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SCHEDULES

SCHEDULE 4

SUBSTITUTED WORKS IN DUDLEY, SANDWELL AND WOLVERHAMPTON

PART I

DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

Note: In the following descriptions—

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

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

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

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

In the Metropolitan Borough of Wolverhampton—

Work No. 7—railway (1,208 metres in length), commencing by a junction with the Work No. 1 authorised by the No. 1 Act of 1992 at a point 13 metres south of the southern side of the existing bridge carrying the Birmingham and Wolverhampton Railway over land south of Bailey Street, passing northwards under that bridge, then eastwards on the course of the former Wolverhampton and Walsall Railway, then passing to the northern side of the existing Wednesfield Depot branch siding of that railway, then across Inkerman Street and across the footpath between Alma Street and Clover Ley at points 5 metres north-west of the bridges carrying the Wolverhampton and Walsall Railway over that street and that footpath, then passing eastwards across Grove Street and terminating by a junction with the Work No. 2 authorised by the No. 1 Act of 1992 at a point 7 metres south-west of Dean’s Road;

Work No. 7A—A railway (443 metres in length) forming a deviation of the Wednesfield Depot branch siding of the Wolverhampton and Walsall Railway, commencing by a junction with that railway at a point 180 metres south-west of the south-western abutment of the bridge carrying that railway over Inkerman Street, passing over Work No. 7 at a point 90 metres south-west of the junction of Freeman Street with Inkerman Street and terminating at a point 170 metres south-east of the south-eastern abutment of the bridge carrying that railway over the footpath between Alma Street and Clover Ley, including a bridge carrying the said railway over Work No. 7;

Work No. 7B—An alteration of the alignment of Freeman Street between the junction of that street with Inkerman Street and the western end of that street;

In the Metropolitan Borough of Sandwell—

Work No. 8—railway (1,500 metres in length), commencing by a junction with the Work No. 10 authorised by the No. 1 Act of 1992 at a point 3 metres south-east of the south-

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eastern portal of the existing tunnel under Holyhead Road, passing south-eastwards on the course of the former Darlaston Loop Railway across a spur road (to be stopped up) off Holyhead Road and over Leabrook Road at the existing bridge carrying that road over that former railway, then passing southwards from a point 120 metres south-east of that existing bridge, across Potters Lane at its junction with Victoria Street and Great Western Street, then south-eastwards, passing on the north-eastern side of the Work No. 6 authorised by the Act of 1989, then on the existing bridge over Old Field Road, then turning southwards across the said Work No. 6, over the existing Tipton Branch and Princes End Branch Railways and terminating by a junction with the Work No. 12 authorised by the No. 1 Act of 1992 on the north-western side of the South Staffordshire Railway at a point 28 metres south of the southern abutment of the bridge carrying that railway over the River Tame, including bridges over Leabrook Road and the Tipton Branch and Princes End Branch Railways;

Work No. 8A—Alteration of the level of Potters Lane between a point 39 metres north-west of its junction with Victoria Street and a point 43 metres south-east of that street junction;

Work No. 8B—Alteration of the level of Victoria Street and Great Western Street between a point in Victoria Street 47 metres north-east of its junction with Potters Lane and a point in Great Western Street 34 metres south-west of its junction with Potters Lane;

Work No. 8C—A railway (112 metres in length), commencing by a junction with Work No. 8 and the Work No. 6 authorised by the Act of 1989 at a point 260 metres south-east of the junction of Great Western Street and Leabrook Road and terminating by a junction with those works at a point 48 metres north-west of the north-western abutment of the former Tipton Junction bridge;

In the Metropolitan Boroughs of Dudley and Sandwell—

Work No. 9—widening on its north-western side of the bridge carrying the South Staffordshire Railway over Birmingham New Road.

PART II

DESCRIPTION OF FURTHER WORKS AND POWERS

In the Metropolitan Borough of Wolverhampton—

- (a) Stop up and discontinue so much of the footpath between Sun Street and Freeman Street as lies between the points marked E1 and E4 on the deposited plans, including the pedestrian subway passing under the existing Wednesfield Depot branch siding between the points marked E2 and E3 on the deposited plans, substituting therefor a new footpath between the points so marked E1 and E4 passing on the western side of Work No. 7 under the bridge carrying Work No. 7A thereover;

In the Metropolitan Borough of Sandwell—

- (b) Stop up and discontinue the spur road on the south-western side of Holyhead Road between the points marked F1 and F2 on the deposited plans.

PART III

AUTHORISED WORKS AND POWERS REPLACED BY WORKS NOS. 8 AND 9 AND RELATED POWERS

In the Metropolitan Borough of Sandwell—

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- (a) So much of the Works Nos. 10, 11 and 12 authorised by the No. 1 Act of 1992 as lies between the points of commencement and termination of Work No. 8 authorised by this Act, being the part of the said Work No. 10 from chainage 1,816 to its termination, the whole of the said Work No. 11 and the part of the said Work No. 12 from its commencement to chainage 328;
- (b) The Work No. 12A authorised by the No. 1 Act of 1992;
- (c) The powers authorised by section 5 (1) (a) of the No. 1 Act of 1992 and the following provisions of Part II of Schedule 1 to that Act, namely:—
 - (i) paragraph (5) (a) (stopping up of spur road off Holyhead Road); and
 - (ii) paragraph (5) (b) (stopping up of part of Potters Lane); and

In the Metropolitan Borough of Dudley—

- (d) The bridge over Birmingham New Road forming part of the Work No. 15A authorised by the No. 1 Act of 1992.

PART IV

AUTHORISED WORKS AND POWERS REPLACED BY WORKS NOS. 7, 7A AND 7B AND RELATED POWERS

In the Metropolitan Borough of Wolverhampton—

- (a) So much of the Works Nos. 1 and 2 authorised by the No. 1 Act of 1992 as lies between the points of commencement and termination of Work No. 7 authorised by this Act, being the part of the said Work No. 1 from chainage 683 to its termination and the part of the said Work No. 2 from its commencement to chainage 1,088; and
- (b) The powers conferred by section 5 (1) (a) of the No. 1 Act of 1992 and paragraph (1) (c) of Part II of Schedule 1 to that Act (stopping up and discontinuance of part of the footpath between Sun Street and Freeman Street).