

**ELIZABETH II**



**1986 CHAPTER xxvi**

An Act to empower the British Railways Board to construct works and to purchase or use land; to confer further powers on the Board; and for other purposes.  
[18th December 1986]

**WHEREAS—**

(1) By the Transport Act 1962 the British Railways Board 1962 c. 46. (hereinafter referred to as “the Board”) were established:

(2) It is the duty of the Board under the said Act of 1962 (inter alia) to provide railway services in Great Britain and, in connection with the provision of railway services, to provide such other services and facilities as appear to the Board to be expedient, and to have due regard, as respects all those railway and other services and facilities, to efficiency, economy and safety of operation:

(3) It is expedient that the Board should be empowered to construct the works authorised by this Act and to purchase or use the land referred to in this Act:

(4) In the interests of efficiency, economy and safety of operation the Board are undertaking a programme of electrification works on the East Coast Main Line and it is accordingly expedient that they should be empowered to construct the East Coast Main Line bridge works authorised by this Act and to purchase or use land referred to in this Act:

(5) It is expedient that the other powers in this Act contained should be conferred on the Board as therein provided, and that the other provisions in this Act contained should be enacted:

(6) Plans and sections showing the lines or situations and levels of the works to be constructed under this Act, and plans of the land authorised to be purchased or used by this Act, and a book of reference to such plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said land were duly deposited in the office of the Clerk of the Parliaments and in the Private Bill Office of the House of Commons and with the proper officers of the county councils of the several counties within which the said works will be constructed or the said land is situated, which plans, sections and book of reference are respectively referred to in this Act as the deposited plans, the deposited sections and the deposited book of reference:

(7) The purposes of this Act cannot be effected without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted, and be it enacted, by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

## PART I

### PRELIMINARY

Short title.      1. This Act may be cited as the British Railways (No. 2) Act 1986.

Interpretation.      2.—(1) In this Act, unless the context otherwise requires, words and expressions to which meanings are assigned by the enactments incorporated herewith have in relation to the related subject-matter the same respective meanings; and—

1845 c. 20.            “the Act of 1845” means the Railways Clauses Consolidation Act 1845;

1863 c. 92.            “the Act of 1863” means the Railways Clauses Act 1863;

- “the Act of 1965” means the Compulsory Purchase Act 1965; PART I  
—cont.  
1965 c. 56.
- “the (No. 2) Act of 1981” means the British Railways (No. 2) Act 1981; 1981 c. xxxv.
- “the (No. 2) Act of 1984” means the British Railways (No. 2) Act 1984; 1984 c. xx.
- “the Board” means the British Railways Board;
- “East Coast Main Line” means the railway between King’s Cross station, London, and Edinburgh with the branch to Leeds;
- “enactment” includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;
- “the limits of deviation” means the limits of deviation shown on the deposited plans;
- “reference point” means Ordnance Survey National Grid reference point;
- “the specified enactments” means the Highway (Railway Crossings) Act 1839, section 9 of the Railway Regulation Act 1842, section 47 of the Act of 1845, sections 5, 6 and 7 of the Act of 1863 and any other provision to the same or similar effect incorporated with, or contained in, any enactment; 1839 c. 45.  
1842 c. 55.
- “traffic sign” has the meaning assigned to it by section 64 of the Road Traffic Regulation Act 1984 and section 65 (1) of that Act shall have effect with respect to the erection and display of any traffic sign by the Board as if it were a traffic sign erected and displayed by a highway authority; 1984 c. 27.
- “the tribunal” means the Lands Tribunal; and
- “the works” means the works authorised by Parts II (Works, etc.) and III (East Coast Main Line bridges) of this Act.

(2) All directions, distances and lengths stated in any description of works, powers or lands shall be construed as if the words “or thereabouts” were inserted after each such direction, distance and length and distances between points on a railway shall be taken to be measured along the railway.

(3) Any reference in this Act to a work identified by the number of such work shall be construed as a reference to the work of that number authorised by this Act.

(4) References in this Act to points identified by letters shall be construed as references to the points so lettered on the deposited plans.

3.—(1) The following enactments, so far as the same are applicable for the purposes of and are not inconsistent with this Act, are incorporated with this Act, and this Act shall be the Incorporation  
of general  
enactments.

PART I  
—cont.

special Act for the purposes of the said incorporated enactments:—

(a) the Act of 1845, except sections 1, 7, 8, 9, 11, 12, 15, 17, 19, 20, 22 and 23 thereof; and

(b) in the Act of 1863, Part I (relating to the construction of a railway), except sections 13 to 19 thereof.

(2) (a) For the purposes of the enactments incorporated by subsection (1) above—

(i) the expression “the company” where used in those enactments means the Board;

(ii) Works Nos. 6A, 6B and 6C shall be deemed to be railways authorised by the special Act.

(b) For the purposes of sections 16 and 30 to 44 of the Act of 1845, as incorporated by subsection (1) above, Works Nos. 1A, 1B, 2 to 5, 7, 8A, 8B, 9, 10, 11A, 11B and 12 to 19 shall be deemed to be railways authorised by the special Act.

(c) Sections 18 and 21 of the Act of 1845, as incorporated by subsection (1) above, shall not extend to regulate the relations between the Board and any other person in respect of any matter or thing concerning which those relations are regulated in any respect by the provisions of—

1950 c. 39.

(i) Part II of the Public Utilities Street Works Act 1950; or

(ii) section 27 (For protection of electricity, gas and water undertakers) of the (No. 2) Act of 1984, as incorporated with this Act.

1968 c. 73.

(d) The provisions of section 46 of the Act of 1845, as incorporated with this Act, shall have effect subject to the provisions of sections 116 and 117 of the Transport Act 1968 as if any bridge to which the said section 46 applies and which carries a highway were in existence and maintainable by the Board immediately before the appointed day referred to in the said section 116.

Application of Part I of Compulsory Purchase Act 1965.

1981 c. 67.

4.—(1) Part I of the Act of 1965 (except sections 4 and 27 thereof and paragraph 3(3) of Schedule 3 thereto), so far as it is applicable for the purposes of and is not inconsistent with this Act, shall apply to the compulsory purchase of land under this Act as it applies to a compulsory purchase to which the Acquisition of Land Act 1981 applies and as if this Act were a compulsory purchase order under the said Act of 1981.

(2) In section 11(1) of the Act of 1965 (which empowers the acquiring authority to enter on and take possession of land the subject of a notice to treat after giving not less than 14 days' notice), as so applied, for the words “fourteen days” there shall be substituted the words “three months”.

(3) The Lands Clauses Consolidation Act 1845 shall not apply to the purchase of land under this Act.

PART I  
—cont.  
1845 c. 18.

PART II

WORKS, ETC.

*Works*

5. The Board may in the lines or situations shown on the deposited plans and within the limits of deviation and according to the levels shown on the deposited sections, make and maintain the works described in Schedule 1 to this Act with all necessary works and conveniences connected therewith. Power to make works.

6.—(1) In this section “the level crossing” means a level crossing comprising a single line of railway across and on the level of the new road comprised in Work No. 1B. Public level crossing on Work No. 1 at Bedlington.

(2) The Board may, in the construction of Work No. 1, provide the level crossing but shall not be required to erect or maintain a station or lodge thereat.

(3) (a) The Board may, with the consent in writing of the Secretary of State and subject to such requirements as he may from time to time lay down, provide, maintain and operate at or near the level crossing such barriers, lights, traffic signs and automatic or other devices and appliances as may be approved by the Secretary of State.

(b) So long as the consent referred to in paragraph (a) above continues in force, the specified enactments, except sections 5 and 7 of the Act of 1863 (in so far as they are inconsistent with any such consent), shall not apply to the level crossing.

(4) Nothing in this section shall impose on a highway authority any liability in respect of a traffic sign provided under subsection (3) (a) above.

7. Subject to the provisions of this Act and upon the completion and opening for public use of Work No. 1A, the Board may, in the district of Wansbeck— Stopping up roads, etc., at Bedlington.

- (a) stop up and discontinue so much of Barrington Road as lies between points “A” and “B”;
- (b) stop up and discontinue so much of the C.414 road as lies between points “C” and “D”;
- (c) stop up and discontinue so much of the footpath linking Barrington Road with Stakeford Road as lies between points “E”, “F” and “G” and provide a new footpath between points “F” and “G” with access to the new road comprised in Work No. 1A at point “F”;

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—cont.

(d) provide private access to the new road comprised in Work No. 1A at point “J” and to the new road comprised in Work No. 1B at point “H”.

Appropriation  
of culvert for  
Work No. 2 at  
Bull’s Lock,  
Newbury.

1845 c. xl.

8.—(1) In this section—

“the culvert” means the disused culvert passing under the railway between Newbury and London, Paddington, at Bull’s Lock in the parish of Greenham in the district of Newbury in the county of Berkshire; and

“the special Act” means the Berks and Hants Railway Act 1845.

(2) If the Board proceed with the construction of Work No. 2, they may—

(a) hold, use and appropriate the culvert for the purposes of Work No. 2 and shall be relieved of the obligation to maintain the culvert for the purposes of the special Act; and

(b) notwithstanding anything in any enactment relating to the culvert, reconstruct the same with a clear span of 3.05 metres and a clear headway of 3.4 metres.

(3) Subject to subsection (2) (a) above, all the powers and obligations conferred or imposed upon the Board by the special Act in relation to the culvert shall cease to have effect.

Stopping up  
part of road  
and footpath  
at Bull’s Lock,  
Newbury.

9. Subject to the provisions of this Act, the Board may, upon the completion and opening for use of Work No. 2, stop up and discontinue so much of the combined private road and public footpath between Hambridge Lane and Bury’s Bank Road at Bull’s Lock as lies between points “A” and “B”.

Accommo-  
dation level  
crossing on  
Work No. 3 at  
Old Leake.

10.—(1) In this section—

“Hobhole Bank crossing” means the level crossing in the parish of Old Leake in the borough of Boston in the county of Lincolnshire known as Hobhole Bank crossing (reference point TF 3748: 5265) whereby the unclassified road between Old Leake and Spilsby is crossed by the railway between Boston and Skegness; and

“the new crossing” means the accommodation level crossing to be provided by the Board in the construction of Work No. 3 across and on the level of the said railway.

(2) The maintenance and use of the new crossing shall be subject to the provisions of sections 68 and 75 of the Act of 1845.

(3) As from the completion and opening for use of the new crossing—

- (a) all rights of way over Hobhole Bank crossing, other than a right for all persons to use that crossing as a bridleway or on foot, shall be extinguished and the Board shall provide and maintain wicket gates or stiles on both sides of the railway at that crossing; and
- (b) the specified enactments shall cease to apply to Hobhole Bank crossing.

*Bridges*

11.—(1) In this section—

“the bridge” means the bridge in the borough of Doncaster in the county of South Yorkshire which carries the bridleway over the railway between Conisborough and Doncaster; and

Reconstruction  
of bridge at  
Hexthorpe,  
Doncaster.

“the bridleway” means the bridleway between Balby and Hexthorpe.

(2) Subject to the provisions of this Act, the Board may, for the purpose of reconstructing the bridge under their existing powers—

- (a) enter upon, open, break up and interfere with the surface of so much of the bridleway as is shown within the line marked “Limit of bridge” on the deposited plans;
- (b) stop up and discontinue the bridleway between points “A” and “B”; and
- (c) provide a new footpath between those points between the lines marked “Line of new footpath” on the deposited plans.

*General works provisions*

12.—(1) The Board during and for the purpose of the execution of the works may temporarily stop up and divert and interfere with any road, bridleway or footpath and may for any reasonable time divert the traffic therefrom and prevent all persons other than those bona fide going to or from any land, house or building abutting on the road, bridleway or footpath from passing along and using the same.

Temporary  
stoppage of  
roads, bridle-  
ways and  
footpaths.

(2) The Board shall provide reasonable access for persons on foot bona fide going to or from any such land, house or building.

(3) The Board shall not exercise the powers of this section without the consent of the highway authority but such consent

PART II  
—cont.

shall not be unreasonably withheld and any question as to whether such consent has been unreasonably withheld shall be referred to and settled by arbitration.

(4) The Board shall not exercise the powers of this section with respect to any road unless they have given not less than 21 days' previous notice in writing of their intention so to do to—

(a) the traffic commissioner in whose area the road is situate; and

(b) the operator over that road of a local service as defined in the Transport Act 1985;

1985 c. 67.

except in case of emergency when such notice as is practicable shall be given.

(5) The exercise by the Board of the powers of this section in relation to any road, bridleway or footpath shall not prejudice or affect the rights of the operator of any telecommunications code system (within the meaning of Schedule 4 to the Telecommunications Act 1984) to maintain, inspect, repair, renew or remove telecommunication apparatus (within the meaning of paragraph 1 of Schedule 2 to the said Act of 1984) or break open that road, bridleway or footpath for any of those purposes.

1984 c. 12.

Use of sewers,  
etc., for  
removing  
water.

13.—(1) In this section “relevant authority” means a water authority, an internal drainage board or a local authority and for that purpose “local authority” means a county council, a London borough council or a district council.

(2) The Board may use for the discharge of any water pumped or found by them during the construction of the works any available stream or watercourse, or any sewer or drain of a relevant authority in or through whose area or district, as the case may be, the works may be constructed or pass, and for that purpose may lay down, take up and alter conduits, pipes and other works and may make any convenient connections with any such stream, watercourse, sewer or drain within the limits of deviation but—

(a) the Board shall not discharge any water into any sewer or drain vested in or under the control of a relevant authority except with the consent of the relevant authority and subject to such terms and conditions as the relevant authority may reasonably impose; and

(b) the Board shall not make any opening into any such sewer or drain save in accordance with plans reasonably approved by, and under the superintendence (if given) of, the relevant authority in whom the sewer or drain shall be vested.



(3) (a) Section 31 of the Control of Pollution Act 1974 shall apply to, or to the consequence of, a discharge under the powers of this section into any relevant waters for the purposes of the said section 31 as if this section were excluded from the reference to any provision of a local Act mentioned in subsection (2) (b) (ii) of the said section 31 and as if no matter so discharged were trade or sewage effluent or other matter mentioned in subsection (2) (e) of the said section 31.

PART II  
—cont.  
1974 c. 40.

(b) In the exercise of their powers under this section the Board shall not damage or interfere with the bed of any watercourse forming part of the main river of a water authority or the banks thereof within the meaning of section 116 of the Land Drainage Act 1976 or forming part of a metropolitan watercourse within the meaning assigned to that expression by paragraph 1 of Schedule 5 to that Act.

1976 c. 70.

(4) The Board shall take all such steps as may reasonably be required to secure that any water discharged by them under this section shall be as free as may be reasonably practicable from any gravel, soil or other solid substance or matter in suspension.

(5) Any difference arising between the Board and a relevant authority, as the case may be, under this section shall be referred to and settled by arbitration.

### *Level crossings*

14.—(1) In this section—

“the council” means Essex County Council;

“the existing crossing” means the level crossing in the parish of Harwich in the district of Tendring in the county of Essex known as George Street crossing (reference point TM 2593:3255) whereby Stour Road is crossed by the railway immediately to the west of the junction of Stour Road and George Street;

“Maria Street crossing” means the level crossing in the said parish of Harwich known as Maria Street crossing (reference point TM 2592:3224) whereby the road connecting Ferndale Road with Maria Street is crossed by the railway;

“the new level crossing” means a new level crossing in the said parish of Harwich whereby a new road adjacent to Stour Road proposed to be constructed by the council will cross the railway adjacent to the existing crossing;

“the railway” means—

(a) in relation to the existing crossing and the new level crossing, the railway between Harwich Town station and the Harwich Train Ferry Berth;

Level crossings  
at Harwich,  
Essex.

PART II  
—cont.

(b) in relation to Maria Street crossing, the railway between Dovercourt and Harwich Town stations; and

“the specified date” means the date of the completion and opening for public use of the new road between Parkeston Roundabout (A.120) and The Quay, Harwich, proposed to be constructed by the council.

(2) The Board and the council may enter into and carry into effect agreements—

- (a) for the construction of the new level crossing; and
- (b) for defraying, or making contributions towards, the cost of constructing, maintaining and renewing the new level crossing and any other matters relating thereto.

(3) The Board may, subject to such requirements as the Secretary of State may from time to time lay down, provide, maintain and operate at or near the new level crossing such barriers, lights, traffic signs and automatic or other devices and appliances as may be approved by the Secretary of State.

(4) Any expenses incurred by the council for the purposes of this section shall be deemed to be expenses incurred by them in exercise of their powers as a highway authority under the Highways Act 1980.

1980 c. 66.

(5) As from the completion and opening for public use of the new level crossing—

- (a) all rights of way over the existing crossing shall be extinguished; and
- (b) the provisions of the specified enactments relating to the existing crossing shall cease to have effect.

(6) As from the specified date—

- (a) all rights of way over Maria Street crossing, other than a right for all persons to use that crossing on foot, shall be extinguished and the Board shall provide and maintain for the convenience of such persons gates on both sides of the railway at Maria Street crossing; and
- (b) the provisions of the specified enactments relating to Maria Street crossing shall cease to apply to that crossing.

(7) Any person who suffers loss by the extinguishment under this section of such private rights of way, if any, as may exist over Maria Street crossing shall be entitled to be paid by the Board compensation, to be determined in case of dispute by the tribunal.

15.—(1) In this section—

PART II

—cont.

Level crossings  
at Wainfleet,  
Lincolnshire.

“Chain Bridge Lane crossing” means the accommodation level crossing in the parish of Wainfleet St. Mary in the district of East Lindsey in the county of Lincolnshire known as Chain Bridge Lane crossing (reference point TF 5026:5882) whereby the road connecting property in the area of Chain Bridge Farm with Rumbold Lane is crossed by the railway;

“the council” means Lincolnshire County Council;

“the new level crossing” means a new level crossing in the said parish of Wainfleet St. Mary whereby the Wainfleet bypass road (A.52) proposed to be constructed by the council will cross the railway at reference point TF 5042:5888 or in the vicinity thereof; and

“the railway” means the railway between Havenhouse and Wainfleet stations.

(2) The Board and the council may enter into and carry into effect agreements—

(a) for the construction of the new level crossing; and

(b) for defraying, or making contributions towards, the cost of constructing, maintaining and renewing the new level crossing and any other matters relating thereto.

(3) The Board may, subject to such requirements as the Secretary of State may from time to time lay down, provide, maintain and operate at or near the new level crossing such barriers, lights, traffic signs and automatic or other devices and appliances as may be approved by the Secretary of State.

(4) Any expenses incurred by the council for the purposes of this section shall be deemed to be expenses incurred by them in exercise of their powers as a highway authority under the Highways Act 1980.

1980 c. 66.

(5) Subject to the provisions of this Act, and as from the completion and opening for public use of the new level crossing, the Board may stop up and discontinue so much of the road at Chain Bridge Lane crossing as lies within the boundaries of their property.

(6) The stopping up under this section of Chain Bridge Lane crossing shall not affect the right of persons to use that crossing on foot and the Board shall provide and maintain wicket gates and stiles on both sides of the railway at that crossing.

(7) Any person who suffers loss by the extinguishment under this section of such private rights of way, if any, as may exist

PART II  
—*cont.*

over Chain Bridge Lane crossing shall be entitled to be paid by the Board compensation, to be determined in case of dispute by the tribunal.

New level crossing at Kirkby-in-Ashfield, Nottinghamshire.

16.—(1) In this section—

“the council” means Nottinghamshire County Council; and

“the new level crossing” means a new level crossing in the non-parished area of Kirkby-in-Ashfield in the district of Ashfield in the county of Nottinghamshire whereby the new road (B.6021) proposed to be constructed by the council in connection with the Sutton-in-Ashfield bypass road (A.38), will cross the railway serving premises of Metal Box p.l.c. at reference point SK 5013:5770 or in the vicinity thereof.

(2) The Board and the council may enter into effect agreements—

(a) for the construction of the new level crossing; and

(b) for defraying, or making contributions towards, the cost of constructing, maintaining and renewing the new level crossing and any other matters relating thereto.

(3) The Board may, subject to such requirements as the Secretary of State may from time to time lay down, provide, maintain and operate at or near the new level crossing such barriers, lights, traffic signs and automatic or other devices and appliances as may be approved by the Secretary of State.

(4) Any expenses incurred by the council for the purposes of this section shall be deemed to be expenses incurred by them in exercise of their powers as a highway authority under the Highways Act 1980.

1980 c. 66.

New level crossings at Bicester, Oxfordshire.

17.—(1) In this section—

“the council” means Oxfordshire County Council; and

“the new level crossings” means two new level crossings, or either of them, in the district of Cherwell in the county of Oxfordshire in the parish of Bicester and in the parish of Launton whereby two new roads, proposed to be constructed in connection with the development of land on the south-eastern side of Bicester, will cross the Bletchley to Oxford branch railway at reference points respectively SP 5921 : 2253 and SP 6012 : 2294 or in the vicinity thereof.

(2) The Board and the council may enter into and carry into effect agreements—

(a) for the construction of the new level crossings; and

(b) for defraying, or making contributions towards, the cost of constructing, maintaining and renewing the new level crossings and any other matters relating thereto.

PART II  
—cont.

(3) The Board may, subject to such requirements as the Secretary of State may from time to time lay down, provide, maintain and operate at or near the new level crossings such barriers, lights, traffic signs and automatic or other devices and appliances as may be approved by the Secretary of State.

(4) Any expenses incurred by the council for the purposes of this section shall be deemed to be expenses incurred by them in the exercise of their powers as a highway authority under the Highways Act 1980.

1980 c. 66.

18.—(1) In this section “Ermine Street crossing” means the level crossing in the parish of Hibaldstow in the district of Glanford in the county of Humberside known as Ermine Street crossing (reference point SE 9595:0243) whereby Ermine Street is crossed by the railway between Brigg and Kirton Lindsey stations.

Ermine Street  
level crossing,  
Hibaldstow,  
Humberside.

(2) Subject to the provisions of this Act, and as from the completion and opening for public use of the M.180/A.15 road link proposed to be constructed by the Humberside County Council, the Board may stop up and discontinue so much of the road at Ermine Street crossing as lies within the boundaries of their property.

(3) Upon the stopping up of Ermine Street crossing the provisions of the specified enactments shall cease to apply to that crossing.

19.—(1) In this section “Lions Den crossing” means the level crossing in the borough of South Ribble in the county of Lancashire known as Lions Den crossing (reference point SD 5756:2570) whereby Bradkirk Lane is crossed by the railway between Bamber Bridge and Pleasington stations.

Lions Den  
level crossing,  
Bamber  
Bridge,  
Lancashire.

(2) Subject to the provisions of this Act, the Board may stop up and discontinue so much of the road at Lions Den crossing as lies within the boundaries of their property.

(3) Upon the stopping up of Lions Den crossing the provisions of the specified enactments shall cease to apply to that crossing.

(4) The stopping up under this section of Lions Den crossing shall not affect the right of persons to use that crossing on foot and the Board shall provide and maintain wicket gates or stiles on both sides of the railway at that crossing.

## PART II

—cont.

Cornard level  
crossing, Great  
Cornard,  
Suffolk.

20.—(1) (a) In this section “Cornard crossing” means the level crossing in the parish of Great Cornard in the district of Babergh in the county of Suffolk known as Cornard crossing (reference point TL 8830:3993) whereby the private road known as Mill Tye is crossed by the railway between Bures and Sudbury stations.

1972 c. 20.  
1984 c. 27.

(b) For the purpose of the application of section 22 of the Road Traffic Act 1972 and section 64 of the Road Traffic Regulation Act 1984 to a traffic sign provided under subsection (4) below, the said private road shall be deemed to be a road within the meaning of those Acts.

(2) Notwithstanding the provisions of section 47 of the Act of 1845 or any other enactment, the Board shall not be required to provide and maintain gates at Cornard crossing.

1846 c. lxxvi.

(3) Notwithstanding the provisions of section 25 (Stations or Lodges to be erected where Roads cross on a Level) of the Colchester, Stour Valley, Sudbury, and Halstead Railway Act 1846, the Board shall not be required to maintain a lodge at Cornard crossing.

(4) If the gates at Cornard crossing are removed, the Board shall, subject to such requirements as the Secretary of State may from time to time lay down, provide, maintain and operate at or near the level crossing such barriers, lights, traffic signs and automatic or other devices and appliances as may be approved by the Secretary of State.

(5) Nothing in this section shall impose on a highway authority any liability in respect of a traffic sign provided under subsection (4) above.

Reduction in  
status of level  
crossings.

21.—(1) In this section—

“the level crossings” means Spinks Lane crossing and West River crossing or either of them;

“Spinks Lane crossing” means the level crossing in the parish of Wymondham in the district of South Norfolk in the county of Norfolk known as Spinks Lane crossing (reference point TG 1314:0215) whereby Spinks Lane is crossed by the railway between Hethersett and Wymondham stations; and

“West River crossing” means the level crossing in the parish of Thetford in the district of East Cambridgeshire in the county of Cambridgeshire known as West River crossing (reference point TL 5347:7593) whereby the road connecting the river Ouse with Little Thetford is crossed by the railway between Ely and Waterbeach stations.

(2) As from the completion and opening for public use of the new public road from Wymondham to Cringleford (A.11) proposed to be constructed by the Secretary of State—

(a) all rights of way over Spinks Lane crossing, other than a right for all persons to use that crossing on foot, shall be extinguished and the Board shall provide and maintain wicket gates or stiles on both sides of the railway at that crossing; and

(b) the specified enactments shall cease to apply to Spinks Lane crossing.

(3) (a) All rights of way over West River crossing, other than a right for all persons to use that crossing as a bridleway or on foot, are hereby extinguished and the Board shall provide and maintain gates on both sides of the railway at that crossing.

(b) The specified enactments shall cease to apply to West River crossing.

(4) Subject to section 22 (West River level crossing, East Cambridgeshire) of this Act, the level crossings (including the gates thereof, other than the gates provided under subsections (2) (a) and (3) (a) above), shall be deemed to be works provided by the Board at the passing of this Act under section 68 of the Act of 1845 for the accommodation of the owners and occupiers of the land adjoining the railway and, for the purposes of this subsection, such owners and occupiers shall be deemed to include the owners and occupiers of any land the use of which would have been interrupted if the level crossing had been closed at the passing of this Act.

(5) If any part of the road crossed by the railway at the level crossings shall in consequence of this section cease to be a road over which the public has a right of way for the passage of vehicles, the owners and occupiers of the land abutting on such part shall be deemed to have such rights of passage thereover as shall be necessary to enable them to pass and repass to and from the said land from and to the level crossings.

(6) Any person who suffers loss by the extinguishment under this section of such private rights of way, if any, as may exist over the level crossings shall be entitled to be paid by the Board compensation, to be determined in case of dispute by the tribunal.

22.—(1) In this section—

“West River crossing” means the level crossing known as West River crossing referred to in section 21 (Reduction in status of level crossings) of this Act; and

“the special provisions” means such of the provisions of section 68 of the Act of 1845 as require the Board to

West River  
level crossing,  
East  
Cambridge-  
shire.

PART II  
—cont.

maintain gates for the accommodation of the owners and occupiers of land adjoining the railway.

(2) Notwithstanding the special provisions the Board may, subject to such requirements as the Secretary of State may from time to time lay down, provide at or near West River crossing in substitution for the vehicular gates at that crossing such lifting barriers as may be approved by the Secretary of State.

(3) If lifting barriers are provided at or near West River crossing under subsection (2) above, section 75 of the Act of 1845 shall have effect in its application to that crossing as if for the words “shut and fasten any gate” there were substituted the words “lower and lock any lifting barrier”.

*Footpaths*

Stopping up,  
etc., of  
footpaths.

23.—(1) Subject to the provisions of this Act, the Board may stop up and discontinue the footpaths referred to in Schedule 2 to this Act.

1983 c. 16.

(2) (a) The stopping up of the footpaths adjacent to Marholme and Woodcroft crossings referred to in the said Schedule 2 shall not take place except in connection with the re-equipping of those crossings with barriers and the provision of footways adjacent to the carriageways of those crossings under any order made under the Level Crossings Act 1983.

1891 c. xix.

(b) Upon the stopping up of those footpaths, or either of them, the Board may take down and remove the footbridges carrying the same, notwithstanding anything to the contrary contained in section 10 (Power to cross certain roads on the level) of the Great Northern Railway Act 1891.

## PART III

## EAST COAST MAIN LINE BRIDGES

Power to  
make bridge  
works, etc.

24.—(1) The Board may, in the lines or situations shown on the deposited plans and within the limits of deviation and according to the levels shown on the deposited sections, make and maintain the bridge and other works described in Schedule 3 to this Act with all necessary works and conveniences connected therewith.

(2) The Board may, within the limits of deviation of Works Nos. 9, 10, 11A and 12 to 18, make junctions with and alter the line or level of any street or way interfered with by, or contiguous to, all or any of those works and alter and interfere with any steps, walls, gateways, railings, passages, pavements,



pipes, wires and cables and execute any works for the protection of any adjoining land or building.

PART III  
—cont.

(3) The Board shall erect a good and sufficient fence on each side of the new bridges included in Works Nos. 5 to 7 and on each side of the raised bridges comprised in Works Nos. 9, 10, 11A and 12 to 18.

25. Notwithstanding anything in the Act of 1845, as incorporated with this Act, the Board may construct Works Nos. 9, 10, 11A and 12 to 14, 16 and 17 with the greatest inclinations shown on the deposited sections.

Gradients of  
bridge works.

26.—(1) In this section “the designated bridges” means the bridges carrying the roads referred to in column (2) of Schedule 4 to this Act over the East Coast Main Line, which the Board propose to reconstruct under their existing powers.

Further bridge  
gradients.

(2) Notwithstanding anything in the Act of 1845, as incorporated with this Act, the Board may reconstruct the designated bridges with the greatest inclinations specified in column (3) of Schedule 4 to this Act.

27. Notwithstanding the provisions of paragraph (3) of section 12 (As to construction of works in borough of Gateshead) of the North Eastern Railway Act 1899 the Board may, in the construction of Work No. 15, alter the level of Derwentwater Road in the borough of Gateshead in the county of Tyne and Wear to provide the greatest inclination shown on the deposited sections and accordingly paragraph (3) of the said section 12, in its application to Derwentwater Road, shall cease to have effect.

Gradients of  
Derwentwater  
Road,  
Gateshead.  
1899 c. ccxxx.

28.—(1) In this section—

“the existing footbridge” means the footbridge at Retford in the district of Bassetlaw in the county of Nottinghamshire over the East Coast Main Line numbered on the deposited plans 2; and

Stopping up  
footpath and  
new footpath  
at Retford.

“the footpath” means the footpath linking Westfield Road with West Carr Road, Retford, and carried by the existing footbridge between points “A”, “B”, “C” and “D”.

(2) The Board may—

(a) stop up and discontinue the footpath and substitute therefor a new footpath between points “E”, “F”, “G”, “H”, “I” and “J”, to be carried over the East Coast Main Line by means of Work No. 4;

(b) form and lay out means of pedestrian access to Westfield Road at point “E” and to West Carr Road at point “J”.

PART III  
—cont.

(3) Upon the completion and opening for public use of Work No. 4, the Board may take down and remove the existing footbridge.

Stopping up of portions of roads and removal of bridge at Doncaster.

29. Upon the completion and opening for public use of Work No. 5, the Board may—

(a) stop up and discontinue, in the borough of Doncaster in the county of South Yorkshire, so much of—

(i) St. James's Bridge as lies between points "A" and "B"; and

(ii) St. Sepulchre Gate as lies between points "C" and "D"; and

(b) take down and remove the bridge carrying St. James's Bridge over the East Coast Main Line.

Access and stopping up portion of road at Bentley.

30. The Board may, at Bentley in the borough of Doncaster in the county of South Yorkshire—

(a) form and lay out means of temporary access at point "B" from Ings Road for the purpose of constructing Works Nos. 6A, 6B and 6C, or any of them;

(b) form and lay out means of access to the new road included in Work No. 7 at point "C"; and

(c) upon the completion and opening for public use of Work No. 7, stop up and discontinue so much of Bentley Road as lies between points "A" and "B".

Stopping up portions of road and new cycle track at Copmanthorpe.

31.—(1) In this section—

"the bridge" means the bridge in the parishes of Askham Bryan and Copmanthorpe in the district of Selby in the county of North Yorkshire which carries the road; and

"the road" means the carriageway of the A.64 trunk road (York bypass), in the parishes of Askham Bryan, Bishopthorpe and Copmanthorpe in the said district, which proceeds towards York off the eastbound carriageway of the said A.64 trunk road.

(2) If the Board proceed with the construction of Works Nos. 8A and 8B then, subject to the provisions of this Act, they may—

(a) for the purpose of reconstructing the bridge under their existing powers—

(i) enter upon, open, break up and interfere with the surface of so much of the road as is shown within the line marked "Limit of bridge" on the deposited plans;

(ii) stop up and discontinue so much of the road as lies between points "A" and "B"; and

(iii) provide a new cycle track between the lines marked "Line of new cycle track" on the deposited plans;

(b) stop up and discontinue so much of the road as lies between points "C" and "D".

PART III  
—cont.

32. Subject to the provisions of this Act, the Board may, upon the completion and opening for use of Work No. 11B, stop up and discontinue so much of Scaife Shay Lane and the bridleway along the same in the parish of Sessay in the district of Hambleton in the county of North Yorkshire as lies between points "C" and "D".

Stopping up  
portion of  
Scaife Shay  
Lane, Sessay.

33.—(1) In this section—

"the existing footbridge" means the footbridge at Morpeth in the parish of Morpeth in the borough of Castle Morpeth in the county of Northumberland over the East Coast Main Line numbered on the deposited plans 2 and 5; and

"the footpath" means the footpath linking the footpath between Morpeth and Salisbury Street and Coopies Lane, Morpeth, and carried by the existing footbridge between points "A", "B", "C" and "D".

Stopping up  
footpath and  
new footpath  
at Morpeth.

(2) The Board may—

(a) stop up and discontinue the footpath and substitute therefor a new footpath between points "E", "F", "G", "H", "I", "J", "K", "L", "M" and "N", to be carried over the East Coast Main Line by means of Work No. 19;

(b) form and lay out means of pedestrian access to the footpath between Morpeth and Salisbury Street at point "E" and to Coopies Lane at point "N".

(3) Upon the completion and opening for public use of Work No. 19, the Board may take down and remove the existing footbridge.

34.—(1) In this section—

"the Fitzwilliam bridge" means the bridge in the parish of Hemsworth in the city of Wakefield in the county of West Yorkshire which carries the footpath over the Leeds branch of the East Coast Main Line;

"the Hurworth bridge" means the bridge in the parish of Hurworth in the borough of Darlington in the county of Durham which carries the footpath over the East Coast Main Line; and

Partial  
reconstruction  
of bridges at  
Fitzwilliam,  
Wakefield, and  
at Hurworth,  
Darlington.

PART III  
—cont.

“the footpath means—

(a) in relation to the Fitzwilliam bridge, so much of the footpath connecting Wentworth Terrace with Wakefield Road, Fitzwilliam, as is carried by that bridge and is shown within the line marked “Limit of footpath” on the deposited plans; and

(b) in relation to the Hurworth bridge, so much of the footpath connecting Hurworth-on-Tees with the road known as Tees View (A.167), Croft, as is carried by that bridge and is likewise shown.

(2) Subject to the provisions of this Act, the Board may, for the purpose of partially reconstructing the Fitzwilliam bridge and the Hurworth bridge under their existing powers—

(a) enter upon, open, break up and interfere with the surface of the footpath; and

(b) stop up and discontinue so much of the footpath as they may require and as is comprised within the area marked “Footpath to be stopped up” on the deposited plans.

1911 c. lxxix. (3) Notwithstanding the provisions of paragraph (2) (B) of section 60 (For protection of Earl Fitzwilliam) of the Great Northern Railway Act 1911 the Board may partially reconstruct the Fitzwilliam bridge to provide a uniform width between the parapets of 3.8 metres and accordingly paragraph (2) (B) of the said section 60 shall cease to have effect.

Reconstruction of accommodation bridge at Newsham with Breckenbrough, Hambleton.

35.—(1) In this section—

“the bridge” means the bridge at Newsham in the parish of Newsham with Breckenbrough in the district of Hambleton in the county of North Yorkshire which carries the road over the East Coast Main Line;

“the road” means so much of the private road connecting the A.167 road, north of Newsham, with fields in the area of Manor House Farm as is carried by the bridge and is shown within the line marked “Limit of road” on the deposited plans.

(2) Subject to the provisions of this Act, the Board may, for the purpose of reconstructing the bridge under their existing powers, enter upon, open, break up and interfere with the surface of the road.

Stopping up of footpath at Claypole.

36.—(1) Subject to the provisions of this Act, the Board may stop up and discontinue so much of the footpath in the parish of Claypole in the district of South Kesteven in the county of Lincolnshire between Claypole and Cross Lane and crossing the East Coast Main Line between Grantham and Newark stations

by means of a footbridge 195 metres south-east of Liberty Gate level crossing whereby the East Coast Main Line crosses Barnby Lane as lies within the boundaries of their property at the said footbridge.

PART III  
—cont.

(2) Upon the stopping up of the said portion of the footpath, the Board may take down and remove the said footbridge.

37. The provisions of section 12 (Temporary stoppage of roads, bridleways and footpaths) and section 13 (Use of sewers, etc., for removing water) of this Act shall apply to the works authorised by this Part of this Act. Application of provisions of this Act.

#### PART IV

##### LAND

38.—(1) The Board may purchase compulsorily and use such of the land delineated on the deposited plans and described in the deposited book of reference as they require for the purposes of the works or for any purpose connected with or ancillary to their undertaking. Purchase of land.

(2) Without prejudice to the generality of subsection (1) above, the Board may purchase compulsorily and use for the purposes specified in column (3) of Schedule 5 to this Act all or any of the land referred to in columns (1) and (2) of that schedule.

(3) The Board may enter upon, use and appropriate so much of the subsoil and undersurface of any public street, road, footway or place delineated on the deposited plans and described in the deposited book of reference as shall be necessary for the purposes of subsection (1) above without being required to purchase the same or any easement or other right therein or thereunder or to make any payment therefor.

39.—(1) In this section references to the purchase by the Board of new rights are references to the purchase of rights to be created in favour of the Board. Purchase of rights over land.

(2) The Board may for the purpose of constructing, maintaining, altering, renewing and using the works, or for the purpose of obtaining access to the works or for the purpose of doing any other thing necessary in connection with the works, purchase compulsorily such new rights as they require over any of the land delineated on the deposited plans and described in the deposited book of reference instead of purchasing that land under section 38 (Purchase of land) of this Act.

PART IV  
—cont.

(3) The Act of 1965, as applied by this Act, shall have effect with the modifications necessary to make it apply to the compulsory purchase of new rights under subsection (2) above as it applies to the compulsory purchase of land so that, in appropriate contexts, references in the Act of 1965 to land are read as referring, or as including references, to the new rights or to land over which the new rights are, or are to be, exercisable, according to the requirements of the particular context.

(4) Without prejudice to the generality of subsection (3) above, in relation to the purchase of new rights under subsection (2) above—

- (a) Part I of the Act of 1965 shall have effect with the modifications specified in Schedule 3 to the (No. 2) Act of 1981 and as if for the references in that schedule to that Act there were substituted references to this Act; and
- (b) the enactments relating to compensation for the compulsory purchase of land shall apply with the necessary modifications as they apply to such compensation.

Time for purchase of land and rights over land.

40. The powers of the Board for the compulsory purchase of land and rights over land under this Act shall cease on 31st December 1991.

Temporary use of lands at Doncaster, Hemsworth, Hurworth and Newsham.

41.—(1) In this section—

“the designated lands” means such part of any of the lands required by the Board for use as working sites in connection with the specified works as comprises so much of the lands situated within the lines marked “Limit of temporary working site” on the deposited plans;

“the Doncaster lands” means the lands numbered on the deposited plans 14 to 16, 19, 20 and 24 to 26 in the borough of Doncaster situate within the lines marked “Limit of land required for temporary access” on the deposited plans;

“the Newsham land” means the land numbered on the deposited plans 1 and 2 in the parish of Newsham with Breckenbrough in the district of Hambleton situate within the line marked “Limit of temporary access” on the deposited plans;

“the specified lands” means the designated lands, the Doncaster lands or the Newsham land, as the case may be; and

“the specified works” means Works Nos. 6A, 6B and 6C, the reconstruction of the bridge carrying Newsham

Road in the said parish of Newsham with Breckenbrough referred to in section 26 (Further bridge gradients) of, and Schedule 4 to, this Act and the partial reconstruction of the bridge in the parish of Hemsworth in the city of Wakefield referred to in section 34 (Partial reconstruction of bridges at Fitzwilliam, Wakefield, and at Hurworth, Darlington) of this Act.

PART IV  
—cont.

(2) The Board, in connection with the specified works and after giving to the owners and occupiers of the specified lands not less than 28 days' previous notice in writing, may—

- (a) (i) enter upon and take possession temporarily of the designated lands;
- (ii) construct on the designated lands such temporary works or structures as may be required by the Board;
- (iii) remove any structures and vegetation on the designated lands;
- (b) (i) use the Doncaster lands for the purpose of obtaining access from and to the lands in the borough of Doncaster numbered 17, 20 to 22 and 24;
- (ii) use the Newsham land for the purpose of obtaining access from and to the land numbered on the deposited plans 2 in the parish of Newsham with Breckenbrough;
- (iii) remove any structures and vegetation on the Doncaster lands and the Newsham land; and
- (iv) form and lay out means of temporary access to the Doncaster lands from Hunt Lane and Ings Road at point "A" and from Ings Road at point "C".

(3) On the exercise of the powers conferred by subsection (2) above, the following provisions shall have effect:—

- (a) The Board shall not be empowered to purchase compulsorily or be required to purchase any part of the specified lands:
- (b) The Board shall not, without the agreement of the owners and occupiers of the specified lands, remain in possession of any part thereof after a period of one year from the completion of the specified works:
- (c) Before giving up possession of the specified lands, the Board shall remove all temporary works or structures and restore those lands to the reasonable satisfaction of the owners and occupiers thereof:
- (d) The Board shall compensate the owners and occupiers of the specified lands for any loss or damage which may result to them by reason of the exercise of the powers of subsection (2) above:

PART IV  
—cont.

- (e) Nothing in this section shall relieve the Board from liability to compensate under section 6 or 43 of the Act of 1845 or section 10 (2) of the Act of 1965, as incorporated with or applied by this Act, or under any other enactment, in respect of loss or damage arising from the execution of any works, other than loss or damage for which compensation is payable under paragraph (d) above:
- (f) Any dispute as to a person's entitlement to compensation under paragraph (d) above or as to the amount thereof shall be determined by the tribunal.

## PART V

## INCORPORATED WORKS AND LANDS PROVISIONS

Incorporation  
of works  
provisions.

**42.** The following works provisions of the (No. 2) Act of 1981 are incorporated with Parts II (Works, etc.) and III (East Coast Main Line bridges) of this Act:—

- Section 8 (Power to deviate);
- Section 9 (Stopping up roads, bridleways and footpaths without providing substitute);
- Section 10 (Stopping up roads, bridleways and footpaths in case of diversion or substitution);
- Section 11 (Appropriating sites of roads, bridleways and footpaths);
- Section 12 (Repair of roads, bridleways and footpaths);
- Section 13 (Agreements between Board and highway authorities); and
- Section 15 (Underpinning of buildings near works).

Incorporation  
of lands  
provisions.

**43.** The following lands provisions of the under-mentioned Acts are incorporated with Part IV (Land) of this Act:—

The (No. 2) Act of 1981—

- Section 21 (Extinction or suspension of private rights of way);
- Section 24 (Correction of errors in deposited plans and book of reference); and
- Section 25 (Cellars under streets not referenced):

The (No. 2) Act of 1984—

- Section 21 (Purchase of part of certain properties); and
- Section 22 (Disregard of recent improvements and interests).



PART VI

PROTECTIVE PROVISIONS

44.—(1) The following provisions of the under-mentioned Acts are incorporated with this Act:—

Incorporation of protective provisions.

The (No. 2) Act of 1981—

Section 32 (Notice of interference with roads); and

Section 33 (Crown rights);

The (No. 2) Act of 1984—

Section 27 (For protection of electricity, gas and water undertakers).

(2) For the purposes of section 27 of the (No. 2) Act of 1984, as incorporated by subsection (1) above—

(a) for the reference in paragraph (2) thereof to section 14 (Temporary stoppage of roads, bridleways and footpaths) of the (No. 2) Act of 1981, as incorporated by section 18 (Incorporation of works provisions) of the (No. 2) Act of 1984, there shall be substituted a reference to section 12 (Temporary stoppage of roads, bridleways and footpaths) of this Act; and

(b) for the references in paragraph (4) thereof to section 16 (Use of sewers, etc., for removing water) of the (No. 2) Act of 1981, as incorporated by the said section 18, there shall be substituted references to section 13 (Use of sewers, etc., for removing water) of this Act.

45. For the protection of each of the drainage authorities the following provisions shall, unless otherwise agreed in writing between the Board and the relevant drainage authority, apply and have effect:—

For protection of drainage authorities.

(1) In this section, unless the context otherwise requires—

“banks” has the same meaning as in the Land Drainage Act 1976;

1976 c. 70.

“construction” includes execution, placing and altering and, in relation to temporary works, includes removal; and “construct” and “constructed” shall be construed accordingly;

“drainage authority” means any internal drainage board in whose district a specified work is to be constructed and, where a specified work is to be constructed in a place which is not within the district of any internal drainage board or where the same will or may affect a sewer (whether directly or indirectly), the Yorkshire Water Authority;

PART VI  
—*cont.*  
1936 c. 49.

“sewer” means a public sewer within the meaning of the Public Health Act 1936 vested in or under the jurisdiction or control of the drainage authority and includes any manholes, ventilating shafts, pumps or other accessories belonging to or forming part of a sewer;

“specified work” means any work (whether temporary or permanent) which the Board are empowered by this Act to construct and which will or may—

(a) interfere with or affect (either directly or indirectly) a watercourse; or

(b) be situated over or within 15 metres measured in any direction of any sewer of the Yorkshire Water Authority;

and includes the maintenance or renewal of any specified work; and

“watercourse” includes a main river and any other river and any stream, ditch, drain, cut, culvert, dyke, sluice, sewer (other than a public sewer with the meaning of the Public Health Act 1936 vested in or under the jurisdiction or control of the drainage authority) or passage through which water flows and the banks thereof:

- (2) No specified work shall be constructed so as to diminish the width between the banks of any watercourse except with the consent in writing of the drainage authority which consent shall not be unreasonably withheld:
- (3) In the construction and maintenance of any specified work the Board shall provide, to the reasonable satisfaction of the drainage authority, such culverts and other drainage works as may be reasonably required for land drainage and the protection of watercourses:
- (4) The Board shall not commence any specified work until they shall have given to the drainage authority 56 days' previous notice in writing of their intention to commence the same, by leaving such notice at the principal office of the drainage authority with plans as described in paragraph (9) below (in this section referred to as “the said plans”) and until the drainage authority shall have signified their approval of the said plans:

Provided that such approval shall not be unreasonably withheld and if, within 56 days after the

submission of the said plans, the drainage authority have not signified to the Board their approval or disapproval thereof, they shall be deemed to have approved the said plans:

PART VI  
—cont.

- (5) The Board shall comply with and conform to all reasonable orders, directions and regulations of the drainage authority in the execution of any specified work and shall provide new, altered or substituted works in such manner as the drainage authority shall reasonably require for the proper protection of, and for preventing injury or impediment to, any sewer or watercourse by reason of any specified work and shall save harmless the drainage authority against all expenses to be occasioned thereby:
- (6) (a) The specified works and all such new, altered or substituted works shall be constructed only in accordance with such plans as may be approved or be deemed to be approved by the drainage authority as aforesaid or settled by arbitration, subject however to any modification of those plans from time to time agreed upon between the Board and the drainage authority and be constructed to the reasonable satisfaction of the drainage authority who shall be given reasonable notice of the date and time on and at which any new, altered or substituted works are to be commenced;
- (b) The Board shall indemnify the drainage authority against all costs, charges and expenses which the drainage authority may reasonably incur or have to pay or which they may sustain in the preparation or examination of plans;
- (7) When any such new, altered or substituted works or any work of defence connected therewith shall be completed under the provisions of this section, the same shall thereafter be as fully and completely under the direction, jurisdiction and control of the drainage authority as any sewer or watercourse now or hereafter may be;
- (8) Nothing in this Act shall extend to prejudice, diminish, alter or take away any of the rights, powers or authorities vested or to be vested in the drainage authority in relation to any sewer or watercourse but all such rights, powers and authorities shall be as valid and effectual as if this Act had not been passed;
- (9) The plans to be submitted to the drainage authority for the purposes of this section shall be detailed plans,

PART VI  
—cont.

drawings, sections and specifications which shall describe the exact position and manner in which, and the level at which, any specified work is proposed to be constructed and shall as far as reasonably practicable accurately describe the position of all sewers of the drainage authority within the limits of deviation (for which purpose the drainage authority shall allow the Board access to plans in their possession in order to enable the Board to obtain reliable information) and shall comprise detailed drawings of every alteration which the Board may propose to make in any sewer:

- (10) The drainage authority may require such modifications to be made in the said plans as may be reasonably necessary to secure the sewers against interference or risk of damage and to provide and secure proper and convenient means of access to any sewer:
- (11) The Board shall indemnify the drainage authority against any claims, demands, costs, expenses, damages or loss which may be made on or against the drainage authority or which the drainage authority may incur or have to pay or which they may sustain in consequence of the construction, maintenance or renewal of any specified work or of the failure or want of repair thereof or any subsidence caused by the construction of any specified work or in consequence of any act or omission of the Board, their contractors, agents, workmen or servants, whilst engaged upon any specified work:

Provided that—

(i) the drainage authority shall give to the Board reasonable notice of any such claim or demand as aforesaid and no settlement or compromise thereof shall be made without the agreement in writing of the Board; and

(ii) nothing in this paragraph shall impose any liability on the Board with respect to any claim, demand, costs, expenses, damage or loss which is attributable to the act, neglect or default of the drainage authority or their servants or agents:

- (12) If the Board in the construction of any specified work or any new, altered or substituted work or any work of defence connected therewith provided in accordance with this section alter, damage or in any way interfere with any sewer of the drainage authority the Board shall give to the drainage authority full, free and uninterrupted access at all times to such new, altered

or substituted sewer and every reasonable facility for the inspection, maintenance, alteration and repair thereof:

PART VI  
—cont.

(13) In the exercise of the powers of section 13 (Use of sewers, etc., for removing water) of this Act the Board shall not (without prejudice to their obligations under subsection (3) (b) of the said section 13) damage or interfere with the bed of any watercourse (other than a main river) or the banks thereof within the meaning of section 116 of the Land Drainage Act 1976:

1976 c. 70.

(14) It shall be lawful for an officer of the drainage authority duly appointed for the purpose at any reasonable time to enter upon and inspect any specified work or any other work constructed under the powers of this section:

(15) The fact that any specified work has been executed in accordance with a plan approved or not objected to by the drainage authority or to their satisfaction or in accordance with any directions or award of an arbitrator shall not relieve the Board from any liability under the provisions of this section:

(16) As soon as reasonably practicable after the completion of the construction of a specified work the Board shall deliver to the drainage authority a plan and section showing the position and level of that work as constructed and all new, altered or substituted sewers of the drainage authority provided under this section:

(17) Any difference arising between the Board and the drainage authority under this section shall be referred to and settled by arbitration.

46. For the protection of Lincolnshire County Council (in this section referred to as "the council") the following provisions shall apply and have effect:—

For protection  
of Lincolnshire  
County  
Council.

(1) In this section—

"the designated footpath" means the portion of footpath described in subsection (1) of section 36 (Stopping up of footpath at Claypole) of this Act;

"Liberty Gate crossing" means the level crossing known as Liberty Gate crossing referred to in the said section 36; and

"Oster Fen Lane crossing" means the level crossing in the parish of Claypole in the district of South Kesteven in the county of Lincolnshire known as Oster Fen Lane crossing whereby the East Coast Main Line crosses Oster Fen Lane:

PART VI  
—cont.

- (2) (a) Notwithstanding the provisions of the said section 36 the Board shall not stop up and discontinue the designated footpath until—
- (i) they have formed and laid out within the boundaries of their property, on the north-east side of the East Coast Main Line, a footpath connecting Liberty Gate crossing with Oster Fen Lane crossing; and
  - (ii) the said footpath has been completed and opened for public use;
- (b) The said footpath shall—
- (i) have a width of not less than two metres and a surface of rolled hardcore; and
  - (ii) be formed and laid out by the Board to the reasonable satisfaction of the council;
- (c) The Board shall provide and maintain a post and wire fence between the said footpath and the East Coast Main Line:
- (3) Any difference arising between the Board and the council under this section shall be referred to and settled by arbitration.

For protection  
of North  
Yorkshire  
County  
Council.

47. For the protection of the North Yorkshire County Council (in this section referred to as “the council”) the following provisions shall, unless otherwise agreed in writing between the Board and the council, apply and have effect:—

(1) In this section—

“altered highway” means any highway to be altered by the Board under the provisions of this Act;

“designated bridge” means any bridge carrying a highway which is to be raised or reconstructed under the provisions of this Act or under existing powers of the Board;

“highway” means any highway vested in or repairable or maintainable by the council; and

“specified work” means any designated bridge, any altered highway and so much of the works as may in any way affect any highway:

(2) Before commencing the construction of any specified work, the Board shall submit plans, sections and particulars relating thereto to the council for their approval, which approval shall not be unreasonably withheld, and, notwithstanding anything shown on the deposited plans and the deposited sections, the specified work to which such plans, sections and

particulars relate shall not be constructed otherwise than in accordance with such plans, sections and particulars as may be approved by the council as aforesaid, or, if such approval be refused, as may be settled by arbitration:

Provided that, if within 56 days after the submission to them of plans, sections and particulars in accordance with the provisions of this paragraph the council do not signify their approval or disapproval thereof and the grounds for such disapproval, they shall be deemed to have approved thereof:

- (3) Notwithstanding anything in this Act or shown on the deposited plans, any designated bridge which is to be reconstructed under the powers of this Act shall be designed, constructed and maintained so as to provide for loadings to be agreed in advance by the council and the Board shall indemnify the council against and make good to the council all expenses which the council may reasonably incur or be put to in the maintenance or repair of any highway, drains or apparatus therein by reason of any non-compliance by the Board with the provisions of this paragraph:
- (4) (a) Before commencing to construct any part of a specified work which will involve interference with a highway the Board shall consult the council as to—
- (i) the time when that part shall be commenced;
  - (ii) the extent of the surface of the highway which it may be reasonably necessary for the Board to occupy in the construction of that part; and
  - (iii) the conditions under which that part shall be constructed so as to reduce so far as possible inconvenience to the public and to ensure the safety of the public;
- and that part shall not be constructed and the surface of the highway shall not be occupied by the Board except at the time, to the extent and in accordance with such reasonable conditions as may be agreed between the Board and the council or, in default of agreement, as may be settled by arbitration;
- (b) Any such highway shall be reinstated by the Board in a manner reasonably approved by the council and to their reasonable satisfaction:
- (5) Any part of the construction of a specified work which may involve interference with a highway shall be carried out under the supervision (if given) and to the reasonable satisfaction of the council:

PART VI  
—cont.

- (6) In the construction of any part of the specified works over or under any highway no part thereof shall (except with the consent of the council) be so constructed as to interfere with the provision of proper means of drainage of the surface of any highway:
- (7) The Board shall, at all reasonable times during the construction of any part of the specified works, afford to the surveyor of the council or his duly authorised representatives access to that part of the specified works for the purposes of inspection:
- (8) The structures of the designated bridges, the embankments on which the approaches to the designated bridges are constructed and any fencing on either side of those approaches shall be maintained by the Board:
- (9) (a) Subject to sub-paragraph (b) below, the altered highways shall be vested in and maintained by the council who shall have all such rights in relation to the subsoil and undersurface thereof as are necessary for the performance of their functions as highway authority;
- (b) The Board shall be liable to the council for the maintenance of any altered highway, the surface of the carriageways of the designated bridges and the footways thereof for a period of 12 months after the date of completion;
- (c) In this paragraph “the date of completion” means the date upon which the designated bridge and the highway which it carries are completed in accordance with the requirements of this section and open for public use or, in the case of a difference between the Board and the council as to whether the said requirements have been complied with, until the matter in dispute has been referred to and determined by arbitration and the arbitrator has certified that the designated bridge and the highway which it carries have been completed in accordance with his determination:
- (10) The Board shall make compensation to the council for any subsidence of, or damage to, any highway or any property of the council, or under their control or repairable by them, which may be caused by, or in consequence of, any act or default of the Board, their contractors, servants or agents and whether such subsidence or damage shall happen during the construction of the specified works or at any time thereafter:



- (11) The Board shall keep the council indemnified against all actions, costs, claims and demands whatsoever brought or made against the council by any person in respect of loss or damage caused by, or in consequence of, the construction of any of the specified works and the fact that any act or thing may have been done in accordance with plans, sections and particulars approved by the council or in accordance with any requirements of the council or under their supervision shall not (if it was done without negligence on the part of the council) excuse the Board from liability under the provisions of this section:

PART VI  
—cont.

Provided that the council shall give to the Board reasonable notice of any claim or demand as aforesaid and no settlement or compromise thereof shall be made without the prior consent of the Board:

- (12) The Board shall repay to the council all costs, charges and expenses reasonably incurred by the council for the examination of the plans, sections and particulars submitted to the council under this section:
- (13) Any difference arising between the Board and the council under this section shall be referred to and settled by arbitration.

## PART VII

### MISCELLANEOUS

48.—(1) In this section—

“the appointed day” means such day as may be fixed by appointment resolution of the Board under this section as the day upon which the winding-up of the old schemes and the application to the assets of the old schemes of the trusts of the new scheme are to have effect;

“appointment resolution” means the resolution passed by the Board under subsection (2) (a) below;

“the new scheme” means the BR Pension Scheme constituted by the trust deed;

“the old schemes” means the British Railways (Wages Grades) Pension Fund and the New Section of the British Railways Superannuation Fund;

“the trust deed” means a deed dated 25th November 1985 and made by the Board and the trustee company, whereby the new scheme was constituted; and

“the trustee company” means British Rail Pension Trustee Company Limited.

Pension  
schemes.

PART VII  
—cont.

(2) (a) The Board shall publish in a newspaper circulating in London and in the London, Edinburgh and Belfast Gazettes notice of the passing of the appointment resolution and of the day fixed thereby and the day so fixed shall not be earlier than the expiration of 28 days from the date of the last publication of the notice.

(b) A photostatic or other reproduction certified by an officer of the Board designated by them for the purposes of this subsection to be a true reproduction of a page or part of a page of any newspaper or gazette being a page or part of a page bearing the date of publication and containing the notice mentioned in paragraph (a) above shall be evidence of the publication of the notice and of the date of publication.

(3) With effect from the appointed day the old schemes shall be discontinued and wound up, and—

(a) all the assets of the old schemes shall continue to be held by or on behalf of the trustee company but upon the trusts of the new scheme set out in the trust deed; and

(b) every member of either of the old schemes shall become a member of the new scheme and his membership of the old scheme shall for all purposes be deemed to have been membership of the new scheme.

(4) The provisions of the British Transport Reorganisation S.I. 1964/1329. (Pensions of Employees) (No. 1) Order 1964 and of Parts I and II of the British Transport (Pensions of Employees) (No. 1) S.I. 1969/1824. Order 1969 shall on and after the appointed day apply in relation to the new scheme.

(5) The new scheme shall for the purposes of Part III 1980 c. 34. (Railway etc. pensions) of the Transport Act 1980 be deemed to constitute a B.R. pension scheme within the meaning of section 60 (1) of that Act.

Railway bridge  
over Deptford  
Creek.  
1833 c. xlvi.

49.—(1) In this section—

“the Act of 1833” means the Act 3 Will. 4 (1833) intituled  
“An Act for making a Railway from London to  
Greenwich”;

“the bridge” means the railway bridge over Deptford  
Creek referred to in the specified enactments as the  
river Ravensbourne and situated in the London  
boroughs of Greenwich and Lewisham in Greater  
London; and

“the specified enactments” means section 13 (Bridge to be  
built over the River Ravensbourne) of the Act of 1833  
and section 64 (As to bridge at Deptford Creek) of the  
British Transport Commission Act 1960.

1960 c. xlvi.

(2) Notwithstanding anything in the specified enactments or any other enactment, the Board shall not be required to maintain a drawbridge, lifting span or swingbridge in the bridge.

PART VII  
—cont.

(3) Sections 16 (Bridge not to be moved after High Water, or forty-five Minutes afterwards) and 18 (Penalty for not opening Bridge over the River Ravensbourne, &c.) of the Act of 1833 shall cease to have effect.

50.—(1) In this section—

“the footbridge” means that part of the footbridge at Charing Cross railway station in the city of Westminster and known as Hungerford Footbridge as is shown coloured pink on sheet number 29 of the deposited plans; and

Hungerford  
Footbridge,  
Charing Cross.

“the Act of 1877” means the Metropolis Toll Bridges Act 1877.

1877 c. xcix.

(2) Notwithstanding anything in sections 8 and 30 of the Act of 1877 (which impose on the Board certain obligations with respect to the footbridge) or any other enactment, the Board shall not be under any obligation to maintain and keep the footbridge open for use by the public.

(3) In their application to the Board in relation to the footbridge sections 8 and 30 of the Act of 1877 shall cease to have effect.

PART VIII

GENERAL

51.—(1) In this section “Class XII development” means development authorised by article 3 of, and Class XII in Schedule 1 to, the Town and Country Planning General Development Order 1977 (which permit development authorised by private Act designating specifically both the nature of the development thereby authorised and the land on which it may be carried out).

Planning  
permission.

S.I. 1977/289.

(2) Subject to subsection (3) below, in its application to development authorised by this Act, the planning permission granted for Class XII development shall have effect as if the authority to develop given by this Act were limited to development begun within 10 years after the passing of this Act.

(3) Subsection (2) above shall not apply to the carrying out of any development consisting of the alteration, maintenance or repair of works or the substitution of new works therefor.

PART VIII  
—cont.  
Repeals.

52. The enactments specified in columns (1) and (2) of Schedule 6 to this Act are hereby repealed to the extent mentioned in column (3) of that schedule.

Arbitration.

53. Where under any provision of this Act any difference (other than a difference as to the meaning or construction of any such provision) is to be referred to or settled by arbitration, then such difference shall be referred to and settled by a single arbitrator to be agreed between the parties or, failing agreement, to be appointed on the application of either party (after notice in writing to the other) by the President of the Institution of Civil Engineers.

Costs of Act.

54. All costs, charges and expenses of and incidental to the preparing for, obtaining and passing of this Act, or otherwise in relation thereto, shall be paid by the Board and may in whole or in part be defrayed out of revenue.

## SCHEDULES

### SCHEDULE 1

Section 5.

#### DESCRIPTIONS OF WORKS REFERRED TO IN SECTION 5 OF THIS ACT

##### In the county of Northumberland—

###### In the district of Wansbeck—

Work No. 1 A railway (616 metres in length) at Bedlington, commencing by a junction with the Newcastle to Morpeth railway at a point 670 metres north-west of the junction of that railway with the Newcastle to West Sleekburn railway and terminating by a junction with the last-mentioned railway at a point 14 metres south of the bridge carrying Stakeford Road over that railway; (Railway at Bedlington).

Work No. 1A A new road at Bedlington, commencing at a point in Barrington Road 310 metres north-west of the traffic roundabout at the junction of that road with the C.414 road and terminating at a point on the C.414 road 193 metres south of the junction of that road with Stakeford Road; (New roads at Bedlington).

Work No. 1B A new road commencing by a junction with Work No. 1A at a point 130 metres east of the commencement of that work and terminating at a point in Barrington Road 139 metres north-west of the traffic roundabout at the junction of that road with the C.414 road.

##### In the county of Berkshire—

###### In the district of Newbury—

###### In the parish of Greenham—

Work No. 2 A combined new road and footpath at Bull's Lock, commencing at a point on the private road and public footpath between Hambridge Lane and Bury's Bank Road 57 metres north-west of the crossing of that road on the level by the railway between Newbury and London, Paddington, at Bull's Lock level crossing, passing through a disused culvert under the railway and terminating at a point on that road 72 metres south-east of the said level crossing. (New road and footpath at Bull's Lock, Newbury).

##### In the county of Lincolnshire—

###### In the borough of Boston—

###### In the parish of Old Leake—

Work No. 3 A new road at Old Leake, commencing at a point on the unclassified road between Boston and Spilsby 65 metres south of the crossing thereof on the level by the railway between Boston and Skegness at Old Leake level crossing and terminating at a point on the access road to the former Old Leake railway goods yard 9 metres south-west of its junction with the unclassified road between Old Leake and Spilsby served by Hobhole Bank level crossing on the said railway. (New road at Old Leake).

## Section 23.

## SCHEDULE 2

## FOOTPATHS REFERRED TO IN SECTION 23 OF THIS ACT

In the county of Cambridgeshire—

In the city of Peterborough—

So much of the footpath as crosses the East Coast Main Line between Peterborough and Grantham stations by means of a footbridge adjacent to the level crossing known as Marholme crossing (reference point TF 1543: 0360) whereby Hurn Road is crossed by the railway;

In the parish of Etton in the city of Peterborough—

So much of the footpath as crosses the East Coast Main Line between Peterborough and Grantham stations by means of a footbridge adjacent to the level crossing known as Woodcroft crossing (reference point TF 1389: 0503) whereby Woodcroft Road is crossed by the railway.

In the county of Lincolnshire—

In the city of Lincoln—

So much of the footpath as crosses the railway by means of the private level crossing adjoining East Holmes signalbox at Lincoln (reference point SK 9727: 7104).

In the county of Nottinghamshire—

In the city of Nottingham—

So much of the footpath as crosses the railway between Carlton and Nottingham stations by means of a footbridge adjacent to the level crossing known as Meadow Lane crossing (reference point SK 5860: 3922) whereby Meadow Lane is crossed by the railway.

## Section 24 (1).

## SCHEDULE 3

DESCRIPTIONS OF BRIDGE WORKS REFERRED TO IN SECTION 24 (1)  
OF THIS ACT

In the county of Nottinghamshire—

In the district of Bassetlaw—

(Footbridge at  
Retford).

Work No. 4 A footbridge at Retford over the East Coast Main Line.

In the county of South Yorkshire—

In the borough of Doncaster—

(New road at  
Doncaster).

Work No. 5 A new road, including a bridge over the East Coast Main Line, at Doncaster commencing at a point in Hexthorpe Road 10 metres north-west of the junction of that road with Cherry Tree Road and the road known as St. James's Bridge and terminating at a point in the

road known as St. Sepulchre Gate West 15 metres north of the junction of that road with St. Sepulchre Gate and St. James's Bridge:

SCH. 3  
—cont.

Work No. 6A An alteration in level of the railway (known as the Doncaster Avoiding Line) between Hexthorpe Junction and Bentley Junction at Bentley commencing at a point on the Doncaster Avoiding Line 35 metres east of the bridge carrying the Doncaster Avoiding Line over Bentley Road and terminating at a point 8 metres east of the bridge carrying the Doncaster Avoiding Line over the Leeds branch of the East Coast Main Line:

(Alteration in level of Doncaster Avoiding Line at Bentley).

Work No. 6B An alteration in level of the Doncaster Avoiding Line (up line to Bentley Junction) at Bentley commencing by a junction with the termination of Work No. 6A and terminating at a point on the up line 416 metres north-east of the bridge carrying the Doncaster Avoiding Line over the East Coast Main Line:

Work No. 6C An alteration in level of the Doncaster Avoiding Line (down line from Bentley Junction) at Bentley commencing by a junction with the termination of Work No. 6A and terminating at a point on the down line 416 metres north-east of the bridge carrying the Doncaster Avoiding Line over the East Coast Main Line:

Work No. 7 A new road, including a bridge over the Leeds branch of the East Coast Main Line, at Bentley, commencing at a point in Bentley Road 50 metres south of its junction with Broughton Avenue and terminating at a point in Bentley Road 368 metres north of its junction with Broughton Avenue.

(New road at Bentley).

In the county of North Yorkshire—

In the district of Selby—

In the parishes of Askham Bryan, Bishopthorpe and Copmanthorpe—

Work No. 8A A new road at Copmanthorpe, commencing at a point on the eastbound carriageway of the A.64 trunk road (York bypass) 50 metres east of the bridge carrying the said trunk road over the East Coast Main Line and the railway between Leeds and York and terminating by a junction with the carriageway of the said A.64 trunk road which proceeds towards York off the westbound carriageway of the said trunk road at a point 100 metres south-west of the bridge carrying the A.1036 road over the discontinued railway between Selby and York:

(New road at Copmanthorpe).

Work No. 8B A new road, being a realignment of the carriageway of the A.64 trunk road (York bypass) which proceeds towards York off the eastbound carriageway of the said A.64 trunk road, commencing at a point on the first-mentioned carriageway 260 metres north-east of

(Realignment of road at Copmanthorpe).

SCH. 3  
—cont.

the bridge carrying the same over the East Coast Main Line and the railway between Leeds and York and terminating by a junction with Work No. 8A at a point 126 metres south-west of its termination:

In the city of York—

(Bridge raising at Holgate Road, York).

Work No. 9 A raising of the bridge carrying Holgate Road, York, over the East Coast Main Line:

In the district of Hambleton—

(Bridge raising at Overton).

In the parish of Overton—

Work No. 10 A raising of the bridge carrying the road between Overton and Shipton over the East Coast Main Line:

In the parish of Sessay—

(Bridge raising at Station Road, Sessay).

Work No. 11A A raising of the bridge carrying Station Road, Sessay, over the East Coast Main Line:

(Road and bridleway diversion at Sessay).

Work No. 11B A combined new road and bridleway, being a diversion of Scaife Shay Lane, commencing at a point in Scaife Shay Lane 165 metres north-west of its junction with Station Road and terminating at a point in Scaife Shay Lane 30 metres north-west of the said junction:

In the parish of South Otterington—

(Bridge raising at Otterington).

Work No. 12 A raising of the bridge carrying the road between South Otterington and Thornton-le-Moor over the East Coast Main Line.

In the county of Durham—

In the borough of Darlington—

In the parish of Brafferton—

(Bridge raising at Aycliffe Lane, Brafferton).

Work No. 13 A raising of the bridge carrying Aycliffe Lane, Brafferton, over the East Coast Main Line.

In the county of Tyne and Wear—

In the borough of Gateshead—

(Bridge raising at Chowdene Bank, Gateshead).

Work No. 14 A raising of the bridge carrying the road known as Chowdene Bank, Gateshead, over the East Coast Main Line:

(Bridge raising at Derwentwater Road, Gateshead).

Work No. 15 A raising of the bridge carrying Derwentwater Road, Gateshead, over the East Coast Main Line and the railway between Dunston and Newcastle:

In the city of Newcastle upon Tyne—

(Bridge raising at Argyle Street, Manors).

Work No. 16 A raising of the bridge carrying Argyle Street, Manors, over the East Coast Main Line:

(Bridge raising at Heaton Park Road, Heaton).

Work No. 17 A raising of the bridge carrying Heaton Park Road, Heaton, over the East Coast Main Line:

(Bridge raising at Chillingham Road, Heaton).

Work No. 18 A raising of the bridge carrying Chillingham Road, Heaton, over the East Coast Main Line.



In the county of Northumberland—

In the borough of Castle Morpeth—

In the parish of Morpeth—

Work No. 19 A footbridge, at Morpeth, over the East Coast Main Line. (Footbridge at Morpeth).

SCH. 3  
—cont.

SCHEDULE 4

Section 26.

ROADS REFERRED TO IN SECTION 26 OF THIS ACT

Area (1)	Name or description of road (2)	Greatest inclination (3)
In the county of North Yorkshire— District of Selby— Parish of Copmanthorpe District of Hambleton— Parish of Newsham with Breckenbrough	Station Road  Newsham Road, Newsham. The private road at Newsham which connects the A.167 road, north of Newsham, with fields in the area of Manor House Farm which is referred to in section 35 of this Act	1 in 16.7.  1 in 16.7. 1 in 12.
In the county of Durham— District of Chester-le-Street—	The combined private road and bridleway which connects Low Flatts Road with land on the west side of the railway	1 in 12.

Section 38 (2).

## SCHEDULE 5

## LAND REFERRED TO IN SECTION 38 (2) OF THIS ACT

Area (1)	No. on deposited plans (2)	Purposes for which land may be used (3)
In the county of North Yorkshire— District of Hambleton— Parish of Newsham with Breckenbrough—  District of Selby— Parish of Copmanthorpe—	3 to 10          1	To provide raised road embankments in connection with the bridge reconstruc- tions referred to in section 26 (Further bridge gradients) of this Act.
In the county of Northumberland— District of Tynedale— Parish of Hexham—	1 to 5	To strengthen the em- bankment carrying the railway between Carlisle and Hexham.

Section 52.

## SCHEDULE 6

## REPEALS

## PART I

## REPEAL IN CONSEQUENCE OF SECTION 23 (2) (b) OF THIS ACT

Chapter (1)	Short title (2)	Extent of repeal (3)
54 & 55 Vict. c. xix.	Great Northern Railway Act 1891.	In section 10 in the second proviso, the words "6 in the parish of Werrington and 8 in the parish of Etton".

## PART II

SCH. 6  
—cont.

## REPEAL IN CONSEQUENCE OF SECTION 27 OF THIS ACT

Chapter (1)	Short title (2)	Extent of repeal (3)
62 & 63 Vict. c. ccxxx.	North Eastern Railway Act 1899.	In paragraph (3) of section 12, the words "or Derwentwater Road".

## PART III

## REPEAL IN CONSEQUENCE OF SECTION 34 (3) OF THIS ACT

Chapter (1)	Short title (2)	Extent of repeal (3)
1 & 2 Geo. 5 c. lxxix.	Great Northern Railway Act 1911.	Paragraph (2) (B) of section 60.

## PART IV

## REPEALS IN CONSEQUENCE OF SECTION 49 OF THIS ACT

Chapter (1)	Title or short title (2)	Extent of repeal (3)
3 Will. 4 c. xlvi. (1833).	An Act for making a Railway from London to Greenwich.	Sections 13, 16 and 18.
8 & 9 Eliz. 2 c. xlvii.	British Transport Commission Act 1960.	Section 64.

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# British Railways (No. 2) Act 1986

CHAPTER xxvi

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