

SCHEDULES

SCHEDULE 1

Section 4(1)(a).

THE AUTHORISED WORKS IN DUDLEY, SANDWELL, WALSALL AND WOLVERHAMPTON (THE BLACK COUNTRY ROUTE)

Note: In the following descriptions:—

“the Birmingham and Wolverhampton Railway” means the Birmingham, Wolverhampton and Stour Valley (Birmingham, Wolverhampton and Dudley Lines) Railway;

“the former Wolverhampton and Walsall Railway” means the Wolverhampton and Walsall (Wolverhampton—Wednesfield), (Wednesfield—Short Heath) and (Short Heath—Walsall) Railway;

“the Birmingham and Stafford Railway” means the Grand Junction Railway;

“the South Staffordshire Railway” means the South Staffordshire Junction Railway;

“the Darlaston Loop Railway” means the South Staffordshire Railway between its junction with the Grand Junction Railway and Tipton Junction.

PART I

DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

In the Metropolitan Borough of Wolverhampton—

Work No. 1—railway (804 metres in length) commencing at the junction of Lichfield Street with the northern side of Victoria Square, passing eastwards on that side of Victoria Square, across the Ring Road (St. David's), then southwards and eastwards on the northern side of Horseley Fields across Corn Hill and Bradshaw Street (stopped up), then north-eastwards, forming double lines of tramway (83 metres in length) along Union Mill Street to the north eastern end of that street, then over the Birmingham Canal (Wolverhampton level) and under the Birmingham and Wolverhampton Railway and terminating at a point on the former Wolverhampton and Walsall Railway 105 metres east of the eastern side of the bridge carrying Sun Street over that railway, including a bridge over the said Ring Road and a bridge over, and narrowing of, the said canal;

Work No. 1A—A railway (329 metres in length), forming a single line of tramway, commencing by a junction with Work No. 1 authorised by the Act of 1989 at a point in Bilston Street 40 metres west of the junction of Pipers Row with that street, passing north-eastwards and northwards along Pipers Row and terminating by a junction with Work No. 1 at a point 25 metres from the commencement of that work;

Work No. 1B—A widening on the eastern side of Pipers Row between a point 110 metres north of its junction with Bilston Street and a point 40 metres south of its junction with the southern side of Victoria Square;

Work No. 1C—An alteration of the alignment of the eastern carriageway of Ring Road (St. Davids) and Horseley Fields, commencing at a point in the said carriageway 20 metres north of the bridge carrying Railway Drive over the Ring Road, passing under that bridge and terminating at a point in Horseley Fields at its junction with Union Street, including

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a retaining wall on the eastern side of the ring road between a point beneath the southern side of the said bridge and a point 130 metres south thereof;

Work No. 1D—A widening of Union Mill Street on its south-eastern side between a point 20 metres north-east of its junction with Horseley Fields and the north-eastern end of Union Mill Street;

Work No. 2—railway (1,336 metres in length) commencing by a junction with Work No. 1 at its termination, passing eastwards and north-eastwards along the course of the former Wolverhampton and Walsall Railway, then eastwards to a point on the north-western side of the Wyrley and Essington Canal 25 metres south-west of the existing bridge carrying Dean’s Road over that canal, then north-eastwards along that side of that canal, over the tunnel of the Birmingham and Stafford Railway, and terminating at a point 219 metres north of the northern side of the said Dean’s Road bridge;

Work No. 2A—An alteration of the level and alignment of Dean’s Road, including a new bridge carrying that road over Work No. 2 and the Wyrley and Essington Canal, commencing at a point in that road 7 metres south of its junction with Wolverhampton Road and terminating at a point in Dean’s Road 20 metres north of its junction with Old Heath Road;

Work No. 2B—A cut, forming an alteration of the alignment of the Wyrley and Essington Canal, commencing at a point 63 metres north-east of the said bridge carrying Dean’s Road over that canal and terminating at a point 150 metres north-east of the said point of commencement;

Work No. 3—railway (983 metres in length) commencing by a junction with Work No. 2 at its termination passing north-eastwards on the south-eastern side of Wolverhampton Road as realigned (Work No. 3A), then across that road to its north-western side, passing north-eastwards on that side of that road to a point 20 metres west of its junction with Graisle Lane, then across Wolverhampton Road to its southern side, passing eastwards on that side of that road, then over the Wyrley and Essington Canal at a point 7 metres south of Rookery Bridge and terminating at a point 23 metres south-east of the south-eastern abutment of that bridge, including a bridge over that canal;

Work No. 3A—A new street, forming an alteration of the level and alignment of part of Wolverhampton Road, commencing at a point in that road 101 metres east of its junction with Church Street and terminating at a point 100 metres north-east of its junction with Coronation Road, including alteration of the said junction with Coronation Road;

Work No. 3B—A new street commencing by a junction with Work No. 3A at a point 45 metres south-west of the said existing junction with Coronation Road and terminating by a junction with the cul-de-sac (Wolverhampton Road, South) at its south-western end;

Work No. 4—railway (1,041 metres in length) commencing by a junction with Work No. 3 at its termination, passing eastwards on the southern side of Rookery Street, then south-eastwards across Hall Street (to be stopped up) and across Well Lane at a point 50 metres north of its existing junction with Hall Street, then passing eastwards and southwards across Neachells Lane at a point 100 metres north of the northern end of the bridge carrying that road over the former Wolverhampton and Walsall Railway, then eastwards along the course of the former Bentley Canal, then south-eastwards across Merrill’s Hall Lane at the southern end of the bridge carrying that road over that former canal, and terminating on the said former railway at a point 85 metres east of the bridge carrying Merrill’s Hall Lane over that railway;

Work No. 4A—A lowering of the level of Neachells Lane, including the removal of the bridge carrying that road over the former Bentley Canal, commencing at a point in that road 30 metres north of the northern end of that bridge and terminating 35 metres south of the southern end of that bridge;

In the Metropolitan Boroughs of Walsall and Wolverhampton—

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Work No. 5—railway (7,239 metres in length) commencing by a junction with Work No. 4 at its termination, passing south-eastwards and eastwards along the course of the former Wolverhampton and Walsall Railway, passing across Noose Lane, under a new footbridge for the footpath from Park Road to the Willenhall Memorial Park, under the existing bridges carrying Temple Bar and Cemetery Road over that former railway, then over St. Ann’s Road, Stringes Lane and Clarkes Lane, then across Granbourne Road and over the M6 Motorway and Bloxwich Lane at a point 60 metres north of the junction of Bentley Lane with Bloxwich Lane, then over the existing subway for the footpath from Cavendish Road to Reedswood Park, then under the existing aqueduct and bridge carrying the Wyrley and Essington Canal and Green Lane over that former railway, then across Bloxwich Road, under the existing bridge carrying Proffitt Street over that former railway and across Mill Street (to be stopped up and footpath substituted) and terminating at a point 185 metres south-east of the existing bridge carrying Mill Street over that former railway, including new bridges over St. Ann’s Road, Stringes Lane, Clarkes Lane, the M6 Motorway and Bloxwich Lane;

In the Metropolitan Borough of Walsall—

Work No. 6—railway (2,015 metres in length) commencing by a junction with Work No. 5 at its termination passing southwards partly on, and partly on the western side of, the existing South Staffordshire Railway, under the bridges carrying North Street, Littleton Street West, a multi-storey car park, St. Paul’s Street, a department store, Park Street and Saddler Centre over that railway, over the bridge carrying that railway over Bridgeman Street and under the bridge carrying Corporation Street West over that railway, crossing on the level a railway siding to the engineering depot of the railways board at Corporation Street and terminating at a point 283 metres south of the said Corporation Street West bridge;

Work No. 6A—A railway (386 metres in length), forming a deviation of the existing South Staffordshire Railway, commencing by a junction with that railway at a point 11 metres north-east of the north-eastern side of the bridge carrying St. Paul’s Street over that railway and terminating by a junction with that railway at a point 5 metres north-east of the north-eastern abutment of the bridge carrying that railway over Bridgeman Street;

Work No. 7—railway (1,221 metres in length) commencing by a junction with Work No. 6 at its termination, passing southwards partly on, and partly on the western side of, the existing South Staffordshire Railway to a point 90 metres north of the northern side of the bridge carrying Wednesbury Road over that railway, then passing westwards across a footpath, then north-westwards along the course of an access road forming part of the former Pleck Gasworks to a point on the southern bank of the Walsall Canal 105 metres east of the bridge carrying Pleck Road over that canal, then, partly elevated over the canal, along the southern side of that canal (Work No. 7A), across Pleck Road (Work No. 7B) and a footpath from Wellington Street to Woodward Road and across Scarborough Road (to be stopped up and footpath substituted) and terminating on the northern side of Darlaston Road as widened (Work No. 8A) at a point 108 metres west of the existing bridge carrying Scarborough Road over that canal;

Work No. 7A—A cut forming an alteration of the alignment of the Walsall Canal commencing at a point 158 metres north-east of the bridge carrying Pleck Road over that canal and terminating at a point 200 metres west of the existing bridge carrying Scarborough Road over that canal;

Work No. 7B—An alteration of the level and alignment of Pleck Road, including a new bridge carrying that road over the Walsall Canal, commencing at the junction of that road with Old Pleck Road and Wellington Street and terminating at a point in Pleck Road 55 metres north of the northern abutment of the existing bridge carrying that road over the canal;

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Work No. 8—railway (670 metres in length), forming double lines of tramway along Darlaston Road, commencing by a junction with Work No. 7 at its termination, passing under the bridge carrying the M6 motorway over that road and terminating on the northern side of Darlaston Road at a point 35 metres east of the bridge carrying that road over the River Tame;

Work No. 8A—A widening of Darlaston Road on its northern side between a point 60 metres west of its existing junction with Scarborough Road and a point 10 metres west of its junction with Hough Road;

Work No. 9—railway (1,046 metres in length) commencing by a junction with Work No. 8 at its termination, passing westwards over the River Tame at a point 20 metres north of the said bridge carrying Darlaston Road over that river, then passing across Cemetery Road at its junction (to be raised) with Bentley Mill Way, then on the northern side of Kendricks Road, over the Birmingham and Stafford Railway, then partly along the course of Kendricks Road (to be diverted), across Heath Road, then passing south-westwards along the course of the former Darlaston Loop Railway, across the footpath from Heath Road to The Flatts and terminating at a point 36 metres south of the southern corner of the building comprising Darlaston Public Baths, including bridges over the River Tame and over the Birmingham and Stafford Railway;

Work No. 9A—A new street, forming an alteration of the alignment of Kendricks Road, commencing at a point 110 metres east of its existing junction with Heath Road and terminating by a junction with that road at a point 10 metres south of the existing road junction;

In the Metropolitan Boroughs of Sandwell and Walsall—

Work No. 10—railway (2,776 metres in length) commencing by a junction with Work No. 9 at its termination, passing south-westwards, southwards and south-eastwards along the course of the former Darlaston Loop Railway (now the Darlaston Walkway), under the existing bridge carrying Bull Street over that walkway, across Walsall Road, Darlaston Road and Woden Road West, passing in existing tunnel under Holyhead Road, then, from a point 80 metres south-east of the south-eastern portal of that tunnel, passing on the western side of the course of the said former railway across a spur road (to be stopped up) off Holyhead Road, then along the course of that railway from a point 95 metres north-west of the bridge carrying Leabrook Road over that former railway, then under that bridge and the bridge carrying Victoria Street over that former railway and terminating at a point 27 metres south-east of that last-mentioned bridge;

In the Metropolitan Borough of Sandwell—

Work No. 11—railway (223 metres in length) commencing by a junction with Work No. 10 at its termination, passing south-eastwards across Potters Lane at its junction with Old Field Road (to be stopped up), turning southwards and terminating on the north-western side of the South Staffordshire Railway at a point 3 metres north of the northern side of the former Tipton Junction Bridge over that railway;

Work No. 11A—An Access road commencing by a junction with Potters Lane at a point 80 metres north-west of its existing junction with Old Field Road and terminating in Old Field Road at a point 30 metres south-west of that road junction;

Work No. 12—railway (1,766 metres in length) commencing by a junction with Work No. 11 at its termination, passing south-westwards and southwards on the western side of the South Staffordshire Railway, crossing on the level of the existing railway line off that railway to Loxdale Bridge at Tipton Junction, then passing over the River Tame and over the Tame Valley Canal at points 5 metres west of the bridges carrying the South Staffordshire Railway over that river and that canal, then over the Walsall Canal (Danks Branch) (to be filled) and over the Walsall Canal at a point 13 metres south of the bridge

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carrying Eagle Lane over that canal and terminating at a point on the western side of the South Staffordshire Railway 15 metres west of the south-western abutment of the bridge carrying that railway over the Walsall Canal, including bridges over the River Tame, the Tame Valley Canal and the Walsall Canal;

Work No. 12A—A railway (163 metres in length) commencing by a junction with Work No. 12 at a point 85 metres from the commencement of that work, passing westwards and north-westwards and terminating within the depot for the Metro authorised by the Act of 1989 at a point 185 metres south-west of the existing junction of Potters Lane with Old Field Road;

Work No. 13—railway (424 metres in length) commencing by a junction with Work No. 12 at its termination, passing south-westwards partly on, and partly on the north-western side of, the South Staffordshire Railway (to be realigned, Work No. 13A), under New Road and terminating on the north-western side of that railway at a point 150 metres south-west of the south-western side of the existing bridge carrying New Road over that railway;

Work No. 13A—A railway (393 metres in length), forming a deviation of the South Staffordshire Railway, commencing by a junction with that railway at a point 235 metres north-east of the north-eastern side of the existing bridge carrying New Road over that railway, passing under New Road and terminating by a junction with that railway at a point 135 metres south-west of the south-western side of that existing bridge;

Work No. 13B—An alteration of the level and alignment of New Road commencing at a point 40 metres south of the southern end of the existing bridge carrying that road over the South Staffordshire Railway and terminating at a point 30 metres south of the junction of Eagle Lane with that road, including a new bridge over the railways (Works Nos. 13 and 13A);

Work No. 14—railway (684 metres in length) commencing by a junction with Work No. 13 at its termination, passing south-westwards on the north-western side of the South Staffordshire Railway, under Horseley Road and terminating at a point 217 metres south-west of the south-western side of the existing bridge carrying Horseley Road over that railway;

Work No. 14A—An alteration of the level and alignment of Horseley Road commencing at a point in that road 25 metres south of the southern end of the existing bridge carrying that road over the South Staffordshire Railway and terminating at a point in that road 47 metres north of the northern end of that existing bridge, including a new bridge over the said railway and Work No. 14;

In the Metropolitan Boroughs of Dudley and Sandwell—

Work No. 15—railway (2,173 metres in length) commencing by a junction with Work No. 14 at its termination, passing southwards partly on, and partly on the north-western side of, the South Staffordshire Railway (to be realigned, Work No. 15A), passing under Lower Church Lane and Park Lane East, then under the existing bridges carrying the Birmingham and Wolverhampton Railway and the Birmingham Canal over the South Staffordshire Railway, then over Coneygree Road, Sedgeley Road East, the Birmingham Canal (Wolverhampton Level) and Birmingham New Road, then passing on the north-western side of the South Staffordshire Railway and terminating at a point 85 metres north-east of the north-eastern portal of the existing tunnel under Tipton Road;

Work No. 15A—A railway (2,153 metres in length), forming a deviation of the South Staffordshire Railway, commencing by a junction with that railway at a point 77 metres north-east of the north-eastern side of the existing bridge carrying Lower Church Lane over that railway, passing under that road and Park Lane East and, in tunnel for a distance of 40 metres, under the existing Birmingham and Wolverhampton Railway and the Birmingham Canal, then over Coneygree Road, Sedgeley Road East, the Birmingham Canal (Wolverhampton Level) and Birmingham New Road and terminating by a junction

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with the South Staffordshire Railway at a point 150 metres north-east of the north-eastern side of the bridge carrying Tipton Road over that railway, including bridges over Coneygree Road, Sedgeley Road East, the Birmingham Canal (Wolverhampton Level) and Birmingham New Road;

Work No. 15B—Alteration of the level and alignment of Lower Church Lane commencing at a point in that road 35 metres south of the southern end of the existing bridge carrying that road over the said South Staffordshire Railway and terminating at a point in that road 25 metres south of its junction with Bedford Street, including a new bridge over Works Nos. 15 and 15A;

Work No. 15C—Alteration of the level and alignment of Park Lane East commencing at a point in that road 30 metres east of its junction with Smith Place and terminating at a point 33 metres west of its junction with Station Street, including a new bridge over the said railway (Work Nos. 15 and 15A);

In the Metropolitan District of Dudley—

Work No. 16—railway (592 metres in length) commencing by a junction with Work No. 15 at its termination, passing south-westwards on the north-western side of the South Staffordshire Railway, through the existing tunnel under Tipton Road, then southwards and south-westwards across the former Dudley Freightliner Terminal and adjoining land and terminating at a point on the northern side of Castle Hill 110 metres west of its junction with Trindle Road;

Work No. 17—railway (419 metres in length) commencing by a junction with Work No. 16 at its termination, forming double lines of tramway (244 metres in length) along Castle Hill and Birmingham Street (North) to the end of that street at a point 20 metres from its junction with Bourne Street, then passing southwards through the Dudley Bus Station and adjoining land and terminating at a point on the northern side of Birmingham Street (South) at its junction with Trindle Road.

PART II

DESCRIPTION OF FURTHER WORKS AND POWERS

- (1) The Executive may, in the Metropolitan Borough of Wolverhampton—
 - (a) set back the footway and kerbline of Piper’s Row on its eastern side between the points marked A1 and A2 on the deposited plans;
 - (b) set back the kerbline of Union Mill Street on its southern side between the points marked A3 and A4 on the deposited plans;
 - (c) stop up and discontinue so much of the footpath between Sun Street and Freeman Street as lies between the points marked A5 and A6 on the deposited plans, substituting therefor a new footpath between those points;
 - (d) stop up and discontinue the footpath and the pedestrian subway under the former Wolverhampton and Walsall Railway between the points marked A7 and A8 on Sheet 3 of the deposited plans;
 - (e) stop up and discontinue so much of the northern end of the road between the cul-de-sac (Wolverhampton Road, South) and Wolverhampton Road as lies between the points marked A8 and A9 on Sheet 4 of the deposited plans; and
 - (f) stop up and discontinue so much of Hall Street as lies between the points marked A11 and A12 on the deposited plans.
- (2) The Executive may, in the Metropolitan Borough of Walsall—
 - (a) stop up and discontinue so much of the footpath between Park Road and the Willenhall Memorial Park as lies between the points marked B1 and B2 on the

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- deposited plans and remove the existing footbridge, substituting therefor a new footpath between those points, including a new footbridge over Work No. 5;
- (b) stop up and discontinue so much of the footpath between Temple Bar and St. Ann's Road as lies between the points marked B3 and B4 on the deposited plans, substituting therefor new footpaths between the points so marked B3 and B5 and between the points so marked B6 and B4 and extending the existing footpath to New Hall Street from the point so marked B7 to the point so marked B8;
- (c) stop up and discontinue so much of the footpath between St. Ann's Road and Stringes Lane as lies between the points marked B9 and B10 on the deposited plans;
- (d) stop up and discontinue so much of the footpath between St. Ann's Road and Stringes Lane north of South Street as lies between the points marked B9 and B11 on the deposited plans substituting therefor a new footpath between the points so marked B9 and B12; and
- (e) lower the level of so much of the footpath between Brewer Street and Mill Street as lies between the points marked B13 and B14 on the deposited plans and remove the existing bridge carrying Mill Street over the course of the former Wolverhampton and Walsall Railway.
- (3) The Executive may, in the Metropolitan Borough of Walsall—
- (a) stop up and discontinue so much of Scarborough Road as lies between the points marked C1 and C2 on the deposited plans and remove the existing bridge carrying that road over the Walsall Canal, substituting therefor a footpath between those points and a new footbridge over the canal;
- (b) set back the footway and kerbline on so much of the northern side of Darlaston Road as lies between the points marked C3 and C4 on the deposited plans;
- (c) set back the kerbline on so much of the northern side of Darlaston Road as lies between the following points marked on the deposited plans:—
C5 and C6;
C7 and C8 including so much thereof as lies beneath the bridge carrying the M6 motorway over that road; and
- (d) raise the level of roads at the junction of Cemetery Road, Kendricks Road and Bentley Mill Way between the points marked C9, C10, C11, C12 and C13 on the deposited plans.
- (4) The Executive may, in the Metropolitan Borough of Walsall—
- (a) stop up and discontinue the footpaths along or across the course of the former Darlaston Loop Railway, now comprising the Darlaston Walkway, between the points marked on the deposited plans specified in column (1) of the following table, substituting therefor new footpaths between the points so marked specified in column (2) of that table:—

<i>Footpaths to be stopped up (1)</i>	<i>Footpaths to be substituted (2)</i>
D1 and D2	D1 and D5D5 and D2
D2 and D3D2 and D4	D5 and D6
D2 and D7	D2 and D8D9 and D7
D12 and D13D16 and D17	D14 and D15
D18 and D19	D18 and D20

; and

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- (b) stop up and discontinue so much of each of the footpaths across or joining that walkway, from Station Street or Avenue Road to Victoria Road or Crescent Road, as lies between the following points marked on the deposited plans:—
D10 and D11
D12 and D13
D16 and D17;
and provide a new footpath from Avenue Road to that walkway between the points so marked D14 and D15.
- (5) The Executive may, in the Metropolitan Borough of Sandwell, stop up and discontinue—
(a) the spur road on the south-western side of Holyhead Road between the points marked E1 and E2 on the deposited plans;
(b) so much of Potters Lane as lies between the points marked E3 and E4 on the deposited plans;
(c) Smith Road west from the point marked E5 on the deposited plans;
(d) so much of Eagle Lane as lies between the points marked E6 and E7 on the deposited plans, substituting therefor a new footpath between those points; and
(e) Keelinge Street between the points marked E8 and E9 on the deposited plans.
- (6) The Executive may, in the Metropolitan Borough of Dudley—
(a) stop up and discontinue the access road to the former Dudley Freightliner Terminal between the points marked F1 and F2 on the deposited plans;
(b) set back the kerbline on the eastern side of Birmingham Street (North) between the points marked F3 and F4 on the deposited plans; and
(c) set back the kerbline on the western side of Birmingham Street (North) between the points marked F5 and F6 on the deposited plans.
- (7) (a) In this paragraph “the specified building” is the building known as Bentley’s Wine Bar, off Castle Street in the Metropolitan Borough of Dudley, forming part of the lands shown on the deposited plans numbered 23 in Dudley.
(b) The Executive may remove so much of the north-eastern extension of the specified building as is within 7.5 metres of the centre line of the railway (Work No. 16) shown on the deposited plans, subject to the restoration of the remainder of the north-eastern side of the building to the reasonable satisfaction of the local planning authority.