

SCHEDULES

SCHEDULE 1

Article 2

SCHEDULED WORKS

In the County of Oxfordshire, District of Cherwell and in the County of Buckinghamshire, District of Aylesbury Vale—

Work No.1 – A railway (8,185 metres in length), on the course of the existing railway (Oxford to Bletchley line), commencing by a junction 300 metres east of the bridge carrying the Chiltern Line railway over said Oxford to Bletchley line and terminating at a point 26 metres eastwards of the bridge carrying Main Street Charndon over the existing railway.

In the County of Buckinghamshire, District of Aylesbury Vale and in the District of Milton Keynes—

Work No.2 – A railway (18,827 metres in length), on the course of the existing railway (Oxford to Bletchley line), commencing at a point 209 metres west of the intersection of existing Queen Catherine Road and the existing railway and terminating at a point 183 metres west of the intersection of Saxon Street and the existing railway (Bletchley to Bedford line).

In the District of Milton Keynes—

Work No.3 – A railway (358 metres in length) on the course of the existing railway (Denbigh Hall Flyover line), commencing at a junction with Work No.2 at a point 18,297 metres east along its commencement and terminating at a point 358 metres north of its commencement.

In the County of Oxfordshire, District of Cherwell—

Work No.4 – A footbridge carrying Jarvis' Lane Footpath over Work No.1 commencing at a point 326 metres north-west of the junction of Charbridge Way with the A4421 Charbridge Lane and terminating at a point 25 metres north of its commencement.

Work No.5 – Realignment of the A4421 Charbridge Lane (including a bridge over Work No.1) commencing at a point 25 metres north of the junction of Charbridge Way with the A4421 Charbridge Lane and terminating at the roundabout junction with Bicester Road.

Work No.6 – Realignment of The Tythe Barn rear access road, commencing at a point 124 metres north-east of the junction of Charbridge Way with the A4421 Charbridge Lane and terminating at a point 113 metres south-west of its commencement.

Work No.7 – Temporary diversion of the A4421 Charbridge Lane, commencing at a point 120 metres north of the junction of Charbridge Way with the A4421 Charbridge Lane and terminating at a point 15 metres south of the roundabout junction with Bicester Road.

Work No.8 – Temporary diversion of the A4421 Charbridge Lane, commencing at a point 23 metres south of the junction of Charbridge Way with the A4421 Charbridge Lane and terminating at a point 293 metres north of its commencement.

Work No.9 – Realignment of Manor farm access (including a bridge over Work No.1), commencing at a point 37 metres south-west of Launton Sports and Social Club building and terminating at a point 391 metres north-east of its commencement.

Work No.10 – A footbridge carrying Footpath 272/11/10 over Work No.1, commencing at a point 329 metres north of the junction of Footpath 272/11/10 with Footpath 272/12/10 and terminating at a point 33 metres north-west of its commencement.

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Work No.11 – Realignment of Station Road (including a bridge over Work No.1), commencing at a point 47 metres north-east of the entrance to Upper Laurels Farm and terminating at a point 360 metres south-west of its junction with Bicester Road.

Work No.12 – An access road, forming an access to Station Cottage, commencing by a junction with Work No.11 at a point 143 metres north-east of the junction of Station Road with the entrance to Folly Cottage and terminating at a point 47 metres north of its commencement.

Work No.13 – An access road, commencing by a junction with Work No.11 at a point 78 metres south-east of Station Cottage and terminating at a point 104 metres south-east of its commencement.

In the County of Buckinghamshire, District of Aylesbury Vale—

Work No.14 – Realignment of Marsh Gibbon access (including a bridge over Work No.1), commencing at a point 70 metres north of the junction of Footpath MGI/5/1 with Footpath MGI/5/2 and terminating at a point 240 metres north of its commencement.

Work No.15 – A diversion of a high-pressure gas main, commencing at a point 269 metres north of the junction of Footpath MGI/5/1 with Footpath MGI/5/2 and terminating at a point 37 metres north-east of its commencement.

Work No.16 – A footbridge carrying footpaths POD/2/1 over Work No.1, commencing at a point 338 metres south of the junction of Footpath POD/3/1 with Footpath POD/2/1 and terminating at a point 45 metres south-east of its commencement.

Work No.17 – A footbridge carrying Footpaths TWY/2/2 and TWY/2/3 over Work No.1, commencing at a point 553 metres south of the junction of Footpath TWY/3/1 with Footpath TWY/2/2 and terminating at a point 17 metres south of its commencement.

Work No.18 – Realignment of Queen Catherine Road (including a bridge carrying the realigned road over the railway), commencing at a point 11 metres north-west of the junction of Queen Catherine Road with the entrance to Rectory Farm and terminating at a point 397 metres south-east of the junction of Buckingham Road with Queen Catherine Road.

Work No.19 – A road, forming an access to Railway Cottages, commencing by a junction with Work No.18 at a point 257 metres north-west of the junction of Queen Catherine Road with the entrance to railway cottages and terminating at a point 98 metres south-east of its commencement.

Work No.20 – A road, forming an access to the eastern fields, commencing by a junction with Work No.18 at a point 214 metres north-west of the junction of Queen Catherine Road with the entrance to Rectory Farm and terminating at a point 111 metres north-west of its commencement.

Work No.21 – A footbridge carrying Footpaths SCL/1/3 and MCL/8/1 over Work No.2, commencing at a point 205 metres north of Rectory Farm and terminating at a point 17 metres south of its commencement.

Work No.22 – A footbridge carrying the Footpaths MCL/4/1, MCL/6/1, MCL/4/2 and MCL/6/2 over Work No.2, commencing at a point 19 metres north-west of the junction of Footpath MCL/6/2 with Footpath MCL/4/2 and terminating at the said existing junction of those footpaths.

Work No.23 – Realignment of Sandhill Road, commencing at a point on that road 119 metres south-east of the bridge carrying the existing road over the existing railway and terminating at a point 269 metres north-west of its commencement. Work No.23 includes the reconstruction of the bridge carrying Sandhill Road over the existing railway.

Work No.24 – Realignment of the Littleworth Farm access road and Footpath MCL/2/1 and Footpath MCL/3/1 (including a bridge over Work No.2), commencing at a point 175 metres south-west of the entrance to the Verney Arms Hotel building on the existing Verney Road and terminating at a point 271 metres north-west of the junction of Footpath MCL/2/2 with Footpath MCL/3/2.

Work No.25 – Diversion of a high-pressure gas main, commencing at a point 247 metres north-west of existing Verney Junction level crossing and terminating at a point 72 metres east of its commencement.

Work No.25A— A bridge, carrying an access road over Claydon Brook, commencing at a point 276 metres north-west of the bridge carrying Verney Road over the existing railway (Oxford to Bletchley line) and terminating at a point 15 metres north-east of its commencement.

Work No.26 – A footbridge (being a replacement of the existing footbridge) carrying Footpaths WIP/6/9 and WIS/6/1 over Work No.2, commencing at a point 160 metres east of the bridge carrying Furze Lane over the existing railway (Oxford to Bletchley line) and terminating at a point 42 metres north of its commencement.

Work No.26A – A bridge, carrying an access road over Horwood Brook, commencing at a point 330 metres north-west of the bridge carrying Horwood Road under the existing railway (Oxford to Bletchley line) and terminating at a point 15 metres north of its commencement.

Work No.26B – A temporary bridge, carrying an access road over Horwood Brook, commencing at a point 124 metres south-west of the bridge carrying Horwood Road under the existing railway (Oxford to Bletchley line) and terminating at a point 15 metres north-east of its commencement.

Work No.27 – Realignment of the Moco Farm access road and Footpath SWA/17/1 (including a bridge over Work No.2), commencing at a point 138 metres south-west of the bridge carrying the existing Moco farm access road over the existing railway (Oxford to Bletchley line) and terminating at a point 332 metres west of the junction of Footpath SWA/17/1 and Footpath SWA/1/1.

Work No.28 – A footbridge carrying Footpaths SWA/1/1 and SWA/1/2 over Work No.2, commencing at a point 121 metres south-east of the junction of Footpath SWA/1/1 with Footpath SWA/17/1 and terminating at a point 17 metres north of its commencement.

Work No.28A – Diversion of Horwood Brook, commencing at a junction with Horwood Brook a point 242 metres north-east of the junction of Footpath SWA/1/1 with Footpath SWA/17/1 and terminating at a junction with Horwood Brook at a point 82 metres north-east of its commencement.

Work No.29 – A footbridge carrying Footpaths LHO/20/1 and MUR/13/1 over Work No.2, commencing at a point 56 metres north of the junction of Footpath LHO/20/1 with Byway MUR/18/2 and terminating at a point 46 metres north-west of its commencement.

Work No.30 – Realignment of Salden Lane (including a bridge over Work No.2), commencing at a point 273 metres south-west of the bridge carrying the existing Salden Wood access road over the existing railway (Oxford to Bletchley line) and terminating at a point 428 metres north of its commencement.

Work No.31 – Realignment of restricted byway MUR/15/1, commencing at a junction with Work No.30 and terminating at a point 377 metres north-east of its commencement.

Work No.32 – Diversion of a high-pressure gas main, commencing at a point 115 metres south-west of the crossing of the existing Salden Wood access road over the existing railway (Oxford to Bletchley line) and terminating at a point 73 metres north-east of its commencement.

In the County of Buckinghamshire, District of Milton Keynes—

Work No.32A – A temporary bridge carrying an access road over Water Eaton Road, commencing at a point 14 metres south-east of the viaduct carrying the existing railway (Oxford to Bletchley line) over Water Eaton Road and terminating at a point 12 metres north-east of its commencement.

Work No.33 – Realignment of Woodley's Farm access road and Woburn Sands Footpath 002 (including a bridge over the existing railway - Bletchley to Bedford line), commencing at a point 517 metres north-west of the junction of Bow Brickhill Road with the existing Woodley's Farm access road and terminating at a point 350 metres north-west of its commencement.

In the County of Bedfordshire, District of Central Bedfordshire—

Work No.34 – An access road, commencing at a point 16 metres north-west of Aspley Guise level crossing at a junction with Salford Road and terminating at a point 28 metres north-east of Berry Lane level crossing at a junction with Berry Lane.

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Work No.35 – An access road, commencing at a point 39 metres north-east of Berry Lane level crossing at a junction with Berry Lane and terminating at a point 105 metres north of the bridge carrying the Bedford Road over the existing railway (Bletchley to Bedford line).

Work No.36 – An access road, commencing at a point 29 metres south-west of Long Leys level crossing and terminating at a point 653 metres south-east of its commencement at a junction with Bedford Road.

Work No.37 – Realignment of Marston Road (including a bridge over the existing railway - Bletchley to Bedford line), commencing at a point 44 metres east of the roundabout junction of The Lane with Marston Road and terminating at a point 595 metres north-east of its commencement.

In the County of Bedfordshire, District of Bedford—

Work No.38 – Realignment of Manor Road (including a bridge over the existing railway - Bletchley to Bedford line), commencing at a point 11 metres south-west of the Eastwood Cottage building and terminating at a point 550 metres north-west of its commencement and 478 metres south-east of the junction of Woburn Road with Manor Road.

Work No.39 – A footbridge carrying Footpaths KEU1B and KERA1A over the existing railway – (Bletchley to Bedford line), commencing at a point 52 metres north of Woburn Road level crossing and terminating at a point 44 metres north of its commencement.

In the County of Buckinghamshire, District of Aylesbury Vale—

Work No.40 – A railway (6,899 metres in length), on the course of the existing railway (Aylesbury to Claydon Junction line), commencing at a point 381 metres north-west of the bridge carrying Station Road over the existing railway and terminating at a point 11 metres north-west of the bridge carrying Terry’s access road over the existing railway.

Work No.41 – A footbridge carrying Footpath WAD/3/5 over the Work No.40, commencing at a point 20 metres south-west of North Bucks Way level crossing and terminating at a point 27 metres north-east of its commencement and 15 metres north-west of North Bucks Way level crossing.

Work No.42 – Realignment of Lower Blackgrove Farm access road (including a bridge over Work No.40), commencing at a point 56 metres north-east of 3 Lower Blackgrove Farm Cottage building and terminating at a point 343 metres north-east of its commencement.

Work No.43 – A temporary bridge, carrying an access road over Fleet Marston brook, commencing at a point 91 metres south-west of the bridge carrying the A41 under the existing railway (Aylesbury to Claydon Junction line) and terminating at a point 21 metres east of its commencement.