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SCHEDULES

SCHEDULE 1

Section 1.

THE SCHEDULED WORKS

PART I

THE WORKS

In the borough of Thurrock in the county of Essex—

Work No.1 – An improvement of the M25 and the A282 (Dartford Tunnel Approach Road) forming a new road comprising dual carriageways in place of parts of those roads, commencing at a point 75 metres north of the junction of the M25 with the eastern slip road connecting the A282 with the A13 (Purfleet to Grays Road) and terminating at a point 35 metres north of the northern abutment of the existing viaduct carrying the A282 over the A126 (London Road) and the Tilbury Branch Railway;

Work No.1A – A new road, commencing by a junction with the southbound carriageway of the A282 (Work No.1) at a point 205 metres south of the commencement of that work, including a cycle track commencing by a junction with the existing cycle track on the eastern side of that carriageway, and terminating by a junction with the A126 at a point 40 metres east of the eastern side of the said existing viaduct carrying the A282 over that road;

Work No.2 – A realignment and regrading of the A282, commencing by a junction with the northbound carriageway of the A282 (Work No.1) at the termination of that work, passing over the said existing viaduct carrying the A282 over the A126 and the Tilbury Branch Railway and terminating at the northern portals of the tunnels.

In the borough of Thurrock in the county of Essex and in the borough of Dartford (parish of Stone) in the county of Kent—

Work No.3 – A fixed bridge, with approach viaducts, carrying a new road over the river Thames, commencing by a junction with the southbound carriageway of the A282 (Work No.1) at the termination of that work and terminating by a junction with the southbound carriageway of the A282 (Work No.5) at a point 145 metres north of the northern side of Littlebrook Bridge over that road.

In the borough of Dartford (town of Dartford and parishes of Darenth, Stone and Sutton-at-Hone and Hawley) in the county of Kent—

Work No.4 – A realignment and regrading of the A282, commencing at the southern portals of the tunnels and terminating by a junction with the northbound carriageway of the A282 (Work No.5) at the said point 145 metres north of the northern side of Littlebrook Bridge over that road;

Work No.5 – An improvement of the A282 forming a new road comprising dual carriageways in place of part of that road, commencing by a junction with Works Nos.3 and 4 at their termination and terminating at the existing junction of the A282 with the M25, including the reconstruction

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of the bridge carrying the A226 (The Brent) over the A282 and the bridge carrying the B2200 (Watling Street) over that road;

Work No.5A – An improvement of the M25 forming a new road comprising dual carriageways in place of part of that road, commencing by a junction with Work No.5 at its termination and terminating at the north-eastern abutment of the bridge carrying the M25 over the River Darent in the parishes of Darenth and Sutton-at-Hone and Hawley;

Work No.6 – Improvements of the slip roads at Littlebrook Bridge comprising —

Work No.6A – A new slip road in place of part of the existing slip road between the southbound carriageway of the A282 south of Littlebrook Bridge and the roundabout at the eastern access to that bridge, commencing at a point on that existing slip road 120 metres from its junction with that roundabout and terminating by a junction with Work No.5 at a point 40 metres north of the northern abutment of the existing Bow Arrow Railway Bridge carrying the A282 over the North Kent Railway;

Work No.6B – A new slip road in place of the existing slip road between the northbound carriageway of the A282 north of Littlebrook Bridge and the roundabout at the western access to that bridge, commencing by a junction with Work No.4 at a point 50 metres from its termination and terminating by a junction with Work No. 6C at a point 80 metres from its commencement;

Work No.6C – A new slip road in place of the existing slip road between the northbound carriageway of the A282 south of Littlebrook Bridge and the said roundabout at the western access to that bridge, commencing at the said roundabout and terminating by a junction with Work No.5 at the said point 40 metres north of the northern abutment of the existing Bow Arrow Railway Bridge;

Work No.7 – Improvement of the Princes Road Roundabout carrying the A296 and A225 (Princes Road) over the A282 comprising —

Work No.7A – Improvement of the A296, commencing at a point in that road 90 metres west of its junction with Princes Avenue and terminating at the existing roundabout;

Work No.7B – Improvement of the A225, commencing at the existing roundabout and terminating at a point in that road 80 metres east of its junction with Green Street Green Road;

Work No.7C – A new road forming the northern section of the gyratory road of the roundabout, commencing by a junction with Work No.7A at its termination and terminating by a junction with Work No.7B at its commencement, including a bridge over the A282;

Work No.7D – A new road forming the southern section of the gyratory road of the roundabout, commencing by a junction with Work No.7A at its termination and terminating by a junction with Work No.7B at its commencement, including a bridge over the A282;

Work No.7E – A new slip road in place of the slip road between the southbound carriageway of the A282 north of the roundabout and Princes Road, commencing by a junction with Work No.5 at a point 275 metres south of the southern abutment of the existing Bow Arrow Railway Bridge and terminating by a junction with Work No.7C at a point 25 metres from its commencement;

Work No.7F – A new slip road in place of the slip road between Princes Road and the northbound carriageway of the A282 north of the roundabout, commencing by a junction with Work No.5 at a point 410 metres south of the southern abutment of the existing Bow Arrow Railway Bridge and terminating by a junction with Work No.7C at a point 25 metres from its termination;

Work No.8 – A diversion of the B260 (Green Street Green Road and Trolling Down Hill), including a new bridge over the A282 (Work No.5), the slip roads (Works Nos. 9A and 9C)

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and the link roads (Works Nos.10 and 11), commencing at a point 265 metres north-west of the western abutment of the existing bridge carrying the B260 over the A282 and terminating at a point 290 metres south-east of the eastern abutment of that bridge;

Work No.9 – Improvement of the junction of the A2 (Bexley to Rochester Road) with the M25, and the roundabout at that junction, comprising—

Work No.9A – A new slip road in place of the slip road between the southbound carriageway of the A282 north of that roundabout and the A2 east of that roundabout, commencing by a junction with Work No.5 at a point 170 metres north of the northern side of the existing bridge carrying the B260 over the A282 and terminating by a junction with the A2 at a point 70 metres west of the western abutment of the existing viaduct carrying that road over Green Street Green Road, including junction with the gyratory road (Work No.9E);

Work No.9B – A new slip road in place of the slip road between the A2 east of that roundabout and the southbound carriageway of the M25 south of that roundabout, commencing by a junction with the A2 at the said point 70 metres west of the western abutment of the existing viaduct carrying that road over Green Street Green Road and terminating by a junction with the southbound carriageway of the M25 (Work No.5A) at the termination of that work, including junction with the said gyratory road;

Work No.9C – A new slip road in place of the slip road between the northbound carriageway of the A282 north of that roundabout and the A2 west of that roundabout, commencing by a junction with Work No.5 at a point 170 metres north of the northern side of the said existing bridge carrying the B260 over the A282 and terminating by a junction with the A2 at a point 15 metres east of the eastern abutment of the bridge carrying that road over Hawley Road, including junction with the said gyratory road;

Work No.9D – A new slip road in place of the slip road between the northbound carriageway of the M25 south of that roundabout and the A2 west of that roundabout, commencing by a junction with the A2 at the said point 15 metres east of the eastern abutment of the bridge carrying that road over Hawley Road and terminating by a junction with the northbound carriageway of the M25 (Work No.5A) at the termination of that work, including junction with the said gyratory road;

Work No.9E – A widening on the outside of the gyratory road forming the roundabout;

Work No.10 – A link road on the east side of the A282 (Work No.5) between Princes Road and the A2, commencing by a junction with the Princes Road roundabout (Work No.7D) at a point 25 metres from the commencement of that work and terminating by a junction with the slip road (Work No.9A) at a point 160 metres from the junction of that road with the gyratory road (Work No.9E);

Work No.11 – A link road on the west side of the A282 (Work No.5) between Princes Road and the A2, commencing by a junction with the Princes Road Roundabout (Work No.7D) at a point 25 metres from the termination of that work and terminating by a junction with the slip road (Work No.9C) at a point 150 metres from the junction of that road with the gyratory road (Work No.9E);

Work No.12 – A diversion of part of the means of access from the roundabout at the eastern access to Littlebrook Bridge to the Dartford International Ferry Terminal, commencing at a point 830 metres from that roundabout and terminating at a point 55 metres from that roundabout;

Work No.13 – A new road commencing at the roundabout at the western access to Littlebrook Bridge, passing north and west and terminating by a junction with the access road to the Littlebrook Power Station at a point 45 metres west of the entrance from that road to the car

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park of the Kent County Council's offices adjoining the existing lorry park on the west side of the southbound toll booths of the tunnel.

PART II

SUPPLEMENTARY

Limits of deviation

- 1 In constructing the scheduled works the Secretary of State may, subject to paragraph 2 below—
- (a) deviate laterally from the lines or situations shown on the deposited plans within the limits of deviation for those works; and
 - (b) deviate vertically from the levels shown on the deposited sections to any extent not exceeding 3 metres upwards or 3 metres downwards.

Particulars of the bridge

- 2
- (1) The piers in the river Thames carrying the central span of the bridge shall be so placed that, on the centre line of the bridge as constructed, there shall be a distance of not less than 440 metres between the riverward faces of the piers, and any permanent fenders for the protection of any such pier shall not extend more than 20 metres riverward from the face of the pier.
 - (2) Each of those piers shall be so constructed as to allow for dredging of the river between the permanent fenders for the protection of the piers to a depth of 15.7 metres below ordnance datum (Newlyn).
 - (3) The span of the bridge between those piers shall be so constructed that, for a distance of 100 metres, there is a headway under the deck of the span of not less than 57.5 metres above ordnance datum (Newlyn).
 - (4) The height of the towers above those piers shall not exceed 148 metres above ordnance datum (Newlyn).

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Changes and effects yet to be applied to the whole Act associated Parts and Chapters:

- Act applied (with modifications) by [S.I. 2024/414 art. 5Sch. 1 para. 6](#)