3/32 - A diversion of Gilson Road commencing at a point 285 metres south-east of its junction with Gilson Drive and terminating at a point 20 metres north-west of its junction with Footpath M63;

Work No. 3/32A - A diversion of Gilson Drive commencing by a junction with Work 3/32 at a point 230 metres south of its junction with Gilson Road and terminating at a point 100 metres south of its commencement;

Work No. 3/32B - A diversion of a watercourse commencing at a point 165 metres south-east of the junction of Gilson Drive with Gilson Road and terminating at a point 25 metres south-east of that junction;

Work No. 3/32C - A diversion of a watercourse commencing at a point 285 metres south-east of the junction of Gilson Drive with Gilson Road and terminating at a point 40 metres north-west of its commencement;

Work No. 3/33 - A footbridge to carry Footpaths M60 and M62 over Work No. 3/25 commencing at a point 115 metres north of the junction of Gilson Drive with Gilson Road and terminating at a point 80 metres east of its commencement;

Work No. 3/34 - A diversion of a sewer commencing beneath a point 265 metres south-west of the junction of Footpath M62 with the A446 Lichfield Road and terminating at a point 495 metres north-west of its commencement.

Parishes of Water Orton and Coleshill—

Work No. 3/34A – A temporary diversion of the A446 Lichfield Road commencing at a point 120 metres south-east of the bridge carrying that road over the Birmingham to Nuneaton line and terminating at a point 110 metres south-east of the junction of that road with Gorsey Lane;

Work No. 3/34B - A diversion of a gas main commencing beneath a point 50 metres north of the junction of the A446 Lichfield Road with Gorsey Lane and terminating beneath a point 170 metres north of the junction of Attleboro Lane with the access to Attleboro Farm;

Work No. 3/34C - A diversion of a gas main commencing beneath a point 60 metres north-west of the junction of the A446 Lichfield Road with Gorsey Lane and terminating beneath a point 80 metres south-east of the junction of Gypsy Lane with Watton Lane;

Work No. 3/34D - A diversion of a gas main commencing beneath a point 80 metres north of the junction of the A446 Lichfield Road with Gorsey Lane and terminating beneath a point 220 metres south-east of the bridge carrying the Birmingham and Derby Line over the Minworth Effluent Conduit;

Work No. 3/34E - A diversion of a gas main commencing beneath a point 140 metres north of the junction of the A446 Lichfield Road with Gorsey Lane and terminating

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

beneath a point 150 metres east of the bridge carrying the M42/M6 Toll Motorway over the Birmingham to Nuneaton Line.

Parishes of Coleshill, Water Orton and Curdworth—

Work No. 3/35 - A spur railway (3.35 kilometres in length) partly on viaduct commencing by a junction with the termination of Work No. 3/25 and the commencement of Work No. 3/36, passing northwards and terminating at a point 240 metres north-west of the junction of Marston Lane with the A4097 Kingsbury Road. Work No. 3/35 includes viaducts over the A446 Lichfield Road, Birmingham to Nuneaton Line, River Tame, Minworth Effluent Conduit, Birmingham and Derby Line, Work No. 3/39B and a bridge over Work No. 3/41.

Parishes of Coleshill, Water Orton, Curdworth, Lea Marston, Kingsbury and Middleton—

Work No. 3/36 - A railway (4.95 kilometres in length) partly on viaduct commencing by a junction with the termination of Work No. 3/25 and the commencement of Work No. 3/35, passing northwards and terminating at a point 600 metres north-west of the junction of Bridleway T18 with Bridleway T154. Work No. 3/36 includes viaducts over the A446 Lichfield Road, Birmingham to Nuneaton Line, River Tame, Minworth Effluent Conduit, Birmingham and Derby Line, M42 Motorway, Birmingham and Fazeley Canal, Work No. 3/39B and bridges over Works Nos. 3/41, 3/40 and Byway T179.

Parish of Water Orton—

Work No. 3/37 - A sewer diversion commencing beneath a point 90 metres north-east of the junction of Watton Lane with the A446 Lichfield Road and terminating beneath a point 260 metres north of the junction of the access to Bromwich Court with the A446 Lichfield Road.

Parishes of Water Orton and Coleshill—

Work No. 3/38A - A diversion of a watercourse commencing at a point 265 metres north of the junction of Watton Lane with the A446 Lichfield Road and terminating at a point 325 metres south of the bridge carrying the Birmingham and Derby Line above the Minworth Effluent Conduit.

Parishes of Coleshill and Curdworth—

Work No. 3/38B – A temporary bridge over the River Tame commencing at a point 300 metres south-east of the bridge carrying the Birmingham and Derby Line over that river and terminating at a point 35 metres north of its commencement.

Parish of Curdworth—

Work No. 3/39B - A temporary railway (0.95 kilometres in length) commencing by a junction with the Birmingham and Derby Line at a point 35 metres south-west of the bridge carrying the Birmingham and Derby Line over the Minworth Effluent Conduit passing north-eastwards and terminating by a junction with Work No. 3/39C at a point 310 metres south-west of the junction of the access to Hams Hall electricity substation with Hams Lane.

Parishes of Lea Marston, Curdworth and Kingsbury—

Work No. 3/39C - A temporary railway (5.12 kilometres in length) commencing by a junction with the Birmingham and Derby Line at a point 155 metres south-west of the bridge carrying that railway over the River Tame passing south-westwards and then northwards and terminating at a point 330 metres north-east of Marston Farm Hotel.

Parishes of Curdworth and Lea Marston—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 3/39D - A temporary railway (1.23 kilometres in length) commencing by a junction with Work No. 3/39C at a point 265 metres south-west of the junction of Marston Lane with the A4097 Kingsbury Road passing north-eastwards and terminating at a point 380 metres south-west of the junction of footpath M22 with Seeneys Lane.

Parish of Curdworth—

Work No. 3/40 - A spur railway (1.90 kilometres in length) commencing by a junction with Work No. 3/36 at a point 370 metres north-west of the southernmost bridge carrying Faraday Avenue over the Birmingham and Derby Line passing northwards and terminating by a junction with the termination of Work No. 3/35 at a point 240 metres north-west of the junction of Marston Lane with the A4097 Kingsbury Road. Work No. 3/40 includes a bridge over Faraday Avenue;

Work No. 3/41 - A realignment of Faraday Avenue commencing at a point 25 metres south-east of the bridge carrying that road over the Birmingham and Derby Line and terminating at a point 15 metres east of the centre of the Lichfield Road/Faraday Road roundabout;

Work No. 3/41A - An access road commencing at a point 110 metres south-west of the junction of the access to Newlands Farm with Faraday Avenue and terminating by a junction with Work No. 3/41 at a point 60 metres north-west of the centre of the bridge carrying Faraday Avenue over the Birmingham and Derby Line;

Work No. 3/41C - A realignment of Hams Lane commencing by a junction with Work No. 3/41D at a point 10 metres north-east of its junction with Faraday Avenue and terminating at a point 380 metres south-west of its junction with the access road to Hams Hall electricity substation. Work No. 3/41C includes a bridge over Work No. 3/39C;

Work No. 3/41D - A temporary diversion of Hams Lane commencing by its junction with Faraday Avenue and terminating at a point 375 metres south-west of its junction with the access road to Hams Hall electricity substation.

Parishes of Curdworth and Lea Marston—

Work No. 3/43 - An access road commencing at a point 80 metres north-east of the centre of the bridge carrying the A446 Lichfield Road over the Minworth Effluent Conduit and terminating at a point 150 metres north-east of the junction of the access to Hams Hall electricity substation with Hams Lane. Work No. 3/43 includes bridges over Works Nos. 3/35, 3/36, 3/39C, 3/40, 3/41 and 3/41B.

Parish of Curdworth—

Work No. 3/44 - A diversion of the A4097 Kingsbury Road commencing at a point 110 metres north-east of its junction with the M42 Junction 9 roundabout and terminating at a point 110 metres south-west of its junction with Marston Lane. Work No. 3/44 includes bridges over Works Nos. 3/35, 3/36, 3/39C and 3/40;

Work No. 3/44A - An access road commencing at a point 75 metres south-east of the junction of Kingsbury Road with Footpath M14 and terminating by a junction with Work No. 3/44 at a point 255 metres south west of the junction of Marston Lane with Kingsbury Road.

Parishes of Curdworth and Lea Marston—

Work No. 3/45A - A diversion of a fuel pipeline commencing beneath a point 20 metres west of Fox's Bridge over the Birmingham and Fazeley Canal and terminating beneath a point 230 metres north-east of the junction of Marston Lane with Kingsbury Road.

Parishes of Wishaw and Middleton—

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 3/45B - An improvement of Cuttle Mill Lane commencing at a point 580 metres south-east of its junction with the A4091 Tamworth Road and terminating at a point 10 metres south-east of that junction.

Parish of Curdworth—

Work No. 3/46 - A spur railway (0.07 kilometres in length) commencing by a junction with the termination of Works Nos. 3/35 and 3/40 passing north-eastwards and terminating at a point 65 metres north-east of its commencement.

Parishes of Lea Marston and Kingsbury—

Work No. 3/47A - A diversion of a watercourse commencing at a point 310 metres north-east of Marston Farm Hotel and terminating at a point 95 metres north-west of its commencement.

Parish of Lea Marston—

Work No. 3/47B – An access road commencing at a point 6 metres south-east of the bridge carrying Seeney Lane over the M42 motorway and terminating at a point 128 metres west of the junction of footpath M22 with Seeney Lane.

County of Warwickshire, District of North Warwickshire, Parish of Middleton, County of Staffordshire, District of Lichfield, Parishes of Drayton Bassett, Hints with Canwell, Weeford, Swinfen and Packington, Whittington and Fradley and Streethay—

Work No. 3/48A - A railway (19.22 kilometres in length) commencing by a junction with the termination of Work No. 3/36 passing northwards and terminating at a point 760 metres north-west of the junction of Netherstowe Lane with Wood End Lane. Work No. 3/48A includes viaducts over Langley Brook, Black Brook, Cappers Lane, the Wyrley and Essington Canal and Trent and Mersey Canal.

County of Warwickshire, District of North Warwickshire, Parish of Middleton—

Work No. 3/49 - An access road commencing at a point 770 metres south-east of the junction of Bodymoor Heath Lane with the A4091 Tamworth Road and terminating at a point 610 metres north-east of its commencement;

Work No. 3/50 - A diversion of Bodymoor Heath Lane commencing by a junction with Brick Kiln Lane at a point 190 metres west of its junction with the A4091 Tamworth Road and terminating at a point 440 metres east of that junction. Work No. 3/50 includes a bridge over Work No. 3/48A;

Work No. 3/50A - An access road commencing at a point on Bond Street 360 metres north-east of its junction with Bodymoor Heath Lane and terminating at a point 60 metres east of its commencement.

Work No. 3/50B - A diversion of Brick Kiln Lane by a junction with the A4091 Tamworth Road and terminating at a point 190 metres west of that junction;

Work No. 3/51 - A diversion of the A4091 Tamworth Road commencing at a point 330 metres north of its junction with Brick Kiln Lane and terminating at a point 485 metres north of its junction with Park Lane. Work No. 3/51 includes a bridge over Work No. 3/48A;

Work No. 3/51A - A diversion of Park Lane commencing at a point 205 metres south-west of its junction with the A4091 Tamworth Road and terminating by a junction with Work No. 3/51 at a point 125 metres north-east of its commencement;

Work No. 3/51B - A diversion of Crowberry Lane commencing by a junction with Work No. 3/51A at a point 110 metres south-west of its junction with Park Lane and terminating at a point 210 metres north-west of its commencement;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 3/52 - A diversion of Church Lane commencing at a point 10 metres north-east of its junction with Crowberry Lane and terminating at a point 110 metres west of the bridge carrying Tamworth Road over Church Lane. Work No. 3/52 includes a bridge over Work No. 3/48A;

Work No. 3/52A - A spur road commencing by a junction with Work No. 3/52 at a point 140 metres north-east of the junction of Crowberry Lane with Church Lane and terminating at a point 160 metres north-east of that junction;

Work No. 3/53 - A diversion of a gas main commencing beneath a point 470 metres south-west of the crossing of Footpath T5 over Gallows Brook and terminating beneath a point 740 metres north of its commencement;

Work No. 3/54 - A footbridge carrying Footpath T5 over Work No. 3/48A commencing at a point 390 metres south-west of the crossing of Footpath T5 over Gallows Brook and terminating at a point 230 metres north-east of its commencement.

County of Warwickshire, District of North Warwickshire, Parish of Middleton, County of Staffordshire, District of Lichfield, Parish of Drayton Bassett—

Work No. 3/55 - A diversion of Gallows Brook commencing at a point 500 metres west of its junction with Footpath T5 and terminating at a point 150 metres north-east of its commencement;

Work No. 3/56 - A diversion of Gallows Brook commencing at a point 810 metres north-west of its junction with Footpath T5 and terminating at a point 335 metres north-west of its commencement.

County of Staffordshire, District of Lichfield, Parish of Drayton Bassett—

Work No. 3/57 - A diversion of Shirrall Drive commencing at a point 420 metres south-west of its junction with Drayton Lane and terminating by a junction with Work No. 3/58 at a point 320 metres north of its commencement;

Work No. 3/58 - A diversion of Drayton Lane commencing at a point 10 metres north-west of its junction with Shirrall Drive and terminating by a junction with Work No. 3/59 at the junction of Sutton Road with Drayton Lane. Work No. 3/58 includes a bridge over Work No. 3/48A;

Work No. 3/59 - A realignment of the A453 Sutton Road/Carroway Head Hill commencing at a point 90 metres south-west of its junction with Drayton Lane and terminating at a point 330 metres north-east of its commencement. Work No. 3/59 includes a bridge over Work No. 3/48A;

Work No. 3/59A - A temporary diversion of the A453 Sutton Road/Carroway Head Hill commencing at a point 90 metres south-west of its junction with Drayton Lane and terminating at a point 460 metres north-east of its commencement;

Work No. 3/60 - A gas main diversion commencing beneath a point 720 metres south-east of the junction of Footpath Drayton Bassett 11 with Footpath Drayton Bassett 12 and terminating beneath a point 650 metres north-west of its commencement;

Work No. 3/61 - A footbridge carrying Footpath Drayton Bassett 11 over Work No. 3/48A commencing at a point 370 metres north-east of the junction of Footpath Drayton Bassett 11 with Footpath Drayton Bassett 12 and terminating at a point 240 metres north-east of its commencement.

Parishes of Hints and Drayton Bassett—

Work No. 3/63 - A diversion of Bangley Lane commencing at a point 300 metres north-east of the junction of Footpath Drayton Bassett 11 with Footpath Drayton Bassett 12 and terminating at a point 410 metres north-east of its commencement.

Work No. 3/63 includes a bridge over Work No. 3/48A;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 3/63B - An access road commencing by a junction with Work No. 3/63 at a point 370 metres north-east of the junction of Footpath Drayton Bassett 11 with Footpath Drayton Bassett 12 and terminating at a point 220 metres north-west of its commencement.

Parish of Hints—

Work No. 3/65 - A footbridge carrying Footpath Hints 14 over Work No. 3/48A commencing at a point 70 metres north-east of the junction of Footpath Hints 14 with Footpath Hints 13 and terminating at a point 320 metres north-east of its commencement;

Work No. 3/67 - A gas main diversion commencing beneath a point 330 metres north-east of the junction of footpath Hints 13 with Hints 14 and terminating beneath a point 490 metres north-west of its commencement;

Work No. 3/68A - A realignment of Brockhurst Lane commencing at a point 360 metres north-west of the junction of Footpath Hints 13 and Footpath Hints 14 and terminating at a point 565 metres north-east of its commencement;

Work No. 3/70 - A temporary bridge over Black Brook commencing at a point 420 metres south-east of the junction of Footpath Hints 5 with Watling Street and terminating at a point 20 metres north-west of its commencement;

Work No. 3/71 - A realignment of Watling Street commencing at a point 120 metres south-east of its junction with Footpath Hints 5 and terminating at a point 160 metres south-east of its commencement. Work No. 3/71 includes a bridge over Work No. 3/48A;

Work No. 3/71A - A temporary diversion of Watling Street commencing at a point 350 metres south-east of its junction with Footpath Hints 5 and terminating at a point 350 metres north-west of its commencement.

Parishes of Hints and Weeford—

Work No. 3/72 - A realignment of the A5 Fazeley to Weeford New Road commencing at a point beneath the Flats Lane Overbridge and terminating at its junction with the Bridleway Hints 3 crossing. Work No. 3/72 includes a bridge over Work No. 3/48A.

Parish of Hints with Canwell—

Work No. 3/73 – An access road commencing at a point 260 metres south-east of the junction of Footpath Hints 5 with Watling Street and terminating at a point 380 metres north of its commencement.

Parishes of Weeford and Swinfen and Packington—

Work No. 3/74 - A diversion of Flats Lane and Jerrys Lane commencing at a point 570 metres north-east of the junction of Flats Lane with Watling Street and terminating at a point 305 metres north-east of the junction of Jerrys Lane with Knox's Grave Lane. Work No. 3/74 includes a bridge over Work No. 3/48A;

Work No. 3/75 - A road commencing by a junction with Work No. 3/74 at a point 170 metres south-west of the junction of Flats Lane with Knox's Grave Lane and terminating at a point 170 metres north-west of its commencement;

Work No. 3/76 - A realignment of Knox's Grave Lane commencing at a point 85 metres east of its junction with Flats Lane and terminating at a point 155 metres east of its commencement.

Parish of Swinfen and Packington—

Work No. 3/77A - A footbridge carrying Bridleway Swinfen and Packington 8 over Work No. 3/48A commencing at a point 690 metres north-west of the junction of that bridleway with Jerrys Lane and terminating at a point 80 metres west of its commencement;

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 3/78 - A diversion of an access road to The Bungalow commencing at a point 810 metres north-west of the junction of Bridleway Swinfen and Packington 8 with Jerrys Lane and terminating by a junction with Work No. 3/79 at a point 260 metres south-west of the junction of the access road to Ingleyhill Farm with Tamworth Road;

Work No. 3/79 - A diversion of an access road commencing at a point 40 metres south-west of the junction of Bridleway Swinfen and Packington 8 with Bridleway Swinfen and Packington 9 with Tamworth Road and terminating at a point 360 metres north of its commencement.

Parishes of Swinfen and Packington and Whittington—

Work No. 3/80 - A realignment of the A51 Tamworth Road commencing at a point 250 metres south-east of its junction with Bridleway Swinfen and Packington 9 and terminating at a point 130 metres north-west of its commencement. Work No. 3/80 includes a bridge over Work No. 3/48A;

Work No. 3/80A - A temporary diversion of the A51 Tamworth Road commencing at a point 70 metres north-west of its junction with Bridleway Swinfen and Packington 9 and terminating by its junction with the access road to Ingleyhill Farm;

Work No. 3/81 - A diversion of the access road to Freeford Home Farm commencing at a point 50 metres south-west of its junction with Tamworth Road and terminating by a junction with Work No. 3/80A at a point 50 metres north-east of its commencement.

Parish of Whittington—

Work No. 3/83 - A diversion of Sandy Lane commencing at a point 100 metres south-east of its junction with Lichfield Road and terminating at a point 95 metres north-west of that junction;

Work No. 3/84 - A realignment of Lichfield Road commencing at a point 90 metres east of its junction with Marsh Lane and terminating at a point 85 metres east of its commencement;

Work No. 3/84A - A temporary diversion of Lichfield Road commencing at its junction with Marsh Lane and terminating at a point 285 metres east of its commencement;

Work No. 3/85 - A diversion of Darnford Lane commencing at a point 130 metres north-east of its junction with Marsh Lane and terminating at a point 60 metres north-west of its junction with the access track to Ellfield Nurseries. Work No. 3/85 includes a bridge over Work No. 3/48A;

Work No. 3/85A - An access road commencing by a junction with Work No. 3/85 at a point 225 metres north-east of the junction of Marsh Lane with Darnford Lane and terminating at a point 45 metres south of its commencement;

Work No. 3/86A – An access road commencing at a point 210 metres south-west of the bridge carrying Cappers Lane over the Wyrley and Essington Canal and terminating with a junction with Cappers Lane at a point 200 metres south-east of that bridge.

Parishes of Fradley and Streethay and Whittington—

Work No. 3/86B - A diversion of Cappers Lane commencing at a point 160m south-east of the bridge carrying Cappers Lane over the Wyrley and Essington Canal and terminating at a point 10 metres north east of the junction of Broad Lane with Cappers Lane.

Parish of Whittington—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 3/86C – A diversion of the Wyrley and Essington Canal commencing at a point 170 metres south-west of the bridge carrying Cappers Lane over that Canal and terminating at a point 85 metres north-east of that bridge.

Parishes of Fradley and Streethay and Whittington—

Work No. 3/86D – A temporary bridge over the Wyrley and Essington Canal commencing at a point 100 metres south-west of the bridge carrying Cappers Lane over that Canal and terminating at a point 50 metres west of that bridge.

Parish of Fradley and Streethay—

Work No. 3/86E – An access road commencing at a point 104 metres south-west of the bridge carrying Cappers Lane over the Wyrley and Essington Canal and terminating with a junction with Cappers Lane at a point 65 metres north of its commencement;

Work No. 3/87B - A road being a realignment of Broad Lane commencing by a junction with Work No. 3/86B at a point 420 metres south west of the bridge carrying that road over the Coventry Canal and terminating at a point 110 metres north-east of its commencement;

Work No. 3/87C – A temporary diversion of Broad Lane commencing at a point 60 metres west of the bridge carrying Cappers Lane over the Wyrley and Essington Canal and terminating at a point 60 metres south-west of the bridge carrying Broad Lane over the West Coast Main Line;

Work No. 3/88 – A footbridge carrying footpath Streethay 6 over the proposed Work No. 3/48A commencing at a point 300 metres east of the junction of Ash Tree Lane with Burton Road and terminating at a point 210 metres east of its commencement.

Work No. 3/89A - A diversion of the A38 Rykneld Street northern slip road commencing at its junction with Burton Road and terminating at a point 280 metres south-west of its junction with the access road to Orchard Farm;

Work No. 3/89C – A diversion of an access road to Manor House commencing by a junction with Burton Road at a point 150 metres north-east of the junction of Ash Tree Lane with Burton Road and terminating by a junction with its existing access;

Work No. 3/89D – A diversion of the A38 slip road commencing at a point 185 metres north-east of the junction of Burton Road with Ash Tree Lane and terminating at a point 280 metres north-east of its commencement;

Work No. 3/89E – A temporary road commencing by a junction with the A38 Rykneld Street at a point 530 metres north-east of the bridge carrying that road over the West Coast Main Line and terminating at a point 350 metres south-west of its commencement;

Work No. 3/90A - A diversion of Mare Brook commencing at a point 385 metres south-west of the junction of the access road to Orchard Farm with Rykneld Street and terminating at a point 320 metres west of its commencement;

Work No. 3/91B - An access road commencing at a point 550 metres south of the roundabout at the end of Nanseawen Road and terminating at a point 15 metres south-west of that roundabout;

Work No. 3/91C – A diversion of Mare Brook commencing at a point 520 metres west of the junction of Nanseawen Road with Wood End Lane and terminating at a point 250 metres north-west of its commencement.

Parishes of Fradley and Streethay, King's Bromley and Armitage with Handsacre—

Work No. 3/93A - A railway (6.08 kilometres in length) commencing by a junction with Work No. 3/48A at a point 525 metres south-west of the junction of Nanseawen Road

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

with Wood End Lane passing north-westwards and terminating by a junction with Works Nos. 3/104 and 3/106 at a point 180 metres north-east of the junction of Rowan Drive with Lichfield Road. Work No. 3/93A includes viaducts over Curborough Brook, Work No. 3/97B and Bourne Brook and bridges over Works Nos. 3/91C, 3/103, 3/103B and 3/106.

Parishes of Fradley and Streethay and King's Bromley—

Work No. 3/94A – A railway (2.42 kilometres in length) commencing by a junction with Work No. 3/48A at a point 720 metres south of the junction of Nanseawen Road with Wood End Lane passing north-westwards and terminating by a junction with Work No. 3/93A at a point 520 metres east of the junction of Watery Lane with Wood End Lane. Work No. 3/94A includes viaducts over Curborough Brook and Works 3/97B and bridges over Works Nos. 3/90A and 3/91C.

Parish of Fradley and Streethay—

Work No. 3/95B – A diversion of Wood End Lane commencing at a point 60 metres west of its junction with Gorse Lane and terminating at a point 284 metres east of the junction of Footpath Kings Bromley 0.392 with Wood End Lane;

Work No. 3/96A – A diversion of an access road commencing at a point 309 metres west of the junction of Wood End Lane with Gorse Lane and terminating at a point 160 metres north-east of the junction of Netherstowe Lane with Wood End Lane;

Work No. 3/96B – An access road commencing at a point 625 metres south of the junction of Netherstowe Lane with Wood End Lane and terminating at a point 165 metres south-west of that junction;

Work No. 3/96C – An access road commencing at a point 540 metres north-east of the junction of Watery Lane with Wood End Lane and terminating at a point 150 metres north of its commencement;

Work No. 3/96D – A diversion of Watery Lane commencing at a junction with Work No. 3/95B at a point 90 metres north of the junction of Watery Lane with Wood End Lane and terminating at a point 120 metres south of its commencement;

Work No. 3/97A – A diversion of Netherstowe Lane commencing at a point 170 metres south-west of its junction with Wood End Lane and terminating at a point 126 metres south-east of the bridge carrying Wood End Lane over Curborough Brook;

Work No. 3/97B – A cycle track commencing by a junction with Wood End Lane at a point 135 metres north-west of the junction of Netherstowe Lane with Wood End Lane and terminating at a point 76 metres south-east of the bridge carrying Wood End Lane over Curborough Brook;

Work No. 3/98A – A temporary bridge over the Trent and Mersey Canal commencing at a point 535 metres north-west of the junction of Netherstowe Lane with Wood End Lane and terminating 40 metres north-west of its commencement.

Parish of King's Bromley—

Work No. 3/100B – A gas main diversion commencing beneath a point 433 metres north of the junction of Footpath King's Bromley 0.392 with Wood End Lane and terminating beneath a point 384 metres north-west of that junction;

Work No. 3/101 – A diversion of an access road to Ravenshaw Cottage commencing at a point 240 metres west of Ravenshaw Cottage and terminating at a point 371 metres north-east of the junction of Wood End Lane with Lichfield Road;

Work No. 3/102 – A road commencing by a junction with Lichfield Road at a point 346 metres north-east of the junction of Wood End Lane with Lichfield Road and terminating by a junction with Tuppenhurst Lane at a point 60 metres north-west of the junction of that Lane with Shaw Lane;

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 3/103 - A realignment of the A515 Lichfield Road commencing at a point 110 metres north-east of its junction with Wood End Lane and terminating at a point 210 metres north-east of its commencement;

Work No. 3/103B - A temporary diversion of the A515 Lichfield Road commencing at a point 50 metres north of its junction with Wood End Lane and terminating at a point 430 metres north-east of its commencement;

Work No. 3/103C - An access road commencing at a point 50 metres south of the junction of Wood End Lane with Lichfield Road and terminating at a point 200 metres south-west of the junction of Tuppenhurst Lane with Shaw Lane.

Parishes of Armitage with Handsacre and King's Bromley—

Work No. 3/104 - A diversion of the West Coast Main Line (1.90 kilometres in length) commencing at a point 20 metres north-west of the bridge carrying Shaw Lane over that railway, passing north-westwards and terminating at a point 20 metres south-east of the bridge carrying the B5014 over that railway.

Parish of King's Bromley—

Work No. 3/105 - A realignment of the access road south-west of Shaw Lane commencing at a point 330 metres south-west of the junction of Tuppenhurst Lane with Shaw Lane and terminating at a point 55 metres south-west of its commencement.

Parishes of King's Bromley and Armitage with Handsacre—

Work No. 3/106 - A diversion of the West Coast Main Line (3.11 kilometres in length) commencing at a point 20 metres north of the bridge carrying the A515 Lichfield Road over that railway passing north-westwards and terminating at a point 22 metres south-east of the bridge carrying that railway over the A513 New Road.

Parish of Colton—

Work No. 3/109 - An improvement of the Chase Line and a realignment of the West Coast Main Line (2.47 kilometres in length) commencing by a junction with the Chase Line at a point 30 metres north of the bridge carrying that line over the river Trent, passing north-westwards and terminating by a junction with the West Coast Main Line at a point 115 metres south-east of the bridge carrying that railway over Bellamour Lane.

District of Stafford, Parish of Colwich—

Work No. 3/110 - An improvement of the North Staffordshire Line (1.43 kilometres in length) commencing at a point 330 metres west of the bridge carrying Bishton Lane over that railway and the West Coast Main Line passing westwards and terminating at a point 10 metres south-east of the bridge carrying the North Staffordshire Line over Meadow Lane;

Work No. 3/111 - An improvement of the West Coast Main Line at Colwich Junction (0.43 kilometres in length) commencing at a point 300 metres south-west of the bridge carrying the A51 Lichfield Road over that railway passing south-westwards and terminating at a point 225 metres east of the bridge carrying Meadow Lane over that railway.

District of Lichfield, Parish of Curborough and Elmhurst—

Work No. 3/112 - A railway forming part of the West Coast Main Line (2.82 kilometres in length) commencing at a point 750 metres north-west of Burton Road overbridge, passing north-westwards and terminating at a point 670 metres north-west of the footbridge carrying Footpath Curborough and Elmhurst over that railway.

County of Warwickshire, District of North Warwickshire, Parishes of Coleshill and Water Orton—

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 3/151 - A railway (4.19 kilometres in length) partly on viaduct commencing at a point 260 metres north-east of the bridge junction of the M6 Junction 4 Eastbound Off Slip Road and the M42/M6 Eastbound Link passing northwards and terminating at a point 160 metres north-east of the subway beneath the M6 Motorway. Work No. 3/151 includes viaducts over Coleshill Brook, M6-M42 Motorway Link, Works Nos. 3/27A, 3/29, 3/153 and bridges over Work No. 3/28;

Work No. 3/152 - A railway (4.12 kilometres in length) partly on viaduct commencing at a point 280 metres north of the bridge junction of the M6 Junction 4 Eastbound Off Slip Road and the M42/M6 Eastbound Link passing northwards and terminating at a point 160 metres north-east of the subway beneath the M6 Motorway. Work No. 3/152 includes viaducts over Coleshill Brook, M6-M42 Motorway Link, Works Nos. 3/27A, 3/29, 3/155 and bridges over Work No. 3/28.

Parishes of Curdworth, Coleshill and Water Orton—

Work No. 3/153 - A railway (3.35 kilometres in length) partly on viaduct commencing by a junction with Works Nos. 3/35 and 3/36 at a point 320 metres west of the southernmost bridge carrying Faraday Avenue over the Birmingham and Derby Line, passing westwards and terminating at a point 160 metres north-east of the subway beneath the M6 Motorway. Work No. 3/153 includes a viaduct over the Birmingham and Derby Line, Minworth Effluent Conduit, the River Tame, the Birmingham to Nuneaton Line, A446 Lichfield Road, Gilson Road, M6/M42 Link Southbound, M42 Motorway/M6 Toll, Works Nos. 3/36 and 3/39B;

Work No. 3/154 - A railway (3.28 kilometres in length) partly on viaduct commencing by a junction with Works Nos. 3/35 and 3/36 at a point 320 metres west of the southernmost bridge carrying Faraday Avenue over the Birmingham and Derby Line, passing westwards and terminating at a point 160 metres north-east of the subway beneath the M6 Motorway. Work No. 3/154 includes a viaduct over the Birmingham and Derby Line, Minworth Effluent Conduit, the River Tame, the Birmingham to Nuneaton Line, A446 Lichfield Road, Gilson Road, M6/M42 Link Southbound, M42 Motorway/M6 Toll, Works No 3/39B.

Parishes of Coleshill and Water Orton—

Work No. 3/155 - A road forming an extension to Attleboro Road commencing at a point 360 metres north-west of the junction of Footpath M57 with Footpath M54 and terminating at a point 50 metres south-east of its junction with the southern access to Attleboro Farm.

Parish of Coleshill—

Work No. 3/155A - A diversion of a watercourse commencing at a point 285 metres east of the junction of Footpath M57 with Footpath M54 and terminating at a point 35 metres south of that junction.

Parishes of Coleshill and Water Orton—

Work No. 3/155B - A diversion of a watercourse commencing at a point 155 metres south-east of the junction of Gypsy Lane with Coleshill Road and terminating at a point 155 metres north-east of junction of the A452 Chester Road with Lanchester Way;

Work No. 3/155C - A diversion of a watercourse commencing by a junction with Work No. 2/155B at a point 240 metres south of the junction of Gypsy Lane with Coleshill Road and terminating at a point 280 metres north-west of its commencement.

Parish of Water Orton—

Work No. 3/156 - A diversion of Attleboro Lane commencing at a point 100 metres north of its junction with the northern access road to Attleboro Farm and terminating at a point

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

465 metres north of that junction. Work No. 3/156 includes bridges over Works Nos. 3/151, 3/152, 3/153 and 3/154.

County of Warwickshire, District of North Warwickshire, Parish of Water Orton, City of Birmingham—

Work No. 3/157 - A railway (1.13 kilometres in length) partly on viaduct commencing by a junction with the termination of Works Nos. 3/151, 3/152, 3/153 and 3/154 passing westwards and terminating by a junction with Work No. 3/200 at a point 317 metres north-west of the bridge carrying Water Orton Road over the M6 Motorway;

Work No. 3/158 - A diversion of a fuel pipeline commencing beneath a point 350 metres east of the junction of the A452 with Lanchester Way and terminating beneath a point 305 metres north-west of the entrance to the Twisted Oak Riding Stables.

City of Birmingham—

Work No. 3/159 - A realignment of Water Orton Road commencing at a point 155 metres south-west of the entrance to the Twisted Oak Riding Stables and terminating at a point 170 metres south-west of its commencement;

Work No. 3/159A - A temporary diversion of Water Orton Road commencing at a point 190 metres south-west of the entrance to the Twisted Oak Riding Stables and terminating at a point 125 metres south-west of its commencement;

Work No. 3/159C - A diversion of an access road to Park Hall Estate commencing by a junction with Work No. 3/159 at a point 295 metres south-west of the entrance to the Twisted Oak Riding Stables and terminating at a point 350 metres west of its commencement;

Work No. 3/159D - A diversion of an access road to Park Hall Estate commencing by a junction with Work No. 3/159C at its termination and terminating at a point 185 metres north-west of its commencement;

Work No. 3/200 - A railway (2.06 kilometres in length) commencing by a junction with Work No. 3/157 at its termination, passing generally westwards and terminating at a point 165 metres south of the junction of Cadbury Drive and Beale Close. Work No. 3/200 includes a viaduct over Work No. 3/202 and bridge over a Work No. 3/202A;

Work No. 3/201 - A diversion of a fuel pipeline beneath a point 205 metres south-west of the bridge carrying the Birmingham and Derby Line over the River Tame and terminating beneath a point 200 metres south-east of the junction of Lancaster Drive with Blenheim Way;

Work No. 3/202 - A diversion of the River Tame commencing at a point 505 metres west of the bridge carrying the Birmingham and Derby Line over the River Tame and terminating at a point 210 metres east of the junction of Orton Way with Tameside Drive;

Work No. 3/202A - A diversion of Plants Brook commencing by a junction with Work No. 3/202 at a point 72 metres south-east of the culvert carrying Plants Brook beneath the Birmingham and Derby Line and terminating at the southern end of that culvert;

Work No. 3/202B - A diversion of the Dunlop Channel commencing by a junction with Work No. 3/202 at a point 140 metres south-east of the of the culvert carrying Dunlop Channel beneath the Birmingham and Derby Line and terminating at a point 165 metres south-east of the junction of Lancaster Drive with Blenheim Way;

Work No. 3/202C - An access road commencing at a point 245 metres west of the bridge carrying the Birmingham to Derby Line over Plants Brook and

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

terminating by a junction with Javelin Avenue at a point 140 metres north-west of its commencement;

Work No. 3/202D – An access road commencing at a point 230 metres south-west of the bridge carrying the Birmingham and Derby line over the Dunlop Channel and terminating by a junction with Tameside Drive at a point 110 metres south-west of its commencement;

Work No. 3/203 - A railway (2.86 kilometres in length, in tunnel) commencing by a junction with Work No. 3/200 at its termination, passing westwards and terminating by a junction with Work No. 3/205 at a point 245 metres north-west of the junction of Wolsey Drive and Bromford Lane;

Work No. 3/204 - A diversion of a sewer commencing beneath a point 190 metres east of the junction of Tameside Drive with the A452 Chester Road and terminating beneath a point 15 metres south of the junction of Kenrick Croft with Cadbury Drive;

Work No. 3/204A - A diversion of a high pressure gas main commencing beneath a point 150 metres north east of the junction of Bromford Drive with Ayala Croft and terminating beneath a point 250 metres north-west of the junction of Ayrshire Close with Bromford Drive;

Work No. 3/205 - A railway (5.09 kilometres in length) partly on viaduct commencing by a junction with Work No. 3/203 at its termination, passing south-westwards and terminating at a point 545 metres north-west of the junction of Freeman Street with Park Street; Work No. 3/205 includes a bridge over the Grand Union Canal and a new station (Curzon Street);

Work No. 3/205A - A railway (2.41 kilometres in length) commencing by a junction with Work No. 3/205 at a point 190 metres south-east of the junction of the access road to Hurricane Park with Heartlands Parkway, passing westwards then south-westwards and terminating by a junction with Work No. 3/205 at a point 165 metres south-west of the junction of Crawford Street with Cranby Street. Work No. 3/205A includes a bridge over the Grand Union Canal;

Work No. 3/205B - A railway (1.51 kilometres in length) commencing at a point 80 metres north-east of the western limit of Wolseley Drive, passing westwards then south-westwards and terminating by a junction with Work No. 3/205A at a point 160 metres north of the junction of Arley Road with Aston Church Road;

Work No. 3/206 - A realignment of Wolseley Drive commencing at the junction of that road with Bromford Lane and terminating at a point 132 metres west of its commencement;

Work No. 3/207 - Protective works to the bed of the River Tame commencing at a point 170 metres north-west of the junction of Wolseley Drive with Bromford Lane and terminating at a point 110 metres south-west of the junction of Heartlands Parkway and Bromford Lane;

Work No. 3/208 - A diversion of Washwood Heath Brook commencing at a point 100 metres north-west of the junction of Wolseley Drive with Bromford Lane and terminating at a point 60 metres south of the northern limit of Common Lane;

Work No. 3/208A - A diversion of Washwood Heath Brook commencing by a junction with Work No. 3/208 at a point 369 metres south-west of the western limit of Wolseley Drive and terminating at a point 44 metres south of its commencement;

Work No. 3/209 - A railway (1.35 kilometres in length) commencing at a point 60 metres north-east of the western limit of Wolseley Drive, passing westwards and terminating by a junction with Work No. 3/205B at a point 209 metres north-east of the junction of Arley Road with Aston Church Road;

Work No. 3/209A - A railway (2.66 kilometres in length) commencing at a point 80 metres north-east of the western limit of Wolseley Drive, passing westwards then

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

southwards and terminating by a junction with Work No. 3/205A at a point 134 metres north-west of the junction of Crawford Street with Cranby Street;

Work No. 3/209B - A railway (0.75 kilometres in length) commencing by a junction with Work No. 3/209A at a point 296 metres south of the junction of Hurricane Park Access with Heartlands Parkway passing south-westwards and terminating at a point 445 metres south-west of the northern limit of Common Lane;

Work No. 3/210 - A railway (1.69 kilometres in length) being a realignment of Washwood Heath through siding of the Birmingham and Derby Line, commencing at a point 332 metres south-east of the junction of Hurricane Park Access with Heartlands Parkway, passing westwards and terminating at a point 179 metres west of the junction Arley Road with Aston Church Road;

Work No. 3/211 - A diversion of a sewer commencing in Common Lane beneath a point 85 metres south of the northern limit of Common Lane and terminating beneath a point 170 metres south-west of the junction of Chartist Road with Arley Road;

Work No. 3/212 - A diversion of a sewer commencing in Pennine Way beneath a point 320 metres north-west of the roundabout junction of Washwood Heath Road, Alum Rock Road, Adderley Road and High Street and terminating beneath a point 195 metres north-west of the roundabout junction of Pembroke Way with Pennine Way;

Work No. 3/215 - A realignment of Aston Church Road commencing at a point 125 metres south-east of the junction of Arley Road with that road and terminating at the junction of that road with Heartlands Parkway. Work No. 3/215 includes bridges over Works Nos. 3/217, 3/205, 3/205A and 3/209A and the Birmingham and Derby Line railway;

Work No. 3/215A - Alteration of the level of Arley Road commencing by a junction with Work No. 3/215 in Aston Church Road and terminating in Arley Road at a point 80 metres south of its commencement;

Work No. 3/215B - An access road commencing by a junction with Work No. 3/215 at a point 30 metres west of the junction of Arley Road with Aston Church Road and terminating at a point 65 metres north of that junction;

Work No. 3/216 - A partial reconstruction and extension of the bridge carrying the Stechford and Aston Line over the Birmingham and Derby Line commencing at a point 65 metres north-west of the junction of Arley Road with Aston Church Road and terminating at a point 55 metres south-east of the bridge carrying the Stechford and Aston Line over Watson Road;

Work No. 3/217 - A diversion of the River Rea Overflow Channel commencing at a point 35 metres north of the junction of Watson Road East with Heartlands Parkway and terminating at a point 240 metres south-west of the roundabout junction of Heartlands Parkway with Aston Church Road;

Work No. 3/217A - A diversion of a gas main commencing at a point 155 metres north-east of the Aston Church Road/Heartlands Parkway roundabout and terminating at a point 300 metres south-west of that roundabout;

Work No. 3/218 - A railway (0.84 kilometres in length) commencing at a point 20 metres east of the bridge carrying the Birmingham and Derby Line over the Grand Union Canal continuing in a generally southerly direction and terminating at a point 205 metres south of the bridge carrying Duddeston Mill Road over the Birmingham and Derby Line;

Work No. 3/219 - A diversion of a sewer commencing beneath a point 160 metres west of the junction of Crawford Street with Cranby Street and terminating in Duddeston Mill Road beneath a point 40 metres east of the bridge carrying that road over the Birmingham and Derby Line;

Status: Point in time view as at 23/02/2017.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)

Work No. 3/220 - A realignment of Washwood Heath Road, High Street and Saltley Viaduct, including replacement of the existing Saltley viaduct commencing at a point 40 metres north-east of the centre of the Alum Rock Road/Adderley Road/High Street roundabout and terminating at a point 35 metres east of the Mainstream Way/Saltley Road/Nechells Place/Heartlands Parkway roundabout;

Work No. 3/220A - A diversion of Pennine Way commencing by a junction with Work No. 3/220 at High Street and terminating in Pembroke Way at a point 130 metres north of the junction of Crawford Street with High Street;

Work No. 3/220B - A realignment of Pembroke Way commencing in that road at a point 25 metres north-west of its roundabout junction with Pennine Way and terminating by a junction with Work No. 3/220A at its termination;

Work No. 3/221 - An access road commencing in Cranby Street at a point 35 metres west of the bridge carrying that street over the Grand Union Canal and terminating at a point 270 metres south-west of that bridge;

Work No. 3/222 - A sewer being an overflow from the Grand Union Canal commencing beneath a point 100 metres north of the junction of Cranby Street with Crawford Street and terminating in the Grand Union Canal at a point 22 metres west of its commencement;

Work No. 3/223 - A railway (0.24 kilometres in length) commencing by a junction with Work No. 3/218 at a point 60 metres south of the bridge carrying Duddeston Mill Road over the Birmingham and Derby Line and terminating by a junction with the Birmingham and Derby Line at Duddeston Junction at a point 300 metres south of the bridge carrying Duddeston Mill Road over that line;

Work No. 3/224 - A railway (0.99 kilometres in length) being a realignment of Duddeston Junction track layout, commencing at a point 11 metres south of the bridge carrying the Birmingham and Derby Line over the Grand Union Canal, continuing in a generally southerly direction and terminating at a point 310 metres south of the bridge carrying Duddeston Mill Road over the Birmingham and Derby Line;

Work No. 3/225 - A realignment of Lawley Middleway commencing in that road at a point 80 metres south-east of the bridge carrying that road over the Birmingham and Bushbury Line and terminating in that road at a point 160 metres north-east of Curzon Circus roundabout;

Work No. 3/225A - A realignment of Lawley Middleway (southbound carriageway) commencing in that road at a point 20 metres south-east of the bridge carrying that road over the Birmingham and Bushbury Line and terminating by a junction with Work No. 3/225 at Curzon Circus roundabout;

Work No. 3/225B - A realignment of Vauxhall Road and Curzon Street commencing in Vauxhall Road at a point 125 metres north-east of Curzon Circus roundabout and terminating in Curzon Street at a point 140 metres south-west of that roundabout;

Work No. 3/225C - An access road commencing in Curzon Street by a junction with Work No. 3/225B at a point 90 metres south-west of Curzon Circus roundabout and terminating by a junction with Miles Druce Way at a point 35 metres east of the bridge carrying Miles Druce Way over the Digbeth Branch Canal;

Work No. 3/226 - An access road commencing in Curzon Street by a junction with Work No. 3/227, at a point 100 metres north-east of the junction of that street with New Canal Street and terminating by a junction with Work No. 3/227 in New Canal Street at a point 55 metres south of its junction with Banbury Street;

Work No. 3/227 - A realignment of Curzon Street and New Canal Street commencing in Curzon Street at a point 160 metres north-east of the junction of that street with

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

New Canal Street and terminating at the junction of New Bartholomew Street with New Canal Street;

Work No. 3/228 - A diversion of a sewer commencing beneath Park Street at a point 20 metres north of the junction of Bordesley Street with Park Street and terminating beneath a point 15 metres west of the western limit of Freeman Street;

Work No. 3/229 - A diversion of a sewer commencing beneath New Canal Street at a point 55 metres north of the junction of that street with Fazeley Street and terminating beneath a point 140 metres north-east of the junction of New Canal Street with Curzon Street;

Work No. 3/230 - A diversion of a sewer commencing beneath a point 185 metres south of the bridge carrying Duddeston Mill Road over the River Rea and terminating beneath a point 230 metres south-east of the junction of Dollman Street with Alma Crescent;

Work No. 3/231 - A diversion of a sewer commencing beneath a point 220 metres south of the junction of Alma Crescent with Dollman Street and terminating beneath a point 60 metres east of the junction of Viaduct Street with Northumberland Street;

Work No. 3/232 - A diversion of a sewer commencing beneath a point 45 metres south-east of the junction of Viaduct Street with Northumberland Street and terminating in Viaduct Street beneath a point 40 metres south-west of that junction;

Work No. 3/233 - A diversion of a sewer commencing beneath a point 60 metres south-west of the junction of Viaduct Street with Northumberland Street and terminating beneath a point 10 metres south-east of the junction of Viaduct Street with St James' Place.

County of Buckinghamshire, District of South Bucks, Parish of Iver—

Work No. 4/1 – An access road commencing at a point 130 metres north of the junction of Bathurst Walk with Thorney Lane South and terminating at a point 666 metres north-west of that junction;

Work No. 4/2 - An access road commencing by a junction with Work No. 4/1 at a point 655 metres north-west of the junction of Bathurst Walk with Thorney Lane South and terminating at a point 412 metres south-west of the junction of footpath IVE/15A/1 with Footpath IVE/17/6 and Footpath IVE/17/5.

County of Buckinghamshire, District of South Bucks, Parish of Iver, Borough of Slough—

Work No. 4/3 – A railway (1.57 kilometres in length) being a diversion of the Great Western Main Line commencing at a point 45 metres west of the bridge carrying Thorney Lane South over that railway and terminating at a point 110 metres east of the bridge carrying that railway over Hollow Hill Lane;

Work No. 4/4 – A railway siding (2.02 kilometres in length) commencing by a junction with Work No. 4/3 at a point 410 metres west of the bridge carrying Thorney Lane South over the Great Western Main Line and terminating at a point 200 metres south-east of the bridge carrying Langley Park Road over the Grand Union Canal.

Work No. 4/4 includes a bridge over Work No. 4/7.

Borough of Slough—

Work No. 4/5 – A railway (0.7 kilometres in length) commencing by a junction with Work No. 4/4 at a point 285 metres south-west of the junction of Mansion Lane and Hollow Hill Lane and terminating by a junction with the Great Western Main Line at a point 80 metres east of the bridge carrying that railway over Station Road;

Work No. 4/6 – An access road commencing at a point 90 metres east of the bridge carrying the Great Western Main Line over Market Lane and Hollow Hill Lane and terminating by a junction with Work No. 4/7 at a point 20 metres north of that bridge.

County of Buckinghamshire, District of South Bucks, Parish of Iver, Borough of Slough—

Status: Point in time view as at 23/02/2017.

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1. (See end of Document for details)*

Work No. 4/7 – A diversion of Market Lane and Hollow Hill Lane commencing at a point beneath the bridge carrying the Great Western Main Line over that road and terminating at a point 55 metres south of the junction of Mansion Lane and Hollow Hill Lane.

Borough of Slough—

Work No. 4/8 – A diversion of a watercourse commencing at a point 150 metres west of the bridge carrying Hollow Hill lane over the Grand Union Canal and terminating at a point 236 metres south of its commencement;

Work No. 4/9 – A diversion of a watercourse commencing at a point 460 metres south-east of the junction of Trenches Lane with Langley Park Road and terminating by a junction with Work No. 4/8 at a point 274 metres east of its commencement.

Status:

Point in time view as at 23/02/2017.

Changes to legislation:

There are currently no known outstanding effects for the High Speed Rail (London - West Midlands) Act 2017, SCHEDULE 1.