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SCHEDULES

SCHEDULE 2

ADDITIONAL WORKS IN DUDLEY

PART I

DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

Note: In the following descriptions—

“the South Staffordshire Railway” means the South Staffordshire Junction Railway (Dudley and Stourbridge).

In the Metropolitan Borough of Dudley—

Work No. 2—railway (1,235 metres in length), commencing by a junction with the Work No. 17 authorised by the No. 1 Act of 1992 at a point 58 metres south of the junction of Bourne Street with Birmingham Street (North), passing southwards and south-westwards through the Dudley Bus Station and land adjoining the western side of Porter’s Field, then south-westwards in tunnel for a distance of 163 metres under the roundabout at the junction of Birmingham Street (South), Trindle Road, Hall Street and King Street, then passing southwards through the Flood Street Car Park and across Campbell Street and Constitution Hill at points respectively 17 metres and 23 metres east of the junctions of each of those roads with Flood Street, then passing south-westwards over Work No. 2A and across New Road, then passing on the north-western side of that railway to a point 215 metres south-west of the said bridge carrying New Road over that railway;

Work No. 2A—A tunnel (89 metres in length) formed over the existing South Staffordshire Railway in place of the bridge carrying New Road over that railway, commencing at a point 69 metres north-east of the north-eastern side of that bridge and terminating at a point 8 metres south-west of the south-western side of that bridge, including reinstatement of New Road over the tunnel;

Work No. 3—railway (2,539 metres in length), commencing by a junction with Work No. 2 at its termination, passing south-westwards along the north-western side of the existing South Staffordshire Railway, under Cinder Bank at the northern end of the bridge carrying that road over that railway, then as a single line over the existing Parkhead Viaduct, then continuing on the north-western side of that railway, passing under Pedmore Road at the northern end of the bridge carrying that road over that railway, then over the Pensnett Canal and Canal Street at points respectively 5 metres and 7 metres west of the western sides of each of the existing bridges carrying that railway over that canal and that street and terminating at a point on the northern side of that railway 155 metres east of the bridge carrying Dudley Road over that railway, including bridges under Cinder Bank and Pedmore Road and bridges over the Pensnett Canal and Canal Street;

Work No. 3A—A railway (363 metres in length) forming a deviation of the existing South Staffordshire Railway, commencing by a junction with that railway at a point 110 metres north-east of the north-eastern end of the Parkhead Viaduct, passing as a single line over that viaduct and terminating by a junction with that railway at a point 104 metres south-west of the south-western end of that viaduct;

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Work No. 4—railway (1,110 metres in length), commencing by a junction with Work No. 3 at its termination, passing south-westwards on viaduct from a point on the northern side of the existing South Staffordshire Railway, then over that railway at a point 95 metres east of the said bridge carrying Dudley Road over that railway, then southwards and south-eastwards, over Level Street at a point 50 metres west of its junction with Old Bush Street, to a point 105 metres south of Level Street, then continuing southwards and south-eastwards across Cottage Street at a point 100 metres east of its junction with Little Cottage Street and terminating at a point 15 metres north-east of the junction of Little Cottage Street (North) with Little Cottage Street (South), including the said viaduct.

PART II

DESCRIPTION OF FURTHER WORKS AND POWERS

In the Metropolitan Borough of Dudley—

- (a) Repair and refurbishment of the existing Parkhead viaduct;
- (b) Stop up and discontinue the footpath between Pedmore Road and Cochrane Road between the points marked B1 and B2 on the deposited plans and remove the existing stairway between those points, substituting therefor a new footpath and stairway between the points so marked B2 and B3.