

SCHEDULES

SCHEDULE 12

THE A2 AND M2 IMPROVEMENT WORKS

PART I

THE AUTHORISED WORKS

Description of works

- 1 The works which the Secretary of State is authorised by section 44 of this Act to construct are the following—

In the county of Kent—

In the borough of Gravesham, parishes of Cobham, Higham and Shorne—

Work No. 31—Improvement of the A2 between its junction with Halfpence Lane (C492) and its junction with the M2 at Junction 1, comprising—

Work No. 31A—Improvement and realignment of the eastbound carriageway of the A2 commencing at a point 115 metres east of the bridge carrying Brewers Road over that road, passing eastwards and terminating at a point 100 metres west of the bridge carrying the westbound slip road of the A2 over the M2 at Junction 1;

Work No. 31B—Improvement and realignment of the westbound carriageway of the A2 commencing at a point 340 metres west of the said bridge carrying Brewers Road over that road, passing eastwards and terminating at a point 220 metres west of the bridge carrying the said westbound slip road over that road;

Work No. 32—Improvement of the junction of Halfpence Lane (C492) and Brewers Road with the A2 at Cobham Junction, comprising—

Work No. 32A—A road, forming an entry slip road to the eastbound carriageway of the A2 (Work No. 31A), commencing by a junction with Brewers Road at a point 150 metres north-east of the north-eastern abutment of the bridge carrying that road over the A2, passing southwards and terminating by a junction with that carriageway at a point 410 metres east of that bridge;

Work No. 32B—A road, forming an exit slip road from the westbound carriageway of the A2 (Work No. 31B), commencing by a junction with the C492 at a point 150 metres south-west of the existing junction of Brewers Road with

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that road, passing northwards, then north-eastwards over the railway (Work No. 12) in tunnel, and terminating by a junction with that carriageway at a point 20 metres west of the said bridge over the A2, including a roundabout at the junction of the slip road with Brewers Road (Work No. 32C);

Work No. 32C—A road, forming an entry slip road to the westbound carriageway of the A2 from the C492 commencing at a point 30 metres south-east of that carriageway, passing southwards over the railway (Work No. 12), passing eastwards through the roundabout (part of Work No. 32B) along Brewers Road and terminating at a point 160 metres west of the said roundabout, including a bridge over Work No. 12;

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

Work No. 33—Improvement of the M2 between Junction 1 and Junction 2, comprising—

Work No. 33A—Improvement and realignment of the M2 to form the eastbound carriageway of the motorway, commencing by a junction with Work No. 31A at its termination, passing south-eastwards under the A2 (Work No. 35A) at Junction 1 of the M2, over the existing subway by which footpath NS 183 passes under the M2, then over the road (Work No. 36E) and under Rochester Road (Work No. 36F) and the cycle track (Work No. 36G), over the London and Chatham Railway and terminating on the existing bridge carrying the M2 over that railway at a point 20 metres south-east of that railway, including a bridge over Work No. 36E;

Work No. 33B—A road, forming the westbound carriageway of the M2, commencing by a junction with Work No. 31B at its termination, passing south-eastwards under the A2 (Work No. 35A) at Junction 1 of the M2, over footpath NS 183, then over Work No. 36E and under Work No. 36F and Work No. 36G, over the London and Chatham railway and terminating at a point 180 metres south-east of that railway, including bridges over Work No. 36E and the said railway and extension of the subway for the footpath NS 183;

Work No. 34—Improvement of Junction 1 of the M2 comprising—

Work No. 34A—A road, forming the exit slip road from the eastbound carriageway of the A2, commencing by a junction with that carriageway (Work No. 31A) at a point 210 metres west of the existing bridge carrying the footpath between Park Pale and the Rochester and Cobham Park Golf Course, passing eastwards and terminating in the A2 at a point 20 metres east of the junction of Crutches Lane with that road;

Work No. 34B—A road, forming the entry slip road to the eastbound carriageway of the M2, commencing at a point on the northern side of Old Watling Street 270 metres east of its junction with Bowesden Lane and terminating in the M2 (Work No. 33A) at a point 30 metres north-west of the bridge carrying the A2 (Work No. 35A) over the M2;

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Work No. 34C—A road, forming the exit slip road from the westbound carriageway of the M2, commencing in the intended eastbound entry slip road to the Wainscott Northern Bypass at a point 435 metres east of the bridge carrying the said footpath between Park Pale and the Rochester and Cobham Park Golf Course over the M2 and terminating in the M2 (Work No.33B) at a point 190 metres from that commencement;

Work No. 35—Roads between the junction of the A2 and Halfpence Lane (C492) and Junction 1 of the M2, comprising—

Work No. 35A—Diversion of the A2 at Junction 1 commencing in the westbound carriageway of the A2 (Work No. 31B) at a point 660 metres east of the existing bridge carrying Brewers Road over the A2, passing eastwards on the southern side of the A2, then north-eastwards over the M2 (Works Nos. 33A and 33B) on the northern side of the existing bridge carrying the westbound slip road from the A2 over the M2, continuing eastwards and terminating in the westbound carriageway of the A2 at a point 20 metres east of the junction of Crutches Lane with that road, including bridges over Works Nos. 33A and 33B;

Work No. 35B—A road, forming a diversion of the access road to the Colewood Reservoirs of Southern Water Services Limited, commencing by a junction with the new road (Work No. 35A) at a point 230 metres west of the junction of the existing access road with the A2, passing southwards then eastwards and terminating by a junction with the existing access on the northern side of those reservoirs;

Work No. 36—Improvement of Junction 2 of the M2, comprising—

Work No. 36A—A road, forming the exit slip road from the eastbound carriageway of the M2 (Work No. 33A) at Junction 2, commencing by a junction with that carriageway at a point 550 metres north-west of the existing subway by which the footpath RS 203 passes under the M2, passing south-eastwards and terminating at the eastern junction roundabout (part of Work No. 36E);

Work No. 36B—A road, forming the entry slip road to the eastbound carriageway of the M2 (Work No. 33A) at Junction 2, commencing at the said eastern junction roundabout (part of Work No. 36E), passing southwards under Rochester Road (Work No. 36F) and the cycle track (Work No. 36G), over the London and Chatham Railway and terminating by a junction with Work No. 33A at its termination;

Work No. 36C—A road, forming the entry slip road on to the westbound carriageway of the M2 (Work No. 33B) at Junction 2, commencing by a junction with that carriageway at a point 590 metres north-west of the southern end of the said existing subway, passing south-eastwards under the railway (Work No. 13) and terminating at the western junction roundabout (part of Work No. 36E);

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Work No. 36D—A road, forming the exit slip road from the westbound carriageway of the M2 (Work No. 33B) at Junction 2, commencing at the western junction roundabout (part of Work No. 36E), passing south-eastwards under the railway (Work No. 13), under Rochester Road (Work No. 36F) and the cycle track (Work No. 36G) and over the London and Chatham Railway and terminating by a junction with the westbound carriageway (Work No. 37B) at a point 160 metres south-east of that railway, including a bridge over the London and Chatham Railway;

Work No. 36E—A road, forming dual carriageways, commencing by junctions with Work No. 36A at its termination and Work No. 36B at its commencement at the eastern junction roundabout, the centre of which is at a point 180 metres south of the junction of Bootham Close with Rushdean Road, passing south-westwards under the M2 (Works Nos. 33A and 33B) and the railway (Work No. 13) to junctions with Work No. 36C at its termination and Work No. 36D at its commencement at the western junction roundabout, the centre of which is at a point 355 metres south-west of the junction of Bootham Close with Rushdean Road, then passing southwards and terminating by a junction with the A228 (Rochester Road) (Work No. 38F) at a roundabout, the centre of which is at a point 190 metres north-east of the northern end of the existing bridge carrying the A228 over the London and Chatham Railway, including those roundabouts;

Work No. 36F—A road, being a diversion of the A228, commencing in that road at the northern end of the said bridge carrying that road over the London and Chatham Railway, passing north-eastwards over the cycle track (Work No. 36H) to the roundabout (part of Work No. 36E), then north-eastwards over the railway (Work No. 13) and the M2 (Works Nos. 36B, 33A, 33B and 36D), over the cycle track (Work No. 36J) and terminating in the A228 at a point 30 metres south-west of the junction of Roman Way with that road, including bridges over Works Nos. 13, 33A, 33B, 36B, 36D, 36H and 36J;

Work No. 36G—A cycle track on the southern side of the A228 (Work No. 36F) commencing by a junction with that work at a point 45 metres north-east of its commencement, passing north-eastwards on the eastern side of Work No. 36F to a junction with the cycle track (Work No. 36H), then over Work No. 13, the M2 and Work No. 36J and terminating by a junction with the A228 at a point 370 metres south-west of the termination of Work No. 36F;

Work No. 36H—A cycle track commencing by a junction with the A228 (Work No. 36F) at a point 60 metres north-east of its commencement, passing northwards then eastwards and south-eastwards under the A228 and terminating by a junction with Work No. 36G at a point 90 metres north-east of the commencement of that work;

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Work No. 36J—A cycle track commencing by a junction with the A228 (Work No. 36F) at a point 370 metres south-west of its termination, passing westwards then southwards under the A228 and terminating by a junction with the cycle track (Work No. 36K) at a point 180 metres north-east of the termination of that work;

Work No. 36K—Realignment and improvement of the cycle track between the A228 and the bridge carrying the M2 over the River Medway, commencing by a junction with the cycle track (Work No. 36G) at a point 45 metres south-west of its termination, passing southwards to a junction with the cycle track (Work No. 36J), then south-westwards and south-eastwards and terminating by a junction with the existing cycle track at a point 5 metres south-east of the western abutment of the bridge carrying the M2 over the London and Chatham Railway;

In the city of Rochester-upon-Medway, town of Rochester and parish of Cuxton, and in the borough of Tonbridge and Malling, parishes of Wouldham and Aylesford—

Work No. 37—Improvement of the M2 between Junctions 2 and 3, comprising—

Work No. 37A—Improvement and realignment of the M2 to form the eastbound carriageway of the motorway, commencing by a junction with Work No. 33A at its termination, passing south-eastwards on the existing viaduct over the Strood and Maidstone Railway and the River Medway, then over Wouldham Road (Work No. 38B) and under Work No. 38F, then continuing south-eastwards to Junction 3 (Work No. 39), under the A229 (Work No. 40A) east of Buckmore Park, the new roundabout (Work No. 39E) and Robin Hood Lane (Work No. 41C) and over footpath MR 440 and terminating at a point 145 metres south-west of the junction of Woodbury Road with Walderslade Woods, including a bridge over Work No. 38B;

Work No. 37B—A road, forming the westbound carriageway of the M2, commencing by a junction with Work No. 33B at its termination, passing south-eastwards on viaduct over the Strood and Maidstone Railway and the River Medway, then over Work No. 38B and under Work No. 38F, then continuing south-eastwards to Junction 3 (Work No. 39), under Works Nos. 40A, 39E and 41C and over footpath MR 440 and terminating at a point 205 metres south of the junction of Woodbury Road with Walderslade Woods, including the said viaduct and a bridge over Work No. 38B and extension of the underpass for the said footpath;

Work No. 38—Roads between Junctions 2 and 3 of the M2, comprising—

Work No. 38A—A road, for construction purposes, commencing at a point 300 metres north-west of the western abutment of the bridge carrying the M2 over Wouldham Road (Work No. 38B), passing south-eastwards on the northern side

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of Work No. 37A and terminating by a junction with Work No. 38B at a point 30 metres north-west of the M2 eastbound carriageway;

Work No. 38B—Realignment of Wouldham Road commencing in that road at a point 20 metres north-east of the northern side of the existing bridge carrying the M2 over that road, passing south-westwards under Works Nos. 37A and 37B and terminating in Wouldham Road at a point 35 metres north-east of the junction of Burham Road with that road;

Work No. 38C—A road, forming a diversion of Nashenden Farm Lane and the access to Waterworks Cottages, commencing by a junction with Wouldham Road (Work No. 38B) at a point 110 metres south-west of its commencement, passing south-eastwards on the southern side of the M2 to a junction with Nashenden Farm Lane at a point 65 metres north-east of the access to Nashenden Farm Cottages, continuing southwards and terminating at a point 20 metres south-east of the entrance to Waterworks Cottages;

Work No. 38D—A road, for construction purposes, forming a diversion of the access to Nashenden Farm and Borstal Court Farm, commencing in Burham Road (Work No. 13B) at a point 100 metres south-east of the commencement of that work, passing eastwards, then south-eastwards on the southern side of Work No. 38C and terminating by a junction with the new road (Work No. 38C) at a point 225 metres from the commencement of that work;

Work No. 38E—A road, forming a diversion of the access track from the Roman Burial grounds to Stony Lane, commencing at a point 30 metres north of the existing bridge carrying that track over the M2, passing south-eastwards and terminating by a junction with Stony Lane (Work No. 38F) at a point 325 metres from its commencement;

Work No. 38F—A road, forming a diversion of bridleway MR11 (Stony Lane) commencing in Maidstone Road at its junction with Stony Lane, passing south-westwards and north-westwards, then south-westwards over the M2 (Works Nos. 37A and 37B), then southwards and terminating by a junction with the new access road (Work No. 13C) at a point 340 metres north-west of the western end of the subway by which Stony Lane passes under the M2, including a bridge over Works Nos. 37A and 37B;

Work No. 39—Improvements of the M2 at Junction 3, comprising—

Work No. 39A—Realignment of the exit slip road from the eastbound carriageway of the M2 (Work No. 37A), commencing by a junction with Work No. 37A at a point 185 metres south of the access from Rochester Road to the caravan site on the south side of Rochester Airport, passing south-eastwards under the A229 (Work No. 40A) and terminating at the north-eastern end of the roundabout (Work No. 39E);

Work No. 39B—Realignment of the entry slip road to the eastbound carriageway of the M2 (Work No. 37A),

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commencing at the north-eastern end of the roundabout (Work No. 39E), passing southwards under Robin Hood Lane (Work No. 41C), over footpath MR 440 and terminating by a junction with Work No.37A at a point 145 metres south-west of the junction of Woodbury Road with Walderslade Woods;

Work No. 39C—A road, forming the entry slip road to the westbound carriageway of the M2 (Work No. 37B), commencing by a junction with Work No. 37B at a point 230 metres south of the access from Rochester Road to the said caravan site, passing south-eastwards under the A229 (Work No. 40A) and terminating at the south-western end of the roundabout (Work No. 39E);

Work No. 39D—A road, forming the exit slip road from the westbound carriageway of the M2 (Work No. 37B), commencing at the south-western end of the roundabout (Work No. 39E), passing south-eastwards under Robin Hood Lane (Work No. 41C), over footpath MR 440 and terminating by a junction with Work No. 37B at a point 205 metres west of the junction of Woodbury Road with Walderslade Woods;

Work No.39E—Improvement of the Taddington Wood Loop Junction, forming a new roundabout over the M2 (Works Nos. 37A and 37B) including two bridges over those works;

Work No. 39F—A road commencing at the north-eastern end of the roundabout (Work No. 39E), passing eastwards and terminating by a junction with Walderslade Woods (Work No. 39G) at the Walderslade Woods Roundabout, the centre of which is 160 metres south of the junction of Hurst Hill with Taddington Wood Lane, including the said Walderslade Woods Roundabout;

Work No. 39G—Realignment of Walderslade Woods, forming dual carriageways, commencing at a point 140 metres south-east of the junction of that road with Taddington Wood Lane, passing south-eastwards to the roundabout (part of Work No. 39F) then continuing south-eastwards and terminating in Walderslade Woods at a point 310 metres from that commencement;

Work No. 39H—A road, forming dual carriageways, commencing at the south-western end of the roundabout (Work No. 39E), passing westwards and north-westwards and terminating by a junction with the A229 at the roundabout (Work No. 40N);

Work No. 39J—Realignment of Maidstone Road to form a junction with the new road (Work No. 39H) at Blue Bell Hill, commencing in that road at a point 40 metres north-west of its existing junction with Victoria Close, passing south-eastwards, then southwards to the junction with Work No. 39H, then continuing southwards and south-westwards and terminating in Maidstone Road at a point 120 metres north of its junction with Robin Hood Lane;

Work No. 40—Improvements of the A229 at Junction 3 of the M2, comprising—

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Work No. 40A—Improvement and realignment of the A229 (Maidstone Road), forming dual carriageways, commencing at a point 345 metres north of the existing Bridgewood Roundabout at the junction of that road with Walderslade Woods and Rochester Road, passing southwards over the new roundabout at that road junction (Work No. 40F), the M2 (Works Nos. 37A, 37B, 39A and 39C), then under the roundabout (Work No. 40N) and terminating at a point 10 metres north of the bridge carrying Common Road over the A229, including bridges over Works Nos. 40F, 37A, 37B, 39A and 39C;

Work No. 40B—A road, forming the southbound exit slip road from the A229 (Work No. 40A), commencing by a junction with that road at a point 280 metres north of the existing Bridgewood Roundabout, passing southwards and terminating at the eastern end of the roundabout (Work No. 40F);

Work No. 40C—A road, forming the southbound entry slip road to the A229 (Work No. 40A), commencing at the eastern end of the roundabout (Work No. 40F), passing southwards and terminating by a junction with Work No. 40A at a point 145 metres south of the existing Bridgewood Roundabout;

Work No. 40D—A road, forming the northbound entry slip road to the A229 (Work No. 40A), commencing by a junction with that road at a point 280 metres north of the said existing Bridgewood Roundabout, passing southwards and terminating at the western end of the roundabout (Work No. 40F);

Work No. 40E—A road, forming the northbound exit slip road from the A229 (Work No. 40A), commencing at the western end of the roundabout (Work No. 40F), passing southwards and terminating by a junction with Work No. 40A at a point 145 metres south of the existing Bridgewood Roundabout;

Work No. 40F—A roundabout (the Bridgewood Roundabout) at the junction of Walderslade Woods, Rochester Road and the A229;

Work No. 40G—Realignment of Rochester Road commencing in that road at a point 160 metres north-west of its junction with the A229 at the existing Bridgewood Roundabout, passing south-eastwards and terminating at the western end of the roundabout (Work No. 40F);

Work No. 40H—Improvement and realignment of Walderslade Woods forming dual carriageways, commencing at the eastern end of the roundabout (Work No. 40F), passing eastwards and terminating in Walderslade Woods at a point 100 metres east of that commencement;

Work No. 40J—A road, forming the southbound exit slip road from the A229 (Work No. 40A), commencing by a junction with that road at a point 270 metres north of the intended Lord Lees Roundabout (Work No. 40N), passing southwards and terminating at the eastern end of that roundabout;

Work No. 40K—A road, forming the southbound entry slip road to the A229 (Work No. 40A), commencing at the eastern

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end of the intended Lord Lees Roundabout (Work No. 40N), passing southwards and terminating by a junction with Work No. 40A at a point 80 metres north-west of the bridge carrying Common Road over the A229;

Work No. 40L—A road, forming the northbound entry slip road to the A229 (Work No. 40A), commencing by a junction with that road at a point 300 metres north of the intended Lord Lees Roundabout (Work No. 40N), passing southwards and terminating at the western end of that roundabout;

Work No. 40M—A road, forming the northbound exit slip road from the A229 (Work No. 40A), commencing at the western end of the Roundabout (Work No. 40N), passing southwards and terminating by a junction with Work No. 40A at a point 70 metres north-east of the bridge carrying Common Road over the A229;

Work No. 40N—A roundabout (Lord Lees Roundabout) over the A229 (Work No. 40A) at Blue Bell Hill, including two bridges over Work No. 40A;

Work No. 40P—A road, forming an access road to the Buckmore Park Activity Centre and an access way for cycles and pedestrians at Shall Hook Wood, commencing in the existing access road at a point 250 metres north of the centre of the existing Lord Lees Roundabout, passing southwards and south-westwards on the western side of the slip road (Work No. 40L) and terminating at the western end of the roundabout (Work No. 40N);

Work No. 40Q—A road, forming an access road to the premises known as Nil Desperandum, commencing by a junction with the access road (Work No. 40P) at a point 40 metres west of the termination of that work, passing north-eastwards and terminating in the curtilage of those premises;

Work No. 40R—An access way to land on the northern side of the Common Road Sports Ground, commencing by a junction with the access way (Work No. 40S) at a point 90 metres north of the termination of that work, passing southwards on the western side of that work and Work No. 40M and terminating in the existing access way at a point 30 metres north of the said land;

Work No. 40S—A road, forming an access way for cycles and pedestrians, commencing by a junction with the access road (Work No. 40P) at a point 30 metres from the termination of that work, passing southwards and south-eastwards and terminating by a junction with the slip road (Work No. 40M) at a point 250 metres from the termination of that work;

Work No. 41—Associated works connected with improvements at Junction 3 of the M2, comprising—

Work No. 41A—A road, forming a southern extension of Hallsfield Road, commencing at a point 30 metres east of the western end of that road east of Maidstone Road, passing westwards, then southwards and terminating at a point 260 metres south of that commencement;

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Work No. 41B—Realignment of Hallsfield Road commencing at a point 30 metres west of the junction of that road with Sadlers Close and terminating in Hallsfield Road at a point 95 metres north-west of that road junction;

Work No. 41C—Realignment of Robin Hood Lane commencing at a point 60 metres west of the existing junction of that road with the access road to the Medway Crematorium, passing eastwards over the M2 (Works Nos. 37A and 37B) and terminating at a point 180 metres east of that commencement, including a bridge over Works Nos. 37A, 37B, 39B and 39D;

Work No. 41D—Diversion of the said access road to the Medway Crematorium, commencing by a junction with Robin Hood Lane (Work No. 41C) at a point 15 metres west of its existing junction with that road and terminating in that access road at a point 80 metres south of that commencement;

In the borough of Tonbridge and Malling, parish of Aylesford, in the borough of Maidstone, parishes of Boxley and Bredhurst and in the borough of Gillingham, town of Gillingham—

Work No. 42—Improvement of the M2 between Junctions 3 and 4, comprising —

Work No. 42A—Improvement and realignment of the M2, to form the eastbound carriageway of that motorway, commencing by a junction with Work No. 37A at its termination, passing under the footpath KH 32 (Work No. 45), over Harp Farm Road (Work No. 43A), and under Lidsing Road and Forge Lane (Works Nos. 43C and 43E) and under Maidstone Road, then passing to Junction 4 (Work No. 44) and terminating at a point 190 metres east of the easternmost bridge at that Junction carrying the A278 (Hoath Way) over the M2, including a bridge over Harp Farm Road;

Work No. 42B—A road forming the westbound carriageway of the M2, being in part a new road and in part improvement and realignment of the existing westbound carriageway, commencing by a junction with Work No. 37B at its termination, passing over Work No. 43A, under Works Nos. 43C, 43E and 45 and under Maidstone Road, then passing to Junction 4 (Work No. 44) and terminating at a point 190 metres east of the said bridge over the M2, including a bridge over Harp Farm Road;

Work No. 43—Roads between Junctions 3 and 4, comprising—

Work No. 43A—Realignment of Harp Farm Road, commencing at a point 65 metres south of the centre of the roundabout at its junction with Walderslade Woods, passing southwards under the M2 (Works Nos. 42A and 42B) and terminating at a point 50 metres south-west of its existing junction with Yelsted Lane;

Work No. 43B—A road, forming a diversion of Yelsted Lane, commencing by a junction with Harp Farm Road (Work No. 43A) at a point 10 metres south of its existing junction with that road, passing eastwards on the southern side of the

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M2 (Work No. 42B) and terminating in Yelsted Lane at a point 345 metres east of that commencement;

Work No. 43C—Realignment of Lidsing Road commencing at a point 260 metres south of the southern end of the existing bridge carrying that road over the M2, passing northwards over the M2 (Works Nos. 42A and 42B) and terminating at a point 70 metres south of the junction of that road with Westfield Sole Road and Blind Lane, including a new bridge over Works Nos. 42A and 42B;

Work No. 43D—Realignment of an existing track between Blind Lane and Forge Lane on the northern side of the M2 (Work No. 42A), commencing at a point 370 metres north-east of the junction of that track with Blind Lane, passing north-eastwards on the northern side of the existing track then northwards and terminating by a junction with Forge Lane (Work No. 43E) at a point 260 metres south-east of its junction with Chapel Lane;

Work No. 43E—Realignment of Forge Lane commencing at its junction with Chapel Lane, passing south-eastwards over the M2 (Works Nos. 42A and 42B) and terminating at a point 40 metres south-east of the junction of Forge Lane with Blind Lane on the southern side of the motorway, including a bridge over the M2;

Work No. 44—Improvement of Junction 4 of the M2, comprising —

Work No. 44A—Realignment of the exit slip road from the eastbound carriageway of the M2 (Work No. 42A), commencing by a junction with Work No. 42A at a point 390 metres north-east of the existing bridge carrying Forge Lane over the M2, passing under Maidstone Road and terminating at the northern end of the roundabout over the M2 at Junction 4;

Work No. 44B—Realignment of the entry slip road to the westbound carriageway of the M2 (Work No. 42B) commencing by a junction with Work No. 42B at a point 155 metres north-east of the said bridge carrying Forge Lane over the M2, passing under Maidstone Road and terminating at the southern end of the roundabout over the M2 at Junction 4.

Work No. 45—Realignment of footpath KH 32, commencing at a point 12 metres south of the southern end of the footbridge carrying footpath KH 32A over Walderslade Wood, passing southwards over the M2 (Works Nos. 42A and 42B) on the eastern side of the existing bridge carrying that footpath over the M2 and terminating at a point 30 metres south of the southern end of that existing bridge, including a bridge over Works Nos. 42A and 42B;

Work No. 46—A cycle track commencing by a junction with the existing cycle track on the western side of the A229 (Maidstone Road) at a point 190 metres north of the centre of the Bridgewood Roundabout, passing westwards and terminating at a point on the eastern side of Rochester Road 200 metres west of the centre of that roundabout.

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

Interpretation of Part I

- 2 In paragraph 1 above—
- references to the M2 are to the special road so designated;
 - references to the A2 are to the trunk road so designated;
 - references to the A228 and the A229 are to the principal roads so designated;
 - “Wainscott Northern Bypass” means the road scheme so named for a bypass between the A2 and the Medway Tunnel;
 - “westbound” in any description of the direction of traffic signifies travel in the direction of London, whether or not London is the destination, and “eastbound” signifies travel in the opposite direction.