
Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1. (See end of Document for details)

SCHEDULES

SCHEDULE 1

Section 1

SCHEDULED WORKS

Construction and maintenance of works

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

This is subject to sub-paragraphs (2) and (3).

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

Description of scheduled works

County of Staffordshire, District of Lichfield, Parish of Kings Bromley—

Work No. H1 – A railway (1.7 kilometres in length) partly on viaduct commencing at a point 320 metres north of the junction of Wood End Lane with Lichfield Road and terminating by a junction with the West Coast Main Line at a point 220 metres east of the junction of Footpath Armitage with Handsacre 4 and Lichfield Road. Work No. H1 includes a bridge over Work No. H4; Work No. H2 – A railway (1.66 kilometres in length) partly on viaduct commencing at a point 320 metres north of the junction of Wood End Lane with Lichfield Road and terminating by a junction with the West Coast Main Line at a point 250 metres east of the junction of Footpath Armitage with Handsacre 4 and Lichfield Road.

Work No. H2 includes a viaduct over Work No. H3 and the West Coast Main Line;

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(Note: Works Nos. H1 and H2 replace that part of Work No. 3/93A authorised by the High Speed Rail (London – West Midlands) Act 2017 from their junction with that work.)

Work No. H3 – An access road commencing at a point 280 metres south-east of the bridge carrying Shaw Lane over the West Coast Main Line and terminating by a junction with that lane at a point 90 metres north-east of that bridge;

Work No. H4 – An access road commencing by a junction with Shaw Lane at a point 175 metres north-east of the bridge carrying that lane over the West Coast Main Line and terminating at a point 320 metres north-west of that bridge;

Work No. H5 – An access road commencing at a point 420 metres north-west of the bridge carrying Shaw Lane over the West Coast Main Line and terminating at a point 170 metres north of the junction of Footpath Longdon 0.394 with Lichfield Road;

Work No. H6 – An access road commencing at a point 230 metres south-east of the junction of Tuppenhurst Lane with Shaw Lane and terminating at that junction.

Parish of Armitage with Handsacre –

Work No. H7 – A railway (0.99 kilometres in length) being an improvement of the West Coast Main Line commencing at a point 470 metres east of the junction of Shropshire Brook Road with the A513 New Road and terminating at a point 120 metres east of the bridge carrying Footpath Armitage with Handsacre 17 over the Trent and Mersey Canal. Parishes of Fradley and Streethay, Kings Bromley, Alrewas, Armitage with Handsacre and Mavesyn Ridware—

Work No. 1 – A railway (7.49 kilometres in length) partly on viaduct commencing by a junction with the termination of Work No. 3/48A authorised under the High Speed Rail (London – West Midlands) Act 2017 at a point 975 metres south-east of the junction of Footpaths Kings Bromley 0.392(a) and Alrewas 0.248 and terminating at a point 260 metres south-west of the junction of Footpath Mavesyn Ridware 8 with Pipe Lane. Work No. 1 includes viaducts over Pyford Brook, Works Nos. 7, 9 and 10, the A513 Rugeley Road, the River Trent and Pipe Lane.

Parishes of Fradley and Streethay, Alrewas and Kings Bromley—

Work No. 2 – An access road commencing at a point 820 metres south of the junction of Footpaths Kings Bromley 0.392(a) and Alrewas 0.248 and terminating at a point 955 metres north-east of the junction of Footpaths Fradley and Streethay 33 and Fradley and Streethay 41.

Parishes of Fradley and Streethay and Kings Bromley—

Work No. 3 – A temporary bridge over Pyford Brook commencing at a point 780 metres south of the junction of Footpaths Kings Bromley 0.392(a) and Alrewas 0.248 and terminating at a point 160 metres north-west of its commencement.

Parishes of Kings Bromley and Alrewas—

Work No. 4 – A diversion of a fuel pipeline commencing beneath a point 310 metres south of the junction of Footpaths Kings Bromley 0.392(a) and Alrewas 0.248 and terminating beneath a point 330 metres west of its commencement;

Work No. 5 – A diversion of a gas main commencing beneath a point 110 metres south-west of the junction of Footpaths Kings Bromley 0.392(a) and Alrewas 0.248 and terminating at a point 380 metres south-west of its commencement.

Parish of Kings Bromley—

Work No. 6 – An access road commencing at a point 265 metres north-west of the junction of Footpaths Kings Bromley 0.392(a) and Alrewas 0.248 and terminating at the junction of Crawley Lane and Common Lane;

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Work No. 6A – A realignment of Crawley Lane commencing at the junction of Crawley Lane with Common Lane and terminating at a point 170 metres east of the junction of Footpath Kings Bromley 12 with Crawley Lane;

Work No. 6B – A realignment of Crawley Lane commencing at a point 65 metres east of the junction of Footpath Kings Bromley 12 with Crawley Lane and terminating at a point 85 metres north of that junction;

Work No. 7 – A diversion of the A515 Lichfield Road commencing at a point 90 metres north-east of the bridge carrying that road over the Trent and Mersey canal and terminating at a point 200 metres south-west of the junction of the A513 Rugeley Road with that road. Work No. 7 includes a bridge over Bourne Brook;

Work No. 7A – An access road commencing by a junction with Work No. 7 at a point 160 metres north of the junction of Shaw Lane with the A515 Lichfield Road and terminating by a junction with Work No. 7B at a point 260 metres north-east of its commencement;

Work No. 7B – An access road commencing at a point 380 metres north-east of the junction of Shaw Lane with the A515 Lichfield Road and terminating by a junction with Work No. 7D at a point 370 metres north-west of its commencement;

Work No. 7D – A diversion of Common Lane commencing at a point 480 metres east of the bridge carrying the A515 Lichfield Road over Bourne Brook and terminating by a junction with Work No. 7 at a point 370 metres south-west of the junction of the A513 Rugeley Road with the A515 Lichfield Road. Work No. 7D includes a bridge over Bourne Brook;

Work No. 7E – An access road commencing at a point 450 metres east of the junction of Common Lane with the A515 Lichfield Road and terminating by a junction with Work No. 7D at a point 60 metres north-east of its commencement;

Work No. 7F – A realignment of the A515 Lichfield Road commencing at a point 70 metres north of the bridge carrying that road over the West Coast Main Line and terminating at a point 170 metres north of its commencement;

Work No. 7G – A realignment of Wood End Lane commencing at a point 420 metres north-west of the junction of Watery Lane with Wood End Lane and terminating by a junction with Work No. 7F at a point 170 metres north of the bridge carrying the A515 Lichfield Road over the West Coast Main Line;

Work No. 7H – An access road commencing by a junction with Work No. 7F at a point 170 metres north of the bridge carrying the A515 Lichfield Road over the West Coast Main Line and terminating at a point 80 metres south-west of its commencement;

Work No. 8 – A realignment of the A513 Rugeley Road and the A515 Lichfield Road commencing at a point 360 metres north-west of the junction of Footpath Kings Bromley 12 with Crawley Lane and terminating at a point 200 metres east of the junction of Shaw Lane with the A513 Rugeley Road;

Work No. 9 – A diversion of Shaw Lane commencing at a point 835 metres north-west of the junction of that road with the A515 Lichfield Road and terminating at a point 60 metres south of the junction of Shaw Lane with the A513 Rugeley Road;

Work No. 9A – An access road commencing by a junction with Work No. 9 at a point 270 metres south-west of the junction of Shaw Lane with the A513 Rugeley Road and terminating at a point 280 metres south-west of that junction;

Work No. 10 – A watercourse diversion commencing at a point 250 metres south of the junction of Shaw Lane with the A513 Rugeley Road and terminating at a point 60 metres south of that junction;

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Work No. 11 – A temporary diversion of the A513 Rugeley Road commencing at a point 15 metres south-east of the junction of Footpath Kings Bromley 3 with that road and terminating at a point 240 metres west of its commencement.

Parish of Armitage with Handsacre—

Work No. 12 – A temporary bridge commencing at a point 440 metres north-east of the junction of Footpath Armitage with Handsacre 26 with the A513 Kings Bromley Lane and terminating at a point 95 metres north-west of its commencement.

Parishes of Armitage with Handsacre and Mavesyn Ridware—

Work No. 13 – A temporary bridge, over the River Trent, commencing at a point 530 metres north-east of the junction of Footpath Armitage with Handsacre 26 with the A513 Kings Bromley Lane and terminating at a point 70 metres north-west of its commencement.

Parish of Mavesyn Ridware—

Work No. 14 – A diversion of a gas main commencing beneath a point 195 metres north-east of the junction of Footpath Mavesyn Ridware 29 with Pipe Lane and terminating at a point 80 metres east of the junction of Footpath Mavesyn Ridware 28 with Pipe Lane;

Work No. 15 – A diversion of Pipe Lane commencing at a point 140 metres east of the junction of Footpath Mavesyn Ridware 29 with Pipe Lane and terminating at a point 380 metres south-east of the junction of Footpath Mavesyn Ridware 38 with Pipe Lane;

Work No. 15A – A realignment of Pipe Lane commencing at a point 150 metres east of the junction of Footpath Mavesyn Ridware 29 with Pipe Lane and terminating at a point 60 metres west of that junction;

Work No. 15D – A realignment of Uttoxeter Road and Common Lane commencing at a point 30 metres south of the junction of Common Lane with Uttoxeter Road and terminating at a point 10 metres south of the junction of Common Lane with Pipe Lane;

Work No. 16 – An access road commencing at a point 260 metres south-west of the junction of Footpath Mavesyn Ridware 38 with Pipe Lane and terminating at a point 230 metres north-west of the junction of Footpath Mavesyn Ridware 37 with Pipe Lane. Work No. 16 includes a bridge over Work No. 1.

District of Lichfield, Parishes of Mavesyn Ridware and Colton, Borough of Stafford, Parishes of Colwich, Ingestre and Tixall—

Work No. 17 – A railway (12.03 kilometres in length) partly on viaduct commencing by a junction with the termination of Work No. 1 at a point 650 metres north-east of the junction of Stonyford Lane with Uttoxeter Road and terminating at a point 810 metres south-west of the junction of Byway Open to all Traffic Ingestre 2 with Byway Open to all Traffic Ingestre 3. Work No. 17 includes viaducts over Works Nos. 26A, 27 and 28, the Macclesfield to Colwich Line, the Trent and Mersey Canal, the River Trent, Hoo Mill Lane and Ingestre Park Road and bridges over Works Nos. 24, 26, 34, 36 and 45.

District of Lichfield, Parish of Mavesyn Ridware—

Work No. 18 – A diversion of Uttoxeter Road commencing at a point 10 metres south-east of the junction of that road with Stonyford Lane and terminating at a point 270 metres south-east of the junction of Godwins Lane with Blithbury Road. Work No. 18 includes a bridge over Work No. 17;

Work No. 18A – A diversion of Stonyford Lane commencing by a junction with Work No. 18 at a point 60 metres north of the junction of that road with Uttoxeter Road and terminating at a point 140 metres north-west of its commencement;

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Work No. 18B – An access road commencing by a junction with Work No. 18 at a point 260 metres north of the junction of Stonyford Lane with Uttoxeter Road and terminating at a point 230 metres north-east of its commencement;

Work No. 18C – A road commencing at a point 625 metres south-east of the junction of Godwins Lane with Blithbury Road and terminating by a junction with Work No. 18 at a point 345 metres south-east of the junction of Godwins Lane with Blithbury Road;

Work No. 18D – A realignment of Uttoxeter Road and Blithbury Road commencing at a point 270 metres south-east of the junction of Godwins Lane with Blithbury Road and terminating at a point 60 metres east of that junction;

Work No. 19 – An access road commencing at a point 320 metres south of the junction of Godwins Lane with Blithbury Road and terminating at a point 440 metres south west of that junction. Work No. 19 includes a bridge over Work No. 17.

Parishes of Mavesyn Ridware and Colton—

Work No. 20 – A diversion of Blithbury Road commencing at a point 230 metres north-west of the junction of that road with Godwins Lane and terminating at a point 90 metres east of the junction of Hollow Lane with Blithbury Road. Work No. 20 includes a bridge over Work No. 17.

Parish of Mavesyn Ridware—

Work No. 20A – A diversion of Stonyford Lane commencing at a point 255 metres south-east of the junction of that lane with Footpath Colton 15 and terminating by a junction with Work No. 20 at a point 80 metres north-east of the junction of that lane with Footpath Colton 15.

Parishes of Mavesyn Ridware and Colton—

Work No. 20B – A diversion of Hadley Gate Lane commencing by a junction with Work No. 20 at a point 450 metres north-west of the junction of Godwins Lane with Blithbury Road and terminating at a point 250 metres north of the junction of Hadley Gate Lane with Blithbury Road;

Work No. 20C – A diversion of Hadley Gate Lane commencing by a junction with Work No. 20B at a point 440 metres north-west of the junction of Godwins Lane with Blithbury Road and terminating at a point 70 metres north-east of its commencement.

Parish of Colton—

Work No. 20D – A diversion of Blithbury Road commencing by a junction with Work No. 20 at a point 260 metres north-west of the junction of that road with Hollow Lane and terminating at a point 50 metres south-west of its commencement;

Work No. 21 – A bridge, over Work No. 17, commencing at a point 25 metres north-east of the junction of Footpath Colton 74 with Bridleway Colton 32 and terminating at a point 100 metres north-east of its commencement;

Work No. 22 – A diversion of Newlands Lane commencing at a point 35 metres north-east of the junction of Footpath Colton 19 with that lane and terminating at a point 75 metres north-east of the junction of Footpath Colton 30 with Footpath Colton 23. Work No. 22 includes a bridge over Work No. 17;

Work No. 22A – An access road commencing by a junction with Hollow Lane at a point 40 metres west of the junction of Footpath Colton 12 with that lane and terminating by a junction with Work No. 22 at a point 100 metres north-east of the junction of Footpath Colton 30 with Footpath Colton 23;

Work No. 22B – An access road commencing by a junction with Work No. 22 at a point 270 metres south-west of the junction of Footpath Colton 19 with Newlands Lane and terminating at a point 300 metres north-west of its commencement.

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Work No. 22C – An access road commencing at a point 190 metres south of the junction of Footpath Colton 19 with Newlands Lane and terminating by a junction with Work No. 22 at a point 5 metres north of the junction of Footpath Colton 19 with Newlands Lane;

Work No. 22D – A temporary bridge over the River Blithe commencing at a point 230 metres north of the junction of Uttoxeter Road with Lichfield Road and terminating at a point 25 metres east of its commencement.

District of Lichfield, Parish of Mavesyn Ridware and Borough of East Staffordshire, Parish of Abbots Bromley—

Work No. 22E – A temporary bridge over the Little Blithe commencing at a point 380 metres north-east of the junction of Uttoxeter Road with Lichfield Road and terminating at a point 25 metres north-east of its commencement.

Borough of East Staffordshire, Parish of Abbots Bromley—

Work No. 22F – A temporary bridge over Ash Brook commencing at a point 150 metres east of the junction of Footpath Abbots Bromley 24 with Footpath Abbots Bromley 26 and terminating at a point 30 metres east of its commencement.

District of Lichfield, Parish of Colton—

Work No. 24 – A realignment of Newlands Lane commencing at a point 130 metres north-west of the junction of that lane with High Street and terminating at a point 170 metres north of its commencement;

Work No. 24A – A diversion of Moor Lane commencing by a junction with Work No. 24 at a point 180 metres north-west of the junction of Newlands Lane with High Street and terminating at a point 15 metres north-east of the junction of Footpath Colton 51 with Moor Lane;

Work No. 24B – A realignment of Moor Lane commencing at a point 5 metres south-west of the junction of Footpath Colton 15 and that road and terminating at a point 10 metres west of the junction of Footpath Colton 54 with that road;

Work No. 25 – A diversion of a watercourse commencing at a point 110 metres south of the junction of Moor Lane with Newlands Lane and terminating at a point 280 metres west of its commencement;

Work No. 26 – A diversion of Uttoxeter Road commencing at a point 40 metres south-west of the junction of Lount Lane with that road and terminating at a point 245 metres south of the junction of Sherracop Lane with that road;

Work No. 26A – A road commencing by a junction with Work No. 26 at a point 120 metres north of the junction of Moor Lane with Uttoxeter Road and terminating at a point 480 metres north-east of the junction of Bridleway Colton 58 with Footpath Colton 59;

Work No. 26B – An access road commencing at a point 560 metres west of the junction of Footpath Colton 41 with Sherracop Lane and terminating by a junction with Work No. 26 at a point 450 metres south of the junction of Sherracop Lane with Uttoxeter Road;

Work No. 27 – A diversion of Moreton Brook commencing at a point 400 metres north-east of the junction of Bridleway Colton 58 and Footpath Colton 59 and terminating at a point 110 metres north-west of its commencement;

Work No. 28 – An access road commencing at a point 390 metres north-east of the junction of Bridleway Colton 58 and Footpath Colton 59 and terminating at a point 85 metres north of its commencement;

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Work No. 29 – A temporary bridge over Moreton Brook commencing at a point 500 metres north-east of the junction of Bridleway Colwich 19 and Bridleway Colton 58 and terminating at a point 80 metres west of its commencement.

Borough of Stafford, Parish of Colwich—

Work No. 30 – A realignment of Bishton Lane and an access road commencing at a point 280 metres south of the bridge carrying that lane over the West Coast Main Line and terminating at a point 5 metres south of the junction of Footpath Colwich 32 with Footpath Colwich 21. Work No. 30 includes a bridge over Work No. 17.

Borough of Stafford, Parish of Colwich, District of Lichfield, Parish of Colton—

Work No. 30A – An access road commencing at a point 15 metres north-west of the junction of Bridleway Colton 58 and Bridleway Colwich 19 and terminating by a junction with Work No. 30 at a point 160 metres south-west of the junction of Bridleway Colwich 23 and Bridleway Colwich 19.

Borough of Stafford, Parish of Colwich—

Work No. 30B – An access road commencing at a point 250 metres south-east of the junction of Footpath Colwich 32 with Footpath Colwich 21 and terminating at a point 165 metres south-west of that junction;

Work No. 31 – An access road commencing at a point 385 metres south-east of the junction of Bridleway Colwich 22 with Bridleway Colwich 23 and terminating at a point 220 metres south-west of its commencement. Work No. 31 includes a bridge over Work No. 17;

Work No. 32 – A diversion of a gas main commencing beneath a point 570 metres south of the junction of Tolldish Lane with Footpath Colwich 26 and terminating beneath a point 370 metres north of the junction of Tolldish Lane with the A51 Lichfield Road;

Work No. 33 – A diversion of a gas main commencing beneath a point 670 metres south of the junction of Tolldish Lane with Footpath Colwich 54 and terminating beneath a point 455 metres south-east of the junction of Bridleway Colwich 59 with the A51 Lichfield Road;

Work No. 34 – An access road commencing at a point 615 metres south-west of the junction of Footpath Colwich 54 with Tolldish Lane and terminating at a point 395 metres south-west of that junction;

Work No. 35 – A diversion of a fuel pipeline commencing beneath a point 690 metres south-east of the junction of Footpath Colwich 54 with Tolldish Lane and terminating at a point 325 metres north-west of the junction of Tolldish Lane with the A51 Lichfield Road;

Work No. 36 – A realignment of the A51 Lichfield Road commencing at a point 60 metres north-west of the junction of Tolldish Lane with that road and terminating at a point 385 metres north of its commencement;

Work No. 36A – A diversion of Tolldish Lane commencing at a point 495 metres south-west of the junction of Footpath Colwich 54 with that Lane and terminating by a junction with Work No. 36 at a point 260 metres north-west of the junction of that lane with the A51 Lichfield Road;

Work No. 36B – A temporary diversion of Tolldish Lane commencing at a point 320 metres south-west of the junction of Footpath Colwich 54 with that lane and terminating at a point 380 metres north of the junction of the A51 Lichfield Road with that lane;

Work No. 37 – A temporary bridge over the Macclesfield to Colwich Line commencing at a point 470 metres north-west of the junction of Tolldish Lane

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with the A51 Lichfield Road and terminating at a point 45 metres north-west of its commencement;

Work No. 38 – A temporary bridge over the Trent and Mersey Canal commencing at a point 330 metres south-east of the bridge carrying Hoo Mill Lane over the River Trent and terminating at a point 50 metres north-west of its commencement.

Parishes of Colwich and Ingestre—

Work No. 39 – A temporary bridge over the River Trent commencing at a point 325 metres south-west of the bridge carrying Hoo Mill Lane over the Trent and Mersey Canal and terminating at a point 30 metres north-west of its commencement.

Parish of Colwich—

Work No. 40 – A temporary bridge over the Trent and Mersey Canal commencing at a point 460 metres south-west of the bridge carrying Hoo Mill Lane over that canal and terminating at a point 35 metres west of its commencement.

Parishes of Colwich and Ingestre—

Work No. 41 – A temporary bridge over the River Trent commencing at a point 480 metres south-west of the bridge carrying Hoo Mill Lane over the Trent and Mersey Canal and terminating at a point 35 metres north-west of its commencement.

Parish of Ingestre—

Work No. 42 – A diversion of a gas main commencing beneath a point 200 metres south-east of the bridge carrying Hoo Mill Lane over the River Trent and terminating at a point 380 metres north-west of that bridge.

Parish of Tixall—

Work No. 43 – A diversion of Hoo Mill Lane commencing at a point 110 metres north-east of the junction of Great Haywood Road with Ingestre Park Road and terminating at a point 20 metres north of that junction;

Work No. 43A – A realignment of Great Haywood Road commencing at a point 1120 metres south-west of the junction of Byway Open to all Traffic Ingestre 2 with Byway Open to all Traffic Ingestre 3 and that road and terminating at a point 230 metres east of the junction of Bridleway Tixall 1 with that road;

Work No. 43B – A realignment of Great Haywood Road commencing at a point 250 metres east of the junction of Tixall Village Road with that road and terminating at a point 25 metres south-west of that junction.

Work No. 43C – A temporary diversion of Great Haywood Road commencing at a point 30 metres south of the junction of Great Haywood Road with Ingestre Park Road and terminating at a point 150 metres south-west of that junction.

Parishes of Ingestre and Tixall—

Work No. 44 – A diversion of a fuel pipeline commencing beneath a point 685 metres south of the junction of Byway Open to all Traffic Ingestre 2 with Byway Open to all Traffic Ingestre 3 and terminating beneath a point 365 metres north-east of the junction of Bridleway Tixall 0.1629 with Hanyards Lane.

Parish of Ingestre—

Work No. 45 – An access road commencing at a point 435 metres south-west of the junction of Byway Open to All Traffic Ingestre 2 with Byway Open to All Traffic Ingestre 3 and terminating at a point 160 metres south-west of its commencement.

Parishes of Ingestre and Tixall—

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Work No. 46 – A diversion of a gas main commencing beneath a point 545 metres south-west of the junction of Byway Open to All Traffic Ingestre 2 with Byway Open to All Traffic Ingestre 3 and terminating beneath a point 600 metres south-east of the junction of Bridleway Tixall 0.1629 with Hanyards Lane;

Work No. 47 – A bridge over Work No. 17 commencing at a point 805 metres south-west of the junction of Byway Open to All Traffic Ingestre 2 with Byway Open to All Traffic Ingestre 3 and terminating at a point 770 metres north-east of the junction of Bridleway Tixall 0.1629 with Hanyards Lane.

Parishes of Ingestre, Tixall, Hopton and Coton, Marston and Stone Rural—

Work No. 48 – A railway (9.00 kilometres in length) commencing by a junction with the termination of Work No. 17 at a point 835 metres south-east of the junction of Bridleway Tixall 0.1629 with Hanyards Lane and terminating at a point 1155 metres north-west of the junction of Yarlet Lane with the A34 Stone Road. Work No. 48 includes bridges over Works Nos. 50, 59 and 60.

Parish of Tixall—

Work No. 49 – An access road commencing at a point 400 metres north-east of the junction of Bridleway Tixall 0.1629 with Hanyards Lane and terminating at a point 145 metres north-east of that junction. Work No. 49 includes a bridge over Work No. 48;

Work No. 49A – An access road commencing by a junction with Work No. 49 at a point 315 metres north-east of the junction of Bridleway Tixall 0.1629 with Hanyards Lane and terminating at a point 280 metres north-west of its commencement.

Parish of Hopton and Coton—

Work No. 50 – An access road commencing at a point 465 metres south-east of the junction of Footpath Hopton and Coton 23 with the A518 Weston Road and terminating at a point 100 metres north-east of its commencement;

Work No. 51 – A diversion of the A518 Weston Road commencing at a point 60 metres north-east of the junction of Trent Walk with that road and terminating at a point 30 metres south-west of the junction of Footpath Hopton and Coton 23 with that road. Work No. 51 includes a bridge over Work No. 48;

Work No. 51A – An access road commencing at a point 340 metres south-east of the junction of Footpath Hopton and Coton 23 with the A518 Weston Road and terminating by a junction with Work No. 51 at a point 185 metres south-west of the junction of Footpath Hopton and Coton 23 with the A518 Weston Road;

Work No. 51B – An access road commencing by a junction with Work No. 51 at a point 100 metres south-west of the junction of Footpath Hopton and Coton 23 with the A518 Weston Road and terminating at a point 360 metres west of the junction of Footpath Hopton and Coton 23 with the A518 Weston Road;

Parish of Hopton and Coton and Town of Stafford—

Work No. 51C – A widening of the south western side of the roundabout junction of Hydrant Way and the A518 Weston Road commencing at a point 90 metres south and terminating at a point 45 metres south-west of that junction.

Parish of Hopton and Coton—

Work No. 52 – An access road commencing at a point 420 metres north-west of the junction of Footpath Hopton and Coton 23 with the A518 Weston Road and terminating at a point 170 metres south-west of its commencement. Work No. 52 includes a bridge over Work No. 48;

Work No. 53 – A footbridge over Work No. 48 commencing by a junction with Work No. 53A at a point 270 metres east of the junction of Hopton Lane with Sandon Road

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and terminating by a junction with Work No. 54B at a point 110 metres north-east of its commencement;

Work No. 53A – An access road commencing at a point 520 metres south-east of the junction of Hopton Lane with Sandon Road and terminating at a point 205 metres east of that junction;

Work No. 54 – A diversion of Sandon Road commencing at a point 370 metres south-west of the junction of Hopton Lane with that road and terminating at a point 195 metres north-east of the junction of Footpath Hopton and Coton 9 with Footpath Hopton and Coton 14. Work No. 54 includes a bridge over Work No. 48;

Work No. 54B – A diversion of Hopton Lane commencing at a point 295 metres west of the junction of Hopton Hall Lane with Footpath Hopton and Coton 14 and terminating by a junction with Work No. 54 at a point 900 metres south-east of the junction of Bridleway Hopton and Coton 11 with Bridleway Salt and Enson 8;

Work No. 54C – A diversion of Hopton Lane commencing at a point 100 metres south-east of the junction of that lane with Sandon Road and terminating by a junction with Work No. 54 at a point 230 metres west of its commencement;

Work No. 55 – An access road commencing at a point 150 metres west of the junction of Footpath Hopton and Coton 9 with Footpath Hopton and Coton 14 and terminating at a point 100 metres north-west of that junction;

Work No. 56 – An access road commencing at a point 160 metres south-west of the junction of Bridleway Hopton and Coton 12 with Bridleway Hopton and Coton 11 and terminating at a point 255 metres south-west of the junction of Bridleway Hopton and Coton 11 with Bridleway Salt and Enson 8. Work No. 56 includes a bridge over Work No. 48;

Work No. 56A – An access road commencing at a point 390 metres south-east of the junction of Bridleway Hopton and Coton 12 with Bridleway Hopton and Coton 11 and terminating at a point 100 metres north of that junction;

Work No. 57 – A diversion of a fuel pipeline commencing beneath a point 335 metres south-east of the junction of Bridleway Hopton and Coton 12 with Bridleway Hopton and Coton 11 and terminating beneath a point 270 metres north-west of that junction;

Work No. 58 – A diversion of a gas main commencing beneath a point 295 metres south-west of the junction of Bridleway Hopton and Coton 11 with Bridleway Salt and Enson 8 and terminating at a point 245 metres south-west of its commencement.

Parish of Marston—

Work No. 59 – An access road commencing at a point 145 metres south-west of the junction of Bridleway Marston 8 with Marston Lane and terminating by a junction with Work No. 60 at a point 290 metres south-west of the junction of Footpath Marston 11 with Marston Lane;

Work No. 60 – A diversion of Marston Lane commencing at a point 115 metres south-west of the junction of Footpath Marston 11 with that road and terminating at a point 170 metres south-east of the junction of Footpath Marston 9 with Yarlet Lane;

Work No. 60A – A realignment of Marston Lane and Yarlet Lane commencing at a point 140 metres south of the junction of those roads and terminating at a point 30 metres north of that junction.

Parishes of Marston and Creswell—

Work No. 60B – A realignment of Marston Lane commencing at a point 255 metres south of the junction of Yarlet Lane with that road and terminating at a point 595 metres south of its commencement.

Parishes of Marston, Whitgreave and Stone Rural—

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1. (See end of Document for details)

Work No. 61 - A realignment of the A34 Stone Road commencing at a point 120 metres south of the junction of Yarlet Lane with that road and terminating at a point 1410 metres north of its commencement. Work No. 61 includes a bridge over Work No. 48.

Parishes of Marston and Whitgreave—

Work No. 61A - A temporary diversion of the A34 Stone Road commencing at a point 115 metres south-west of the junction of Yarlet Lane with that road and terminating at a point 845 metres north-east of its commencement.

Parishes of Stone and Stone Rural—

Work No. 61B - A widening of the southern side of the A51 Stone Bypass, the north-eastern side of the A34 Stafford Road and the eastern side of the roundabout junction of those roads commencing at a point 170 metres east of the junction of the A51 Stone Bypass and the A34 Stafford Road and terminating at a point 190 metres south-east of that junction.

Parish of Marston—

Work No. 61C – An access road commencing at a point 750 metres north of the junction of Yarlet Lane with the A34 Stone Road and terminating by a junction with Work No. 61 at a point 145 metres north-west of its commencement.

Parish of Stone Rural—

Work No. 62 – A railway (6.00 kilometres in length) partly on viaduct commencing by a junction with the termination of Work No. 48 at a point 190 metres east of the junction of Footpath Stone Rural 28 with Footpath Whitgreave 3 and terminating at a point 465 metres north-west of the underpass taking Footpath Stone Rural 33 beneath the M6 Motorway. Work No. 62 includes a bridge over Work No. 69 and viaducts over Works Nos. 67C, 67D and 70 and Filly Brook;

Work No. 63 – A diversion of a gas main commencing beneath a point 250 metres south-east of the junction of Footpath Stone Rural 28 with Footpath Whitgreave 3 and terminating beneath a point 305 metres north-east of its commencement.

Parishes of Stone Rural and Whitgreave—

Work No. 64 – An access road commencing at a point 360 metres north of the junction of Footpath Stone Rural 28 with Footpath Whitgreave 3 and terminating at a point 300 metres south-west of that junction. Work No. 64 includes a bridge over Work No. 62.

Parish of Stone Rural—

Work No. 65 – A diversion of Pirehill Lane commencing at a point 330 metres south-west of the junction of Footpath Stone Rural 31 with that lane and terminating at a point 220 metres north-east of its commencement. Work No. 65 includes a bridge over Work No. 62;

Work No. 66 – An access road commencing at a point 610 metres north-east of the underpass taking Footpath Stone Rural 32 beneath the M6 Motorway and terminating at a point 300 metres north-east of that underpass. Work No. 66 includes a bridge over Work No. 62;

Work No. 67 – A railway (2.86 kilometres in length), partly on viaduct, commencing by a junction with Work No. 62 at a point 540 metres north of the underpass taking Footpath Stone Rural 32 beneath the M6 Motorway and terminating at a point 160 metres north of that underpass taking Footpath Stone Rural 33 beneath the M6 Motorway. Work No. 67 includes a viaduct over Works Nos. 67C and 67D and Filly Brook, a bridge over Work No. 69 and stabling sidings;

Work No. 67A – A railway siding (1.32 kilometres in length), partly on viaduct, commencing at a point 470 metres north of the underpass taking Footpath Stone

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1. (See end of Document for details)

Rural 32 beneath the M6 Motorway and terminating by a junction with Work No. 67 at a point 290 metres north-east of the bridge carrying the M6 Motorway over the Norton Bridge to Stone railway.

Parishes of Stone Rural and Chebsey—

Work No. 67B – A railway siding (1.86 kilometres in length) commencing by a junction with Work No. 67A at a point 170 metres east of the bridge carrying Eccleshall Road over the M6 Motorway and terminating at a point 420 metres south-east of the underpass taking Footpath Stone Rural 33 beneath the M6 Motorway. Work No. 67B includes bridges over Works Nos. 67D and 69 and depot buildings.

Parish of Stone Rural—

Work No. 67C – A railway (1.84 kilometres in length) commencing by a junction with Work No. 67A at a point 170 metres east of the bridge carrying Eccleshall Road over the M6 Motorway and terminating by a junction with Work No. 67D at a point 395 metres south-west of the bridge carrying the Norton Bridge to Stone railway over the A34 The Fillybrooks;

Work No. 67D – A railway (1.56 kilometres in length), being a realignment of the Norton Bridge to Stone railway, commencing at a point 115 metres north-east of the bridge carrying the M6 Motorway over that railway and terminating at a point 25 metres south-west of the bridge carrying that railway over the A34 The Fillybrooks.

Parishes of Stone Rural and Stone—

Work No. 68 – A diversion of Eccleshall Road commencing at a point 230 metres south-west of the junction of Common Lane with that road and terminating at a point 40 metres north-east of the bridge carrying Eccleshall Road over the M6 Motorway. Work No. 68 includes a bridge over Works Nos. 62, 67, 67A, 67B and 67C.

Parish of Stone Rural—

Work No. 68A – An access road commencing at a point 490 metres north-east of the bridge carrying Eccleshall Road over the M6 Motorway and terminating by a junction with Work No. 68 at a point 50 metres north-west of its commencement;

Work No. 68B – An access road commencing by a junction with Work No. 68 at a point 470 metres north-east of the bridge carrying Eccleshall Road over the M6 Motorway and terminating at a point 75 metres north of its commencement.

Parishes of Stone Rural and Swynnerton—

Work No. 69 – A diversion of Yarnfield Lane commencing at a point 5 metres south-east of the junction of Bridleway Swynnerton 39 with that lane and terminating at a point 105 metres north-east of the junction of Footpath Stone Rural 33 with that lane. Work No. 69 includes a bridge over Works Nos. 62, 67, 67B and 70.

Parish of Swynnerton—

Work No. 69A – An access road commencing at a point 240 metres north-east of the junction of Bridleway Swynnerton 39 with Yarnfield Lane and terminating by a junction with Work No. 69 at a point 160 metres north-east of the junction of Bridleway Swynnerton 39 with Yarnfield Lane.

Parish of Stone Rural—

Work No. 69B – A realignment of Yarnfield Lane commencing at a point 565 metres south-west of the junction of that road with the A34 The Fillybrooks and terminating at a point 140 metres west of that junction.

Parishes of Swynnerton and Stone Rural—

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1. (See end of Document for details)

Work No. 70 – A realignment of the M6 Motorway commencing at a point 210 metres north-west of the bridge carrying that motorway over the Norton Bridge to Stone railway and terminating at a point 395 metres south-east of the bridge carrying Footpath Swynnerton 27 over that motorway;

Work No. 70A – An access road commencing by a junction with Work No. 69 at a point 275 metres north-east of the junction of Bridleway Swynnerton 39 with Yarnfield Lane and terminating by a junction with Work No. 70 at a point 120 metres north-west of the bridge carrying Yarnfield Lane over the M6 Motorway.

Parish of Stone Rural—

Work No. 70B – An access road commencing by a junction with Work No. 69 at a point 120 metres north-east of the bridge carrying Yarnfield Lane over the M6 Motorway and terminating by a junction with Work No. 70 at a point 250 metres north-west of that bridge.

Parishes of Stone Rural and Swynnerton—

Work No. 71 – A railway (4.5 kilometres in length) partly on viaduct commencing by a junction with the termination of Work No. 62 at a point 845 metres south-east of the bridge carrying Footpath Swynnerton 27 over the M6 Motorway and terminating at a point 930 metres north-west of the junction of the A51 Stone Road and the A519 Newcastle Road; Work No. 71 includes a viaduct over the M6 Motorway and bridges over Works Nos. 72, 73, 74 and 80;

Work No. 72 – An access road commencing at a point 370 metres south-west of the junction of Footpath Stone Rural 36 with the A51 Stone Road and terminating at a point 220 metres north-east of the junction of Footpath Swynnerton 27 with Hall Lane.

Parish of Swynnerton—

Work No. 72A – An access road commencing at a point 640 metres south-east of the bridge carrying Footpath Swynnerton 27 over the M6 Motorway and terminating by a junction with Work No. 72 at a point 250 metres south-west of that bridge;

Work No. 73 – An access road commencing at a point 680 metres north-west of the bridge carrying Footpath Swynnerton 27 over the M6 Motorway and terminating at a point 380 metres north-east of the junction of Footpath Swynnerton 17 with Hall Lane;

Work No. 74 – An access road commencing at a point 525 metres south-west of the junction of Tittensor Road with the A51 Stone Road and terminating at a point 205 metres south-west of that junction;

Work No. 75 – A diversion of Tittensor Road commencing at the junction of Stab Lane with that road and terminating by a junction with Work No. 78A at a point 520 metres west of the junction of Tittensor Road with the A51 Stone Road. Work No. 75 includes a bridge over Work No. 71;

Work No. 75A – An access road commencing at a point 175 metres north-east of the junction of Tittensor Road with Stab Lane and terminating by a junction with Work No. 75 at a point 45 metres north-west of its commencement;

Work No. 76A – A diversion of a gas main commencing beneath a point 300 metres west of the junction of Tittensor Road with the A51 Stone Road and terminating beneath a point 420 metres north of the junction of Stab Lane with Tittensor Road;

Work No. 77A – A diversion of a gas main commencing beneath a point 200 metres north-west of the junction of Tittensor Road with the A51 Stone Road and terminating beneath a point 270 metres west of that junction;

Work No. 78 – A realignment of the A519 Newcastle Road commencing at a point 100 metres north-east of the junction of the A51 Stone Road with that road and

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terminating at a point 350 metres south-west of the junction of Bottom Lane with the A519 Newcastle Road. Work No. 78 includes a bridge over Work No. 71;

Work No. 78A – A diversion of the A51 Stone Road commencing at a point 5 metres west of the junction of Tittensor Road with that road and terminating by a junction with Work No. 78 at a point 425 metres south-west of the junction of Bottom Lane with the A519 Newcastle Road;

Work No. 78B – A temporary diversion of the A519 Newcastle Road commencing at a point 190 metres north-east of the junction of the A51 Stone Road with that road and terminating at a point 220 metres south-west of the junction of Bottom Lane with the A519 Newcastle Road;

Work No. 78C - An access road commencing by a junction with Work No. 78 at a point 200 metres north-east of the junction of the A51 Stone Road with the A519 Newcastle Road and terminating at a point 315 metres north of its commencement.

Work No. 78C includes a bridge over Work No. 71;

Parish of Standon—

Work No. 78D – An access road commencing at a point 630 metres north-west of the junction of Mill Meece Marsh with the A519 Newcastle Road and terminating at a point 135 metres west of its commencement.

Parish of Swynnerton—

Work No. 78E – An access road commencing by a junction with Work No. 78A at a point 300 metres west of the junction of Tittensor Road with the A51 Stone Road and terminating at a point 380 metres north-west of that junction;

Work No. 78F – A widening of the northern side of the A500 Queensway and the roundabout junction of that road with the A519 Clayton Road commencing at a point 320 metres north of the junction of Whitmore Road with the A519 Newcastle Road and terminating at a point 260 metres east of its commencement;

Work No. 78G – A widening of the western side of the A519 Newcastle Road commencing at a point 40 metres west of the junction of the A519 Newcastle Road with Whitmore Road and terminating at a point 200 metres north of its commencement;

Work No. 78H – A widening of the western side of the A519 Newcastle Road and its junction with the A5182 Whitmore Road commencing at a point 160 metres south-west of the junction of the A519 Newcastle Road with Whitmore Road and terminating at a point 120 metres north of its commencement;

Work No. 79 – A temporary bridge over Work No. 78A commencing at a point 420 metres north-east of the junction of the A519 Newcastle Road with the A51 Stone Road and terminating at a point 45 metres north-east of its commencement;

Work No. 80 – An access road beneath Work No. 71 commencing at a point 840 metres north west of the junction of the A51 Stone Road and the A519 Newcastle Road and terminating at a point 100 metres north-east of its commencement.

Borough of Stafford, Parish of Swynnerton, Borough of Newcastle-under-Lyme, Parish of Whitmore—

Work No. 81 – A railway (6.00 kilometres in length) partly in tunnel and partly on viaduct commencing by a junction with the termination of Work No. 71 at a point 1000 metres north-east of the junction of Common Lane with the A51 Stone Road and terminating at a point 270 metres north of the junction of Footpath Whitmore 6 with Snape Hall Road. Work No. 81 includes a viaduct over Work No. 88A and bridges over Works Nos. 84 and 89.

Borough of Stafford, Parish of Swynnerton—

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Work No. 82 – An access road commencing at a point 855 metres north-east of the junction of Common Lane with the A51 Stone Road and terminating at a point 225 metres north-east of its commencement. Work No. 82 includes a bridge over Work No. 81;

Work No. 83 – An access road commencing at a point 1025 metres north-east of the junction of Common Lane with the A51 Stone Road and terminating at a point 80 metres north of its commencement;

Work No. 84 – A realignment of Common Lane commencing at a point 15 metres north-east of the junction of the A51 Stone Road with that lane and terminating at a point 1270 metres north of its commencement;

Work No. 85 – A bridge over Work No. 81 commencing at a point 1450 metres north of the junction of Common Lane with the A51 Stone Road and terminating at a point 55 metres north-east of its commencement;

Work No. 86 – A bridge over Work No. 81 commencing at a point 635 metres east of the junction of Dog Lane with the A51 The Rowe and terminating at a point 155 metres north-east of its commencement;

Work No. 87 – A diversion of Dog Lane commencing by a junction with Work No. 88 at a point 535 metres north-east of the junction of Dog Lane with the A51 The Rowe and terminating at a point 20 metres north-east of the junction of Dog Lane with the A51 The Rowe. Work No. 87 includes a bridge over Work No. 81;

Work No. 87A – A road commencing at a point 100 metres south-east of the junction of Dog Lane with the A51 The Rowe and terminating at a point 310 metres north of that junction.

Borough of Stafford, Parish of Swynnerton, Borough of Newcastle-under-Lyme, Parish of Whitmore—

Work No. 88 – A diversion of Dog Lane and Bent Lane commencing at a point 830 metres north-east of the junction of Dog Lane with the A51 The Rowe and terminating at a point 640 metres north-east of the junction of Footpath Chapel and Hill Chorlton 5 with Chapel and Hill Chorlton 6.

Borough of Newcastle-under-Lyme, Parish of Whitmore—

Work No. 88A – A diversion of Meece Brook commencing at a point 470 metres east of the junction of Footpath Chapel and Hill Chorlton 6 with Footpath Chapel and Hill Chorlton 5 and terminating at a point 60 metres north of its commencement.

Borough of Stafford, Parish of Swynnerton—

Work No. 88B – A road commencing by a junction with Work No. 88 at a point 150 metres south-east of the junction of Shelton under Harley Lane with Bent Lane and terminating at a point 130 metres north of its commencement.

Borough of Stafford, Parish of Swynnerton, Borough of Newcastle-under-Lyme, Parish of Whitmore—

Work No. 89 – An access road commencing by a junction with Work No. 90 at a point 175 metres north-east of the bridge carrying Footpath Whitmore 8 over the West Coast Main Line and terminating by a junction with Work No. 88 at a point 150 metres north-east of its commencement;

Work No. 90 – An access road commencing at a point 420 metres north of the junction of Dog Lane with the A51 The Rowe and terminating at a point 725 metres south-east of the junction of Footpath Chapel and Hill Chorlton 5 with Chapel and Hill Chorlton 6.

Borough of Newcastle-under-Lyme, Parish of Whitmore—

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1. (See end of Document for details)

Work No. 91 – A diversion of the A53 Newcastle Road commencing at a point 60 metres south-west of the bridge carrying that road over Meece Brook and terminating at a point 65 metres east of the junction of Common Lane with that road. Work No. 91 includes a bridge over Work No. 81;

Work No. 91A – A temporary diversion of the A53 Newcastle Road commencing at a point 60 metres south-west of the bridge carrying that road over Meece Brook and terminating at a point 105 metres east of the junction of Common Lane with that road;

Work No. 91B – An access road commencing by a junction with Work No. 91 at a point 295 metres east of the junction of Common Lane with the A53 Newcastle Road and terminating at a point 75 metres north of its commencement.

Parish of Maer—

Work No. 91C - A diversion of the A51 Nantwich Road commencing at a point 85 metres east of the junction of that road with the A53 Newcastle Road and terminating at a point 175 metres south-west of that junction;

Work No. 91D - A road commencing at a point 75 metres south-west of the junction of the A51 Nantwich Road with the A53 Newcastle Road and terminating at a point 15 metres south-west of that junction.

Parishes of Whitmore and Madeley—

Work No. 92 – A road commencing at a point 100 metres north-east of the junction of the A53 Newcastle Road with Coneygreave Lane and terminating at a point 100 metres north-west of the junction of Footpath Whitmore 6 with Footpath Madeley 14.

Parish of Whitmore—

Work No. 92A – An access road commencing at a point 160 metres north-east of the junction of Footpath Whitmore 6 with Snape Hall Road and terminating at a point 160 metres south-west of its commencement;

Work No. 92C – An access road commencing at a point 535 metres north of the bridge carrying Footpath Whitmore 5 over the West Coast Main Line and terminating by a junction with Work No. 92 at a point 360 metres north-west of its commencement.

Parishes of Whitmore and Madeley—

Work No. 93 – A railway (6.00 kilometres in length) partly in tunnel and partly on viaduct commencing by a junction with the termination of Work No. 81 at a point 470 metres north-east of the bridge carrying Footpath Whitmore 5 over the West Coast Main Line and terminating at a point 200 metres north-west of the junction of Footpath Madeley 28 with Bridleway Madeley 2. Work No. 93 includes a viaduct over Work No. 92, the West Coast Main Line, the Stoke to Market Drayton Railway, the Madeley Chord and the River Lea and a bridge over Work No. 104.

Parish of Whitmore—

Work No. 94 – A temporary bridge over the West Coast Main Line commencing at a point 205 metres south-west of the junction of Footpath Whitmore 6 with Footpath Madeley 14 and terminating at a point 40 metres north-east of its commencement.

Parish of Madeley—

Work No. 95A – An access road commencing at a point 365 metres north-west of the bridge carrying the Stoke to Market Drayton Railway over the West Coast Main Line and terminating at a point 370 metres west of its commencement;

Work No. 96 – An access road commencing at a point 420 metres north of the bridge carrying the Stoke to Market Drayton Railway over the West Coast Main Line and terminating at a point 235 metres north of its commencement;

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1. (See end of Document for details)

Work No. 97 – A diversion of Manor Road commencing at a point 255 metres north-east of the junction of Footpath Madeley 15 with that road and terminating at a point 425 metres south of the junction of that road with the A525 Bar Hill Road. Work No. 97 includes a bridge over Work No. 93;

Work No. 97A – An access road commencing by a junction with Work No. 97 at a point 415 metres north-east of the junction of Footpath Madeley 15 with Manor Road and terminating at a point 145 metres north-east of its commencement;

Work No. 97B – A road commencing at a point 1075 metres north-east of the junction of Footpath Madeley 15 with Manor Road and terminating by a junction with Work No. 97 at a point 40 metres north of its commencement;

Work No. 98 – An access road commencing at a point 700 metres north-east of the junction of Footpath Madeley 15 with Manor Road and terminating at a point 185 metres north-west of its commencement;

Work No. 99 – An access road commencing at a point 800 metres north of the junction of Footpath Madeley 15 with Manor Road and terminating at a point 170 metres north of its commencement. Work No. 99 includes a bridge over Work No. 93;

Work No. 100 – An access road commencing at a point 625 metres south-west of the junction of Bridleway Madeley 1 with the A525 Bar Hill Road and terminating at a point 80 metres west of the bridge carrying the A525 Bar Hill Road over the West Coast Main Line. Work No. 100 includes a bridge over Work No. 93;

Work No. 101 – A diversion of the A525 Bar Hill Road commencing at a point 305 metres south-west of the junction of Footpath Madeley 24 with that road and terminating at a point 220 metres east of that junction. Work No. 101 includes a bridge over Work No. 93;

Work No. 101A – An access road commencing by a junction with Work No. 101 at a point 35 metres south-east of the junction of Footpath Madeley 24 with the A525 Bar Hill Road and terminating at a point 25 metres north-east of the junction of Footpath Madeley 24 with Footpath Madeley 26;

Work No. 101B – A realignment of the A525 Bar Hill Road commencing at a point 70 metres east of the junction of Footpath Madeley 64 with that road and terminating at a point 440 metres north-east of its commencement;

Work No. 101C – A realignment of the A525 Bar Hill Road commencing at a point 355 metres west of the junction of Footpath Madeley 64 with that road and terminating at a point 215 metres north-east of its commencement;

Work No. 101D – A realignment of the A525 Bar Hill Road commencing at a point 55 metres west of the junction of Footpath Madeley 46 with that road and terminating at a point 95 metres east of its commencement.

County of Staffordshire, Borough of Newcastle-under-Lyme, Parish of Madeley and Unitary District of Shropshire, Parish of Woore—

Work No. 101E – A realignment of the A525 Bar Hill Road and the A525 Woore Road commencing at a point 35 metres south-west of the junction of Bridleway Woore 0236/30/1 with that road and terminating at a point 160 metres north-east of that junction.

Unitary District of Shropshire, Parish of Woore—

Work No. 101F – A realignment of the A525 Newcastle Road and the A525 Woore Road commencing at a point 305 metres west of the junction of Footpath Woore 0236/28/1 with that road and terminating at a point 115 metres north-east of that junction;

Work No. 101G – A realignment of the A525 Newcastle Road commencing at a point 430 metres west of the junction of Footpath Woore 0236/28/1 with that road and terminating at a point 40 metres east of its commencement;

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1. (See end of Document for details)

Work No. 101H – A realignment of the A525 Newcastle Road commencing at a point 180 metres east of the junction of Gravenhunger Lane with that road and terminating at a point 30 metres west of the junction of Aston Lane with that road.

County of Staffordshire, Borough of Newcastle-under-Lyme, Parish of Madeley—

Work No. 102 – A bridge over Work No. 93 commencing at a point 305 metres south-west of the junction of Footpath Madeley 24 and Footpath Madeley 26 and terminating 90 metres north-east of its commencement;

Work No. 103 – A road commencing at a point 25 metres west of the junction of Footpath Madeley 53 with Bower End Lane and terminating at a point 475 metres south of the junction of Bridleway Madeley 5 with Footpath Madeley 28;

Work No. 104; - An access road beneath Work No. 93 commencing at a point 240 metres south-west of the junction of Footpath Madeley 28 with Bridleway Madeley 2 and terminating at a point 200 metres north-east of its commencement.

County of Staffordshire, Borough of Newcastle-under-Lyme, Parish of Madeley, County of Cheshire, Borough of Cheshire East, Parishes of Checkley cum Wrinehill, Blakenhall, Chorlton and Basford—

Work No. 105 – A railway (6.67 kilometres in length) partly on viaduct commencing by a junction with the termination of Work No. 93 at a point 455 metres east of the junction of Footpath Checkley cum Wrinehill 4 with Footpath Checkley cum Wrinehill 8 and terminating at a point 270 metres south of the bridge carrying Casey Lane over the West Coast Main Line. Work No. 105 includes a viaduct over the River Lea and Checkley Brook and a bridge over Work No. 111.

County of Cheshire, Borough of Cheshire East, Parishes of Checkley cum Wrinehill and Blakenhall—

Work No. 106 – A railway (3.71 kilometres in length) partly on viaduct commencing by a junction with Work No. 105 at a point 200 metres north-east of the junction of Footpath Checkley cum Wrinehill 4 with Footpath Checkley cum Wrinehill 8 and terminating by a junction with Work No. 107 at a point 330 metres north-west of the bridge carrying Footpath Blakenhall 12 over the West Coast Main Line. Work No. 106 includes a viaduct over Work No. 105 and bridges over Works Nos. 111 and 116.

Borough of Cheshire East, Parishes of Checkley cum Wrinehill, Blakenhall, Chorlton and Basford, Town of Crewe—

Work No. 107 – A railway (8.98 kilometres in length) partly on viaduct commencing by a junction with Work No. 105 at a point 200 metres north-east of the junction of Footpath Checkley cum Wrinehill 4 with Footpath Checkley cum Wrinehill 8 and terminating by a junction with the West Coast Main Line at a point 285 metres south-west of the junction of Cowley Way with Weston Road. Work No. 107 includes a viaduct over Work No. 112 and a bridge over Work No. 111.

Parish of Checkley cum Wrinehill—

Work No. 108 – A diversion of Checkley Lane commencing at a point 240 metres south-west of the bridge carrying the West Coast Main Line over that lane and terminating at a point 160 metres north-east of the junction of Footpath Checkley cum Wrinehill 16 with that lane. Work No. 108 includes bridges over Works Nos. 105, 106 and 107.

Parishes of Checkley cum Wrinehill and Blakenhall—

Work No. 108A – An access road commencing by a junction with Work No. 108 at a point 300 metres south-west of the bridge carrying the West Coast Main Line over Checkley Lane and terminating at a point 520 metres north-east of the junction of Footpath Checkley cum Wrinehill 16 with Checkley Lane.

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1. (See end of Document for details)

Parish of Checkley cum Wrinehill—

Work No. 108B – An access road commencing by a junction with Work No. 108A at a point 420 metres south-west of the bridge carrying the West Coast Main Line over Checkley Lane and terminating at a point 50 metres north of its commencement;

Work No. 108C – An access road commencing at a point 110 metres north-east of the junction of Footpath Checkley cum Wrinehill 5 with Checkley Lane and terminating by a junction with Work No. 108 at a point 45 metres north-east of its commencement.

Parish of Blakenhall—

Work No. 109 – A diversion of a gas main commencing beneath a point 535 metres south of the junction of Bridleway Blakenhall 8 with Den Lane and terminating beneath a point 300 metres north-west of that junction;

Work No. 110 – A diversion of a gas main commencing beneath a point 390 metres south-west of the junction of Bridleway Blakenhall 8 with Den Lane and terminating beneath a point 330 metres north-west of that junction.

Parishes of Checkley cum Wrinehill and Blakenhall—

Work No. 110A – A diversion of a fuel pipeline commencing beneath a point 45 metres south-east of the junction of Checkley Lane with Turncocks Lane and terminating beneath a point 100 metres south-west of the bridge carrying Bridleway Blakenhall 8 over the West Coast Mainline.

Parish of Blakenhall —

Work No. 111 – A diversion of Den Lane and Wrinehill Road commencing at a point 510 metres south-east of the junction of that lane with Mill Lane and terminating at a point 35 metres north-west of that junction;

Work No. 111A – An access road commencing at a point 365 metres south-west of the bridge carrying Den Lane over the West Coast Main Line and terminating by a junction with Work No. 111 at a point 365 metres north-west of its commencement.

County of Staffordshire, Borough of Newcastle-under-Lyme, Parish of Betley, County of Cheshire, Borough of Cheshire East, Parish of Blakenhall –

Work No. 111B – An access road commencing at a point 90 metres south-east of the bridge carrying Den Lane over the West Coast Mainline and terminating at a point 60 metres east of the bridge carrying Bridleway Blakenhall 8 over the West Coast Main Line.

County of Cheshire, Borough of Cheshire East, Parishes of Blakenhall, Chorlton and Basford—

Work No. 112 – A railway (5.06 kilometres in length) being a diversion of the West Coast Main Line commencing at a point 10 metres south-west of the bridge carrying Den Lane over the West Coast Main Line and terminating at a point 5 metres south of the bridge carrying Weston Lane over the West Coast Main Line.

Parishes of Blakenhall and Chorlton—

Work No. 113 – A railway (2.24 kilometres in length) being a realignment of the West Coast Main Line commencing at a point 50 metres south-east of the bridge carrying Den Lane over that railway and terminating at a point 30 metres north-west of the bridge carrying Footpath Chorlton 3 over that railway.

Parish of Blakenhall—

Work No. 114 – An access road commencing at a point 105 metres south-west of the bridge carrying Bridleway Blakenhall 8 over the West Coast Main Line and terminating at a point 285 metres north-east of its commencement. Work No. 114 includes a bridge over Works Nos. 112 and 113;

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1. (See end of Document for details)

Work No. 115 – An access road commencing by a junction with Work No. 114 at a point 70 metres south-west of the bridge carrying Bridleway Blakenhall 8 over the West Coast Main Line and terminating by a junction with Work No. 116 at a point 405 metres south of the bridge carrying Footpath Chorlton 3 over the West Coast Main Line;

Work No. 116 – An access road commencing by a junction with Wrinehill Road at a point 240 metres north-west of the junction of Bridleway Blakenhall 12 with Wrinehill Road and terminating at a point 30 metres south-west of the bridge carrying that bridleway over the West Coast Main Line. Work No. 116 includes bridges over Works Nos. 105 and 112.

Parishes of Blakenhall and Chorlton—

Work No. 116A – An access road commencing by a junction with Work No. 116 at a point 190 metres north-west of the bridge carrying Bridleway Blakenhall 12 over the West Coast Main Line and terminating at a point 515 metres south-east of the bridge carrying the West Coast Main Line over Chorlton Lane.

Parish of Chorlton—

Work No. 117 – An access road commencing at a point 210 metres south-west of the bridge carrying Footpath Chorlton 3 over the West Coast Main Line and terminating by a junction with Work No. 118 at a point 210 metres south-west of the bridge carrying the West Coast Main Line over Chorlton Lane;

Work No. 117A – An access road commencing at a point 535 metres south of the bridge carrying the West Coast Main Line over Chorlton Lane and terminating by a junction with Work No. 117 at a point 65 metres north-east of its commencement;

Work No. 118 – A road commencing at a point 230 metres south-west of the bridge carrying the West Coast Main Line over Chorlton Lane and terminating at a point 200 metres west of the bridge carrying Newcastle Road over the West Coast Main Line;

Work No. 118A – An access road commencing at a point 390 metres west of the junction of Footpath Chorlton 9 with Chorlton Lane and terminating by a junction with Work No. 118 at a point 110 metres north-east of its commencement;

Work No. 118B – An access road commencing at a point 330 metres south-west of the bridge carrying Newcastle Road over the West Coast Main Line and terminating by a junction with Work No. 118 at a point 60 metres east of its commencement;

Work No. 119 – A diversion of a gas main commencing beneath a point 360 metres north of the bridge carrying the West Coast Main Line over Chorlton Lane and terminating beneath a point 450 metres north-west of that bridge;

Work No. 120 – A footbridge over Works Nos. 105, 107, 112 and 121 and the West Coast Main Line commencing at a point 300 metres south of the bridge carrying Newcastle Road over the West Coast Main Line and terminating at a point 320 metres south-west of the junction of Chorlton Lane with Newcastle Road.

Parishes of Chorlton and Basford—

Work No. 121 – A loop railway (1.35 kilometres in length) commencing by a junction with Work No. 107 at a point 330 metres north-west of the bridge carrying the West Coast Main Line over Chorlton Lane and terminating by a junction with Work No. 107 at a point 85 metres south-east of the bridge carrying Casey Lane over the West Coast Main Line;

Work No. 122 – A diversion of Newcastle Road commencing at a point 330 metres south-east of the junction of Chorlton Lane with that road and terminating at a point 40 metres south-west of the junction of Casey Lane with Back Lane. Work No. 122 includes a bridge over Works Nos. 105, 107, 112 and 121.

Parish of Chorlton—

Changes to legislation: There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1. (See end of Document for details)

Work No. 122A – A road commencing at a point 260 metres south of the junction of Footpath Basford 8 with Casey Lane and terminating by a junction with Work No. 122 at a point 50 metres north-west of its commencement.

Parishes of Chorlton and Basford—

Work No. 122B – A road commencing at a point 10 metres south of the junction of Chorlton Lane with Newcastle Road and terminating by a junction with Work No. 122 at a point 80 metres north-east of its commencement.

Parish of Chorlton—

Work No. 123 – A road commencing at a point 145 metres east of the bridge carrying the West Coast Main Line over Newcastle Road and terminating at a point 80 metres west of its commencement.

Parish of Basford—

Work No. 124 – An access road commencing at a point 260 metres south-west of the bridge carrying Casey Lane over the West Coast Main Line and terminating at a point 90 metres south-west of that bridge;

Work No. 125 – An access road commencing at a point 130 metres north-west of the bridge carrying Casey Lane over the West Coast Main Line and terminating at a point 50 metres west of the bridge carrying Weston Lane over the West Coast Main Line;

Work No. 126 – A road commencing by a junction with Work No. 122 at a point 255 metres north-east of the bridge carrying Newcastle Road over the West Coast Main Line and terminating at a point 170 metres east of the bridge carrying Weston Lane over the West Coast Main Line;

Work No. 126A – A diversion of Casey Lane commencing at a point 35 metres north-east of the bridge carrying that Lane over the West Coast Main Line and terminating by a junction with Work No. 126 at a point 195 metres north-east of that bridge.

Parishes of Basford and Weston—

Work No. 127 – An access road commencing at a point 365 metres north-east of the junction of Footpath Basford 1 with Footpath Basford 2 and terminating at a point 825 metres north-west of that junction.

Town of Crewe—

Work No. 128 – A railway (0.9 kilometres in length) commencing by a junction with the Crewe and Shrewsbury Railway at a point 750 metres south-east of the junction of Gresty Road with the A534 Nantwich Road and terminating by a junction with the Crewe to Manchester Line at a point 180 metres north-east of the junction of Gresty Road with the A534 Nantwich Road. Work No. 128 includes an extension and reconfiguration of Crewe station.

Borough of Cheshire East, Parish of Haslington and Town of Crewe—

Work No. 129 – A railway (0.9 kilometres in length) being an improvement of the Crewe to Manchester Line commencing at a point 330 metres north-east of the bridge carrying that line over Maw Green Road and terminating at a point 630 metres north-north-east of its commencement.

Town of Sandbach—

Work No. 130 – A railway (1.88 kilometres in length) being an improvement of the Crewe to Manchester Line commencing at a point 80 metres north-east of the bridge carrying that line over the Trent and Mersey canal and terminating at a point 290 metres north-east of the bridge carrying the A533 London Road over that line;

Changes to legislation: *There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1. (See end of Document for details)*

Work No. 131 – A footbridge over Work No. 130 commencing at a point 50 metres east of the junction of Clifton Road with Foundry Lane and terminating at a point 265 metres south-west of the junction of Station Road with the A533 London Road.

Changes to legislation:

There are currently no known outstanding effects for the High Speed Rail (West Midlands - Crewe) Act 2021, SCHEDULE 1.