

SCHEDULES

SCHEDULE 1

Articles 2 and 4

THE SCHEDULED WORKS

In Greater London—

In the London boroughs of Haringey and Islington—

Work No. 1—A decking over of gaps between spans of the bridge at Network Rail’s Finsbury Park station carrying the King’s Cross to Doncaster Railway over Stroud Green Road, including the reconstruction or strengthening of those spans.

In the London borough of Islington—

Work No. 2—A reconstruction of the bridge carrying Cowcross Street over the Metropolitan and Circle Lines of LUL and the Thameslink Railway at Farringdon station.

In the City of London and London borough of Southwark—

Work No. 3—A railway (451 metres in length) on the course of existing railway, commencing in the City of London by a junction with the Thameslink Railway within Network Rail’s Blackfriars station at a point on the bridge carrying that railway over the District and Circle Lines of LUL 23 metres south of the Thameslink Railway bridge over Queen Victoria Street, being carried by Blackfriars bridge over the river Thames and terminating in the London borough of Southwark by a junction with Work No. 5 at a point 91 metres north of the bridge carrying the railway over Southwark Street, including a widening on both sides thereof of part of Blackfriars bridge.

Work No. 4—A spur railway (352 metres in length) on the course of existing railway, commencing in the City of London at a point within Network Rail’s Blackfriars station 9 metres south of Blackfriars Underpass, being carried by Blackfriars bridge over the river Thames and terminating in the London borough of Southwark by a junction with Work No. 5 at a point 83 metres north of the bridge carrying the railway over Southwark Street.

In the London borough of Southwark—

Work No. 5—A railway (455 metres in length) on the course of existing railway, commencing by a junction with the termination of Work No. 3 at a point 91 metres north of the bridge carrying the railway over Southwark Street, being carried by existing bridges over Southwark Street, Burrell Street, Treveris Street and Dolben Street and terminating at a point on the Blackfriars to London Bridge Railway 155 metres west of the bridge carrying this and the Charing Cross to London Bridge Railway over Ewer Street.

Work No. 6—A spur railway (376 metres in length) on the course of existing railway, commencing at a point 83 metres north of the bridge carrying the railway over Southwark Street, being carried by existing bridges over Southwark Street, Burrell Street, Treveris Street and Dolben Street and terminating at a point on the Blackfriars to Elephant & Castle Railway 37 metres south of the bridge carrying this and the Blackfriars to London Bridge Railway over Dolben Street.

Work No. 7—A junction railway (249 metres in length), commencing by a junction with Work No. 5 at a point 40 metres north of the bridge carrying the Blackfriars to London Bridge and Blackfriars to Elephant & Castle Railways over Southwark Street, being

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carried by an existing bridge over Burrell Street and Treveris Street and terminating by a junction with Work No. 6 at a point 21 metres north of the bridge carrying those railways over Dolben Street.

Work No. 8—A railway (508 metres in length), commencing by a junction with Work No. 5 at its termination, being carried by existing bridges over Ewer Street, Great Guildford Street, Southwark Bridge Road and O'Meara Street and terminating by a junction with Work No. 9 at a point 26 metres east of O'Meara Street.

Work No. 9—A railway (271 metres in length) at Borough Market, commencing by a junction with the Charing Cross to London Bridge Railway at a point 38 metres east of Ewer Street, being carried by existing bridges over Great Guildford Street, Southwark Bridge Road and O'Meara Street and terminating at the termination of Work No. 8 at a point 26 metres east of O'Meara Street.

Work No. 10—A railway (254 metres in length) at Borough Market, being a deviation on the north side thereof of the Charing Cross to London Bridge Railway commencing by a junction with the termination of Work No. 8 being carried by existing bridges over Southwark Street and Stoney Street and terminating by a junction with the Charing Cross to London Bridge Railway at a point 35 metres east of the last mentioned bridge, including a viaduct over lands between or adjoining those streets.

Work No. 11—A railway (415 metres in length), commencing by a junction with the Cannon Street Curve at a point 35 metres south of the most westerly platform end at Cannon Street station in the City of London and terminating at a point 39 metres south of Park Street bridge.

Work No. 12—A widening on the west side of the bridge and viaduct at Network Rail's Elephant & Castle station carrying the Elephant & Castle to Loughborough Junction Railway over Walworth Road.

Work No. 13—A railway (928 metres in length) through Borough Market and Network Rail's London Bridge station, being in part a deviation on the south side thereof of the Charing Cross to London Bridge Railway, commencing by a junction with that railway at a point immediately above the eastern abutment of the bridge carrying that railway over Redcross Way, being carried by an existing bridge over Southwark Street and terminating by a junction with the London Bridge to Blue Anchor Junction Railway at a point at Network Rail's London Bridge station 31 metres east of the bridge carrying that railway over Shand Street at London Bridge, including a new viaduct over, between or adjoining Stoney Street, Bedale Street, Green Dragon Court, Borough High Street, London Bridge Street and Station Approach and an extension of London Bridge signal box.

Work No. 14—A junction railway (133 metres in length) at Network Rail's London Bridge station, commencing by a junction with the Charing Cross to London Bridge Railway at a point 19 metres west of the bridge carrying the western rail approaches to the station over Joiner Street and terminating by a junction with the line of railway serving platform 5 at the station.

In the London boroughs of Southwark and Lewisham—

Work No. 15—A railway (946 metres in length), commencing in the London borough of Southwark by a junction with the London Bridge to New Cross Railway at a point 67 metres west of the bridge carrying that railway and the London Bridge to New Cross Gate Railway over Rotherhithe New Road, being carried by an existing bridge over the former East London Railway (Old Kent Road branch) and terminating in the London borough of Lewisham by a junction with the London Bridge to New Cross Gate Railway at a point immediately above the north-westerly abutment of the bridge carrying that railway over Surrey Canal Road, including a bridge over Works Nos. 17 to 19 and a bridge over Work No. 20.

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Work No. 16—A railway (431 metres in length), being a deviation of the London Bridge to New Cross Railway, commencing in the London borough of Southwark by a junction with Work No. 15 at a point 120 metres from the commencement of that work and terminating in the London borough of Lewisham at a point on that railway 51 metres south-east of the bridge carrying that railway over Bolina Road.

Work No. 17—A railway (1,068 metres in length), commencing in the London borough of Southwark by a junction with the London Bridge to New Cross Gate Railway at a point 67 metres west of the bridge carrying that railway and the London Bridge to New Cross Railway over Rotherhithe New Road, being carried by existing bridges over the course of the former East London Railway (Old Kent Road branch), Landmann Way and the East London Line of LUL and terminating in the London borough of Lewisham by a junction with the London Bridge to New Cross Railway at a point 100 metres north-west of the bridge carrying that railway over Surrey Canal Road, including a bridge over Work No. 20.

Work No. 18—A railway (777 metres in length), commencing in the London borough of Southwark by a junction with the London Bridge to New Cross Gate Railway at a point 67 metres west of the bridge carrying that railway and the London Bridge to New Cross Railway over Rotherhithe New Road, being carried by an existing bridge over the course of the former East London Railway (Old Kent Road branch) and terminating in the London borough of Lewisham by a junction with the London Bridge to New Cross Railway at a point 155 metres north-west of the southernmost of the two bridges carrying that railway over Landmann Way, including new or altered viaduct and bridges over Work No. 20 and the course of the former East London Railway (Old Kent Road branch).

Work No. 19—A railway (952 metres in length), commencing in the London borough of Southwark by a junction with the London Bridge to New Cross Gate Railway at a point 67 metres west of the bridge carrying that railway and the London Bridge to New Cross Railway over Rotherhithe New Road and terminating in the London borough of Lewisham by a junction with the first mentioned railway at a point 2 metres north-west of the bridge carrying that railway over Surrey Canal Road including bridges over Work No. 20 and the course of the former East London Railway (Old Kent Road branch).

Work No. 20—A road, being a realignment of Bolina Road, commencing at a point in that road 2 metres east of the westernmost of the two bridges carrying the London Bridge to New Cross Gate Railway over that road and terminating at a point in that road 35 metres south of its intersection with Silwood Street.

In the London borough of Lewisham—

Work No. 21—A railway (448 metres in length), being a widening and realignment of the spur connecting the London Bridge to Hither Green Railway to the Nunhead to Lewisham Railway, commencing by a junction with the first named railway at a point 118 metres south-east of the bridge carrying Friendly Street over that railway and terminating by a junction with the second named railway at a point 3 metres west of the bridge carrying that railway over the first named railway, including the reconstruction of the St. John's Vale bridge and the St. John's Station footbridge.

In the County of Hertfordshire, City and District of St. Albans, Parish of Harpenden—

Work No. 22—A decking over the gap between the twin spans of the bridge at Harpenden station carrying the London to Bedford Railway over Station Road, including the reconstruction or strengthening of those spans.

In the County of West Sussex, District of Mid Sussex, Parish of Balcombe—

Work No. 23—A widening on the east side thereof of the bridge at Network Rail's Balcombe Station carrying the London to Brighton Railway over Rocks Lane.

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In the County of Kent, Borough of Dartford—

Work No. 24—A widening on the south side thereof of the bridge at Network Rail's Dartford Station carrying the London to Strood Railway over Overy Street.