

British Transport Commission Act, 1958

6 & 7 ELIZ. 2 Ch. xliv

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CHAPTER xliv

An Act to empower the British Transport Commission to construct works and to acquire lands to provide for the transfer of the Haddiscoe New Cut to the East Suffolk and Norfolk River Board and to confer powers on the river board and on the Great Yarmouth Port and Haven Commissioners and their statutory committees in relation thereto to extend the time for the compulsory purchase of certain lands to confer further powers on the Commission and for other purposes.

[1st August 1958.]

WHEREAS by the Transport Act 1947 the British Transport Commission (in this Act referred to as "the Commission") were established:

And whereas it is the general duty of the Commission under the Transport Act 1947 as amended by the Transport Act 1953 (inter alia) to provide railway services for Great Britain to provide or secure the provision of an adequate and properly co-ordinated system of passenger transport for the London Passenger Transport area and to provide in such places and to such extent as may appear to the Commission to be expedient facilities for traffic on inland waterways due regard being had to efficiency economy and safety of operation and to the needs of the public and of agriculture commerce and industry:

And whereas it is expedient that the Commission should be empowered to construct the works authorised by this Act and to acquire the lands referred to in this Act:

And whereas the Commission are the owners of the portion of the Norwich and Lowestoft Navigation known as the Haddiscoe New Cut:

And whereas there is now very little commercial traffic on the said Cut and it is expedient to transfer the said Cut to the East Suffolk and Norfolk River Board to confer on the said river board and on the Great Yarmouth Port and Haven Commissioners and their statutory committees the powers in this Act contained in relation to the said Cut and the raising of a special levy towards the cost of maintaining the same and to amend as in this Act provided the enactments relating thereto:

And whereas it is expedient that the period now limited for the compulsory purchase of certain lands should be extended as provided by this Act:

And whereas it is expedient that the other powers in this Act contained should be conferred upon the Commission and that the other provisions in this Act contained should be enacted:

And whereas plans and sections showing the lines or situations and levels of the works to be constructed under the powers of this Act and plans of the lands authorised to be acquired 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 lands were duly deposited with the clerks of the county councils of the several counties and the town clerks of the several county boroughs within which the said works will be constructed or the said lands are 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:

And whereas 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 and
collective
titles.

1.—(1) This Act may be cited as the British Transport Commission Act 1958.

(2) The British Transport Commission Acts 1947 to 1957 and this Act may be cited together as the British Transport Commission Acts 1947 to 1958.

Division of
Act into
Parts.

2. This Act is divided into Parts as follows:—

Part I.—Preliminary.

Part II.—Works.

- Part III.—Inland waterways.
- Part IV.—Lands.
- Part V.—Protective provisions.
- Part VI.—Miscellaneous.

PART I
—cont.

3.—(1) In this Act unless there be something in the subject or context repugnant to such construction the several words and expressions to which meanings are assigned by the Acts wholly or partly incorporated herewith have in relation to the relative subject-matter the same respective meanings and—

- “ the Act of 1845 ” means the Railways Clauses Consolidation Act 1845;
- “ the Act of 1863 ” means the Railways Clauses Act 1863;
- “ the Act of 1947 ” means the Transport Act 1947;
- “ the Act of 1949 ” means the British Transport Commission Act 1949;
- “ the Act of 1950 ” means the British Transport Commission Act 1950;
- “ the Act of 1952 ” means the British Transport Commission Act 1952;
- “ the Act of 1956 ” means the British Transport Commission Act 1956;
- “ the Act of 1957 ” means the British Transport Commission Act 1957;
- “ the Commission ” means the British Transport Commission and any reference to the Commission in relation to any functions of the Commission which are for the time being delegated to an executive in pursuance of section 5 of the Act of 1947 shall be construed as a reference to that executive;
- “ enactment ” includes any public general local or private Act and any order or other instrument having the force of an Act;
- “ the Lands Clauses Acts ” means the Lands Clauses Acts as modified by the Acquisition of Land (Assessment of Compensation) Act 1919 the Town and Country Planning Act 1947 the Lands Tribunal Act 1949 the Town and Country Planning Act 1954 and this Act;
- “ the limits of deviation ” means the limits of deviation shown on the deposited plans;
- “ the Minister ” means the Minister of Transport and Civil Aviation;
- “ the tribunal ” means the Lands Tribunal;
- “ the works ” means the works authorised by Part II (Works) of this Act.

PART I
—cont.

(2) Any reference in this Act to any enactment shall be construed as a reference to that enactment as applied extended amended or varied by or by virtue of any subsequent enactment including this Act.

(3) All 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 distance and length and distances between points on a railway shall be taken to be measured along the railway.

(4) Unless the context otherwise requires 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.

Incorporation
of general
Acts.

4. The following Acts and parts of Acts so far as the same are applicable for the purposes and are not inconsistent with or varied by the provisions of this Act are incorporated with and form part of this Act and this Act shall be deemed to be the special Act for the purposes of the said incorporated enactments:—

the Lands Clauses Acts except sections 127 to 133 of the Lands Clauses Consolidation Act 1845;

the Act of 1845 except sections 7 8 9 19 20 22 and 23 thereof and Part I (relating to construction of a railway) and Part II (relating to extension of time) of the Act of 1863:

Provided that—

(a) for the purposes of the provisions of the Act of 1845 and the Act of 1863 as incorporated with this Act—

(i) the expression " the company " where used in the said incorporated provisions means the Commission;

(ii) Works Nos. 1 2 3 10 18 21 32 35 and 40 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 with this Act Works Nos. 8 11 13 14 15 19 33 34 36 37 38 and 41 shall be deemed to be railways authorised by the special Act;

(c) the provisions of sections 18 and 21 of the Act of 1845 shall not extend to regulate the relations between the Commission and any other person in respect of any matter or thing concerning which those relations are regulated in any respect—

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

(ii) by the provisions of section 39 (For protection of gas water and electricity undertakers) of the Act of 1952 as incorporated with this Act.

PART II

WORKS

5. Subject to the provisions of this Act the Commission may in the lines or situations shown on the deposited plans and according to the levels shown on the deposited sections make and maintain the works hereinafter described with all necessary works and conveniences connected therewith:—

Power to
make works.

In the county of London—

Work No. 1 An enlargement of the tunnel of the District Railway in the city of London commencing at the western end of the station tunnel of Blackfriars Station and terminating at a point twenty-eight yards west thereof in the running tunnel of the District Railway. (Blackfriars station tunnel enlargement)

In the county of Kent—

Work No. 2 A widening on the south side thereof of the bridge in the borough of Folkestone carrying the railway between Sandling and Shorncliffe over Risborough Lane. (Bridge widenings at Folkestone)

Work No. 3 A widening on both sides thereof of the bridge in the borough of Folkestone carrying the railway between Shorncliffe and Folkestone over Beachborough Road and Shorncliffe Road.

In the county of Buckingham—

Work No. 4 A railway (one thousand six hundred and eighty yards in length) wholly in the rural district of Buckingham commencing in the parish of Twyford by a junction with the railway between Aylesbury and Rugby at a point one hundred and seven yards north-west of the bridge carrying the said railway over the road from Edgcott to Buckingham and terminating in the parish of Steeple Claydon by a junction with the railway between Oxford and Bletchley at a point thirty yards west of the bridge carrying the road from Calvert to Steeple Claydon over the last-mentioned railway. (Railway at Claydon)

In the county of Lincoln (Parts of Kesteven)—

Work No. 5 A railway (one thousand one hundred and twelve yards in length) wholly in the rural district of West Kesteven commencing in the parish of Great Gonerby by a junction with the railway between Barkston and Sedgebrook at a point two hundred and fifty yards south-west of the one mile post on the said railway and terminating in the parish of Barrowby. (Railway at Barrowby)

PART II
—cont.

by a junction with the railway between Nottingham and Grantham at a point one hundred and twenty yards west of the one hundred and eight mile post on the last-mentioned railway.

In the county of Nottingham—

(Railways at
Radcliffe-on-
Trent)

Work No. 6 A railway (seven hundred and forty-two yards in length) wholly in the parish of Radcliffe-on-Trent in the rural district of Bingham being a deviation of a portion in the said parish of Work No. 1 authorised by the Act of 1956 commencing by a junction with the said Work No. 1 at a point five furlongs fifty-seven yards from the commencement thereof and terminating by a junction with the railway between Nottingham and Grantham at a point two hundred and eighty-six yards west of the bridge carrying the said railway over Wharf Lane.

Work No. 7 A railway (four hundred and twelve yards in length) wholly in the said parish of Radcliffe-on-Trent commencing by a junction with Work No. 6 at a point two hundred and thirty-six yards north-east of the commencement thereof and terminating by a junction with the railway between Nottingham and Grantham at a point one hundred and fifty-four yards east of the western abutment of the viaduct carrying the said railway over the river Trent.

In the county of Stafford—

(Road at
Aston-by-
Stone)

Work No. 8 A road wholly in the rural district of Stone commencing in the parish of Stone Rural by a junction with an intended diversion of the road from Stone to Sandon in the field or enclosure numbered 2305 in the said parish on the 1/2500 Ordnance map Stafford sheet XXX.7 (edition of 1924) and terminating in the parish of Sandon by a junction with the road from Stone to Burston at a point thirty yards south of Burston level crossing on the railway between Stone and Colwich.

In the city and county borough of Manchester—

(Bridge
widening at
Manchester)

Work No. 10 A widening on the south-west side thereof of the bridge carrying the railway between Manchester (London Road) Station and Longsight over Travis Street.

In the city and county borough of Liverpool—

(Subway at
James Street
station
Liverpool)

Work No. 11 A subway (sixty-five yards in length) commencing at the south platform of James Street station and terminating by a junction with the existing subway leading from the said station to Water Street.

In the county of Pembroke—

PART II
—cont.

Work No. 12 A railway (two miles seven hundred and fifty-four yards in length) wholly in the rural district of Haverfordwest commencing in the parish of Herbrandston in the field or enclosure numbered 131 in the said parish on the 1/2500 Ordnance map Pembroke sheet XXXIII.9 (revision of 1939) passing through the parish of Hubberston and terminating in the parish of Steynton by a junction with the railway between Haverfordwest and Milford Haven at a point one hundred and ninety-six yards north-east of the two hundred and eighty-three and one-quarter mile post on the said railway. (Railway at Milford Haven)

In the city and county borough of Gloucester—

Work No. 13 A lock connecting the Gloucester Docks of the Commission with the river Severn situate on the east side of and near to the existing lock. (Lock at Gloucester)

Work No. 14 Two bridges to carry the road leading from Severn Road to Commercial Road and the Quay over the existing lock connecting Gloucester Docks with the river Severn and Work No. 13. (Bridges at Gloucester)

Work No. 15 A diversion of Commercial Road and the road known as the Quay between a point in Commercial Road eighty-two yards east of the junction of those roads and a point in the road known as the Quay ninety-three yards north of that junction. (Road diversion at Gloucester)

In the East Riding of the county of York—

Work No. 16 A railway (one thousand and sixty-five yards in length) wholly in the parish of Eastrington in the rural district of Howden commencing by a junction with the Hull and Barnsley Railway at a point two hundred and ninety-seven yards south-west of the bridge carrying the said railway over the Hull and Selby Railway and terminating by a junction with the last-mentioned railway at a point twenty-three yards east of the bridge carrying the road from Howden to Eastrington thereover. (Railways at Eastrington)

Work No. 17 A railway (nine hundred and ten yards in length) wholly in the said parish of Eastrington commencing by a junction with the Hull and Barnsley Railway at a point eighty yards south-west of the bridge carrying the said railway over the Hull and Selby Railway and terminating by a junction with the last-mentioned railway at a point twenty-seven yards east of the bridge carrying the road from Howden to Eastrington thereover.

PART II
—cont.(Alteration of
railway at
Shafton)

In the West Riding of the county of York—

Work No. 18 An alteration wholly in the parish of Shafton in the rural district of Hemsworth of the railway between Wakefield and Doncaster being a conversion of the Shafton Tunnel into an open cutting.

(Bridge at
Shafton)

Work No. 19 A bridge in the said parish of Shafton under the road known as Brierley Road to carry the said road over the railway between Wakefield and Doncaster.

In the North Riding of the county of York and in the
county borough of Middlesbrough—(Railway at
Thornaby)

Work No. 20 A railway (one mile two hundred and sixty yards in length) commencing in the borough of Thornaby-on-Tees by a junction with the Darlington and Saltburn Railway at a point one thousand and fifty-four yards east of Thornaby Station and terminating in the county borough of Middlesbrough by a junction with the said railway at a point five hundred and thirty-four yards south-west of the bridge carrying the Tees (Newport) Bridge approach road thereover.

(Bridges over
Stainsby
Beck)

Work No. 21 Six bridges and the widening of an existing bridge over Stainsby Beck partly in the borough of Thornaby-on-Tees and partly in the county borough of Middlesbrough.

In the county of Cumberland—

(Railway at
Gretna)

Work No. 31 A railway (one thousand and ninety-five yards in length) wholly in the parish of Kirkandrews in the Border rural district commencing by a junction with the railway between Gretna and Longtown at a point one thousand two hundred and thirty-three yards south-east of Gretna Junction and terminating by a junction with the railway between Gretna and Carlisle at a point nine hundred and forty yards north of the bridge carrying the road from Gretna to Carlisle over the last-mentioned railway.

(Widening of
railway at
Rockcliffe)

Work No. 32 A widening (one mile one thousand three hundred and thirty-four yards in length) of the railway between Gretna and Carlisle on the north-east side thereof wholly in the Border rural district commencing in the parish of Kirkandrews at a point one hundred and thirteen yards north-west of the termination of Work No. 31 and terminating in the parish of Rockcliffe at a point thirty yards south-east

of the level crossing by which the said railway crosses the road numbered 8 in the said parish on the deposited plans.

Work No. 33 A lengthening on the east side thereof of the bridge in the said parish of Rockcliffe carrying the road numbered 12 in the said parish on the deposited plans over the railway between Gretna and Carlisle and a diversion of the said road between the points marked "C" and "D" on the deposited plans and a raising of the said road between the points marked "C" and "E" on the deposited plans. (Bridge lengthening and raising and road diversion at Rockcliffe)

Work No. 34 A raising of the bridge in the said parish of Rockcliffe carrying the road from Rockcliffe to Harker Lodge over the railway between Gretna and Carlisle. (Bridge raising at Rockcliffe)

Work No. 35 A bridge over the road from Rockcliffe to Harker Lodge in the said parish of Rockcliffe one hundred and thirty-eight yards west of the bridge carrying that road over the railway between Gretna and Carlisle. (Bridge at Rockcliffe)

Work No. 36 A road in the parish of Kingmoor in the Border rural district commencing by a junction with the road from Rockcliffe to Carlisle at the point marked "M" on the deposited plans and terminating by a junction with the road from Kingmoor House to Stainton at the point marked "R" on the deposited plans. (Roads at Kingmoor)

Work No. 37 A road in the said parish of Kingmoor commencing by a junction with Work No. 36 at the point marked "P" on the deposited plans and terminating by a junction with the road from Rockcliffe to Carlisle at the point marked "O" on the deposited plans.

Work No. 38 A diversion in the said parish of Kingmoor of the road between Kingmoor House and Stainton between the points marked "U" and "W" on the deposited plans. (Road diversion at Kingmoor)

In the city and county borough of Carlisle and in the county of Cumberland—

Work No. 39 A railway (six hundred and seventy-three yards in length) commencing in the city and county borough of Carlisle by a junction with the railway between Gretna and Carlisle at a point one hundred and eight yards south-east of the bridge carrying the railway between Longtown and Carlisle over the (Railway at Carlisle)

PART II
—cont.

railway between Gretna and Carlisle and terminating in the said parish of Kingmoor by a junction with the railway between Longtown and Carlisle at a point three hundred yards north of the level crossing carrying the last-mentioned railway across Stainton Road.

(Widening of railway at Kingmoor)

Work No. 40 A widening (five hundred and eighty-seven yards in length) partly in the city and county borough of Carlisle and partly in the said parish of Kingmoor of the railway between Longtown and Carlisle commencing at a point three hundred yards north of the level crossing carrying the said railway across Stainton Road and terminating at a point two hundred and eighty-seven yards south of the said level crossing.

In the city and county borough of Carlisle—

(Alteration of viaduct at Rome Street Carlisle)

Work No. 41 An alteration of the viaduct carrying Rome Street over the railway between Silloth and Newcastle consisting of the construction of a new archway under the said road on the north side of the archway carrying the said road over the said railway.

Power to enter into agreements with Gloucester Corporation.

6.—(1) The Commission and the mayor aldermen and citizens of the city of Gloucester (in this section referred to as “the corporation”) may enter into and carry into effect agreements with respect to the construction of Work No. 15 and the acquisition of lands therefor and the defraying of or making of contributions towards the cost of such construction and acquisition and with regard to any other matters relating thereto.

(2) The corporation may subject to and in accordance with the terms of any such agreement exercise the powers of this Act with respect to the execution of Work No. 15 or any part thereof.

(3) Any expenses incurred by the corporation 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.

As to construction and operation of bridges at Gloucester.

7. The bridges comprised in Work No. 14 shall be constructed as movable bridges and shall be maintained and operated by the Commission who may operate the said bridges or either of them whenever it shall appear to them to be necessary or desirable to do so for the purpose of allowing vessels to pass or for the purpose of testing or maintaining the said bridges.

As to dimensions etc. of bridges.

8.—(1) Notwithstanding anything in the Act of 1845 as incorporated with this Act the Commission may—

(a) construct the bridge widenings comprised in Work No. 3 with the respective heights shown on the deposited sections; and

(b) construct the approaches to the bridges referred to in Part I of the First Schedule to this Act with the respective gradients shown on the deposited sections.

(2) The Commission shall erect on each side of the bridges respectively referred to in Part II of the said First Schedule a good and sufficient fence of at least four feet high.

9.—(1) Subject to the provisions of this Part of this Act the Commission may for the purpose of constructing Work No. 1 enter upon open break up and interfere with so much of the surface of Queen Victoria Street and the approach to Blackfriars Bridge in the city of London as is within the limits of deviation. Power to open surface of certain streets.

(2) Before breaking up and interfering with any portion of the surface of the said streets under the power of this section the Commission shall give to the Minister not less than fourteen days' previous notice of their intention so to do.

10. Subject to the provisions of the Act of 1845 and of Part I (relating to the construction of a railway) of the Act of 1863 with respect to the crossing of roads on the level the Commission may in the construction of Works Nos. 32 and 40 respectively carry the same by not more than two lines of railway across and on the level of the roads next hereinafter mentioned:— Power to cross certain roads on the level.

Work No.	No. on deposited plans	Description of road
32	8 in the parish of Rockcliffe ...	Public road (Rockcliffe to Westlinton).
40	83 in the parish of Kingmoor ...	Public road (Stainton Road).

11. If Works Nos. 4 5 6 7 12 16 17 20 31 and 39 are not completed within the period expiring on the thirty-first day of December nineteen hundred and sixty-four then on the expiration of that period the powers by this Act granted to the Commission for making and completing the same respectively or otherwise in relation thereto shall cease except as to so much thereof as shall then be completed. Period for completion of railways.

12. The Commission shall abandon the construction of so much of Work No. 1 authorised by the Act of 1956 as lies between its commencement and the commencement of Work No. 6 and shall not acquire any of the lands authorised by the Act of 1956 to be acquired for the construction of the abandoned portion of the said Work No. 1 as are situate outside the limits of deviation for the construction of Work No. 6. Abandonment of portion of Work No. 1 authorised by Act of 1956.

PART II
—cont.
Further works
and powers.

13.—(1) Subject to the provisions of this Act (and in so far as the same are shown on the deposited plans and sections in the lines or situations and according to the levels as shown) the Commission may make and maintain the works described in this section with all necessary works and conveniences connected therewith and may exercise the powers hereinafter mentioned:—

(a) In the county borough of Birkenhead—

they may stop up and appropriate and use for the purpose of providing additional means of access to Bridge Street from their station at Hamilton Square or for any other purpose connected with or ancillary to their undertaking so much of the footway of Bridge Street as lies within the line marked “ Portion of footway to be stopped up and appropriated ” on the deposited plans;

(b) In the city and county borough of Manchester—

they may stop up and discontinue between the points marked “ A ” and “ B ” on the deposited plans the footpath crossing the railway between Manchester and Rochdale by means of a footbridge and numbered 2 on the deposited plans and may substitute therefor between the said points a new footpath and footbridge in the position shown on the deposited plans;

(c) In the city and county borough of Portsmouth—

(i) they may stop up and discontinue the level crossing known as Rat Lane or Duttons Crossing at Hilsea Halt whereby access is afforded from Rat Lane to the lands situate to the east of the railway;

(ii) they may stop up and discontinue the level crossing known as Burrfields Road or Salterns Lane crossing between Hilsea Halt and Fratton Station whereby access is afforded from Burrfields Road to the lands situate to the east of the railway;

(d) In the county borough of Southend-on-Sea—

(i) they may stop up and discontinue within the boundaries of their property so much of the road known as Billet Lane as crosses the railway on the level between Leigh-on-Sea and Chalkwell stations;

(ii) they may stop up and discontinue between the points marked “ A ” and “ B ” on the deposited plans the road known as Leigh Hill and crossing on the level the railway between Leigh-on-Sea and Chalkwell stations;

(e) In the county of Cumberland—

(i) In the parish of Kirkandrews in the Border rural district—

they may stop up and discontinue so much of the road or footpath formerly existing between Guards and Longtown as lies between the points marked “ A ” and “ B ” on the deposited plans;

(ii) In the parish of Kingmoor in the Border rural district—

they may stop up and discontinue—

(A) so much of the footpath from Bankend to Low Crindledike as lies between the points marked “ F ” and “ G ” on the deposited plans;

(B) so much of the road from Low Crindledike to Cargo as lies between the points marked “ H ” and “ J ” on the deposited plans;

(C) so much of the road from Low Crindledike to Chapelhouse as lies between the points marked “ K ” and “ L ” on the deposited plans;

(D) so much of the road from Rockcliffe to Carlisle as lies between the points marked “ M ” and “ N ” on the deposited plans;

(E) so much of the road from Kingmoor House to Stainton as lies between the points marked “ Q ” and “ R ” on the deposited plans;

(f) In the county of Cumberland and in the city and county borough of Carlisle—

they may stop up and discontinue so much of the footpath situated partly in the said city and county borough and partly in the said parish of Kingmoor and leading from the Kingmoor Motive Power Depot to Stanwix Sewage Works as lies between the points marked “ S ” and “ T ” on the deposited plans;

(g) In the county of Durham—

In the parish of Great Aycliffe in the rural district of Darlington—

they may stop up and discontinue so much of the road known as School Aycliffe Lane which is crossed by the railway between Shildon and Stillington stations by the level crossing known as School Aycliffe Crossing as lies within the boundaries of their property;

PART III
—CONT—

(h) In the county of East Suffolk—

In the borough of Lowestoft—

they may stop up and discontinue the level crossing known as Caldecott Road Crossing whereby access is afforded from the road known as Caldecott Road to the lands situate to the north of the railway between Oulton Broad North and Somerleyton stations;

(i) In the county of Essex—

(i) In the urban district of Thurrock—

they may stop up and discontinue so much of the footpath crossing the railway between Barking and Tilbury by means of a footbridge as lies between the points marked "A" and "B" on the deposited plans and may substitute therefor between the said points a new footpath and footbridge in the position shown on the deposited plans;

(ii) In the urban district of Harlow—

(A) they may stop up and discontinue at Burnt Mill Station level crossing on the railway between London and Bishops Stortford so much of Station Road as lies between imaginary lines drawn across the said road on the north and south sides of the said level crossing at a distance of thirty feet from and parallel to the gates on the north and south sides thereof respectively;

(B) they may stop up and discontinue the road on the bridge over the last-mentioned railway situated at the west end of Burnt Mill Station and on the approaches to the said bridge;

(j) In the counties of East Sussex and Kent—

they may stop up and discontinue within the boundaries of their property so much of the road in the parish of Frant in the rural district of Uckfield in the county of East Sussex leading from Gipps Cross to Broadwater Forest as crosses the railway on the level between Groombridge and Tunbridge Wells West stations and may substitute therefor a bridleway along the existing footpath in the parish of Speldhurst in the rural district of Tonbridge in the county of Kent between the points marked "C" and "D" on the deposited plans;

(k) In the county of Kent—

(i) In the borough of Folkestone—

they may stop up and discontinue so much of the footpath leading from Church Road to King's Road as lies between the points marked "A" and "B" on the deposited plans and may substitute therefor a new footpath between the points marked "A" and "B" and a new footpath and footbridge between the points marked "C" and "D" on the deposited plans;

(ii) In the borough of Margate—

they may stop up and discontinue—

(A) so much of the footpath leading from Albion Road to Coleman's Stairs Road as lies between the points marked "A" and "D" on the deposited plans and may substitute therefor a new footpath between the points marked "A" "B" "C" and "D" on the deposited plans to be carried over the railway between Birchington and Westgate by means of a footbridge;

(B) so much of the footpath leading from Canterbury Road to Epple Bay Avenue and Sea Road and crossed by the railway between Birchington and Westgate stations at the level crossing known as Saint James' Terrace crossing as lies within the boundaries of their property;

(iii) In the urban district of Ashford—

they may stop up and discontinue so much of the footpath leading from Aylesford Green to Essella Road as lies between the points marked "A" "B" "C" "D" and "F" on the deposited plans and may substitute therefor a new footpath between the points marked "A" "B" "E" and "F" on the deposited plans to be carried over the railway between Ashford and Wye by means of a footbridge;

(iv) In the urban district of Sittingbourne and Milton—

they may stop up and discontinue—

(A) so much of the footpath crossed by the railway between Sittingbourne Station and Kemsley Halt at the level crossing known as Woods Crossing as lies between the points marked "A" and "B" on the deposited plans;

(B) so much of the footpath crossed by the said railway at the level crossing known as Meads crossing as lies between the points marked "C" and "D" on the deposited plans;

PART II
—cont.

and may substitute therefor a new footpath between the points marked " B " " C " and " D " on the deposited plans to be carried over the said railway by means of a footbridge;

- (v) In the urban district of Whitstable—
they may stop up and discontinue—

(A) so much of the footpath leading from Joy Lane (formerly Seasalter Road) to West Beach Road as lies between the points marked " A " and " D " on the deposited plans and may substitute therefor a new footpath between the points marked " A " " B " " C " and " D " on the deposited plans to be carried over the railway between Faversham and Whitstable by means of a footbridge;

(B) so much of the footpath leading from West Beach Road to Joy Lane as lies between the points marked " E " and " H " on the deposited plans and may substitute therefor a new footpath between the points marked " E " " F " " G " and " H " on the deposited plans to be carried over the railway between Faversham and Whitstable by means of a footbridge;

- (vi) In the parish of Aylesham in the rural district of Eastry—

they may stop up and discontinue so much of the footpath leading from Bloodden to Curlwood Park Farm as lies between the points marked " A " and " D " on the deposited plans and may substitute therefor a new footpath on the lands numbered 1 on the deposited plans between the points marked " A " " B " " C " and " D " on the deposited plans;

- (vii) In the parish of Sturry in the rural district of Bridge-Blean—

they may stop up and discontinue so much of the footpath leading from Broadoak Crossing to Sturry station as lies between the points marked " A " and " D " on the deposited plans and may substitute therefor a new footpath between the points marked " A " " B " and " C " on the deposited plans;

- (l) In the county of Middlesex—

In the borough of Edmonton—

they may stop up and discontinue so much of the road known as Bridport Road as crosses the railway between White Hart Lane and Silver Street stations by means of a bridge;

(m) In the county of Norfolk—

In the parishes of Cawston Heydon and Oulton in the rural district of Saint Faith's and Aylsham—

they may stop up and discontinue so much of the road formerly leading from Church Lane to Bluestone Plantation which is crossed by the railway between Corpusty and Saxthorpe and Aylsham stations at the level crossing known as Bluestone Crossing as lies within the boundaries of their property and so much of Shepherds Lane as extends from its junction with the said road in a north-westerly direction for a distance of three hundred and ten yards;

(n) In the North Riding of the county of York—

In the borough of Thornaby-on-Tees—

they may for the purposes of or in connection with Work No. 20 stop up and discontinue so much of Stainton Street and Pioneer Street as they may think fit;

(o) In the county of Stafford—

In the parishes of Stone Rural and Sandon in the rural district of Stone—

they may stop up and discontinue so much of the road leading from Stone to Burston as lies between the points marked "A" and "B" on the deposited plans;

(p) In the county of Somerset—

In the parish of Marston Bigot in the rural district of Frome—

they may stop up and discontinue so much of the road known as Smithick's Lane as crosses the railway between Frome and Witham stations by means of a bridge;

(q) In the West Riding of the county of York—

In the parish of Bishopthorpe in the rural district of Tadcaster—

they may stop up and discontinue so much of the road known as Copmanthorpe Lane which is crossed by the railway between York and Naburn at the level crossing known as Bishopthorpe Lane Crossing as lies within the boundaries of their property;

(r) In the county of West Sussex—

In the urban district of Crawley—

they may stop up and discontinue so much of the footpath leading from East Park to Three Bridges

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Road and crossing the railway by means of a foot-bridge east of Crawley Station as lies between the points marked "A" and "B" on the deposited plans and may construct a subway for persons on foot between the points marked "C" "D" "E" "F" and "G" on the deposited plans together with an additional means of access thereto between the points marked "H" and "F" on the deposited plans.

(2) Upon the stopping up of the portion of road in the parishes of Stone Rural and Sandon authorised by this section so much of the site of the said portion of road as is not situate on land of the Commission shall vest by virtue of this Act in the owners for the time being of the lands abutting on either side thereof.

(3) The stopping up under this section of the level crossing known as Bluestone Crossing in the parish of Cawston shall not affect the right of persons on foot to use the said level crossing and the Commission shall accordingly maintain for the convenience of such persons wicket gates or stiles on both sides of the railway at the said level crossing.

(4) No consent shall be required under section 12 (Stopping up roads and footpaths without providing substitute) of the Act of 1950 as incorporated with this Act in respect of the stopping up of any portion of Station Road in the urban district of Harlow Shepherds Lane in the parishes of Heydon and Oulton or Bridge Street in the county borough of Birkenhead respectively authorised by this section.

(5) The provisions of subsection (3) of section 13 (Stopping up of roads and footpaths in case of diversion) of the Act of 1950 as incorporated with this Act shall apply to any portion of Commercial Road or the road known as the Quay in the city and county borough of Gloucester stopped up in consequence of the construction of Work No. 15 notwithstanding that any such portion is not bounded on both sides by lands of the Commission.

(6) The stopping up in pursuance of this section of roads and parts of roads in the urban district of Harlow shall not take place until a new road carried over the railway by means of a bridge situate not more than fifty yards west of the west end of Burnt Mill Station has been constructed and opened for public use.

(7) The stopping up under this section of parts of roads in the county borough of Southend-on-Sea shall not take place until a road bridge and approaches have been constructed and opened

for public use between Belton Gardens on the north side of the railway between Leigh-on-Sea and Chalkwell and the western end of High Street on the south side of the said railway.

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(8) The stopping up under this section of part of the lane known as Copmanthorpe Lane in the parish of Bishopthorpe in the rural district of Tadcaster shall not take place until a new road between Copmanthorpe Lane and Appleton Lane in the said parish has been constructed and has been taken over by the county council of the administrative county of the West Riding of Yorkshire as a highway repairable by the inhabitants at large.

14.—(1) The Commission and the mayor aldermen and burgesses of the borough of Lowestoft (in this section referred to as "the corporation") may enter into and carry into effect agreements with regard to the construction maintenance and renewal of a pedestrian subway at Caldecott Road in the borough of Lowestoft in the county of East Suffolk and the defraying or making of contributions towards the cost of such construction maintenance and renewal and with regard to any other matters relating thereto.

Power to enter into agreements with Lowestoft Corporation.

(2) Any expenses incurred by the corporation 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.

15.—(1) As from the passing of this Act all rights of way over the level crossings referred to in Parts I and II of the Second Schedule to this Act other than a right of way for all persons to use those level crossings as a bridleway or on foot shall be extinguished and the Commission shall provide and maintain on both sides of the railway at each of the said level crossings gates for the convenience of persons on horseback or leading horses and persons on foot.

As to certain level crossings

(2) As from the passing of this Act all rights of way over the level crossings referred to in Parts III and IV of the said schedule other than a right of way for all persons to use those level crossings on foot shall be extinguished and the Commission shall provide and maintain on both sides of the railway at each of the said level crossings wicket gates or stiles for the convenience of persons on foot.

Incorporation of provisions of Acts of 1920 1921 and 1927 relating to works.

(3) The provisions of the Highway (Railway Crossings) Act 1839 of section 9 of the Railway Regulation Act 1842 of section 47 of the Act of 1845 and of sections 5 6 and 7 of the Act of 1863 and any other provisions to the same or similar effect incorporated with or contained in any enactment relating to any of the level crossings referred to in Parts I II III and IV of the said schedule shall cease to apply to those level crossings.

PART II
—cont.

(4) The level crossings referred to in Parts II and IV of the said schedule (including the gates thereof other than the gates provided in pursuance of subsections (1) and (2) of this section) shall be deemed for all purposes to be works provided by the Commission at the passing of this Act pursuant to section 68 of the Act of 1845 for the accommodation of the owners and occupiers of the lands adjoining the railway at each of the said level crossings respectively (that is to say) for the purpose of making good any interruption caused by such railway to the use of the lands through which the same has been made as if the making of such railway had been authorised by this Act.

(5) Notwithstanding the provisions of section 6 of the Act of 1863 or any other provisions to the same or similar effect incorporated with or contained in any enactment relating to any of the level crossings referred to in Part V of the said schedule the Commission shall not be required to maintain a station or lodge at any of those level crossings.

(6) Notwithstanding anything in section 47 of the Act of 1845 the Commission may at the level crossing referred to in Part VI of the said schedule in lieu of constructing and maintaining gates closing across the railway so as to fence in the whole of the railway on both sides of the road construct and maintain a cattle grid or cattle grids as defined in the Highways (Provision of Cattle Grids) Act 1950 extending across any part of the railway which is not fenced in by gates when the said level crossing is open to road traffic.

(7) 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 referred to in Parts I II III and IV of the said schedule shall be entitled to be paid by the Commission compensation to be determined in case of dispute under and in accordance with the Lands Clauses Acts.

Incorporation
of provisions
of Acts of
1949 1950
and 1957
relating to
works.

16. The following provisions of the undermentioned Acts are incorporated with and form part of this Part of this Act:—

The Act of 1949—

Section 6 (Power to deviate);

Section 7 (Repair of roads where level not permanently altered);

Section 16 (Power to make agreements with road authorities);

Section 17 (Underpinning of houses near works);

Section 18 (Power to make trial borings):

The Act of 1950—

Section 12 (Stopping up roads and footpaths without providing substitute);

Section 13 (Stopping up roads and footpaths in case of diversion);

PART II
—cont.

Section 14 (Provision as to repair of roads and footpaths):

The Act of 1957—

Section 17 (Use of sewers etc. for removing water).

PART III

INLAND WATERWAYS

17.—(1) In this section—

As to
Haddiscoe Cut.

“ the Act of 1827 ” means the Act 7 & 8 Geo. 4 c. xlii intituled “ An Act for making and maintaining a Navigable Communication for ships and other vessels between the City of Norwich and the Sea at or near Lowestoft in the County of Suffolk ”;

“ the Act of 1866 ” means the Great Yarmouth Port and Haven Act 1866;

“ the Port and Haven Acts and Orders ” means the Great Yarmouth Port and Haven Acts and Orders 1866 to 1956;

“ the river board ” means the East Suffolk and Norfolk River Board;

“ the Port and Haven Commissioners ” means the Great Yarmouth Port and Haven Commissioners;

“ the Norwich (River Yare) Commissioners ” and “ the Bure and Waveney Commissioners ” mean respectively the separate committees of the Port and Haven Commissioners for executing the Port and Haven Acts and Orders with respect to the river Yare and the rivers Bure and Waveney respectively:

Provided that if and for so long as the Bure and Waveney Commissioners shall cease to be a joint committee and there shall be a separate committee for each of those two rivers the expression “ Bure and Waveney Commissioners ” in this section shall be deemed to refer to those separate committees and each of them;

“ the Cut ” means the Haddiscoe New Cut authorised by the Act of 1827 from its commencement by a junction with the river Yare to its termination by a junction with the river Waveney all in the county of Norfolk and delineated on the plan signed in quadruplicate by Sir David Campbell the chairman of the committee of the House of Commons to whom the Bill for this Act was referred of which plan one copy has been deposited in the office

PART III
—cont.

of the Clerk of the Parliaments in the House of Lords one copy in the Private Bill Office of the House of Commons one copy at the principal office of the Commission and one copy at the office of the river board;

“ the scheduled agreement ” means the agreement dated the eighteenth day of November nineteen hundred and fifty-seven and made between the Commission of the first part the river board of the second part the Port and Haven Commissioners of the third part and the Norwich (River Yare) Commissioners of the fourth part a copy of which is set forth in the Third Schedule to this Act.

(2) As from the passing of this Act—

- (a) the Cut shall by virtue of this Act without any payment or other consideration and without any further assurance be transferred to and vest in the river board freed and discharged (except as in subsections (3) and (4) of this section or in the scheduled agreement expressly provided) from all statutory and other obligations then subsisting in respect thereof;
- (b) the Commission shall be relieved of all statutory and other obligations in respect of the Cut;
- (c) section XCIV (Duties payable in respect of the Cut connecting the Rivers Yare and Waveney) of the Act of 1827 shall cease to have effect.

(3) The river board shall permit the Cut to be used for navigation for a period of ten years from the passing of this Act and may permit the Cut to be so used for such further period or periods as they may think fit.

(4) As from the date when the river board cease to permit the Cut to be used for navigation the river board may close the Cut to navigation and thereupon all such rights of navigation (if any) as may exist along on or over the Cut shall cease and be extinguished and for the purpose of closing the Cut to navigation and in connection therewith the river board may construct such works as may be reasonably necessary for that purpose:

Provided that the river board shall not close the Cut to navigation unless they shall first have given in writing to the Port and Haven Commissioners and to the Norwich (River Yare) Commissioners and by inserting a notice in one or more local newspapers circulating in the area in which the Cut is situated not less than two years' notice of their intention to close the same.

(5) Nothing in this section shall have effect as a transfer of the lifting bridge carrying the road from Great Yarmouth to Beccles over the Cut.

(6) Notwithstanding the provisions of section LXXVII (Company to make bridges where they cross any Turnpike Road) of the Act of 1827 no bridge for carrying any road over the Cut shall be required to be an opening bridge if such bridge has a clear headway of not less than twenty-four feet between high-water mark of ordinary spring tides and the soffit of the bridge.

(7) So long as the Cut shall remain open for navigation pursuant to the provisions of this section the same shall be deemed for the purposes of the Port and Haven Acts and Orders to form part of the river Yare as defined by section 6 (Interpretation of Terms) of the Act of 1866 and the provisions of the Port and Haven Acts and Orders and all the byelaws made thereunder shall apply and have effect accordingly:

Provided that nothing in this subsection shall be deemed to impose any obligation or liability on the river board in relation to the maintenance and repair of the Cut beyond that imposed by this section.

(8) The Norwich (River Yare) Commissioners and the Bure and Waveney Commissioners shall and are hereby authorised to raise a special levy to provide the Norwich (River Yare) Commissioners with the sum of ten thousand pounds payable by them to the river board under the provisions of the scheduled agreement together with interest on the said sum of ten thousand pounds as hereinafter provided and the following provisions shall have effect with respect thereto:—

- (a) The levy shall be payable in respect of all vessels and other craft in respect of which tolls may be levied under paragraphs 3 and 4 of the schedule to the Great Yarmouth Port and Haven Order 1950 and shall be calculated as a percentage of the tolls payable in respect of such vessels or craft at the passing of this Act under or by virtue of the Port and Haven Acts and Orders;
- (b) The levy shall be payable at the same times as the said tolls and all the provisions of the Port and Haven Acts and Orders shall apply to the levy as they apply to the said tolls;
- (c) Notwithstanding any provision in the Port and Haven Acts and Orders regulating the accounting for or the application of moneys collected by the Bure and Waveney Commissioners so much of the levy as may be collected by those commissioners shall be paid by them to the Norwich (River Yare) Commissioners at such times as the Port and Haven Commissioners may after consultation with the Norwich (River Yare) Commissioners direct;
- (d) The said levy and the date from which it shall become payable shall be fixed by the Port and Haven Commissioners after consultation with the Norwich (River Yare) Commissioners and shall not exceed such percentage of

PART III
—cont.

the existing tolls as is estimated to produce as nearly as may be over the period of ten years from the passing of this Act the said sum of ten thousand pounds with interest at six per centum per annum on such part of the said sum as shall from time to time remain uncollected;

(e) The levy shall be payable each year for the period of ten years from the passing of this Act or for such longer or shorter period as shall be necessary to secure the repayment to the Norwich (River Yare) Commissioners of the said sum of ten thousand pounds with interest thereon as aforesaid and shall cease to be payable as soon as the same has been collected.

(9) In the event of the Port and Haven Commissioners or the Norwich (River Yare) Commissioners or any other body or person entering into any arrangement with the river board involving the making of any further payment or payments in respect of works of maintenance to the Cut after the termination of the said period of ten years the Port and Haven Commissioners and the Norwich (River Yare) Commissioners and the Bure and Waveney Commissioners or any of them may make an application to the Minister for authority to raise a further special levy towards the satisfaction of such payments and the provisions of section 6 of the Transport Charges &c. (Miscellaneous Provisions) Act 1954 shall apply to such application as if it were an application for a revision of charges already authorised to be demanded and the Minister may accordingly by order authorise such further special levy as he may think fit.

(10) Any person who suffers loss by the extinguishment of any private right as the result of the closing of the Cut to navigation (including the construction by the river board of any works for that purpose or in connection therewith) under the provisions of this section shall be entitled to be paid by the Commission compensation to be determined in case of dispute under and in accordance with the Lands Clauses Acts.

(11) Any difference arising between the Commission the river board the Port and Haven Commissioners the Norwich (River Yare) Commissioners the Bure and Waveney Commissioners or any of them under this section shall be settled by arbitration.

(12) The scheduled agreement is hereby confirmed and effect may and shall be given thereto accordingly.

18.—(1) In this section—

“the reservoir” means the reservoir and the works connected therewith required by the Act 31 Geo. 3 c. 59 to be constructed in the former parishes of Northfield and Harbourn by the company of proprietors of the Worcester and Birmingham Canal Navigation as now vested in

As to
Harborne
Reservoir.

the Commission and situate in the city of Birmingham which reservoir and works are delineated on the deposited plans and thereon numbered 1 in the said city; “the corporation” means the lord mayor aldermen and citizens of the city of Birmingham.

(2) The Commission may abandon and discontinue the use of the reservoir and remove the water therefrom or from such parts thereof as they may think fit and may execute and do in and upon the lands numbered on the deposited plans 1 and 2 in the city of Birmingham all such works and things as may be necessary or expedient for that purpose or for the purpose of providing a suitable means for conveying the water of the Bourn Brook through the said lands.

(3) (a) As from the date when the Commission commence to remove the water from the reservoir in the exercise of the powers of this section all rights of fishery or other use of the waters of the reservoir (whether statutory or otherwise) shall cease and be extinguished and the Commission shall cease to be under any obligation to convey water from the reservoir into the river Rea in the manner prescribed by section 10 of the Act 31 Geo. 3 c. 59 or otherwise.

(b) Any person who suffers loss by the extinguishment of any private right under this subsection shall be entitled to be paid by the Commission compensation to be determined in case of dispute under and in accordance with the Lands Clauses Acts.

(4) (a) Notwithstanding anything in this Act the Commission may acquire on and across the lands numbered on the deposited plans 2 in the city of Birmingham or any part thereof the easement or right of way referred to in this subsection without being obliged or compellable to acquire any greater interest in the said land.

(b) The Commission may give notice to treat in respect of such easement or right and (subject to the foregoing provisions of this subsection and to the other provisions of this Act) the provisions of the Lands Clauses Acts shall extend and apply in relation to the acquisition of the said easement or right as if it were land within the meaning of those Acts.

(c) The easement or right referred to in this subsection is a right during such period as may be specified in the notice to treat for the officers servants agents or contractors of the Commission and any other persons duly authorised by the Commission to pass and repass on and across the said lands numbered 2 on the deposited plans or such part thereof as may be so specified with or without vehicles apparatus and materials for the purposes of exercising the powers conferred by subsection (2) of this section and during such period to construct or improve such roads and ways upon the said lands as they may consider requisite for the purposes of this section and to remove any obstructions to the use of such roads or ways.

PART III
—cont.

(5) If at any time within three years after the passing of this Act the corporation give to the Commission notice in writing of their desire to acquire the interest of the Commission in the reservoir whether before or after the works referred to in this section have been executed the Commission shall convey and the corporation shall take such interest upon such terms and conditions as to payment by or to the Commission or otherwise as may be agreed or failing agreement as may be determined by the tribunal regard being had by the tribunal to the provisions of this section and of section 42 (For protection of Birmingham Corporation) of this Act and as from the date of such conveyance the corporation may exercise all or any of the powers conferred on the Commission by this section.

(6) The Commission and the corporation may at any time enter into and carry into effect agreements for the transfer to and vesting in the corporation of the reservoir or any part thereof and any such agreement may provide for the transfer to and exercise by the corporation of all or any of the powers conferred on the Commission by this section.

As to vessels
sunk stranded
or abandoned.

19.—(1) In this section except where the context otherwise requires—

“the vessel” means any vessel or part of a vessel which is sunk stranded or abandoned in any inland waterway;

“the owner” means in relation to any vessel sunk stranded or abandoned as aforesaid the owner of the vessel at the time of the sinking stranding or abandonment thereof;

“inland waterway” means any canal or inland navigation (including all docks basins and navigable and other cuts and branches forming part of such canal or inland navigation) belonging to or under the control of the Commission.

(2) The Commission may cause the vessel to be raised removed dispersed or destroyed.

(3) (a) All expenses incurred by the Commission—

(i) in respect of the raising removal storing dispersing or destruction of the vessel;

(ii) in raising removing or storing any furniture tackle and apparel of the vessel;

(iii) in respect of any cargo goods chattels and effects raised or removed from the vessel; or

(iv) in marking watching buoying or otherwise controlling the vessel;

may be recovered by the Commission from the owner either summarily as a civil debt where the amount does not exceed twenty pounds or as a debt in any court of competent jurisdiction.

(b) The Commission may if they think fit and shall if so required by the owner cause the vessel and any furniture tackle apparel cargo goods chattels and effects or any part of the same respectively so raised removed or stored as aforesaid to be sold in such manner as they think fit and out of the proceeds of the sale may reimburse themselves for any such expenses and shall hold the surplus (if any) of those proceeds in trust for the persons entitled thereto and in case such proceeds shall be insufficient to reimburse the Commission for such expenses the deficiency may be recovered by the Commission in the manner provided by paragraph (a) of this subsection.

(c) The provisions of this subsection shall have effect subject to any enactment for the time being in force limiting the liability of the owner for any expenses to which this subsection applies and shall not apply with respect to any vessel sunk stranded or abandoned before the passing of this Act.

(4) The Commission shall (except in a case which the Commission consider to be urgent) before raising removing dispersing or destroying the vessel under the provisions of this section give to the owner twenty-four hours' notice of their intention so to do and if within twelve hours after the expiration of such notice the owner gives to the Commission notice of his intention himself to raise and remove the vessel he shall be at liberty to do so in lieu of the Commission:

Provided that if the owner gives any such notice as last aforesaid—

(a) he shall in raising or removing the vessel comply with any directions which may from time to time be given to him by the Commission for the purpose of preventing interference with navigation; and

(b) he shall forthwith after giving such notice commence and shall with all diligent dispatch proceed with and complete the raising or removal of the vessel;

and if such raising or removal be not completed within seven days after the giving of such notice by the owner and any further continuous period thereafter during which the owner proceeds with such raising or removal with all reasonable diligence and in compliance with any such directions as aforesaid such notice shall be null and void and the Commission shall be at liberty to cause the vessel to be raised or removed or dispersed or destroyed in accordance with the provisions of this section as if the owner had not given such notice.

(5) The Commission shall (except in a case which the Commission consider to be urgent or when they are required by the owner to sell) before selling the vessel furniture tackle apparel cargo goods chattels or effects or any part of the same respectively under the provisions of this section give to the owner seven days' notice of their intention so to do.

PART III
—cont.

(6) (a) If any vessel is left in any inland waterway without the consent in writing of the Commission for a period of one month or upwards the Commission may after giving seven days' notice to the owner of the vessel at the time when such notice is given remove the vessel to a convenient place and such owner shall pay to the Commission the cost of removal and a sum not exceeding five shillings for each day during which any part of the inland waterway is occupied by the vessel after the giving of such notice and until such removal and any such cost and sum may be recovered by the Commission either summarily as a civil debt where the amount does not exceed twenty pounds or as a debt in any court of competent jurisdiction.

(b) If any sum payable to the Commission under the provisions of this subsection is not paid within one month after it becomes due the Commission may break up sell or otherwise dispose of the vessel and any expense incurred by them in so doing after deducting the proceeds of sale (if any) shall be repaid to them by such owner and any expenses incurred by the Commission as aforesaid which are not defrayed out of the proceeds of sale shall be paid to the Commission by such owner and may be recovered as aforesaid.

(7) Any notice given by the Commission pursuant to subsections (4) (5) or (6) of this section shall be given by delivering the same to the owner or by posting a pre-paid letter addressed to the owner at the place in the United Kingdom where he carries on business or at his last-known place of abode in the United Kingdom or if the owner or his place of business or abode is not known to the Commission or is not in the United Kingdom then by exhibiting such notice at the principal office of the Commission for twenty-four hours in the case of a notice given under the said subsection (4) or for seven days in the case of a notice given under the said subsection (5) or subsection (6).

(8) The powers conferred on the Commission by this section shall be in addition to and not in derogation of any other powers exercisable by them for or with respect to the removal of obstructions in an inland waterway.

(9) Nothing in this section shall apply to any vessel belonging to or in the possession of Her Majesty at the time of the sinking stranding or abandonment thereof or sunk stranded or abandoned by any person acting on behalf of Her Majesty or otherwise by any officer or servant of the Crown acting in the course of his duty as such.

(10) Without prejudice to the power of sale conferred on the Commission by subsection (3) of this section the Commission shall hold and dispose of any wreck within the meaning of Part IX of the Merchant Shipping Act 1894 raised removed or recovered by them under this section and any surplus proceeds of sale under

the said subsection (3) in accordance with such directions (if any) as may be given to them by the receiver of wreck and on exercising the said power of sale in the case of any property the Commission shall discharge any sums payable in respect of that property by way of duties of customs or excise purchase tax or surcharge in respect of sugar or molasses and any sums so discharged shall be deemed to be expenses incurred by the Commission under subsection (3) of this section.

PART III
—cont.

(11) This section shall not extend to Scotland.

20. The provisions of subsection (4) of section 19 (Closing to navigation of certain waterways) of the Act of 1957 shall apply to the waterways referred to in section 39 (Closing of portions of certain waterways) of the Act of 1949 as they apply to the waterways referred to in the said section 19.

Application of certain provisions of Act of 1957.

PART IV

LANDS

21.—(1) Subject to the provisions of this Act the Commission may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited book of reference as they may require for the purposes of the works or for any purpose connected with or ancillary to their undertaking.

Power to acquire lands.

(2) Without prejudice to the generality of the powers conferred upon the Commission by subsection (1) of this section the Commission may subject to the provisions of this Act enter upon take and use for the purposes specified in the third column of the Fourth Schedule to this Act all or any of the lands referred to in the first and second columns of the said schedule.

(3) Subject to the provisions of this Act the Commission may enter upon use and appropriate so much of the subsoil and under-surface 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 the works without being required to purchase the same or any easement therein or thereunder or to make any payment therefor.

22.—(1) Whereas in the construction of the works or otherwise in the exercise by the Commission of the powers of this Act it may happen that portions only of the properties whereof the whole or part is described in the Fifth Schedule to this Act will be sufficient for the purposes of the Commission and that such portions or some other portions less than the whole can be severed from the remainder of the said properties respectively

Acquisition of part only of certain properties.

PART IV
—cont.

without material detriment thereto Therefore the following provisions shall have effect:—

- (a) The owner of and persons interested in any of the said properties whereof a portion only is required for the purposes of the Commission or each or any of them are or is hereinafter in this section included in the term “the owner”;
- (b) If for twenty-one days after the service of notice to treat in respect of a specified portion of any of the said properties the owner fails to notify the Commission in writing that he alleges that such portion cannot be severed from the remainder of the property without material detriment thereto he may be required to sell and convey to the Commission such portion only without the Commission being obliged or compellable to purchase the whole the Commission paying for the portion so taken and making compensation for any loss sustained by the owner by severance or otherwise;
- (c) If within such twenty-one days the owner alleges by notice in writing to the Commission that such portion cannot be so severed the tribunal shall in addition to the other questions required to be determined by it determine whether the portion of the property specified in the notice to treat can be severed from the remainder without material detriment thereto and if not whether any and what other portion less than the whole (but not exceeding the portion that may be acquired compulsorily under this Act) can be so severed;
- (d) If the tribunal determines that the portion of the property specified in the notice to treat or any such other portion as aforesaid can be severed from the remainder without material detriment thereto the owner may be required to sell and convey to the Commission the portion which the tribunal shall have determined to be so severable without the Commission being obliged or compellable to purchase the whole the Commission paying such sum for the portion taken by them including compensation for any damage sustained by the owner by severance or otherwise as shall be awarded by the tribunal;
- (e) If the tribunal determines that the portion of the property specified in the notice to treat can notwithstanding the allegation of the owner be severed from the remainder without material detriment thereto the tribunal may determine and order that the costs charges and expenses incurred by the owner incident to the determination of any matters under this section or such part (if any) of the said costs charges and expenses as it thinks fit shall be borne and paid by the owner;

- (f) If the tribunal determines that the portion of the property specified in the notice to treat cannot be severed from the remainder without material detriment thereto (and whether or not it determines that any other portion can be so severed) the Commission may withdraw their notice to treat and thereupon they shall pay to the owner all costs charges and expenses reasonably and properly incurred by him in consequence of such notice;
- (g) If the tribunal determines that the portion of the property specified in the notice to treat cannot be severed from the remainder without material detriment thereto but that any such other portion as aforesaid can be so severed the Commission in case they shall not withdraw the notice to treat shall pay to the owner all costs charges and expenses reasonably and properly incurred by him in consequence of such notice or such portion thereof as the tribunal thinks fit having regard to the circumstances of the case and its final determination.

(2) The provisions of this section shall be in force notwithstanding anything contained in the Lands Clauses Consolidation Act 1845 and nothing contained in or done under this section shall be held as determining or as being or implying an admission that the said properties or any of them or any part thereof is or is not or but for this section would or would not be subject to the provisions of section 92 of the Lands Clauses Consolidation Act 1845.

(3) The provisions of this section shall be stated in or endorsed on every notice to treat served under this Act in respect of any portion of the said properties.

23. In determining any question of disputed compensation or purchase money in respect of land acquired under this Act the tribunal shall not take into account—

Disregard of recent improvements and interests.

(a) any improvement or alteration made or building erected after the fifth day of December nineteen hundred and fifty-seven; or

(b) any interest in the land created after the said date;

which in the opinion of the tribunal was not reasonably necessary and was made erected or created with a view to obtaining or increasing the compensation or purchase money.

24.—(1) All private rights of way over any land that may be acquired compulsorily under this Act shall as from the acquisition of the land whether compulsorily or by agreement be extinguished.

Extinction of private rights of way.

PART IV
—cont.

(2) Any person who suffers loss by the extinguishment of any right under this section shall be entitled to be paid by the Commission compensation to be determined in case of dispute under and in accordance with the Lands Clauses Acts.

Power to
acquire
easements
only in
certain cases.

25. Notwithstanding anything in this Act the Commission may acquire such easements or rights as they may require for the purpose of constructing maintaining renewing and using the works in under or over—

(a) any railway tramway tramroad river canal navigation watercourse aqueduct drain dyke or sewer; or

(b) any of the lands described in the Sixth Schedule to this Act;

without being obliged or compellable to acquire any greater interest in under or over the same respectively and may give notice to treat in respect of such easements or rights describing the nature thereof and (subject to the foregoing provisions of this section and to the other provisions of this Act) the provisions of the Lands Clauses Acts shall extend and apply in relation to the acquisition of such easements or rights as if they were lands within the meaning of those Acts.

Period for
compulsory
purchase of
lands and
easements.

26. The powers of the Commission for the compulsory purchase of the lands and easements which they are authorised to acquire by section 18 (As to Harborne Reservoir) and section 21 (Power to acquire lands) of this Act shall cease on the thirty-first day of December nineteen hundred and sixty-one.

Incorporation
of provisions
of Act of 1949
relating to
lands.

27. The following provisions of the Act of 1949 are incorporated with and form part of this Part of this Act:—

Section 23 (Correction of errors in deposited plans and book of reference);

Section 25 (Power to expedite entry);

Section 26 (Power to enter for survey or valuation);

Section 30 (Grant of easements by persons under disability);

Section 33 (As to cellars under streets not referenced).

PART V

PROTECTIVE PROVISIONS

Incorporation
of section 39
of Act of
1952.

28. Section 39 (For protection of gas water and electricity undertakers) of the Act of 1952 is incorporated with and forms part of this Act.

29. Before breaking up or interfering with any road in connection with the construction of any works under the powers of this Act within the city of London the Commission shall (except in case of emergency) give fourteen days' notice in writing to the Commissioner of Police of the City of London and make such arrangements with the said commissioner as may be reasonably necessary so as to cause as little interference with the traffic in such road during the construction of the works as may be reasonably practicable.

30. Nothing in this Act affects prejudicially any estate right power privilege or exemption of the Crown and in particular and without prejudice to the generality of the foregoing nothing in this Act authorises the Commission to take use or in any manner interfere with any portion of the shore or of any river channel creek bay or estuary or any land hereditaments subjects or rights of whatsoever description belonging to Her Majesty in right of Her Crown and under the management of the Crown Estate Commissioners without the consent in writing of the said commissioners first had and obtained for that purpose.

31. For the protection of the Minister the following provisions shall unless otherwise agreed in writing between the Commission and the Minister apply and have effect:—

(1) In this section—

“the road” means the Carlisle-Gretna trunk road A.74;

“the existing bridge” means the Mossband bridge as existing at the passing of this Act which carries the road over the railway comprised in Work No. 32;

“the new bridge” means the existing bridge as altered and extended under the powers of this Act:

(2) Before commencing the construction of any part of Work No. 32 which involves interference with the road or the existing bridge the Commission shall submit to the Minister for his approval plans sections specifications and other particulars relating thereto and such part shall not be constructed otherwise than in accordance with such plans sections specifications and other particulars as may be approved by the Minister as aforesaid or if such approval be refused as may be settled by arbitration:

Provided that if within twenty-eight days after the submission of plans sections specifications and other particulars under this paragraph the Minister does not signify to the Commission his approval or disapproval thereof he shall be deemed to have approved thereof:

PART V
—cont.

(3) Notwithstanding anything in section 8 (As to dimensions etc. of bridges) of this Act the Commission shall not construct the approaches to the new bridge otherwise than in accordance with the gradients shown on the section approved by the Minister:

(4) On completion of the works referred to in this section—

(a) the new bridge and the road carried thereby shall continue to vest in the Minister and any part of the existing bridge or the materials thereof not forming part of the new bridge or of the road carried thereby shall vest in the Commission;

(b) the Commission shall pay to the Minister the amount by which the capitalised annual cost of maintaining the new bridge exceeds the capitalised annual cost of maintaining the existing bridge.

For protection
of Postmaster-
General.

32.—(1) Any electrical works or apparatus constructed erected laid or maintained in pursuance of section 16 of the Act of 1845 (as incorporated with this Act) or in pursuance of subsection (2) of section 21 (Power to acquire lands) of this Act shall be so constructed erected or laid and so maintained worked and used as to prevent interference with any telegraphic line belonging to or used by the Postmaster-General or with telegraphic communication by means of any such line.

(2) Where any road or footpath or length or portion of a road or footpath is stopped up under the powers of this Act the following provisions shall unless otherwise agreed in writing between the Commission and the Postmaster-General have effect in relation to any telegraphic line belonging to or used by the Postmaster-General which is under in upon over along or across such road or footpath or length or portion of a road or footpath at the time of such stopping up :—

(a) the power of the Postmaster-General to remove the line shall be exercisable notwithstanding the stopping up of the road or footpath or length or portion of the road or footpath so however that the said power shall not be exercisable as respects the whole or any part of the line after the expiration of a period of three months from the date mentioned in subsection (3) of this section unless before the expiration of that period the Postmaster-General has given notice to the Commission of his intention to remove the line or that part thereof as the case may be;

(b) the Postmaster-General may by notice to the Commission in that behalf abandon the said line or any part thereof and shall be deemed as respects the line or any part

thereof to have abandoned it at the expiration of the said period of three months unless before the expiration of that period he has removed it or given notice of his intention to remove it;

- (c) the Postmaster-General shall be entitled to recover from the Commission the expense of providing in substitution for the line and any telegraphic line connected therewith which is rendered useless in consequence of the removal or abandonment of the line a telegraphic line in such other place as the Postmaster-General may reasonably require;
- (d) where under paragraph (b) of this subsection the Postmaster-General abandons the whole or any part of a telegraphic line it shall vest in the Commission and the provisions of the Telegraph Acts 1863 to 1954 shall not apply in relation to the line or part in question as respects anything done or omitted after the abandonment thereof.

(3) As soon as the whole or any length or portion of any road or footpath has been stopped up the Commission shall send by post to the Postmaster-General a notice informing him of such stopping up and the period of three months mentioned in subsection (2) of this section shall commence to run from the date on which such notice is sent.

(4) In this section the expression "telegraphic line" has the same meaning as in the Telegraph Act 1878.

33. For the protection of the county council of the administrative county of Buckingham (hereinafter referred to as "the council") the following provisions shall unless otherwise agreed in writing between the Commission and the council apply and have effect:—

For protection
of
Buckingham
County
Council.

(1) In this section—

(a) "the road" means the road from Edgcott to Buckingham in the county of Buckingham;

"the bridge" means the bridge to carry Work No. 4 over the road;

(b) references to the width of the bridge shall be construed as references to the clear span between abutments thereof measured on the square with the road:

(2) Before commencing the construction of the bridge the Commission shall give notice in writing to the council of their intention so to do and if within two months after receiving such notice the council give a counter-notice in writing to the Commission of their desire that the bridge shall be constructed with a specified width or

PART V
—cont.

headway over the road greater than the width or headway shown on the deposited sections the Commission shall comply with the counter-notice:

- (3) Upon the completion of the bridge in compliance with a counter-notice under paragraph (2) of this section the council shall pay to the Commission—

(a) the amount by which the actual cost incurred by the Commission in constructing the bridge with the width or headway specified in the counter-notice exceeds the cost which would have been incurred in constructing the bridge with the width and headway shown on the deposited sections;

(b) the amount by which the capitalised annual cost of maintaining the bridge when constructed with the width or headway specified in the counter-notice exceeds what would have been the capitalised annual cost of maintaining the bridge if it had been constructed with the width and headway shown on the deposited sections:

- (4) Before commencing the construction of the bridge the Commission shall submit to the council for their reasonable approval in respect of any matters with which the council are properly concerned plans sections and particulars relating thereto and the bridge 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 twenty-eight days after the submission to them of plans sections and particulars under this paragraph the council do not signify to the Commission their approval or disapproval thereof they shall be deemed to have approved thereof:

- (5) The bridge shall be constructed in such a manner as to prevent so far as may be reasonably practicable the dripping of water:
- (6) (a) Before commencing to construct any part of Work No. 4 which will involve any interference with the road the Commission shall consult the council as to the time when such part shall be commenced and as to the extent of the surface of the road that it may be reasonably necessary for the Commission to occupy in the construction of such part and as to the conditions under which such 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 such part

shall not be constructed and the surface of the road shall not be occupied by the Commission except at the time to the extent and in accordance with conditions agreed between the Commission and the council or in default of agreement settled by arbitration;

- (b) The road shall be reinstated by the Commission in a manner reasonably approved by the council and to their reasonable satisfaction:
- (7) Any difference arising between the Commission and the council under this section (other than a difference as to the construction of this section) shall be settled by arbitration.

34. For the protection of the county council of the administrative county of Cumberland (in this section referred to as "the council") the following provisions shall unless otherwise agreed in writing between the Commission and the council apply and have effect:—

For protection
of Cumberland
County
Council.

- (1) In this section—

"highway" means any highway vested in or repairable or maintained by the council;

"the new works" means Works Nos. 32 33 34 35 36 37 and 38 and any bridge or extension of an existing bridge carrying any part of the railway works over any highway or any bridge or extension of an existing bridge for carrying any highway over any part of the railway works;

"the railway works" means Works Nos. 31 32 and 40;

- (2) Before commencing the construction of the new works or the carrying out of any work in connection therewith which involves interference with a highway the Commission shall submit to the council for their reasonable approval in respect of any matters with which the council are properly concerned plans sections and particulars relating thereto and the new works shall not be constructed and such work shall not be carried out 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 and any part of the construction of the new works or any part of any work as aforesaid which may involve interference with a highway shall be carried out to the reasonable satisfaction of the council:

Provided that if within twenty-eight days after the submission to them of plans sections and particulars

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—cont.

under this paragraph the council do not signify to the Commission their approval or disapproval thereof they shall be deemed to have approved thereof:

- (3) The Commission shall at all times afford reasonable facilities to the council for access to the new works during the construction of the new works and shall supply the council with all such information as they may reasonably require with regard to the new works or the method of construction thereof:
- (4) Each bridge which carries any part of the railway works over any highway shall be constructed in such a manner as to prevent so far as may be reasonably practicable the dripping of water:
- (5) (a) Before commencing to construct any part of the new works or the railway works which will involve interference with a highway the Commission shall consult the council as to the time when such part shall be commenced and as to the extent of the surface of the highway that it may be reasonably necessary for the Commission to occupy in the construction of such part and as to the conditions under which such 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 such part shall not be constructed and the surface of the highway shall not be occupied by the Commission except at the time to the extent and in accordance with conditions agreed between the Commission and the council or in default of agreement settled by arbitration;
- (b) Any such highway shall be reinstated by the Commission in a manner reasonably approved by the council and to their reasonable satisfaction:
- (6) The Commission 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 Commission their contractors servants or agents and whether such damage or subsidence shall happen during the construction of the new works or the railway works or at any time thereafter:
- (7) If in consequence of the exercise of the powers of this Act it is reasonably necessary to alter the position of or to lengthen or to strengthen any sewer or drain (which expression shall in this section include all gulleys and manholes in connection therewith) vested in or repairable

by the council or to provide works for the protection thereof such alteration lengthening or strengthening shall be carried out or such protective works shall be provided by the Commission in a manner reasonably approved by the council or if the council prefer shall be carried out or provided by them and the Commission shall repay to the council any expense reasonably incurred by the council in carrying out or providing the same and any additional expense which the council may thereafter reasonably incur in maintaining such sewer or drain:

- (8) The Commission shall make compensation to the council for any damage to any such sewer or drain or interference with the free flow of the contents thereof which may be caused by or in consequence of any act or default of the Commission their contractors servants or agents in connection with the works and whether such damage shall happen during the execution of the works referred to in this section or at any time thereafter:
- (9) The Commission shall during the construction of the new works and any work in connection therewith and until the completion thereof make and carry into effect such arrangements for lighting and watching the same (including the provision and working of traffic signs or light signals or flag signals) as may in the opinion of the council be reasonably necessary to prevent danger or accident to persons and vehicles using the highway:
- (10) Any difference arising between the Commission and the council under this section (other than a difference as to the construction of this section) shall be settled by arbitration.

35. For the protection of the sewers of the London County Council (in this section referred to as "the council") the following provisions shall unless otherwise agreed in writing between the Commission and the council apply and have effect :—

For protection
of sewers of
London
County
Council.

- (1) The Commission shall not commence any part of Work No. 1 which will or may pass over under or by the side of or so as to interfere with any sewer of the council (in this section referred to as "the said works") until they shall have given to the council twenty-eight days' previous notice in writing of their intention to commence the same by leaving such notice at the principal office of the council with plans as described in paragraph (8) of this section (in this section referred to as "the said plans") and until the council shall have signified their

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—cont.

approval of the same (unless the council do not signify their approval disapproval or other directions within twenty-eight days after service of the said plans):

- (2) The Commission shall comply with and conform to all reasonable orders directions and regulations of the council in the execution of the said works and shall provide new altered or substituted works in such manner as the council shall reasonably require for the proper protection of and for preventing injury or impediment to such sewer by reason of the said works and shall save harmless the council against all expenses to be occasioned thereby:
- (3) All such new altered or substituted works shall where so required by the council be done by or under the direction superintendence and control of the engineer or other officer of the council at the costs charges and expenses in all respects of the Commission and all costs charges and expenses to which the council may be put by reason of such works whether in the execution of works the preparation or examination of plans or designs superintendence or otherwise shall be paid to the council by the Commission on demand:
- (4) When any such new altered or substituted works or any works of defence connected therewith shall be completed by or at the costs charges and expenses of the Commission under the provisions of this section the same shall thereafter be as fully and completely under the direction jurisdiction and control of the council as any sewers or works now or hereafter may be:
- (5) 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 council in relation to sewers but all such rights powers and authorities shall be as valid and effectual as if this Act had not been passed:
- (6) The council may require the Commission in constructing the said works to make any reasonable deviation within the limits of deviation of such works from the line or levels shown upon the said plans for the purpose of avoiding injury or risk of injury to the sewers of the council and the Commission shall in constructing such works deviate accordingly:
- (7) It shall not be lawful for the Commission in the exercise of the powers of section 18 (Power to make trial borings) of the Act of 1949 as applied by Part II (Works) of this Act to make any trial boring so as to interfere with any sewer of the council:

- (8) The plans to be submitted to the council for the purposes of this section shall be detailed plans drawings sections and specifications which shall describe the exact position and manner in which and the level at which the said works are proposed to be constructed and shall accurately describe the position of all sewers of the council within the limits of deviation of the said works (for which purpose the council shall allow the Commission access to plans in their possession and to any of their sewers in order to enable the Commission to obtain reliable information) and shall comprise detailed drawings of every alteration which the Commission may propose to make in any such sewer:
- (9) The council may require such modifications to be made in the said plans as may be reasonably necessary to secure the London main drainage system against interference or risk of damage and to provide and secure a proper and convenient means of access to the said sewers:
- (10) The Commission shall be liable to make good all injury or damage caused by or resulting from the construction of the said works to any sewers drains or works vested in the council and the council shall from time to time have power to recover the amount thereof from the Commission in any court of competent jurisdiction:
- (11) The approval by the council of any plans or the superintendence by them of any work under the provisions of this section shall not exonerate the Commission from any liability or affect any claim for damages under this section or otherwise.

36. For the further protection of the Fleet sewer of the London County Council (in this section referred to as "the council") the following provisions shall unless otherwise agreed in writing between the Commission and the council apply and have effect:—

For further protection of Fleet sewer of London County Council.

If the Commission in the construction of Work No. 1 alter damage or in any way interfere with the existing sewer of the council known as the Fleet sewer the Commission shall—

(a) from time to time pay to the council any additional cost to which the council may be put in the maintenance management or renewal of any new altered or substituted sewer which may be necessary in consequence of the construction of Work No. 1; and

(b) give to the council full free and uninterrupted access at all times to any such new altered or substituted sewer and every reasonable facility for the inspection maintenance alteration and repair thereof.

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—cont.

For protection
of Queen
Victoria
Street pipe
subway.

37. The sections of this Act of which the marginal references are "Inspection of works by London County Council" and "For protection of sewers of London County Council" shall apply to the Queen Victoria Street pipe subway vested in the council and administered by them under the London County Council (Subways) Act 1893 as if the said pipe subway was a sewer for the purposes of the said sections and the section of this Act of which the marginal reference is "For further protection of Fleet sewer of London County Council" shall similarly apply as if the said pipe subway was expressly referred to therein.

Inspection of
works by
London
County
Council.

38. It shall be lawful for the engineer or other officer of the London County Council duly appointed for the purpose by the said engineer from time to time to enter upon and inspect any works of the Commission constructed under the powers of this Act under or in the neighbourhood of any street or road or part of a street or road in or under which there are or may be any sewers or works of the said council and any works which under the provisions of this Act are required to be constructed in accordance with plans drawings sections and specifications approved by the said council.

For protection
of
Nottingham-
shire County
Council.

39. For the protection of the county council of the administrative county of Nottingham (in this section referred to as "the council") the following provisions shall unless otherwise agreed in writing between the Commission and the council apply and have effect:—

(1) (a) In this section—

"the railway" means Work No. 6; and

"the new bridge" means the bridge for carrying the railway over Holme Lane in the parish of Radcliffe-on-Trent;

(b) References to the width of the new bridge shall be construed as references to the clear span between abutments thereof measured on the square with the road;

(c) References to the prescribed width of the new bridge shall be construed as references to the width of the new bridge prescribed by paragraph (2) of this section:

(2) Subject to the provisions of this section the Commission shall in constructing the railway construct the new bridge with a width of not less than twenty-five feet and a clear headway throughout of not less than sixteen feet six inches above the existing level of the road:

(3) Before commencing the construction of the new bridge the Commission shall give notice in writing to the council of their intention to do so and if within two months after

receiving such notice the council give a counter-notice in writing to the Commission of their desire that the new bridge shall be constructed with a specified width greater than the prescribed width the Commission shall comply with the counter-notice:

(4) Upon the completion of the new bridge in compliance with a counter-notice under paragraph (3) of this section the council shall pay to the Commission—

(a) the amount by which the actual cost incurred by the Commission in constructing the new bridge with the width specified in the counter-notice exceeds the cost which would have been incurred in constructing the new bridge with the prescribed width;

(b) the amount by which the capitalised annual cost of maintaining the new bridge when constructed with the width specified in the counter-notice exceeds what would have been the capitalised annual cost of maintaining the new bridge if it had been constructed with the prescribed width:

(5) Not less than twenty-eight days before commencing to construct the new bridge the Commission shall submit to the council for their reasonable approval plans sections and specifications of the proposed works in relation to the new bridge (which works are in this section referred to as "the bridge works") and if the council fail to signify their approval or their disapproval within twenty-eight days after the submission to them of the said plans sections and specifications the council shall be deemed to have approved the same. If the council shall signify their disapproval of the said plans sections or specifications within the said period of twenty-eight days and the Commission and the council fail to agree with regard thereto the difference shall be referred to arbitration and the Commission shall not commence to construct the new bridge until the plans sections and specifications of the bridge works have been approved by the council or any such difference has been settled by arbitration:

(6) The new bridge shall be constructed in accordance with the plans sections and specifications so approved by the council or in case of difference settled by arbitration and to the reasonable satisfaction of the council and the Commission shall not in constructing the new bridge unreasonably interrupt the traffic passing along Holme Lane and shall make good all damage or injury whatsoever which shall happen or arise to Holme Lane by reason or in consequence of the construction of the new bridge:

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—cont.

- (7) The Commission shall at all reasonable times during the construction of the new bridge afford to the surveyor of the council and his duly authorised representatives access to the bridge works for the purposes of inspection and shall supply the council with all such information as they may reasonably require with regard to the bridge works and the method of construction thereof:
- (8) The Commission shall during the execution and until the completion of the bridge works and any making good of Holme Lane make and carry into effect such arrangements for lighting and watching the same and any portion of Holme Lane interfered with or affected thereby as may be reasonably necessary to prevent danger or accident to persons and vehicles using Holme Lane:
- (9) The new bridge shall be constructed and maintained so as to prevent as far as reasonably practicable the dripping of water therefrom:
- (10) The Commission shall not under the powers of this Act alter the existing level of Holme Lane nor shall they alter disturb or in any way interfere with any watercourse drain or other property or work of the council or under the control of or repairable by the council or the access thereto without the consent of the council which may be given subject to such reasonable terms and conditions as the council may require but shall not be unreasonably withheld and any alteration diversion replacement or reconstruction of any such watercourse drain or other property or work that may be necessary shall be made by the council or the Commission as the council think fit and any costs or expenses reasonably incurred by the council in so doing shall be repaid to the council by the Commission:
- Provided that this paragraph shall not extend to regulate the relations between the Commission and the council in respect of any matter or thing concerning which those relations are regulated in any respect by Part II of the Public Utilities Street Works Act 1950:
- (11) If at any time hereafter the council shall determine to widen alter or reconstruct Holme Lane where it passes under the railway the Commission shall grant to the council without any payment therefor such easements within the limits of the highway boundaries existing at the passing of this Act as may be required for every such widening alteration or reconstruction and shall afford to the council all reasonable facilities to enable such widening alteration or reconstruction to be carried out:

Provided always that such easements shall be granted subject to such terms and conditions as shall ensure—

(a) that the Commission are not by reason of the said widening alteration or reconstruction put to any greater expense whether as to maintenance or otherwise than would have been the case had such widening alteration or reconstruction not been carried out;

(b) full and proper protection being afforded by the council for the railway and the traffic thereon against any damage or loss which may arise by reason of the said widening alteration or reconstruction;

(c) that the said widening alteration or reconstruction shall be carried out only in accordance with plans sections specifications and particulars previously submitted to and approved by the Commission:

(12) Any difference arising between the Commission and the council under this section (other than a difference as to the construction of this section) shall be settled by arbitration.

40. For the protection of the county council of the administrative county of Pembroke (in this section referred to as "the council") the following provisions shall unless otherwise agreed in writing between the Commission and the council apply and have effect:—

For protection of Pembroke County Council.

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

"highway" means any highway vested in or repairable or maintained by the council;

"the railway" means Work No. 12;

"the new bridges" means the bridges for carrying the two highways mentioned first in the following table over the railway and the bridge for carrying the railway over the highway mentioned last in the following table:—

Number on deposited plan	Parish	Description of highway
2	Hubberston	Road between Milford Haven and Herbrandston
19	Steynton	Road between Milford Haven and Robeston West
29	Steynton	Road between Thornton and Tiers Cross

PART V
—cont.

(2) The Commission shall in constructing the railway construct—

(a) the new bridge to carry the road between Milford Haven and Herbrandston over the railway in order to provide for the intended improvement of the road which the council have substantially begun and are actively continuing to carry out so that—

(i) the overall width (measured between the parapets) is not less than forty-two feet; and

(ii) the width of the carriageway is not less than twenty-four feet;

(b) the new bridge to carry the road between Milford Haven and Robeston West over the railway so that the overall width (measured between the parapets) is not less than twenty-five feet;

(c) the new bridge to carry the railway over the road between Thornton and Tiers Cross—

(i) so that the span is not less than twenty-five feet between the abutment walls thereof measured on the square with the road;

(ii) so that there is a clear headway throughout of not less than fifteen feet above the existing level of the road; and

(iii) in such a manner as to prevent so far as may be reasonably practicable the dripping of water:

(3) Each of the new bridges which carries a highway over the railway shall be designed constructed and maintained by the Commission so as to carry the appropriate normal loading recommended by the Minister for highway bridges and the roadway over each of such new bridges and on the approaches thereto shall be made up metalled surfaced drained and maintained for a period of twelve months from completion to the reasonable satisfaction of the council and thereafter the said roadway shall vest in the council as a highway repairable by the inhabitants at large:

(4) Before commencing the construction of any of the new bridges or the carrying out of any work in connection therewith which involves interference with a highway the Commission shall submit to the council for their reasonable approval in respect of any matters with which the council are properly concerned plans sections and particulars relating thereto and such new bridge shall not be constructed and such work shall not be carried out 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 and any part of the construction of a new bridge or any part of any work as aforesaid which may involve interference with a highway shall be carried out under the supervision (if given) and to the reasonable satisfaction of the council:

Provided that if within twenty-eight days after the submission to them of plans sections and particulars under this paragraph the council do not signify to the Commission their approval or disapproval thereof they shall be deemed to have approved thereof:

- (5) (a) Before commencing to construct any part of the railway which will involve interference with a highway the Commission shall consult the council as to the time when such part shall be commenced and as to the extent of the surface of the highway that it may be reasonably necessary for the Commission to occupy in the construction of such part and as to the conditions under which such 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 such part shall not be constructed and the surface of the highway shall not be occupied by the Commission except at the time to the extent and in accordance with conditions agreed between the Commission and the council or in default of agreement settled by arbitration;
- (b) Any such highway shall be reinstated by and at the cost of the Commission in a manner reasonably approved by the council and to their reasonable satisfaction:
- (6) The Commission 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 Commission their contractors servants or agents in connection with the works referred to in this section and whether such damage or subsidence shall happen during the construction of the railway or at any time within twelve months thereafter:
- (7) If in consequence of the exercise of the powers of this Act it is reasonably necessary to alter the position of or to lengthen or to strengthen any sewer or drain (which expression shall in this section include all gulleys and manholes in connection therewith) vested in or repairable by the council or to provide works for the protection thereof such alteration lengthening or

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strengthening shall be carried out or such protective works shall be provided by the Commission in a manner reasonably approved by the council or if the council prefer shall be carried out or provided by them and the Commission shall repay to the council any expenses reasonably incurred by the council in carrying out or providing the same and any additional expense which the council may thereafter reasonably incur in maintaining such sewer or drain:

- (8) The Commission shall make compensation to the council for any damage to any such sewer or drain or interference with the free flow of the contents thereof which may be caused by or in consequence of any act or default of the Commission their contractors servants or agents in connection with the works referred to in this section and whether such damage shall happen during the execution of the said works or at any time within twelve months thereafter:
- (9) It shall not be lawful for the Commission in the exercise of the powers of section 18 (Power to make trial borings) of the Act of 1949 as applied by Part II (Works) of this Act to make any trial borings so as to interfere with any sewer of the council:
- (10) The Commission in constructing any of the new bridges or in the carrying out of any work in connection with any of the new bridges which involves interference with any highway shall—
- (a) at all times keep open some part of the highway affected so as not unreasonably to interrupt the traffic passing along the said highway; and
 - (b) make good all damage or injury whatsoever which shall happen or be caused to the said highway by reason or in consequence of the construction of the new bridges or the carrying out of such work:
- (11) The Commission shall during the construction of the new bridges and any work in connection therewith and until the completion thereof make and carry into effect such arrangements for lighting and watching the same (including the provision and working of traffic signs light signals or manually operated stop-go signs) as may in the opinion of the council be reasonably necessary to prevent danger or accident to persons and vehicles using the highway:
- (12) (a) If at any time hereafter the council shall determine to execute any highway works in connection with any highway where it passes over or under the railway by means of the new bridges the Commission shall grant

without any payment therefor such easements within the limits defined by the bridge parapets or abutments respectively as may be required for such highway works and shall afford to the council all reasonable facilities to enable such highway works to be executed:

Provided that such easements shall be granted subject to such terms and conditions as shall ensure—

(i) that the Commission are not by reason of the said highway works put to any greater expense whether as to maintenance or otherwise than would have been the case had such highway works not been executed;

(ii) full and proper protection being afforded by the council for the railway and the traffic thereon against any damage or loss which may arise by reason of the execution of the said highway works;

(iii) that such highway works shall be carried out only in accordance with plans sections specifications and particulars previously submitted to and approved by the Commission;

(b) In this paragraph “highway works” means works of widening alteration or reconstruction the provision of any footpath the laying of any sewer or drain and any other works carried out by the highway authority:

(13) Any difference arising between the Commission and the council under this section (other than a difference as to the construction of this section) shall be settled by arbitration.

41. For the protection of the county council of the administrative county of the West Riding of Yorkshire (in this section referred to as “the council” and “the county” respectively) the following provisions shall unless otherwise agreed in writing between the Commission and the council apply and have effect:—

For protection
of West
Riding
County
Council.

(1) In this section—

“the bridge” means Work No. 19 and the approaches thereto;

“the bridge works” means the bridge so much of Work No. 18 as affects the bridge and any work connected therewith (including any alteration to an existing means of access to and from the county road);

“the county road” means the county road (A.628) known as Brierley Road in the parish of Shafton in the rural district of Hemsworth in the county;

“the existing drains” means the drains belonging to the council situated in so much of the county road as is included within the limits of deviation for Work No. 19:

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- (2) The bridge shall be constructed with a width between parapets measured on the square of not less than forty feet:
- (3) The bridge shall be designed constructed and maintained so as to carry the appropriate normal loading recommended by the Minister for highway bridges:
- (4) In constructing the bridge the Commission shall free of expense to the council—
 - (a) provide accommodation for the existing drains;
 - (b) make all necessary provision during the construction of the bridge for drainage carried by the existing drains;
 - (c) make all necessary provision for draining and carrying away surface water from so much of the county road as is carried by the bridge; and
 - (d) provide accommodation for laying in the bridge an additional drain with an internal diameter of not less than twelve inches:
- (5) The Commission shall permit the council to lay such additional drain and to maintain any drains belonging to them which are laid in the bridge:
- (6)
 - (a) Not less than twenty-eight days before commencing to construct the bridge works the Commission shall submit to the council for their reasonable approval plans sections specifications and particulars of the bridge works showing the manner of the construction thereof;
 - (b) If the council do not within twenty-eight days after the submission to them of any such plans sections specifications and particulars intimate in writing to the Commission any objection thereto or make any requirement with reference thereto they shall be deemed to have approved thereof:
- (7) The Commission shall not construct the bridge works otherwise than in accordance with such plans sections specifications and particulars as may be so approved or if such approval be refused as may be settled by arbitration and the bridge works shall be constructed under the superintendence of the surveyor of the council (if after reasonable notice from the Commission he shall choose to attend) and to his reasonable satisfaction:
- (8) During the construction of the bridge works the Commission shall not unreasonably interrupt vehicular and pedestrian traffic passing along the county road and shall at all times provide a carriageway of not less than twenty feet in width for such traffic:

- (9) The Commission shall make good all damage or injury whatsoever which shall happen or arise to the county road by reason or in consequence of the construction of the bridge works:
- (10) The Commission shall during the execution and until the completion of the bridge works make and carry into effect such arrangements for lighting and watching the same and any portion of the county road which may be interfered with or affected thereby as may be reasonably necessary in the opinion of the council to prevent danger or accident to persons and vehicles using the county road:
- (11) Any difference arising between the Commission and the council under this section (other than a difference as to the construction of this section) shall be settled by arbitration.

42. For the protection of the lord mayor aldermen and citizens of the city of Birmingham (in this section referred to as "the corporation") the following provisions shall unless otherwise agreed in writing between the Commission and the corporation apply and have effect:—

For protection
of
Birmingham
Corporation.

(1) If the Commission in the exercise of powers conferred by section 18 (As to Harborne Reservoir) of this Act abandon and discontinue the use of the reservoir as defined in the said section and remove the water therefrom they shall to the reasonable satisfaction of the corporation and in such manner as may be agreed between the Commission and the corporation or in default of agreement settled by arbitration execute and do within the powers conferred on them by the said section all such works and things as may be necessary or expedient for dealing with water draining into the said reservoir and for providing a suitable means for conveying the water of the Bourn Brook through along or adjoining the site of the said reservoir:

(2) Any difference arising between the Commission and the corporation under this section (other than a difference as to the construction of this section) shall be settled by arbitration.

43. For the protection of the lord mayor aldermen and citizens of the city of Liverpool (in this section referred to as "the corporation") the following provisions shall unless otherwise agreed in writing between the Commission and the corporation apply and have effect:—

For protection
of Liverpool
Corporation.

(1) In this section—

"city engineer" means the city engineer and surveyor for the time being of the corporation;

"corporation property" means any property vested in or under the control of or repairable by the

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corporation and includes any water main pipe or apparatus sewer or drain and the surface and foundations of any highway which now or hereafter may be under the control of or repairable by the corporation:

- (2) The Commission shall not under the powers of this Act enter upon take or use any part of the land numbered 6 on the deposited plans in the city of Liverpool but may pursuant to section 25 (Power to acquire easements only in certain cases) of this Act acquire such easements and rights in such land as they may reasonably require for the purpose of constructing using and maintaining Work No. 11:
- (3) The Commission shall before commencing the construction of Work No. 11 furnish to the corporation proper and sufficient plans sections and particulars thereof for the approval of the city engineer which approval shall not be unreasonably withheld and shall not commence the construction of Work No. 11 until such plans sections and particulars shall have been approved by the city engineer or in case of difference between the city engineer and the Commission until they shall have been settled by arbitration:
Provided that if within twenty-eight days after such plans sections and particulars have been furnished to the city engineer he shall not have intimated his approval or disapproval thereof he shall be deemed to have approved them:
- (4) Upon signifying his approval or disapproval of the said plans sections and particulars the city engineer may specify any temporary or permanent works which in his opinion should be carried out before or during the construction of Work No. 11 in order reasonably to ensure the stability of corporation property or to protect it from injury and such temporary or permanent works as may be reasonably necessary for those purposes shall (if the corporation so desire and give notice to that effect to the Commission) be constructed by the corporation at the expense of the Commission and otherwise shall be constructed by the Commission and the Commission shall not commence the construction of Work No. 11 until the completion of such of the temporary or permanent works as the city engineer shall require to be carried out before the construction of Work No. 11:
- (5) The Commission shall not construct Work No. 11 otherwise than in accordance with such plans sections and particulars as may be approved or settled as aforesaid and the Commission shall at all times afford

reasonable facilities to the city engineer for access to the work during its construction and shall supply him with all such information as he may reasonably require with regard to the work or the method of construction thereof:

- (6) The Commission shall make compensation to the corporation for any subsidence of or damage to corporation property which may be caused by or in consequence of any act or default of the Commission their contractors servants or agents in the construction of Work No. 11 and whether such subsidence or damage shall happen during the construction of Work No. 11 or at any time thereafter:
- (7) Any difference arising between the Commission and the corporation or the city engineer under this section (other than a difference as to the construction of this section) shall be settled by arbitration.

44. For the protection of the mayor and commonalty and citizens of the city of London (in this section referred to as "the corporation") the following provisions shall unless otherwise agreed in writing between the Commission and the corporation apply and have effect:—

For protection
of corporation
of London.

- (1) In this section "highway" means a highway vested in the corporation:
- (2) Before commencing the construction of any part of Work No. 1 the Commission shall submit to the corporation for their reasonable approval plans sections and particulars relating thereto including particulars as to the time when such part shall be commenced and as to the duration of the construction of such part and as to the extent of the surface of the highway that the Commission may occupy at any one time in the construction of such part:
- (3) No part of Work No. 1 shall be constructed otherwise than in accordance with such plans sections and particulars as may be approved by the corporation under paragraph (2) of this section and in accordance with such reasonable conditions as may be imposed by the corporation or if such approval be refused as may be settled by arbitration:

Provided that—

(a) the corporation in giving or refusing their approval under paragraph (2) of this section and in imposing any conditions under this paragraph and the arbitrator in settling any matter under this paragraph shall have regard to the scheme which the corporation are or for the time being may be actively preparing in conjunction with the Minister for the

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reorganisation of the road system at the junction of Blackfriars Bridge with the Victoria Embankment but no conditions shall be imposed by the corporation or settled by the arbitrator which would ultimately have the effect of preventing the construction of Work No. 1; and

(b) if within twenty-eight days after the submission to them of plans sections and particulars under paragraph (2) of this section the corporation do not signify to the Commission their approval thereof with or without conditions or their disapproval thereof they shall be deemed to have approved thereof unconditionally:

- (4) Any highway occupied broken up or interfered with by the Commission under the powers of this Act shall be reinstated by the Commission in a manner reasonably approved by the corporation and to their reasonable satisfaction:
- (5) The Commission shall if reasonably so required by the corporation provide and maintain to the reasonable satisfaction of the corporation during such time as the Commission may occupy any part of the highway for the purpose of the construction of any part of Work No. 1 temporary bridges and temporary ramps for vehicular traffic or pedestrian traffic or both over any part of Work No. 1 or in such other position as may be necessary to prevent interference with the flow of traffic in any highway:
- (6) The corporation may carry out—
- (a) alterations to and subsequent reinstatement of traffic signal installations;
- (b) the removal and subsequent replacement in the same or a different place of traffic islands statues police boxes and any other works and property in on or under any highway;
- arising out of or rendered necessary by the construction of Work No. 1 and the Commission shall pay to the corporation the cost reasonably incurred by the corporation in so doing:
- (7) (a) The Commission shall secure that so much of Work No. 1 as is constructed under a highway shall be designed constructed and maintained so as to carry abnormal loading and the Commission shall pay to the corporation all costs that the corporation may reasonably incur in the maintenance or repair of any highway by reason of any non-compliance by the Commission with the provisions of this paragraph;
- (b) In this paragraph "abnormal loading" means type HB abnormal unit loading as specified in British

Standard 153 Part 3A 1954 published by the British Standards Institution on the thirty-first day of December nineteen hundred and fifty-four or in any other standard which may be published by the said institution in substitution therefor before the commencement of the works of the Commission referred to in this paragraph:

- (8) The Commission shall at all reasonable times during the construction of Work No. 1 afford to the engineer of the city of London or his duly authorised representatives access to any part of the said work for the purposes of inspection:
- (9) The Commission shall make compensation to the corporation for any subsidence of or damage to any highway or any property of the corporation or under their control or repairable by them which may be caused by or in consequence of any act or default of the Commission their contractors servants or agents and whether such damage or subsidence shall happen during the construction of Work No. 1 or at any time thereafter:
- (10) (a) The Commission shall carefully preserve and remove all objects of geological or antiquarian interest discovered by them in the execution of the works within the city of London and subject to the rights of the Crown and except so far as the same may be proved to be the property of any other person any such objects discovered shall be deposited in the Guildhall Museum as the property of the corporation;
(b) The Commission shall afford to any officer of the corporation all facilities to inspect any objects discovered by them in the execution of the works within the city of London:
- (11) The Commission shall keep the corporation indemnified against all actions costs claims and demands whatsoever brought or made against the corporation by any person in respect of loss or damage caused by or in consequence of the construction of Work No. 1:
- (12) The Commission shall not under the powers of this Act alter disturb or in any way interfere with any pedestrian subway sanitary convenience refuge sewer drain lamp column traffic sign or apparatus connected therewith or other property or work of the corporation or under their control or repairable by them or the access thereto without the consent of the corporation and any alteration diversion replacement or reconstruction of any such pedestrian subway sanitary convenience refuge sewer drain lamp column traffic sign or apparatus connected therewith or other property or work which may be necessary shall be made by the corporation or the Commission as the corporation shall think fit and any

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costs and expenses reasonably incurred by the corporation in so doing shall be repaid to the corporation by the Commission:

- (13) Any difference arising between the Commission and the corporation under this section (other than a difference as to the construction of this section) shall be settled by arbitration.

For protection
of Manchester
Corporation.

45. For the protection of the lord mayor aldermen and citizens of the city of Manchester (in this section referred to as "the corporation" and "the city" respectively) the following provisions shall unless otherwise agreed in writing between the Commission and the corporation apply and have effect:—

- (1) In this section "the existing bridge" means the existing bridge in the city carrying the railway between Manchester (London Road) Station and Longsight over Travis Street:

- (2) Before commencing the construction of Work No. 10 the Commission shall submit to the corporation for their reasonable approval in respect of any matters with which the corporation are properly concerned plans sections and particulars relating thereto and Work No. 10 shall not be constructed otherwise than in accordance with such plans sections and particulars as may be approved by the corporation as aforesaid or if such approval be refused as may be settled by arbitration:

Provided that if within twenty-eight days after the submission to them of plans sections and particulars under this paragraph the corporation do not signify to the Commission their approval or disapproval thereof they shall be deemed to have approved thereof:

- (3) Notwithstanding anything in this Act the Commission shall if they construct Work No. 10 construct the same with a span between the abutment walls thereof not less than the existing width of Travis Street and with a minimum headway over the upper surface of Travis Street not less than the minimum headway of the existing bridge over the upper surface of Travis Street:
- (4) The Commission shall not construct any piers abutments or other works in connection with Work No. 10 within any highway:
- (5) Work No. 10 shall be constructed in such a manner as to prevent so far as may be reasonably practicable the dripping of water:
- (6) Before commencing to construct any part of Work No. 10 which will involve interference with a highway the Commission shall consult the corporation as to the time when such part shall be commenced and as to the extent of the surface of the highway that it may be reasonably necessary for the Commission to occupy in

the construction of such part and as to the conditions under which such part shall be constructed so as to reduce so far as possible inconvenience to the public and such part shall not be constructed and the surface of the highway shall not be occupied by the Commission except at the time to the extent and in accordance with conditions agreed between the Commission and the corporation or in default of agreement settled by arbitration:

- (7) The corporation may at the cost of the Commission provide and place such lamps and apparatus as may from time to time be reasonably necessary for efficiently lighting Travis Street under Work No. 10 and keep the same sufficiently lighted:
- (8) The piers or abutments of Work No. 10 shall be made and maintained by the Commission and shall be faced at the base for a height of one foot six inches with blue bricks and for the next three feet six inches with brown glazed bricks and for the remainder of the height thereof with white glazed bricks for the entire length thereof on each side and such blue and glazed bricks shall be maintained and kept cleansed by the Commission to the reasonable satisfaction of the corporation who shall be at liberty at the expense of the Commission to undertake the cleansing of such glazed bricks from time to time in the event of the neglect of the Commission so to do:
- (9) Before commencing to stop up and discontinue between the points marked "A" and "B" on the deposited plans the footpath in the city crossing the railway between Manchester and Rochdale by means of a footbridge and substituting therefor a new footpath and footbridge in pursuance of the powers of this Act the Commission shall submit to the corporation for their reasonable approval in respect of any matters with which the corporation are properly concerned plans sections and particulars relating thereto and the said new footpath and footbridge shall not be constructed otherwise than in accordance with such plans sections and particulars as may be approved by the corporation as aforesaid or if such approval be refused as may be settled by arbitration:

Provided that if within twenty-eight days after the submission to them of plans sections and particulars under this paragraph the corporation do not signify to the Commission their approval or disapproval thereof they shall be deemed to have approved thereof:

- (10) Before commencing to construct the said new footpath and footbridge the Commission shall consult the corporation as to the conditions under which they shall

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be constructed so as to reduce so far as possible inconvenience to the public and the said new footpath and footbridge shall not be constructed except at the time to the extent and in accordance with conditions agreed between the Commission and the corporation or in default of agreement settled by arbitration:

- (11) Any difference arising between the Commission and the corporation under this section (other than a difference as to the construction of this section) shall be settled by arbitration.

For protection
of Trent
River Board.

46. For the protection of the river board the following provisions shall unless otherwise agreed in writing between the Commission and the river board apply and have effect:—

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

“the river board” means the Trent River Board;

“banks” has the meaning assigned to that expression by the Land Drainage Act 1930;

“protected watercourse” means any watercourse for the time being vested in or under the control of the river board;

“the authorised works” means Works Nos. 6 7 and 8:

- (2) In the execution of any of the authorised works the Commission shall not diminish the width between the banks of any protected watercourse except with the consent of the river board but such consent shall not be unreasonably withheld:

- (3) Except with the consent of the river board which shall not be unreasonably withheld the Commission shall not construct or execute any work of maintenance or repair of any of the authorised works which affects any protected watercourse otherwise than—

(a) in such manner across the watercourse as to allow the free passage under the authorised work of flood waters;

(b) in such manner as not to obstruct or interfere with the free flow of water in into or out of the watercourse:

- (4) (a) The Commission before commencing to execute any of the authorised works shall submit to the river board plans and sections and (when reasonably required by the river board) working drawings thereof and of any temporary works for their reasonable approval. If the river board do not within twenty-one days after the submission to them of any such plans and sections and drawings (if any) signify to the Commission in writing their approval or disapproval thereof they shall be deemed to have approved thereof;

- (b) An authorised work shall not be executed otherwise than in accordance with such plans and sections and drawings (if any) as may be approved (or are to be deemed to be approved) by the river board or if the river board have signified their disapproval thereof as may be settled by arbitration and shall be executed to the reasonable satisfaction of the river board and under the superintendence of the engineer to the river board if the engineer elect to superintend after receiving reasonable notice of the date when the work is to be commenced:
- (5) The Commission shall at all reasonable times afford to the engineer to the river board or his duly authorised representatives access to any of the authorised works during the construction maintenance or repair thereof for the purpose of inspection:
- (6) The construction maintenance or repair of any of the authorised works shall when commenced be continued uninterruptedly so far as may be reasonably practicable until completion:
- (7) If by reason of the construction repair or maintenance of any of the authorised works or of the failure thereof or of the failure to maintain the same the channel or banks of any protected watercourse shall at any time be injured or damaged such injury or damage shall be forthwith made good by the Commission to the reasonable satisfaction of the engineer to the river board and if the Commission fail so to do the river board may make good the same and recover the reasonable cost thereof from the Commission:
- (8) Any difference arising between the Commission and the river board under this section (other than a difference as to the construction of this section) shall be settled by arbitration.

47. For the protection of the Wear and Tees River Board (in this section referred to as "the board") the following provisions shall unless otherwise agreed in writing between the Commission and the board apply and have effect:—

For protection
of Wear and
Tees River
Board.

(1) In this section—

"authorised work" means so much of either Work No. 20 or Work No. 21 and any works and conveniences connected therewith as may be constructed on or over or in any way affect the beck or either of the banks thereof;

"banks" has the meaning assigned to it by the Land Drainage Act 1930;

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“ the beck ” means Stainsby Beck;

“ construct ” includes replace alter and renew and
“ construction ” shall be construed accordingly;

“ engineer ” means the engineer to the board;

“ plans ” includes sections particulars and working
drawings;

“ the signed plan ” means the plan signed in
duplicate by Cecil Clay on behalf of the board and
by Arthur Dean on behalf of the Commission one
copy of which has been deposited with the board
and the other with the Commission:

- (2) (a) Not less than twenty-eight days before commencing to construct an authorised work the Commission shall submit to the engineer plans thereof for his reasonable approval;
- (b) Upon signifying his approval or disapproval of the said plans the engineer may specify any works whether temporary or permanent which in his opinion should be carried out to ensure the stability of the banks of the beck or to protect the beck or the banks thereof from injury (in this section referred to as “ protective works ”) and such protective works as may be reasonably necessary for those purposes shall be constructed by the Commission at their expense;
- (c) If the engineer does not within twenty-eight days after the receipt by him of the said plans signify to the Commission in writing his approval or disapproval thereof he shall be deemed to have approved thereof:
- (3) An authorised work shall be constructed and repaired to the reasonable satisfaction of the board and in accordance with—
- (i) such plans as shall be approved or deemed to have been approved by the engineer or if such approval be withheld as shall be settled by arbitration; and
- (ii) a method of working approved by the engineer or settled by arbitration:
- (4) The Commission shall at all reasonable times afford to the engineer or his duly authorised representative access to an authorised work for the purpose of inspection and shall comply with any reasonable directions given by such engineer or representative in reference to any works executed within the confines of the beck:
- (5) (a) Except in cases of emergency the Commission shall give fourteen days’ notice in writing to the board before commencing to construct or repair an authorised work;

- (b) The construction or repair of an authorised work shall when commenced be completed with all reasonable dispatch:
- (6) In the construction repair maintenance or user of an authorised work the Commission shall—
- (a) take all reasonable precautions to prevent interference with the flow of water in into through or out of the beck and to prevent the deposit from any work of the Commission of any solid matter in the beck;
- (b) at regular intervals and as and when they may be directed in writing to do so by the board remove with all reasonable dispatch any debris or other material which has accumulated against or in the vicinity of any part of an authorised work in such a way or to such an extent as to interfere with the free flow of water in the beck:
- (7) Any additional expense reasonably incurred by the board in maintaining the beck or the banks thereof by reason or in consequence of the construction of an authorised work shall be repaid to the board by the Commission:
- (8) (a) If after the submission by the Commission of plans of an authorised work in accordance with this section the board shall for the purpose of preventing flooding raise the height of so much of the western embankment of the beck as lies between the points marked A and B on the signed plan the Commission shall on demand repay to the board one-half of the cost to the board in connection with the raising of the height of such embankment;
- (b) The works referred to in sub-paragraph (a) of this paragraph shall not be constructed otherwise than in accordance with plans to be agreed between the board and the Commission or in default of agreement settled by arbitration;
- (c) Upon completion of the works referred to in sub-paragraph (a) of this paragraph the said embankment as so raised shall thereafter be maintained by the board at their expense;
- (d) For the purposes of this paragraph the cost to the board of raising the height of the said embankment shall be deemed to be the expense actually incurred by the board (including a proper proportion of their overhead charges) in connection with the operation less—
- (i) any grant made by the Minister of Agriculture Fisheries and Food to the board for that purpose under section 55 of the Land Drainage Act 1930; and

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—cont.

(ii) any contributions towards such expense received by the board from any company body or person other than the Commission:

- (9) The Commission shall indemnify and hold harmless the board from all claims demands costs expenses damages or loss which may be made on or against them or which they may incur or have to pay or which they may sustain by reason or in consequence of the construction use maintenance or repair of an authorised work or of the failure or want of repair thereof or any subsidence caused by the construction thereof or in consequence of any act or omission of the Commission their contractors agents workmen or servants:

Provided that the board shall give to the Commission reasonable notice of any such claim or demand as aforesaid and no settlement or compromise thereof shall be made without the agreement of the Commission:

- (10) The fact that any work or thing has been executed or done in accordance with a plan approved or not objected to by the engineer or to the satisfaction of the board or in accordance with any directions or award of an arbitrator shall not relieve the Commission from any liability under the provisions of this section:
- (11) Any difference arising between the Commission and the board under this section (other than a difference as to the construction of this section) shall be settled by arbitration.

PART VI

MISCELLANEOUS

As to
British Road
Services (Male
Wages Grades)
Group
Pension Fund.

48.—(1) In this section—

“the fund” means the British Road Services (Male Wages Grades) Group Pension Fund as constituted by the trust deeds;

“the trust deeds” means the trust deed dated the first day of July nineteen hundred and fifty-seven and made between the Commission of the first part British Road Services Limited B.R.S. (Pickfords) Limited B.R.S. (Contracts) Limited and Star Bodies (B.T.C.) Limited of the second part B.R.S. (Parcels) Limited and B.R.S. (Meat Haulage) Limited of the third part and Sir John Benstead C.B.E. George Neville Russell C.B. C.B.E. and Harold Ernest Osborn of the fourth part and any subsequent deed or instrument relating to the fund.

(2) The fund shall be deemed not to be and never to have been a shop club or thrift fund as defined by section 7 of the Shop Clubs Act 1902.

49. So much of article 15 of the indenture set forth in the Second Schedule to the Great Western Railway Act 1933 as provides that alcoholic or intoxicating drink shall not be brought on to or be kept sold distributed given away used or consumed on the premises therein referred to shall cease to have effect.

PART VI
—cont.
As to
Cambrian
Institute
Oswestry.

50. The enactments specified in the Seventh Schedule to this Act are hereby repealed to the extent specified in the third column of that schedule.

Repeals.

51.—(1) The period now limited by the British Transport Commission Act 1955 for the compulsory purchase of the lands referred to in the Eighth Schedule to this Act is hereby extended until the thirty-first day of December nineteen hundred and sixty-one.

Extensions of
time.

(2) In this section and in the said schedule the word “lands” includes any easements or rights in under or over land authorised to be acquired by the enactments referred to in the said schedule.

52. This Act shall be deemed to be an enactment passed before and in force at the passing of the Town and Country Planning Act 1947 for the purposes of subsection (4) of section 13 and subsection (1) of section 118 of that Act.

Saving for
town and
country
planning.

53. Where under this Act any difference (other than a difference to which the provisions of the Lands Clauses Acts apply) is to be referred to or settled by arbitration then unless otherwise provided 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.

Arbitration.

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

Costs of Act.

SCHEDULES

Section 8.

FIRST SCHEDULE

THE BRIDGES REFERRED TO IN SECTION 8 (AS TO DIMENSIONS
ETC. OF BRIDGES) OF THIS ACT

PART I

1. The bridge for carrying the diverted portion of the road between Howden and Eastington over Works Nos. 16 and 17 in the parish of Eastington.

2. The bridge for carrying the road from Gretna to Carlisle over Work No. 32 in the parish of Kirkandrews.

PART II

The bridges comprised in Works Nos. 14 19 and 34 the lengthening of the bridge referred to in the description of Work No. 33 and the new archway comprised in Work No. 41.

Section 15.

SECOND SCHEDULE

THE LEVEL CROSSINGS REFERRED TO IN SECTION 15 (AS TO CERTAIN
LEVEL CROSSINGS) OF THIS ACT

PART I

In the county of Essex—

In the parish of Kelvedon in the rural district of Braintree—

The level crossing known as Sniveller's Lane Crossing whereby Sniveller's Lane is crossed by the Eastern Counties Railway between Witham and Kelvedon stations.

PART II

In the county of Buckingham—

In the parish of Bledlow-cum-Saunderton in the rural district of Wycombe—

The level crossing known as Hinton Crossing whereby the road from Common Leys to Skittle Green is crossed by the Wycombe Railway between Bledlow and Thame stations.

In the county of Dorset—

In the parish of Hampreston in the rural district of Wimborne and Cranborne—

The level crossing known as Dolmans Crossing whereby Ameysford Road is crossed by the Southampton and Dorchester Railway between West Moors and Wimborne stations.

In the county of Leicester—

In the parish of Great Easton in the rural district of Market Harborough—

The level crossing known as Easton Crossing whereby the road from Great Easton to Rockingham is crossed by the Rugby and Stamford Railway between Rockingham and Ashley and Weston stations.

In the county of Northampton—

In the parish of Maidwell in the rural district of Brixworth—

The level crossing known as Green Lane Crossing whereby the road from Maidwell to Harrington is crossed by the Northampton and Market Harborough Branch Railway between Lamport and Kelmarsh stations.

In the county of Nottingham—

In the parish of Sturton le Steeple in the rural district of East Retford—

The level crossing known as Freeman's Lane Crossing whereby Freeman's Lane is crossed by the Sheffield and Lincolnshire Junction Railway between Sturton Station and Clarborough Junction.

In the county of Salop—

In the parishes of Ashford Carbonell and Ludford in the rural district of Ludlow—

The level crossing known as Saltmoor Crossing whereby the road from Caynham Road to Saltmoor Farm is crossed by the Shrewsbury and Hereford Railway between Woofferton and Ludlow stations.

In the parish of Bedstone in the rural district of Clun—

The level crossing known as Adley Moor Crossing whereby the road from Bedstone to Adley Moor Common is crossed by the Knighton Railway between Hopton Heath and Bucknell stations.

In the county of Somerset—

In the parish of Horsington in the rural district of Wincanton—

The level crossing known as Horsington Crossing whereby Broadmoor Lane is crossed by the Dorset Central Railway between Templecombe and Wincanton stations.

In the county of Westmorland—

In the parish of Orton in the rural district of North Westmorland—

The level crossing known as Kelleth Crossing whereby the road from Kelleth to Cotegill is crossed by the South Durham and Lancashire Union Railway between Ravenstonedale and Tebay stations.

PART III

In the county borough of Walsall—

The level crossing known as Cart Bridge Crossing whereby Cart Bridge Lane is crossed by the Trent Valley Midlands and Grand Junction Railway between Walsall and Pelsall stations.

PART IV

In the county of Cumberland—

In the parish of Hayton in the Border rural district—

The level crossing known as Hard Bank Crossing whereby the road from How Mill Station to Hard Bank Farm is crossed by the Newcastle-upon-Tyne and Carlisle Railway between How Mill and Brampton Junction stations.

2ND SCH.
—cont.

2ND SCH.
—cont.

In the county of Hertford—

In the parish of Westmill in the rural district of Braughing—

The level crossing known as Westmill Crossing whereby the road from Westmill to the road from Buntingford to Ware is crossed by the Ware Hadham and Buntingford Railway between Westmill and Buntingford stations.

In the county of Lincoln (Parts of Lindsey)—

In the parish of Middle Rasen in the rural district of Caistor—

The level crossing known as Crossing No. 31 whereby the road from Ivy Cottage to Nova Scotia Bridge is crossed by the Great Grimsby and Sheffield Junction Railway between Market Rasen and Claxby and Usselby stations.

In the county of Norfolk—

In the parish of Acle in the rural district of Blofield and Flegg—

The level crossing known as Damgate Crossing whereby the road from Damgate Lane to New Road is crossed by the railway from Brundall to Yarmouth between Acle and Yarmouth (Vauxhall) stations.

In the county of Northampton—

In the parish of Blisworth in the rural district of Towcester—

In the parishes of Milton and Courteenhall in the rural district of Northampton—

The level crossing known as Milton Crossing whereby the road leading from Milton to the road from Blisworth to Courteenhall Bridge is crossed by the London and Birmingham Railway between Blisworth and Roade stations.

In the county of East Suffolk—

In the parish of Aldringham with Thorpe in the rural district of Blyth—

The level crossing known as Sheepwash Crossing whereby the road from Thorpeness Common to The Fens is crossed by the East Suffolk (Aldeburgh Extension) Railway between Thorpeness Halt and Aldeburgh Station.

In the county of Worcester—

In the borough of Droitwich—

The level crossing known as Chawson Crossing whereby the road leading from Chawson Lane to Worcester Road is crossed by the Oxford Worcester and Wolverhampton Railway between Droitwich Spa and Fernhill Heath stations.

PART V

In the county of Carmarthen—

In the parish of Llanfihangel-ar-Arth in the rural district of Newcastle-Emlyn—

The level crossing known as Glantwelly Crossing whereby the road from Glan-Tyweli-fach to Ty-isaf is crossed by the Carmarthen and Cardigan Railway between Pencader and Llandyssul stations.

In the county of Leicester—

In the parish of Buckminster in the rural district of Melton and Belvoir—

In the county of Lincoln (Parts of Kesteven)—

In the parish of Skillington in the rural district of West Kesteven—

The level crossing known as Old Mere Crossing whereby the road known as The Drift is crossed by the High Dyke and Sproxton Branch Railway 1,700 yards west of Skillington Road Junction.

In the county of East Suffolk—

In the rural district of Blyth—

In the parish of Framlingham—

The level crossing known as Kettleborough Road Crossing whereby the road from Framlingham to Kettleburgh is crossed by the Framlingham Branch Railway between Framlingham and Parham stations.

The level crossing known as Broadwater Crossing whereby the road from Framlingham to Wickham Market is crossed by the Framlingham Branch Railway between Framlingham and Parham stations.

In the parishes of Framlingham and Parham—

The level crossing known as Brick Lane Crossing whereby Brick Lane is crossed by the Framlingham Branch Railway between Framlingham and Parham stations.

In the parish of Parham—

The level crossing known as Parham Station Crossing situate at the southern end of Parham Station on the Framlingham Branch Railway.

The level crossing known as Hacheston Crossing whereby the road from Hacheston to Silverlace Green is crossed by the Framlingham Branch Railway between Parham and Marlesford stations.

In the parish of Marlesford—

The level crossing known as Marlesford Ford Crossing situate 715 yards to the north-west of Marlesford Station on the Framlingham Branch Railway.

The level crossing known as Cornish Crossing situate 310 yards to the north-west of Marlesford Station on the Framlingham Branch Railway.

The level crossing known as Marlesford Station Crossing whereby the road from Wickham Market to Marlesford is crossed by the Framlingham Branch Railway at Marlesford Station.

PART VI

In the county of Glamorgan—

In the parish of Coity Higher in the rural district of Penybont—

The level crossing known as Coity Junction Crossing situate 32 yards to the north of Coity Junction on the Llynvi Valley Railway.

THIRD SCHEDULE

AGREEMENT RELATING TO HADDISCOE NEW CUT

THIS AGREEMENT is made the 18th day of November 1957 Between the BRITISH TRANSPORT COMMISSION (hereinafter called "the Commission") of the first part THE EAST SUFFOLK AND NORFOLK RIVER BOARD (hereinafter called "the River Board") of the second part THE GREAT YARMOUTH PORT AND HAVEN COMMISSIONERS (hereinafter called "the Port and Haven Commissioners") of the third part and LEWES HECTOR READ ALFRED ERNEST BAINES RICHARD LEE BARBER JOSEPH ELDRED DEWHURST FREDERICK CHARLES JEX LEONARD RUDOLPH RAMUZ and ARTHUR DESMOND TRUMAN (hereinafter called "the Norwich (River Yare) Commissioners") of the fourth part

Whereas under and by virtue of the Act 7 & 8 Geo. IV Cap. xlii intituled "An Act for making and maintaining a Navigable Communication for ships and other vessels between the City of Norwich and the Sea at or near Lowestoft in the County of Suffolk" an artificial cut known as the Haddiscoe New Cut (hereinafter called "the Cut") was constructed as part of the Norwich and Lowestoft navigation to connect the Rivers Yare and Waveney commencing in the parish of Reedham and terminating in the parish of Haddiscoe in the County of Norfolk

And whereas by virtue of divers Acts and assurances the Cut has become and is now vested in the Commission

And whereas there is now very little commercial traffic on the Cut and the Commission are of the opinion that they are no longer justified in maintaining the same as part of their undertaking but it has become extensively used by pleasure boats for passage between the Rivers Yare and Waveney

And whereas the Cut is in need of repair and it has been agreed by and between the parties hereto with the concurrence of the local authorities and representative organisations named in the Schedule hereto that the Cut should become vested in the River Board who have agreed to carry out works of repair in accordance with the provisions of this Agreement and to permit the Cut to be used for navigation as herein provided

And whereas the Commission intend to promote in the present Session of Parliament a Bill (hereinafter called "the Bill") to provide inter alia for the transfer of the Cut to the River Board and for other matters in connection with such transfer

And whereas it is intended that this Agreement should be scheduled to the Bill and that provision should be made therein for the confirmation of this Agreement

Now it is hereby agreed and declared as follows:—

3RD SCH.
—cont.

1. The Commission subject to the consent of the Minister of Transport and Civil Aviation shall include in the Bill and use their best endeavours to obtain the passing into law of a clause or clauses for effecting the following matters:—

- (a) For transferring the Cut to the River Board from the passing of the Bill without any payment or other consideration and relieving the Commission from all statutory and other obligations in respect of the Cut;
- (b) For requiring the River Board to permit the Cut to be used for navigation for a period of ten years from the passing of the Bill and authorising the River Board to permit the continued use of the Cut for navigation for such further period or periods as they may determine;
- (c) For authorising the River Board at the termination of the said period of ten years or such further period as aforesaid to close the Cut at any time thereafter provided that they shall have given in writing to the Port and Haven Commissioners and to the Norwich (River Yare) Commissioners and by inserting a notice in one or more local newspapers circulating in the area in which the Cut is situated not less than two years' notice of their intention to close the same;
- (d) For authorising and requiring the Norwich (River Yare) Commissioners and the Bure and Waveney Commissioners to raise during the ten years from the passing of the Bill (or during such longer or shorter period as may be necessary) a special levy calculated as a percentage of existing tolls on all pleasure boats navigating using or mooring in any part of the respective waterways over which they have jurisdiction to provide the Norwich (River Yare) Commissioners with the sum of £10,000 (being the amount which the last-mentioned Commissioners are by this Agreement required to pay to the River Board) together with interest at 6 per cent. per annum on any part of that sum from time to time remaining uncollected and for providing that such part of the levy as may be collected by the Bure and Waveney Commissioners shall be paid by them to the Norwich (River Yare) Commissioners;
- (e) For authorising the Port and Haven Commissioners and the Norwich (River Yare) Commissioners and the Bure and Waveney Commissioners or any of them in the event of the Norwich (River Yare) Commissioners or the Port and Haven Commissioners or any other body or person entering into any arrangement with the River Board involving the making of any further payment or payments in respect of further works of maintenance to the Cut after the said period of ten years to raise a further special levy in accordance with an order to be made if he shall think fit by the Minister of Transport and Civil Aviation;

3RD SCH.
—cont.

(f) For providing that the Cut shall be deemed for the purposes of the Great Yarmouth Port and Haven Acts and Orders 1866 to 1956 to form part of the River Yare as therein defined so long as the Cut shall remain open for navigation under the provisions of the Bill.

2. The River Board will expend not less than £24,000 on works of repair and maintenance to the banks of the Cut as soon as may be reasonably practicable after the passing of the Bill such works of repair and maintenance being more particularly specified on a plan signed in triplicate by the Engineers of the River Board the Commission and the Norwich (River Yare) Commissioners respectively and will for a period of ten years next after the passing of the Bill and for such further period or periods as they may in their unfettered discretion determine permit the Cut to be used for navigation.

3. The Commission will pay to the River Board on demand the sum of £10,000 towards the cost of the works of repair and maintenance hereinbefore mentioned and will themselves complete their planned maintenance programme for the year 1957 to the value of £10,000 such programme having been agreed between the Engineer of the Commission and the Engineer of the River Board and more particularly specified on the plan last hereinbefore referred to.

4. The Norwich (River Yare) Commissioners will pay to the River Board the sum of £10,000 towards the cost of the works of repair and maintenance to be carried out by the River Board in accordance with the provisions of this Agreement. The said sum shall be payable by two equal instalments the first to be payable immediately after the passing of the Bill into law and the second twelve months after such passing.

5. After the transfer of the Cut to the River Board the Commission shall not make any claim against the River Board in respect of any damage due to flooding which may be caused to their railway situate adjacent to the west bank of the Cut provided that if the River Board close the Cut to navigation they shall take such steps as may be reasonably necessary for the protection of the adjoining land so as to minimise as far as is reasonably practicable the danger of flooding thereafter.

6. Any question dispute or difference arising under this Agreement (other than a question dispute or difference relating to the construction of this Agreement) shall be referred to and determined by an arbitrator to be appointed failing agreement between the parties concerned by the President of the Institution of Civil Engineers on the application of any of such parties after giving notice to the other party or parties concerned.

7. The Commission shall pay the stamp duties payable on or arising out of this Agreement.

8. This Agreement shall be scheduled to the Bill and is subject to such alterations as may be made by Parliament therein but in the event

of Parliament making any material alterations in this Agreement or in the provisions of the Bill relating thereto any party to this Agreement may by written notice to the others given before the Bill is reported by the Committee in the Second House rescind this Agreement which shall then become void and the Commission shall thereupon withdraw from the Bill the provisions relating to this Agreement and to the vesting of the Cut in the River Board and to any matters incidental thereto.

3RD SCH.
—cont.

The Schedule before referred to

The Corporation of Beccles

The Corporation of Great Yarmouth

The Corporation of Lowestoft

The Corporation of Norwich

The Oulton Broad Joint Committee

The Royal Yachting Association

The Norfolk and Suffolk Yachting Association

The Norfolk and Suffolk Broads Yacht Owners Association

The Broadland Owners Association

The Chamber of Shipping of the United Kingdom

In Witness whereof the Commission the River Board and the Port and Haven Commissioners have caused their respective common seals to be hereunto affixed and the Norwich (River Yare) Commissioners have set their respective hands and seals the day and year first above written.

The Common Seal of the British Transport
Commission was hereunto affixed in the
presence of }

RUSHOLME Member.

H. L. BRAZIER Assistant Secretary.

3RD SCH.
—cont.

The Common Seal of The East Suffolk and
Norfolk River Board was hereunto affixed
in the presence of

WALTER W. FLATT Capt. Chairman.

S. VINCENT ELLIS Clerk.

The Common Seal of The Great Yarmouth
Port and Haven Commissioners was
hereunto affixed in the presence of

L. HECTOR READ Chairman.

STANLEY G. SILLIS Clerk.

Signed Sealed and Delivered by the said
Lewes Hector Read in the presence of } L. HECTOR
READ.

W. J. THOMPSON
City Hall
Norwich
Local Government Officer.

Signed Sealed and Delivered by the said
Alfred Ernest Baines in the presence of } A. E. BAINES.

A. E. I. STUBBS
21 South Quay
Gt. Yarmouth
Clerk.

Signed Sealed and Delivered by the said
Richard Lee Barber in the presence of } R. LEE
BARBER.

A. E. I. STUBBS
21 South Quay
Gt. Yarmouth
Clerk.

Signed Sealed and Delivered by the said }
Joseph Eldred Dewhurst in the presence of } J. E. DEWHURST.

3RD SCH.
—cont

A. E. I. STUBBS
21 South Quay
Gt. Yarmouth
Clerk.

Signed Sealed and Delivered by the said }
Frederick Charles Jex in the presence of } FRED C. JEX.

A. E. I. STUBBS
21 South Quay
Gt. Yarmouth
Clerk.

Signed Sealed and Delivered by the said }
Leonard Rudolph Ramuz in the presence }
of } L. R. RAMUZ.

A. E. I. STUBBS
21 South Quay
Gt. Yarmouth
Clerk.

Signed Sealed and Delivered by the said }
Arthur Desmond Truman in the presence }
of } A. D. TRUMAN.

A. E. I. STUBBS
21 South Quay
Gt. Yarmouth
Clerk.

FOURTH SCHEDULE

Section 21.

LANDS REFERRED TO IN SUBSECTION (2) OF SECTION 21 (POWER TO
ACQUIRE LANDS) OF THIS ACT

Area (1)	No. on deposited plans (2)	Purposes for which the lands may be used (3)
In the county of Buckingham— Parish of Waddesdon in the rural district of Aylesbury	1 to 4	To extend the embankments of the railway between Rugby and Aylesbury.

4TH SCH.
—cont.

Area (1)	No. on deposited plans (2)	Purposes for which the lands may be used (3)
In the county of Cumberland— Parish of Rockcliffe in the Border rural district	9 10 14 to 20 24 to 28 34 35	To provide a railway depot and marshalling yard and to carry out alterations and improvements of the railway between Gretna and Carlisle.
Parish of Kingmoor in the Border rural district	1 to 70 74 to 78	To provide a railway depot and marshalling yard and to carry out alterations and improvements of the railways between Gretna and Carlisle and Longtown and Carlisle respectively.
In the county of Kent— Borough of Deal	1	To provide a sub-station for the supply of electricity to the Commission's railways.
Borough of Folkestone ...	7 to 10	To carry out alterations and improvements of the railway between Sandling and Shorncliffe.
Urban district of Ashford ...	1 2	To carry out alterations and improvements of the railway between Ashford and Wye.
Parish of Sturry in the rural district of Bridge-Blean	1	To provide a sub-station for the supply of electricity to the Commission's railways.
Parish of East Langdon in the rural district of Dover	1	To provide a sub-station for the supply of electricity to the Commission's railways.
Parish of Aylesham in the rural district of Eastry	1	To provide a sub-station for the supply of electricity to the Commission's railways.
Parish of Sarre in the rural district of Eastry	1	To provide a sub-station for the supply of electricity to the Commission's railways.
In the county of London— Metropolitan borough of Poplar	1 to 6	To provide a staff canteen.
In the county of Surrey— Borough of Reigate ...	1 to 4	To carry out alterations and improvements to the railway at Redhill station.

4TH SCH.
—cont.

Area (1)	No. on deposited plans (2)	Purposes for which the lands may be used (3)
In the county of West Sussex— Urban district of Crawley ...	1 3 to 9	To provide a new station at Crawley and to provide the same with a means of access to and from East Park.
In the West Riding of the county of York— Parish of Shafton in the rural district of Hemsworth	8 to 11	To provide a means of access to and from Brierley Road.
In the city and county borough of Carlisle	9 10 12	To carry out alterations and improvements of the railway between Dentholme and Newcastle.

FIFTH SCHEDULE

Section 22.

DESCRIBING PROPERTIES WHEREOF PORTIONS ONLY MAY BE TAKEN
COMPULSORILY

Area (1)	No. on deposited plans (2)
	WORK No. 1
City of London... ..	2.
	WORK No. 2
Borough of Folkestone	7 to 10.
	WORK No. 11
City and county borough of Liverpool	1 4 7.
	WORK No. 15
City and county borough of Gloucester	15 16 17.
	WORKS NOS. 16 AND 17
Parish of Eastrington	18 20.
	WORK No. 20
County borough of Middlesbrough ...	14 to 35.

5TH SCH.
—cont.

Area (1)	No. on deposited plans (2)
WORK No. 31	
Parish of Kirkandrews	3.
WORK No. 33	
Parish of Rockcliffe	22.
WORKS NOS. 36 AND 37	
Parish of Kingmoor	73.
WORK No. 41	
City and county borough of Carlisle	11.
ADDITIONAL LANDS AT KINGMOOR	
Parish of Kingmoor	20.
SUBWAY AND ADDITIONAL LANDS AT CRAWLEY	
Urban district of Crawley	9.
HARBORNE RESERVOIR	
City and county borough of Birmingham	2.

Section 25.

SIXTH SCHEDULE

DESCRIBING PROPERTIES IN RESPECT OF WHICH EASEMENTS MAY BE
TAKEN AS PROVIDED BY SECTION 25 (POWER TO ACQUIRE EASEMENTS
ONLY IN CERTAIN CASES) OF THIS ACT

Area (1)	No. on deposited plans (2)
WORK No. 1	
City of London... ..	2.
WORK No. 11	
City and county borough of Liverpool	1 4 6 7.
SUBWAY AT CRAWLEY	
Urban district of Crawley	1 9.

SEVENTH SCHEDULE

Section 50.

ENACTMENTS REPEALED BY THIS ACT

Session and chapter	Title or short title	Extent of repeal
7 & 8 Vict. c. xv	An Act for making a Railway from Norwich to Brandon, with a Branch to Thetford	Section CCLXV (Gate keepers at certain roads how to be appointed).
8 & 9 Vict. c. 1	Great Grimsby and Sheffield Junction Railway Act 1845	So much of section XXI (Regulating construction of bridge over the Trent) as requires the haling path and railing or balustrade therein mentioned to be supported and maintained by and at the expense of the Commission.
61 & 62 Vict. c. ccxxxiv	London and North Western Railway Act 1898	In section 16 (For protection of Corporation of Manchester) so much of subsection (3) as requires the construction of a ventilating opening in the Chapelfield Road Bridge.

EIGHTH SCHEDULE

Section 51

LANDS THE PERIOD FOR THE COMPULSORY PURCHASE OF WHICH IS EXTENDED BY THIS ACT TO 31ST DECEMBER 1961

(1) The lands authorised to be acquired by section 5 (Power to London Company to make railways subways and works) of the London Electric Metropolitan District Central London and City and South London Railway Companies Act 1930 for the purposes of Subway No. 11 and Work No. 8 authorised by Part II (London Company—Railways Subways Works and Lands) of the said Act.

(2) The lands authorised to be acquired by section 5 (Power to London Company to make railways subway and works) of the London Electric Metropolitan District and Central London Railway Companies (Works) Act 1931 for the purposes of Subway No. 1 authorised by Part II (London Company—Railways Subway and Lands) of the said Act.

(3) The lands authorised to be acquired by section 35 (Power to take lands) of the London Passenger Transport Act 1935 for the purposes of Works Nos. 1 9 10 and 11 authorised by Part II (Works) of the said Act except the lands numbered on the plans deposited in respect of the Bill for the said Act as follows:—

In the county of Hertford—

In the urban district of Chorley Wood—

1.

8TH SCH.
—cont.

In the urban district of Rickmansworth—

1 1A 2 to 4 4A 5 to 10 10A 10B 10C 11 to 14 14A 15 15A
16 to 19 19A to 19F 20 20A 21 to 29 29A 30 31.

In the county of Middlesex—

In the urban district of Ruislip-Northwood—

1 to 20 20A 21 to 41.

In the urban district of Harrow (now the borough of Harrow)—

1 2 2A 3 to 6 6A 8 8A 9 to 26 26A to 26D 27 27A 28 29 31
32 33 39 40 44A to 44D 45 45A 46 46A to 46G 47 to 111.

In the urban district of Wembley (now the borough of Wembley)—

111.

In the county of London—

In the metropolitan borough of St. Marylebone—

2 231 and 232.

(4) The lands authorised to be acquired by section 22 (Power to acquire lands) of the Act of 1949—

(a) for the purposes of Works Nos. 1 2 3 and 4 authorised by Part II (Works) of the said Act;

(b) in the several places hereinafter mentioned—

In the county of Middlesex—

In the urban district of Harrow (now the borough of Harrow);

In the urban district of Ruislip-Northwood;

In the urban district of Uxbridge (now the borough of Uxbridge) (except the lands numbered 1 2 3 6 17 and 25 to 31 on the plans deposited in respect of the Bill for the said Act).

Table of Statutes referred to in this Act other than those referred to in the Seventh Schedule

Title or short title	Session and chapter
An Act for making and maintaining a Navigable Canal from, or from near to, the Town of Birmingham, in the County of Warwick, to communicate with the River Severn, near to the City of Worcester	31 Geo. 3 c. 59.
An Act for making and maintaining a Navigable Communication for ships and other vessels between the City of Norwich and the Sea at or near Lowestoft in the County of Suffolk	7 & 8 Geo. 4 c. xlii.
Highway (Railway Crossings) Act 1839 ...	2 & 3 Vict. c. 45.
Railway Regulation Act 1842 ...	5 & 6 Vict. c. 55.

Title or short title	Session and chapter
Lands Clauses Consolidation Act 1845 ...	8 & 9 Vict. c. 18.
Railways Clauses Consolidation Act 1845 ...	8 & 9 Vict. c. 20.
Railways Clauses Act 1863	26 & 27 Vict. c. 92.
Great Yarmouth Port and Haven Act 1866 ...	29 & 30 Vict. c. ccxlvii.
Telegraph Act 1878	41 & 42 Vict. c. 76.
London County Council (Subways) Act 1893	56 & 57 Vict. c. ccii.
Merchant Shipping Act 1894	57 & 58 Vict. c. 60.
Shop Clubs Act 1902	2 Edw. 7 c. 21.
Acquisition of Land (Assessment of Com- pensation) Act 1919	9 & 10 Geo. 5 c. 57.
Land Drainage Act 1930	20 & 21 Geo. 5 c. 44.
London Electric Metropolitan District Central London and City and South London Railway Companies Act 1930	20 & 21 Geo. 5 c. lxxxviii.
London Electric Metropolitan District and Central London Railway Companies (Works) Act 1931	21 & 22 Geo. 5 c. cxii.
Great Western Railway Act 1933	23 & 24 Geo. 5 c. xx.
London Passenger Transport Act 1935 ...	25 & 26 Geo. 5 c. cx.
Transport Act 1947	10 & 11 Geo. 6 c. 49.
Town and Country Planning Act 1947 ...	10 & 11 Geo. 6 c. 51.
Lands Tribunal Act 1949	12 13 & 14 Geo. 6 c. 42.
British Transport Commission Act 1949 ...	12 & 13 Geo. 6 c. xxix.
Highways (Provision of Cattle Grids) Act 1950	14 Geo. 6 c. 24.
Public Utilities Street Works Act 1950 ...	14 Geo. 6 c. 39.
British Transport Commission Act 1950 ...	14 Geo. 6 c. liii.
British Transport Commission Act 1952 ...	15 & 16 Geo. 6 & 1 Eliz. 2 c. xxxiv.
Transport Act 1953	1 & 2 Eliz. 2 c. 13.
Transport Charges &c. (Miscellaneous Pro- visions) Act 1954	2 & 3 Eliz. 2 c. 64.
Town and Country Planning Act 1954 ...	2 & 3 Eliz. 2 c. 72.
British Transport Commission Act 1955 ...	4 Eliz. 2 c. xxx.
British Transport Commission Act 1956 ...	4 & 5 Eliz. 2 c. lxxiv.
British Transport Commission Act 1957 ...	5 & 6 Eliz. 2 c. xxxiii.

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CHAPTER xxix

An Act to confirm a Provisional Order made by the Minister of Transport and Civil Aviation under the Bradford Corporation Act 1910 relating to Bradford Corporation trolley vehicles. [23rd July 1958.]

WHEREAS under the authority of section seventeen of the Bradford Corporation Act 1910 the Minister of Transport and Civil Aviation has made the Provisional Order set out in the schedule to this Act annexed:

And whereas a Provisional Order made by the Minister of Transport and Civil Aviation under the authority of the said section is not of any validity or force whatever until the confirmation thereof by Act of Parliament:

And whereas it is expedient that the Provisional Order made by the Minister of Transport and Civil Aviation under the authority of the said section and set out in the schedule to this Act annexed be confirmed by Act of Parliament:

Be it therefore 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:—

1. The Order set out in the schedule to this Act annexed shall be and the same is hereby confirmed and all the provisions thereof in manner and form as they are set out in the said schedule shall from and after the passing of this Act have full force and validity and the date of the same shall be the date of the passing of this Act. Confirmation of Order in schedule.

2. This Act may be cited as the Bradford Corporation Short title. (Trolley Vehicles) Order Confirmation Act 1958.

SCHEDULE

BRADFORD CORPORATION (TROLLEY VEHICLES)

Provisional Order authorising the lord mayor aldermen and citizens of the city of Bradford to use trolley vehicles upon additional routes in the said city.

Short title.

1. This Order may be cited as the Bradford Corporation (Trolley Vehicles) Order 1958.

Interpretation.

2. In this Order the following expressions have the respective meanings hereby assigned to them (that is to say):—

“the Act of 1910” means the Bradford Corporation Act 1910 as amended by the Bradford Order 1922 scheduled to and confirmed by the Ministry of Health Provisional Orders Confirmation (No. 9) Act 1922 ;

“the city” means the city of Bradford ;

“the Corporation” means the lord mayor aldermen and citizens of the city acting by the council ;

“the Order of 1912” means the Bradford Corporation (Trolley Vehicles) Order 1912 scheduled to and confirmed by the Bradford Corporation Trolley Vehicles Order Confirmation Act 1912 ;

“the Order of 1930” means the Bradford Corporation (Trolley Vehicles) Order 1930 scheduled to and confirmed by the Bradford Corporation (Trolley Vehicles) Order Confirmation Act 1930 ;

“trolley vehicles” means mechanically propelled vehicles adapted for use upon roads without rails and moved by power transmitted thereto from some external source ;

“the trolley vehicles” means any trolley vehicles used for the purposes of this Order.

Additional trolley vehicle routes.

3.—(1) Subject to the provisions of this Order the Corporation may use trolley vehicles upon the whole or any part of the following routes in the city in addition to any routes upon which they are already authorised to use trolley vehicles (that is to say):—

Route No. 1 (1 mile 0 furlongs 6 chains or thereabouts in length) commencing by a junction with Route No. 12 authorised by the Order of 1930 in Tong Street at its junction with Broadstone Way passing thence into and along Broadstone Way and terminating in that road at its junction with Tyersal Lane ;

Route No. 2 (4 furlongs 5·5 chains or thereabouts in length) commencing by a junction with the said Route No. 12 in Tong Street at its junction with Knowles Lane passing thence into and along Knowles Lane and into and terminating in Broadstone Way at the junction therewith of Knowles Lane by a junction with Route No. 1 authorised by this Order ;

Route No. 3 (6 furlongs 9 chains or thereabouts in length) commencing by a junction with the said Route No. 12 in

Wakefield Road at its junction with Lower Lane passing thence into Lower Lane into and along Fenby Avenue and Holme Wood Road and into and terminating in Broadstone Way at the junction therewith of Holme Wood Road by a junction with the said Route No. 1 ;

Route No. 4 (1 mile 0 furlongs 8·5 chains or thereabouts in length) commencing by a junction with Route No. 2 authorised by the Order of 1912 in Rooley Lane at its junction with Burnham Avenue passing thence into and along Burnham Avenue Ferrand Avenue and Shetcliffe Lane and into and terminating in Bierley Lane at the junction therewith of Shetcliffe Lane by a junction with Route No. 5 authorised by this Order ;

Route No. 5 (6 furlongs 5·5 chains or thereabouts in length) commencing by a junction with the said Route No. 2 in Rooley Lane at its junction with Bierley Lane passing thence into and along Bierley Lane and terminating in that Lane at the junction therewith of Boy Lane and Rockhill Lane.

(2) The provisions of the Act of 1910 (except section 14 (Vehicles not to be deemed light locomotives or motor cars) thereof) and of section 5 (Further provision for turning points and connecting trolley vehicle routes) of the Bradford Corporation Act 1949 shall apply to and in respect of the routes hereinbefore described in like manner as they apply to and in respect of the route described in section 13 (Power to use trolley vehicles) of the Act of 1910:

Provided that—

- (a) the trolley vehicles shall not be deemed to be omnibuses within the meaning of the Town Police Clauses Act 1889 ;
- (b) sub-paragraph (4) of paragraph (B) of section 22 (For the protection of the Postmaster-General) of the Bradford Corporation Act 1902 in its application to this Order shall be read and have effect as if the words " generated or used by or supplied to " were inserted in that sub-paragraph in substitution for the words " generated by " ;
- (c) nothing in this Order shall as respects the trolley vehicles in any way affect the duties of excise now payable by law on licences taken out for such trolley vehicles as hackney carriages ;
- (d) if the Corporation shall not have commenced to use trolley vehicles upon the trolley vehicle routes authorised by this Order within five years from the passing of the Act confirming this Order or such extended time as the Minister of Transport and Civil Aviation may upon the application of the Corporation allow the powers conferred by this Order shall cease to be exercisable.

4. The following provisions of the Tramways Act 1870 (so far as the same are applicable for the purposes and are not inconsistent with the provisions of this Order) are hereby incorporated with this Order and shall apply to the trolley vehicles and such provisions shall be read and have effect as if the works to be constructed in

Application of certain provisions of Tramways Act 1870 to trolley vehicles.

the streets or roads for moving the trolley vehicles by electrical power were tramways and as if the trolley vehicles were carriages used on tramways:—

Part II (Relation to the construction of tramways) except sections 25 28 and 29 ;

Section 41 (Tramways to be removed in certain cases) ;

Section 46 (Byelaws by local authority. Promoters may make certain regulations) ;

Section 47 (Penalties may be imposed in byelaws) ;

Section 48 (Power to local authority to license drivers conductors &c.) ;

Section 49 (Penalty for obstruction of promoters in laying out tramway) ;

Section 51 (Penalty on passengers practising frauds on the promoters) ;

Section 53 (Penalty for bringing dangerous goods on the tramway) ;

Section 55 (Promoters or lessees to be responsible for all damages) ;

Section 56 (Recovery of tolls penalties &c.) ;

Section 57 (Right of user only) ;

Section 60 (Reserving powers of street authorities to widen &c. roads) ; and

Section 61 (Power for local or police authorities to regulate traffic in roads).

For protection
of British
Transport
Commission.

5. For the protection of the British Transport Commission (in this section referred to as "the Commission") the following provisions shall unless otherwise agreed in writing between the Corporation and the Commission apply and have effect:—

(1) In this section—

"the bridge" means the occupation bridge carrying Knowles Lane over the Gildersome and Pudsey and Low Moor branch railways of the Commission and includes the approaches to the bridge ;

"plans" includes sections specifications and particulars ;

"the engineer" means an engineer to be appointed by the Commission :

(2) The Corporation shall not use trolley vehicles on so much of Route No. 2 described in this Order as passes over the bridge until they have at their own expense made up the road on the bridge to the standard adopted by them for public highways in the city :

(3) The bridge shall as from the making up of the road thereon in accordance with the provisions of this section be maintained and when necessary renewed by and at the expense of the Corporation to the reasonable satisfaction of the engineer and (in the case of renewal) under

his supervision (if given) and in accordance with plans previously submitted to him for his reasonable approval and approved by him or in default of agreement settled by arbitration:

- (4) The Corporation shall declare the road on the bridge when made up in accordance with the provisions of this section to be a highway repairable by the inhabitants at large and the same shall thereafter be maintained by and at the expense of the Corporation:
- (5) Upon the making up of the road on the bridge in accordance with the provisions of this section the Commission shall pay to the Corporation an amount equal to the capitalised annual cost of maintaining the bridge as it now exists for the purposes for which it was constructed:
- (6) Nothing in this section shall prejudice or affect the provisions of section 22 (For protection of railway companies) of the Act of 1910 as applied by this Order to and in respect of the said Route No. 2 and the references in paragraphs (3) (4) and (5) of the said section 22 to the execution maintenance or repair of any works or apparatus of the Corporation shall be construed as extending and applying to any works of renewal or maintenance of the bridge under the provisions of this section:
- (7) Any difference arising between the Corporation and the Commission under this section shall be 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.

6. Nothing in this Order shall extend to or authorise any interference with any works of any undertakers within the meaning of the Electricity (Supply) Acts 1882 to 1936 to which the provisions of section 15 of the Electric Lighting Act 1882 apply except in accordance with and subject to the provisions of that section. As to electrical works.

7. All costs charges and expenses of and incidental to the preparing and obtaining and confirming of this Order or otherwise incurred in relation thereto as taxed by the taxing officer of the House of Lords or of the House of Commons shall be paid by the Corporation. Costs of Order.

Table of Statutes referred to in this Act

Short title	Session and chapter
Tramways Act 1870	33 & 34 Vict. c. 78.
Electric Lighting Act 1882	45 & 46 Vict. c. 56.
Town Police Clauses Act 1889	52 & 53 Vict. c. 14.
Bradford Corporation Act 1902	2 Edw. 7 c. cxiii.
Bradford Corporation Act 1910	10 Edw. 7 & 1 Geo. 5 c. cxvii.
Bradford Corporation Trolley Vehicles Order Confirmation Act 1912	2 & 3 Geo. 5 c. cxviii.
Ministry of Health Provisional Orders Con- firmation (No. 9) Act 1922	12 & 13 Geo. 5 c. xcvi.
Bradford Corporation (Trolley Vehicles) Order Confirmation Act 1930	20 & 21 Geo. 5 c. cxxxix.
Bradford Corporation Act 1949	12 13 & 14 Geo. 6 c. xliv.

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