

Tramway No. 7b, commencing in Clermont-road by a junction with Tramway No. 7 at a point 1·80 chains east of Station-road, and proceeding in a south-easterly direction along Clermont-terrace, and terminating by a junction with Tramway No. 7a at a point in Clermont-terrace 0·90 chain south of Clermont-road.

Tramway No. 7b will be a single line throughout.

Tramway No. 8, commencing in Grand-parade by a junction with Tramway No. 3 at the termination thereof, and proceeding in a northerly direction along Richmond-terrace, thence in a north-easterly direction along Waterloo-place, Leunox-place, and Lewes-road, and terminating therein at a point 1 chain north-east of Hollingdean-road.

Tramway No. 8 will be a double line throughout.

Tramway No. 9, commencing in Lewes-road by a junction with Tramway No. 8 at the termination thereof, and proceeding in a north-easterly direction along Lewes-road, and terminating at a point therein 8 chains south of the north-east angle of the boundary wall of the cavalry barracks.

Tramway No. 9 will be a single line except at the following place, where it will be a double line:—

From a point 0·50 chain south-west of the Royal Hussar public-house for a distance of 3·20 chains to the north-east.

Tramway No. 10, commencing in North-road by a junction with Tramway No. 1 at the termination thereof, and proceeding in a westerly direction along North-road, and terminating at the point of intersection of Queen's-road.

Tramway No. 10 will be a single line, except at the following places, where it will be a double line:—

From its commencement for a distance of 3 chains to the west.

From its termination for a distance of 3 chains to the east.

Tramway No. 10a, commencing in North-road by a junction with Tramway No. 10 at a point 2·20 chains west of Gloucester-place, and proceeding in an easterly direction towards Grand-parade, and terminating by a junction with Tramway No. 3 at a point 1 chain east of Gloucester-place.

Tramway No. 10a will be a double line throughout.

Tramway No. 11, commencing at the point of intersection of North-road and Queen's-road by a junction with Tramway No. 10, at the termination thereof, and proceeding in a westerly direction across Queen's-road, and along North-road, and thence in a south-westerly direction along Mount Zion-place, thence in a southerly direction along Kew-street, thence in a south-westerly direction along the new road to be formed across St. Nicholas Churchyard, and terminating at the intersection of Upper North-street and Dike-road.

Tramway No. 11 will be a double line throughout.

Tramway No. 12, commencing by a junction with Tramway No. 11 at the point of intersection of Mount Zion-place, North-road, and North-gardens, and proceeding in a northerly direction along North-gardens, thence in an easterly direction along Gloucester-road, thence in a northerly direction along Surrey-street, and terminating therein 0·40 chain south of Guilford-road.

Tramway No. 12 will be a double line except

at the following place, where it will be a single line:—

From its termination for a distance of 2 chains to the south.

Tramway No. 13, commencing at the intersection of Upper North-street, and Dyke-road, by a junction with Tramway No. 11 at the termination thereof, and proceeding in a westerly direction along Upper North-street, Montpelier-terrace, Montpelier-place, and Lansdowne-road, and terminating therein at a point 1·80 chains west of Norfolk-terrace.

Tramway No. 13 will be a single line, except at the following place, where it will be a double line:—

In Montpelier-terrace from Montpelier-street to Montpelier-villas.

Tramway No. 14, commencing in Lansdowne-road by a junction with Tramway No. 13, at the termination thereof, and proceeding in a westerly direction along Lansdowne-road, and terminating therein 1 chain east of Holland-road.

Tramway No. 14 will be a single line, except at the following place, where it will be a double line:—

From a point 0·20 chain west of Brunswick-road, for a distance of 3 chains to the west.

Tramway No. 15, commencing in Lansdowne-road by a junction with Tramway No. 14 at the termination thereof, and proceeding along Lansdowne-road in a westerly direction, thence along Holland-road in a southerly direction, thence along Church-road, Church-street, St. Andrew's-terrace, and Church-road West, in a westerly direction, and terminating in Vallance-road, otherwise Church-road, by a junction with Tramway No. 8, authorised by the Brighton District Tramways Act, 1882.

Tramway No. 15 will be a double line, except at the following place, where it will be a single line:—

From its termination in Vallance-road, otherwise Church-road, for a distance of 2 chains to the east.

Tramway No. 16, situate wholly in the parish of Hove, commencing in Church-street, Hove, by a junction with Tramway No. 15 at a point 0·5 chain east of Hova-villas, thence proceeding along Hova-villas in a northerly direction, thence along Blatchington-road in a westerly direction, along Goldstone-villas in a northerly direction, and terminating therein opposite the south-eastern angle of Cliftonville Hotel.

Tramway No. 16 will be a single line of tramway except at the following places, where it will be a double line:—

From a point in Blatchington-road 2 chains west of Hova-villas for 4·50 chains to the west.

From a point in Goldstone-villas 4 chains from the termination of the tramway for 3 chains to the north.

It is not proposed to lay any tramway so that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath on either side of the street and the nearest rail of the tramway, except in the following instances:—

Tramway No. 5, for its whole length on both sides.

Tramway No. 9, from a point in Lewes-road 0·50 chain south-west of the Royal Hussar public-house for a distance of 3·20 chains to the north-east on the west side.

Tramway No. 10, from its commencement in