



# Midland Metro (No. 2) Act 1993

## CHAPTER vi

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**ELIZABETH II****1993 CHAPTER vi**

An Act to empower the West Midlands Passenger Transport Executive to construct additional works for extension of their light rail rapid passenger transport system and substituted works for parts of that system; to authorise the acquisition of lands for that purpose; to confer further powers upon the Executive; and for related purposes. [27th May 1993]

**W**HEREAS—

(1) Under the Transport Acts 1968 and 1985 it is the general duty of the West Midlands Passenger Transport Executive, otherwise known as Centro, (hereinafter called “the Executive”) to secure the provision of public passenger transport services for meeting public transport requirements of their area in accordance with general policies formulated by the West Midlands Passenger Transport Authority:

(2) By the Midland Metro Act 1989 the Executive were authorised to construct works forming the first stage in the development of a light rail rapid transit network in the West Midlands area and further provision is

1989 c. xv.

1992 c. vii.  
1992 c. viii.

made in the Midland Metro Act 1992 and the Midland Metro (No. 2) Act 1992 for the construction of works forming the second and third stages of that network in furtherance of that object:

(3) It is expedient that the Executive should be empowered to construct the additional works authorised by this Act for the provision of additional light rail rapid transit routes, one in the centre of the City of Birmingham and the other to serve the Castle Vale area in the City, and the further works authorised by this Act in the Metropolitan Boroughs of Sandwell, Solihull, Walsall and Wolverhampton in substitution for, or supplementary to, certain parts of the works referred to in paragraph (2) above:

(4) It is expedient that the other powers in this Act, including powers for the compulsory acquisition of land or rights in land for the purposes of the said works, should be conferred upon the Executive and that the other provisions in this Act should be enacted:

(5) The purposes of this Act could not have been effected without the authority of Parliament when the Bill for this Act was deposited:

1968 c. 73.

(6) In relation to the promotion of the Bill for this Act the requirements of section 10 (1) (xxix) of the Transport Act 1968 have been observed:

(7) Plans and sections showing the lines or situations and levels of the works to be constructed under the powers of this Act and plans of the lands authorised to be acquired or used by this Act, and a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and the occupiers of the said lands, were duly deposited in the office of the Clerk of the Parliaments and in the Private Bill Office of the House of Commons and with the proper officers of the Birmingham City Council and the District Councils of the Metropolitan Boroughs of Sandwell, Solihull, Walsall and Wolverhampton, which plans, sections and book of reference are respectively referred to in this Act as “the deposited plans”, “the deposited sections” and “the deposited book of reference”:

May it therefore please your Majesty that it may be enacted, and be it enacted, by the Queen’s most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

## PART I

### PRELIMINARY

Short title.

1.—(1) This Act may be cited as the Midland Metro (No. 2) Act 1993.

(2) This Act shall be included among the Acts which may be cited together as the Midland Metro Acts 1989 to 1993.

Interpretation.

2.—(1) In this Act, unless the context otherwise requires, the several words and expressions to which meanings are assigned by the Acts wholly or partly incorporated herewith have the same respective meanings and—

1989 c. xv.

“Act of 1989” means the Midland Metro Act 1989;

“No. 1 Act of 1992” means the Midland Metro Act 1992;

“No. 2 Act of 1992” means the Midland Metro (No. 2) Act 1992;

1993 c. v.

“No. 1 Act of 1993” means the Act for which the Midland Metro Bill was deposited in the Session of Parliament 1992/93;

“authorised railway” means any railway authorised by this Act including, where the context so admits, any railway adapted for use as part of the Metro;

PART I  
—cont.

“authorised works” means the works authorised by this Act;

“existing” means existing at the commencement of this Act;

“limits of deviation” means the limits shown on the deposited plans and, where in the case of a work in any street no such limits are shown for that work, the boundaries of the street (including any verge or roadside waste adjoining it);

“Metro” means the light rail transit system comprising the railways authorised by the Midland Metro Acts 1989 to 1993, including such railways designated as tramways, and all works and conveniences provided in connection with any of those railways, as that system is constructed, extended or altered from time to time;

“street” has the meaning given by section 329 of the Highways Act 1980 and includes a bridleway, cycle track or footpath as defined in the said section 329 and any way laid out or used as a cycleway;

1980 c. 66.

“tramway” means a railway, or any part of a railway, authorised by the Midland Metro Acts 1989 to 1993 and therein designated as a tramway;

“underground railway” means so much of Work No. 1 and any works or conveniences connected therewith as are constructed in tunnels, whether bored tunnels or tunnels constructed in a manner which necessitates the cutting through or removal of surface soil;

and the following expressions have the same meanings as in the Act of 1989:—

“the Act of 1845”;

“the Act of 1965”;

“enactment”;

“the Executive”;

“land”;

“the railways board”.

(2) Unless the context otherwise requires, any reference in this Act to a work identified by the number of the work shall be construed as a reference to the work of that number authorised by this Act.

(3) (a) In this Act, except as mentioned in paragraph (b) below, all distances and lengths stated in any description of works, powers or lands shall be construed as if the words “or thereabouts” were inserted after each such distance and length, and distances between points on a railway shall be taken to be measured along the railway.

(b) This subsection does not apply to distances or lengths stated in section 8 (Power to deviate) of this Act.

(4) Any reference in this Act to rights over land includes reference to the right to do or to place and maintain anything in, on or under the land, or in the air space above its surface.

(5) Reference in this Act to access to any place includes egress from that place.

PART I  
—cont.Incorporation or  
application of  
enactments.

1870 c. 78.

1950 c. 39.  
1984 c. 27.

1965 c. 56.

1978 c. 30.

3.—(1) The following provisions of the Act of 1989 (which incorporate or apply enactments for the purposes of that Act) shall, so far as they have effect at the commencement of this Act, have effect as if the references in those provisions to that Act included this Act:—

section 3 (Incorporation and application of enactments relating to railways);

section 4 (Application of the Tramways Act 1870);

section 5 (Application of provisions of the Public Utilities Street Works Act 1950 and Road Traffic Regulation Act 1984); and

section 6 (Application of Part I of the Compulsory Purchase Act 1965);

(2) In accordance with section 20 (2) of the Interpretation Act 1978, the reference in subsection (1) above to section 5 of the Act of 1989 is to that section as amended by section 14 (Amendment of Act of 1989 consequential on New Roads and Street Works Act 1991) of the No. 1 Act of 1993.

## PART II

## WORKS

Additional works  
and powers  
exercisable in  
Birmingham.

4. Subject to the provisions of this Act the Executive may—

(a) in the lines or situations shown on the deposited plans and according to the levels shown on the deposited sections, make and maintain the works in the City of Birmingham specified in Part I of Schedule 1 to this Act, with all necessary works and conveniences connected therewith; and

(b) in so far as the same are shown on the deposited plans and sections, in the lines or situations and according to the levels so shown, carry out the further works, with all necessary works and conveniences connected therewith, and exercise the further powers, in the City of Birmingham described in Part II of the said Schedule 1.

Substituted and  
additional works  
and powers  
exercisable in  
Birmingham.

5.—(1) Subject to the provisions of this Act the Executive may—

(a) in the lines or situations shown on the deposited plans and according to the levels shown on the deposited sections, make and maintain the works in the City of Birmingham specified in Part I of Schedule 2 to this Act, with all necessary works and conveniences connected therewith; and

(b) in so far as the same are shown on the deposited plans and sections, in the lines or situations and according to the levels so shown, carry out the further works, with all necessary works and conveniences connected therewith, and exercise the further powers, in the City of Birmingham described in Part II of the said Schedule 2.

(2) The Executive shall cease to have the powers to make and maintain the part of the work, or to exercise the further powers, in the City of Birmingham specified in Part III of the said Schedule 2.

Substituted  
works and  
powers  
exercisable in  
Solihull.

6.—(1) Subject to the provisions of this Act the Executive may—

(a) in the lines or situations shown on the deposited plans and according to the levels shown on the deposited sections, make and maintain the works in the Metropolitan Borough of Solihull specified in Part I of Schedule 3 to this Act, with all necessary works and conveniences connected therewith; and

- (b) in so far as the same are shown on the deposited plans and sections, in the lines or situations and according to the levels so shown, carry out the further works, with all necessary works and conveniences connected therewith, and exercise the further powers, in the Metropolitan Borough of Solihull described in Part II of the said Schedule 3.

PART II  
—cont.

(2) The Executive shall cease to have the powers to make and maintain the works, or to exercise the further powers, in the Metropolitan Borough of Solihull specified in Part III of the said Schedule 3.

7.—(1) Subject to the provisions of this Act the Executive may —

- (a) in the lines or situations shown on the deposited plans and according to the levels shown on the deposited sections, make and maintain the works in the Metropolitan Boroughs of Sandwell, Walsall and Wolverhampton specified in Part I of Schedule 4 to this Act, with all necessary works and conveniences connected therewith; and
- (b) in so far as the same are shown on the deposited plans and sections, in the lines or situations and according to the levels so shown, carry out the further works, with all necessary works and conveniences connected therewith, and exercise the further powers, in the Metropolitan Boroughs of Sandwell, Walsall and Wolverhampton described in Part II of the said Schedule 4.

Substituted and  
supplementary  
works and  
powers  
exercisable in  
Sandwell,  
Walsall and  
Wolverhampton.

(2) The Executive shall cease to have the powers to make and maintain the works, or to exercise the further powers, in the Metropolitan Boroughs of Walsall and Wolverhampton specified in Part III of the said Schedule 4.

(3) If so required in any agreement between the local planning authority and the Executive, the Executive shall —

- (a) construct Works Nos. 11 and 11A in substitution for so much of the works authorised by the No. 2 Act of 1992 as is specified in Part IV of Schedule 4 to this Act; and
- (b) remove any part of the said works authorised by the No. 2 Act of 1992 so specified which is then no longer required;

and thereafter the Executive shall cease to have the power to make and maintain the part of the said works authorised by the No. 2 Act of 1992, or to exercise the further powers in the Metropolitan Borough of Sandwell, which are specified in Part IV of the said Schedule 4.

(4) Notwithstanding anything in this Act or shown on the deposited plans or the deposited sections, the Executive may, subject to the approval of the Secretary of State and the local planning authority, and with the consent of the owners, lessees and occupiers of the lands in the Metropolitan Borough of Sandwell numbered 1, 2 and 3 on the deposited plans, construct the whole or part of Work No. 11 within the boundaries of those lands in lines or situations, and in accordance with levels, dimensions and descriptions, other than the lines or situations, levels, dimensions and descriptions shown on the deposited plans and the deposited sections or specified in Part I of Schedule 4 to this Act.

8. In the execution of the authorised works the Executive may, except as may be otherwise provided by this Act, deviate from the lines or situations thereof shown on the deposited plans to the extent of the limits of deviation and deviate vertically from the levels shown on the deposited sections to any extent not exceeding 3 metres upwards and to such extent downwards as may be found necessary or convenient.

Power to deviate.

PART II  
—*cont.*  
Level crossings.

**9.—(1)** The Executive may carry the authorised railways with a double line across and on the level of each of the highways specified in Schedule 5 to this Act.

(2) In the exercise of the powers of subsection (1) above, the Executive may alter or interfere with the level of any highway upon which any railway or associated work is to be laid.

Railway works in streets.

**10.—(1)** Subject to the provisions of this Act the Executive may, for the purpose of providing access to the underground railways, make and maintain permanent openings in so much as is within the limits of deviation for those works of the streets specified in Part I of Schedule 6 to this Act.

(2) (a) Subject to the provisions of this Act the Executive may, for the purpose of constructing works for the purposes of, or in connection with, the underground railways, enter upon, open, break up and interfere with so much as is within the limits of land to be acquired of the streets specified in Parts I and II of Schedule 6 to this Act and so much of any other highway as is within those limits.

(b) Not less than 28 days before entering upon, opening, breaking up or interfering with the surface of any street referred to in paragraph (a) above, the Executive shall post notices stating their intention in conspicuous positions at each end of the part to the street so affected.

Plans to be approved by Secretary of State.

**11.—(1)** Before constructing any of the authorised railways the Executive shall submit to the Secretary of State for his approval plans, sections and particulars of their proposals concerning—

- (a) permanent way or track and stations;
- (b) tunnels, lifts, escalators and stairways;
- (c) signalling;
- (d) lighting; and
- (e) ventilation.

(2) Any such works shall be constructed and maintained in accordance with plans, sections and particulars approved by the Secretary of State.

Application of works provisions of Midland Metro Acts.

**12.—(1)** The following provisions of the Act of 1989 and the No. 1 Act of 1992 relating to works shall, subject to the modifications specified in subsection (2) below and any other necessary modifications, apply to the works authorised by this Act as they apply to works authorised by those Acts:—

in the Act of 1989—

- section 9 (Requirements applicable to tramways);
- section 12 (Provision of accommodation for apparatus);
- section 15 (Gauge of railways and restrictions on working);
- section 17 (Transport consultative committee);
- section 18 (Temporary stoppage of highways);
- section 20 (Stopping up streets and footpaths in case of diversion or substitution);
- section 21 (Provisions as to repair of streets, footpaths, etc.);
- section 22 (Underpinning of houses near works);
- section 23 (Use of sewers, etc., for removing water);
- section 24 (Attachment of brackets, etc., to buildings for purposes of works); and
- section 25 (Provisions as to use of electrical energy):

in the No. 1 Act of 1992 —

PART II  
—cont.

- subsection (3) of section 4 (Power to make works);
  - subsections (2) to (7) of section 5 (Further works and powers);
  - section 6 (Subsidiary works);
  - subsection (3) of section 8 (Level crossings); and
  - section 12 (Agreements with British Railways Board).
- (2) For the purposes of this section —
- (a) in the said section 9 of the Act of 1989, for the reference in subsection (3) (a) (ii) to section 8 (4) of that Act, there shall be substituted reference to section 5 (4) of the No. 1 Act of 1992 as applied in this Act;
  - (b) in the said section 12 of the Act of 1989, for the reference to section 11 of that Act, there shall be substituted reference to section 6 of the No. 1 Act of 1992 as applied in this Act;
  - (c) in the said section 18 of the Act of 1989 —
    - (i) for the reference to streets within the meaning of that Act, there shall be substituted reference to streets within the meaning of this Act; and
    - (ii) for the reference to the limits of deviation and the deposited plans within the meaning of that Act, there shall be substituted reference to the limits of deviation and the deposited plans within the meaning of this Act;
  - (d) in subsection (1) of the said section 23 of the Act of 1989, for the reference to the limits of deviation within the meaning of that Act, there shall be substituted reference to the limits of deviation within the meaning of this Act;
  - (e) in the said section 6 of the No. 1 Act of 1992, for the reference to the limits of deviation within the meaning of that Act, there shall be substituted reference to the limits of deviation within the meaning of this Act; and
  - (f) in subsection (3) of the said section 8 of the No. 1 Act of 1992, for the reference to subsection (1) of that section, there shall be substituted reference to subsection (1) of section 9 of this Act.

### PART III

#### LANDS

13. Subject to the provisions of this Act the Executive may enter upon, take and use —

Power to acquire lands.

- (a) so much of the lands delineated on the deposited plans and described in the deposited book of reference as they may require for the purposes of the authorised works or for any purpose connected with, or ancillary to, their undertaking; and
- (b) so much of any land specified in columns (2) and (3) of Schedule 7 to this Act shown on the deposited plans within limits of land to be acquired or used as they may require for the purpose specified in relation to that land in column (1) of that Schedule.

PART III  
—cont.

Only subsoil or  
rights to be  
acquired in  
certain lands.

**14.**—(1) Notwithstanding section 13 (a) of this Act, the Executive shall not acquire compulsorily under this Act any interest in any part of the lands specified in Schedule 8 to this Act except as provided in subsection (2) of this section.

(2) For the purposes of making, maintaining, protecting, renewing and using the underground railways, the Executive may enter upon, take and use so much of the subsoil of the lands specified in the said Schedule 8, or purchase compulsorily such new rights in such subsoil, as they may require without being required to acquire any greater interest in or under those lands.

(3) This section has effect without prejudice to the exercise by the Executive of the powers of section 10 (Railway works in streets) and of section 15 (Temporary possession of lands) of this Act in relation to any of the lands specified in the said Schedule 8.

(4) For the purposes of this section the subsoil of lands shall not include any such subsoil which is within 9 metres of the level of the surface of the ground or, in the case of a building on the said lands, the level of the surface of the ground adjoining the building or, in the case of a river, dock, canal, navigation, watercourse or other water area, the level of the surface of the adjoining ground which is at all times above water level.

Temporary  
possession of  
lands.

**15.**—(1) Subject to the provisions of this section the Executive may take temporary possession of and use—

- (a) any of the land specified in Schedule 7 to this Act which is not within the limits of deviation for any of the authorised works for the provision of working sites and access for construction purposes; and
- (b) any land within the limits of deviation of any underground railway for the purpose of providing treatment of ground to facilitate the construction of that railway.

(2) Not less than 28 days before entering upon and taking temporary possession of any land under this section the Executive shall give notice to the owners and occupiers of the land.

(3) (a) The Executive shall not, without the agreement of the owners and occupiers, remain in possession of any part of any land of which they take temporary possession under this section after a period of 18 months from the completion of the work of construction for which possession was required.

(b) Before giving up possession of any such land, the Executive shall remove all temporary works and restore the land to the reasonable satisfaction of its owners and occupiers.

(4) The Executive shall not be empowered to purchase compulsorily, or be required to purchase, any land of which they take temporary possession under subsection (1) (a) above.

(5) (a) The Executive shall compensate the owners and occupiers of any land of which they take temporary possession under this section for any loss or damage which may result to them by reason of the exercise of the powers of this section in relation to that land.

(b) Nothing in this section shall relieve the Executive from liability to compensate under section 6 or 43 of the Act of 1845 or section 10 (2) of the Act of 1965 as incorporated or applied in this Act, or under any other

enactment, in respect of loss or damage arising from the execution of any works, other than loss or damage for which compensation is payable under paragraph (a) above.

PART III  
—cont.

(6) Every case of compensation to be ascertained under this section shall be ascertained under the provisions of the Land Compensation Act 1961.

1961 c. 33.

**16.—(1)** The following provisions of the Act of 1989 and the No. 1 Act of 1992 relating to the acquisition of lands or rights thereover shall, subject to the modifications specified in subsection (2) below and any other necessary modifications, apply for the purposes of this Act to the lands delineated on the deposited plans and described in the deposited book of reference as they apply for the purposes of those Acts to the lands referred to in those provisions:—

Application of  
land purchase  
provisions of  
Midland Metro  
Acts.

in the Act of 1989—

- section 27 (Extinction of private rights of way);
- section 28 (Power to acquire new rights);
- section 29 (Acquisition of part only of certain properties);
- section 30 (Disregard of recent improvements and interests);
- section 31 (Set-off for enhancement in value of retained land);
- section 33 (Correction of errors in deposited plans and book of reference); and

Schedule 5—Adaptation of Part I of the Compulsory Purchase Act 1965:

1965 c. 56.

in the No. 1 Act of 1992—

- section 17 (Acquisition of structures where rights only acquired).

(2) For the purposes of this section—

- (a) in subsection (2) of the said section 28 of the Act of 1989, for the reference to the works authorised by the Act of 1989, there shall be substituted reference to the works authorised by this Act;
- (b) in the said section 31 of the Act of 1989, any references to works authorised by the Act of 1989 shall include reference to works authorised by the No. 1 Act of 1992, the No. 2 Act of 1992, the No. 1 Act of 1993 and this Act;
- (c) in the said section 33 of the Act of 1989, for references to the deposited plans and the deposited book of reference within the meaning of the Act of 1989, there shall be substituted references to the deposited plans and the deposited book of reference within the meaning of this Act;
- (d) in the said section 17 of the No. 1 Act of 1992, for the references to sections 28 (1) and 29 of the 1989 Act as applying for the purposes of the No. 1 Act of 1992, there shall be substituted reference to those provisions as applying for the purposes of this Act, and for the reference to section 16 of the No. 1 Act of 1992 there shall be substituted reference to section 14 of this Act.

**17.—(1)** The powers of the Executive for the compulsory acquisition of the lands and rights which they are authorised to acquire by this Part of this Act shall not be exercised after the expiration of five years from the passing of this Act.

Period of  
compulsory  
purchase of lands  
or rights.

(2) The powers of the Executive for the compulsory acquisition of the said lands and rights shall, for the purposes of this section, be deemed to have been exercised if notice to treat has been served in respect of those lands and rights.

## PART IV

## PROTECTIVE PROVISIONS

Application of protective provisions of Midland Metro Acts.

**18.**—(1) The following protective provisions of the Act of 1989 and the No. 1 Act of 1992 shall, so far as applicable and subject to the modifications specified in subsection (2) below and any other necessary modifications, apply for the purposes of this Act as they apply for the purposes of those Acts—

in the Act of 1989—

- section 36 (Notice to police);
- section 37 (As to highways, traffic, etc.);
- section 39 (For protection of British Waterways Board);
- section 40 (For protection of public sewers);
- section 41 (For protection of certain statutory undertakers);
- section 42 (For protection of telecommunications operators); and
- section 43 (Crown rights);

in the No. 1 Act of 1992—

- section 20 (As to underground works affecting highways);
- section 21 (For protection of National Rivers Authority); and
- section 22 (For protection of British Railways Board).

(2) For the purposes of this section—

- (a) in the said section 36, after the word “police”, there shall be inserted the words “and to the fire authority”;
- (b) in the said section 40 of the Act of 1989, paragraph (14) shall not apply to the construction of any authorised railway in land now forming part of, or adjoining, any existing railway of the railways board;
- (c) in the said section 41 of the Act of 1989—
  - (i) for the reference to statutory undertakers as defined in the Act of 1989 there shall be substituted reference to statutory undertakers as defined in the No. 1 Act of 1993; and
  - (ii) paragraph (16) shall not apply to the construction of any authorised railway in land forming part of, or adjoining, any existing railway of the railways board; and
- (d) in the said section 20 of the No. 1 Act of 1992, for the reference to section 37 of the Act of 1989 as applying for the purposes of the No. 1 Act of 1992, there shall be substituted reference to that provision as applying for the purposes of this Act.

Removal of human remains.

**19.**—(1) In this section “the specified land” means the land in the City of Birmingham numbered 18 on the deposited plans.

(2) Before the Executive begin to use any part of the specified land for the construction of any authorised works therein less than 9 metres below the surface of that part of that land they shall remove, or cause to be removed, from that part of the specified land the remains of all deceased persons interred therein in accordance with the following provisions of this section.

(3) Before any such remains are removed from the specified land the Executive shall give notice in accordance with subsection (4) below of such intended removal.

(4) Notice under subsection (3) above shall describe the specified land and state the general effect of the following provisions of this section, and shall be given by: —

- (a) publishing it once in each of two successive weeks in a newspaper circulating in the City of Birmingham; and
- (b) displaying it in a conspicuous place upon or near to the specified land.

(5) At any time within 56 days after the first publication of a notice under subsection (3) above, any person who is a personal representative or relative of any deceased person whose remains are interred in the specified land may give notice in writing to the Executive of his intention to undertake the removal of such remains, and thereupon if such remains can be identified, he shall be at liberty to cause such remains to be removed and reinterred in any burial ground or cemetery in which burials may legally take place, or to be removed to and cremated in any crematorium, and, forthwith after such reinterment or cremation, shall provide to the Executive a certificate for the purpose of enabling compliance with subsection (9) below.

(6) If any person giving such notice as aforesaid fails to satisfy the Executive that he is such personal representative or relative as he claims to be or that the remains in question can be identified, the question shall be determined on the application of either party by the county court, and the court shall have power to make an order specifying who shall remove the remains and as to the payment of the costs of the application.

(7) The Executive shall defray the reasonable expenses of the removal and reinterment or cremation of such remains.

(8) If—

- (a) within the said period of 56 days no notice under subsection (5) above has been given to the Executive in respect of any remains in the specified land; or
- (b) such notice is given and no application is made under subsection (6) above within 56 days after the giving of the notice but the person who gave the notice fails to remove the remains within a further period of 56 days thereafter; or
- (c) within 56 days after any order is made by the county court under subsection (6) above any person, other than the Executive, specified in the order fails to remove the remains; or
- (d) it is determined that the remains to which any such notice relates cannot be identified;

the Executive shall remove the remains and cause them either to be reinterred in such burial ground or cemetery in which burials may legally take place as the Executive thinks suitable for the purpose, or cremated in such crematorium as the Executive thinks suitable for the purpose:

Provided that if any personal representative or relative has given notice under subsection (5) above and has satisfied the Executive that he is such personal representative or relative as he claims to be and that the remains in question can be identified but does not remove the remains, the Executive shall comply with any reasonable request he may make in relation to the removal and reinterment or cremation of the remains.

PART IV  
—cont.

(9) Upon the reinterment or cremation of any remains under this section, a certificate of reinterment or cremation shall be sent to the Registrar General by the Executive giving the date of reinterment or cremation and identifying the place from which the remains were removed and the place in which they were reinterred or cremated.

(10) The removal of the remains of any deceased person under this section shall be carried out in accordance with any directions that may be given by the Secretary of State.

(11) Any jurisdiction or power conferred on the county court by this section may be exercised by the district judge of the court.

1857 c. 81.

(12) Section 25 of the Burial Act 1857 shall not apply to a removal carried out in accordance with this section.

## PART V

## GENERAL

Attachment of  
brackets, etc., to  
buildings.

**20.** Section 24 (Attachment of brackets, etc., to buildings for purposes of works) of the Act of 1989 (as enacted and as applied by section 11 of the No. 1 Act of 1992, section 11 of the No. 2 Act of 1992, section 8 of the No. 1 Act of 1993 and section 12 of this Act) shall be amended by the insertion at the end of that section of the following:—

“(2) For the purpose of the provisions of the said section 45 applied by subsection (1) above, consent to the affixing of attachments to a building under subsection (2) of that section shall be deemed to have been withheld if no such consent is received by the Executive before the expiration of the period of 56 days beginning on the date on which the Executive serve on the owner of the building, in accordance with section 285 of the Public Health Act 1936, notice of an application for such consent.”.

1936 c. 49.

Arbitration.

**21.** Where under this Act any difference (other than a difference to which the provisions of the Act of 1965 apply) is to be determined by arbitration, then, unless otherwise provided, the difference shall be referred to and settled by a single arbitrator to be agreed between the parties or, failing agreement, to be appointed, on the application of either party (after notice in writing to the other), by the President of the Institution of Civil Engineers.

Planning  
permission.

**22.—(1)** Subject to subsection (2) below, in its application to development authorised by this Act, the planning permission specified in subsection (3) below shall have effect as if the authority to develop given by this Act were limited to development begun within 10 years after the passing of this Act.

(2) Subsection (1) above shall not apply to the carrying out of any development consisting of the alteration, renewal, maintenance or repair of the authorised works or the substitution of new works therefor.

S.I. 1988/1813.

(3) The planning permission referred to in subsection (1) above is that granted for development permitted by article 3 of, and Class A in Part 11 of Schedule 2 to, the Town and Country Planning General Development Order 1988 (which permits development authorised by private Act designating specifically both the nature of the development thereby authorised and the land on which it may be carried out).

## SCHEDULES

## SCHEDULE 1

Section 4.

## ADDITIONAL WORKS IN BIRMINGHAM

## PART I

## DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

In the City of Birmingham —

City Centre  
Link.

Work No. 1—A railway (1,390 metres in length) commencing by a junction with the Work No. 11 authorised by the Act of 1989 at a point 48 metres north-west of the bridge carrying that work over Water Street, passing south-eastwards along the north-eastern side of that work over Lionel Street and Great Charles Street Queensway (eastbound), then on viaduct over Great Charles Street Queensway (westbound) to the northbound carriageway of Snow Hill Queensway (to be stopped up), then along that carriageway and in tunnel under Colmore Circus Queensway, Bull Street, High Street, St. Martin's Circus Queensway and Edgbaston Street and terminating beneath a point 80 metres south of a point in Edgbaston Street 65 metres east of its junction with Gloucester Street, including the said viaduct;

Work No. 1A—A subway and moving pavement commencing at a point 15 metres west of the western side of St. Martin's Circus Queensway at its junction with Smallbrook Queensway, passing north-eastwards to the station tunnel of Work No. 1 beneath premises adjoining St. Martin's Circus Queensway, then continuing north-eastwards under St. Martin's Circus Queensway (southbound) and Moor Street and terminating at the western end of Moor Street Station.

## PART II

## DESCRIPTION OF FURTHER WORKS AND POWERS

In the City of Birmingham —

- (a) set back the kerblines at St. Chad's Circus Queensway between the points marked A1 and A2 on the deposited plans;
- (b) stop up so much of the northbound carriageway of Snow Hill Queensway as lies between the points marked A3 and A4 on the deposited plans;
- (c) form a kerblines along the southern side of St. Chad's Circus, the centre of Snow Hill Queensway (as existing) and the western side of Colmore Circus Queensway between the points marked A5 and A6 on the deposited plans;
- (d) stop up and discontinue the subway under the northbound carriageway of Snow Hill Queensway between the points marked A7 and A8 on the deposited plans.

## Section 5.

## SCHEDULE 2

## SUBSTITUTED AND ADDITIONAL WORKS IN BIRMINGHAM

## PART I

## DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

## In the City of Birmingham —

Work No. 2—A railway (1,070 metres in length) commencing by a junction with the Work No. 26 authorised by the No. 1 Act of 1992 at a point, near Cameronian Croft, 1,995 metres from the commencement of the work, passing eastwards on the southern side of the M6 motorway and terminating by a junction with the said Work No. 26 at a point, near the northern junction of Hyperion Road with Bromford Drive, 3,069 metres from the commencement of that work;

Castle Vale  
Extension.

Work No. 3—A railway (2,331 metres in length) commencing by a junction with Work No. 2 at a point 896 metres from its commencement, passing northwards under the elevated M6 motorway, then eastwards on the southern side of the River Tame, then northwards on viaduct over the River Tame and the Birmingham and Derby Railway, then eastwards on the northern side of that railway, over the drainage overflow channel (to be culverted) on the northern side of that railway and under Chester Road, then northwards to a point on the southern side of Tangmere Drive 75 metres east of its junction with Chester Road, there forming double lines of tramway (558 metres in length) passing eastwards then northwards along Tangmere Drive to a point 110 metres south-west of its junction with Chigwell Close, then passing north-eastwards on the north-western side of Tangmere Drive, then north-westwards on the south-western side of that road and terminating at a point 14 metres south-west of Tangmere Drive 12 metres south of its junction with Yatesbury Avenue, including the said viaduct over the River Tame and the Birmingham and Derby Railway and the said culvert of a drainage overflow channel.

## PART II

## DESCRIPTION OF FURTHER WORKS AND POWERS

## In the City of Birmingham —

(a) on land lying south of the M6 motorway and north of Bromford Drive, Chillinghome Road and Wanderer Walk —

(i) stop up and discontinue so much of the footpath as lies between the points marked B and B1 on the deposited plans, substituting therefor new footpaths between the points so marked B and B7 and B8 and B9;

(ii) stop up and discontinue so much of the footpaths between the following points marked on the deposited plans, substituting therefor new footpaths between those points: —

B1 and B2;

B3 and B4;

B5 and B6;

(b) stop up and discontinue so much of the footpath on the north-western side of Tangmere Drive as lies between the points marked C1 and C2 on the deposited plans, substituting therefor

new footpaths to be provided between the following points so marked:—

SCH. 2  
—cont.

C1, C8, C10, C12, C14, C16, C18, C3 and C4;  
C7 and C8;  
C9 and C10;  
C11 and C12;  
C13 and C14;  
C15 and C16;  
C17 and C18;  
C19 and C2;

- (c) stop up and discontinue so much of the footpath on the north-western side of Tangmere Drive as lies between the points marked C5 and C6 on the deposited plans;
- (d) stop up and discontinue so much of the footpath on the south-western side of Tangmere Drive as lies between the points marked C20, C21 and C22 on the deposited plans, substituting therefor a new footpath to be provided between the points so marked C20 and C23.

### PART III

#### AUTHORISED WORKS AND POWERS REPLACED BY WORK NO. 2

In the City of Birmingham—

- (a) so much of the Work No. 26 authorised by the No. 1 Act of 1992 as lies between the points of commencement and termination of Work No. 2 authorised by this Act, being the part of the said Work No. 26 from chainage 1,995 to 3,069;
- (b) the further powers authorised by paragraph (1) (d) (i) of Part II of Schedule 2 to the No. 1 Act of 1992 for the stopping up and diversion of footpaths between the points marked H9 and H8, H10 and H11, and H11 and H12;
- (c) the further powers authorised by paragraph (1) (d) (ii), (iii) and (iv) of that Part.

## Section 6.

## SCHEDULE 3

## SUBSTITUTED WORKS IN SOLIHULL

## PART I

## DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

In the Metropolitan Borough of Solihull, parish of Castle Bromwich—

Work No. 4—A railway (624 metres in length) commencing by a junction with the Work No. 27 authorised by the No. 1 Act of 1992 at a point, near Lanchester Park, 2,927 metres from the commencement of that work, passing south-eastwards on the southern side of Collector Road, passing over a service road between Collector Road and Lanchester Way, and terminating by a junction with the said Work No. 27 at a point 85 metres east of the junction of Lanchester Way with Rover Drive, 3,551 metres from the commencement of that work, including a bridge over the said service road.

Work No. 4A—Alteration of the alignment of the said service road.

In the Metropolitan Borough of Solihull, parish of Smiths Wood—

Work No. 5—A railway (600 metres in length) commencing by a junction with the Work No. 27 authorised by the No. 1 Act of 1992 at a point, east of Auckland Drive near its junction with Kingfisher Drive, 4,483 metres from the commencement of that work, passing south-eastwards on the western side of Collector Road, passing over a service road between Collector Road and Auckland Drive, and terminating by a junction with the said Work No. 27 at a point east of Auckland Drive near its junction with Skye Close, 5,086 metres from the commencement of that work, including a bridge over the said service road.

In the Metropolitan Borough of Solihull, parish of Chelmsley Wood—

Work No. 6—A railway (290 metres in length) commencing by a junction with the Work No. 3 authorised by the No. 1 Act of 1993 at its termination at a point 92 metres north of the northern side of the gyratory road of the roundabout at the junction of Moorend Avenue with Chelmsley Road, then passing under the gyratory roads of that roundabout and along the southbound carriageway (to be stopped up) of Moorend Avenue and terminating by a junction with the Work No. 27 authorised by the No. 1 Act of 1992 at a point 129 metres from the termination of that work, including bridges under the said gyratory roads.

In the Metropolitan Borough of Solihull, parish of Bickenhill—

Work No. 8—A railway (830 metres in length) commencing by a junction with the Work No. 30 authorised by the No. 1 Act of 1992 at a point, on the viaduct forming part of that work 23 metres east of the centre of the existing roundabout at the junction of Pendigo Way, Northway and East Car Park Road, 1,447 metres from the commencement of that work, passing on viaduct southwards on the eastern side of Pendigo Way, then over Pendigo Way and continuing on the western and south-western side of that road to a point 67 metres north-east of its junction with South Car Park Road (east), then passing in tunnel under Pendigo Way and South Car Park Road (east) to a point on the southern side of Pendigo Way 41 metres west of its said junction with South Car Park Road (east), passing to a point on the north-eastern side of South Car Park Road (west), then passing in tunnel under that road to a point 24 metres south-west of the south-western side of that road 110 metres south of the western junction of that road

with Pendigo Way, and there terminating by a junction with the Work No. 31 authorised by the No. 1 Act of 1992 at a point 70 metres from the commencement of that work.

SCH. 3  
—cont.

## PART II

### DESCRIPTION OF FURTHER WORKS AND POWERS

In the Metropolitan Borough of Solihull, parish of Bickenhill—

- (a) set back the kerbline of so much of the eastern side of Pendigo Way, between its junctions with East Car Park Road and Eastway, as lies between the points marked H1 and H2 on the deposited plans;
- (b) stop up and discontinue so much of the footpath between Pendigo Way and Pendigo Lake as lies between points marked H3 and H4 on the deposited plans, substituting therefor a new footpath between the points so marked H5 and H4.

## PART III

### AUTHORISED WORKS AND POWERS REPLACED BY WORKS NOS. 4, 5, 6 AND 8

In the Metropolitan Borough of Solihull—

- (a) the parts of the Work No. 27 authorised by the No. 1 Act of 1992 lying between the points of commencement and termination of Works Nos. 4 and 5 authorised by this Act, being the parts of the said Work No. 27 from chainage 2,927 to 3,551 and chainage 4,483 to 5,086;
- (b) so much of the Works Nos. 30 and 31 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. 30 from chainage 1,447 to its termination and the part of the said Work No. 31 from its commencement to chainage 70;
- (c) the further powers authorised by paragraphs (2) (b) and (3) (c) and (d) of Part II of Schedule 2 to the No. 1 Act of 1992.

## SCHEDULE 4

## Section 7. SUBSTITUTED AND SUPPLEMENTARY WORKS IN SANDWELL, WALSALL AND WOLVERHAMPTON

## PART I

## DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

## In the Metropolitan Borough of Wolverhampton—

Work No. 9—A railway (272 metres in length) commencing by a junction with the Work No. 1 authorised by the Act of 1989 at a point, 7 metres south-east of the junction of Cooper Street with Bilston Road, 1,737 metres from the commencement of that work, forming double lines of tramway, passing south-eastwards along and then on the south-western side of Bilston Road as existing, and terminating by a junction with the Work No. 2 authorised by that Act at a point, 104 metres west of its junction with Cullwick Street, 214 metres from the commencement of that work.

Work No. 9A—A widening of Bilston Road on its south-western side between its junction with Ettingshall Road and a point 32 metres north-west of its junction with Cullwick Street.

## In the Metropolitan Borough of Walsall—

Work No. 10—A railway (770 metres in length) commencing by a junction with the Work No. 6 authorised by the No. 1 Act of 1992 at a point, 30 metres south of the south-western side of the bridge carrying the Saddlers Centre over the South Staffordshire Railway, 1,007 metres from the commencement of that work, passing southwards on the western side of and then on the formation of that railway, over the bridge carrying that railway over Bridgeman Street, under the bridge carrying Corporation Street West over that railway, and terminating by a junction with the said Work No. 6 at a point, 40 metres south of the southern side of that last-mentioned bridge, 1,773 metres from the commencement of that work, including alterations to the deck of, and a widening on its western side of the span of, the said bridge carrying Corporation Street West over the South Staffordshire Railway.

Work No. 10A—A railway (634 metres in length), forming a deviation of the existing South Staffordshire Railway commencing by a junction with the Work No. 6A authorised by the No. 1 Act of 1992 at its termination at a point 5 metres north-east of the north-eastern abutment of the bridge carrying that railway over Bridgeman Street, passing southwards on the formation of that railway over that bridge, under the bridge carrying Corporation Street West over that railway, and terminating by a junction with that railway at a point 59 metres south of the southern side of that last-mentioned bridge.

Work No. 10B—A culverting of Ford Brook on the south-eastern side of the South Staffordshire Railway, commencing at a point 67 metres south of the southern abutment of the bridge carrying that railway over Bridgeman Street, and terminating at a point 73 metres north-east of the northern side of the bridge carrying Corporation Street West over that railway.

## In the Metropolitan Borough of Sandwell—

Work No. 11—A railway (903 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-eastern portal of the existing tunnel under Holyhead Road, passing southwards across a spur road (to be stopped up) off Holyhead Road to a point 75 metres south of that spur road, then on viaduct turning eastwards to a point, 30 metres north of the line of the Work No.

6 authorised by the Act of 1989, 120 metres east of the bridge carrying that work over the Walsall Canal and terminating by a junction with the said Work No. 6 at a point 330 metres east of the said bridge over the Walsall Canal, including the said viaduct.

SCH. 4  
—cont.

Work No. 11A—A railway (100 metres in length) commencing by a junction with the Work No. 6 authorised by the Act of 1989 and Work No. 11 authorised by this Act at a point 185 metres east of the bridge carrying the said Work No. 6 over the Walsall Canal, and terminating by a junction with those works at a point 285 metres east of that bridge.

## PART II

### DESCRIPTION OF FURTHER WORKS AND POWERS

In the Metropolitan Borough of Wolverhampton—

- (a) (i) alter the kerbline on so much of the north-eastern side of Bilston Road, between its junctions with Cooper Street and Cullwick Street, as lies between the points marked J1 and J2 on the deposited plans;
- (ii) alter the kerbline and footway on so much of the south-western side of Bilston Road, between its junctions with Ettingshall Road and Cullwick Street, as lies between the points marked J3 and J4 on the deposited plans;
- (iii) set back the kerbline on the eastern side of Ettingshall Road, near its junction with Bilston Road and Dixon Street, between the points marked J3 and J5 on the deposited plans;
- (iv) set back the kerbline and footway on the western side of the junction of Dixon Street with Ettingshall Road between the points marked J6 and J7 on the deposited plans;
- (v) alter the kerbline and footway on the south-western side of Bilston Road and the north-western side of Dixon Street between the points marked J8 and J9 on the deposited plans;
- (vi) stop up so much of the footpath between Bilston Road and Pembroke Avenue as lies between the points marked J10 and J11 on the deposited plans.

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 L1 and L2 on the deposited plans.

## PART III

### AUTHORISED WORKS AND POWERS REPLACED BY WORKS NOS. 9 AND 10

In the Metropolitan Borough of Wolverhampton—

- (a) so much of the Works Nos. 1 and 2 authorised by the Act of 1989 as lies between the points of commencement and termination of Work No. 9 authorised by this Act, being the part of the said Work No. 1 from chainage 1,737 to its termination and the part of the said Work No. 2 from its commencement to chainage 214;
- (b) the Work No. 1H authorised by the Act of 1989;
- (c) the further powers authorised by paragraphs (h) and (j) of Part II of Schedule 1 to that Act.

SCH. 4  
—cont.

In the Metropolitan Borough of Walsall—

- (d) so much of the Work No. 6 authorised by the No. 1 Act of 1992 as lies between the points of commencement and termination of Work No. 10 authorised by this Act, being the part of the said Work No. 6 from chainage 1,007 to 1,773.

#### PART IV

AUTHORISED WORKS AND POWERS REPLACED BY WORKS NOS. 11 AND 11A

In the Metropolitan Borough of Sandwell—

- (a) so much of the Work No. 8 authorised by the No. 2 Act of 1992 as lies between the commencement of the said Work No. 8 and the point at which that work forms a junction with the Work No. 8C authorised by that Act at its commencement;
- (b) the Works Nos. 8A and 8B authorised by that Act;
- (c) the further powers authorised by paragraph (b) of Part II of Schedule 4 to that Act.

SCHEDULE 5

Section 9.

RAILWAY CROSSINGS IN HIGHWAYS

In the City of Birmingham —

Intended footpaths, in extension of existing footpaths, on the northern side of Tangmere Drive between the following points shown on the deposited plans: —

- C3 and C4;
- C7 and C8;
- C9 and C10;
- C11 and C12;
- C13 and C14;
- C15 and C16;
- C17 and C18.

## Section 10.

## SCHEDULE 6

## STREETS AFFECTED BY UNDERGROUND RAILWAYS

## PART I

## STREETS IN WHICH WORKS MAY BE CARRIED OUT AND PERMANENT OPENINGS MADE

## In the City of Birmingham —

Snow Hill Queensway (northbound carriageway)

Bull Street

Corporation Street

Smallbrook Queensway

St. Martin's Circus Queensway (northbound carriageway)

Edgbaston Street

## PART II

## OTHER STREETS IN WHICH WORKS MAY BE CARRIED OUT

## In the City of Birmingham —

Colmore Circus Queensway

St. Martin's Circus Queensway (southbound carriageway)

## In the Metropolitan Borough of Solihull, parish of Bickenhill —

Pendigo Way

## SCHEDULE 7

## ADDITIONAL LANDS WHICH MAY BE ACQUIRED OR USED

Sections 13 (b)  
and 15.

Purpose (1)	Location (2)	Lands numbered on the deposited plans (3)
In the City of Birmingham		
For the provision of a new footpath.	Land south of the M6 motorway west of Cameronian Croft.	101a and 101b.
For the provision of a new footpath.	Land south of the M6 motorway east of Cameronian Croft.	102.
For the provision of access for construction purposes.	Dunlop Way and land north of Work No. 3.	113.
For the provision of a working site and access for construction purposes.	Chester Road and land south of Work No. 3.	109 and 110.
For the provision of a working site for construction purposes and landscaping.	Avery Croft and land east of Work No. 3.	117 and 118.
For the provision of a working site for construction purposes.	Land adjoining Yatesbury Avenue and Tangmere Drive.	121.
In the Metropolitan Borough of Solihull (Parish of Smiths Wood)		
For the provision of a working site for construction purposes and landscaping.	Land adjoining Auckland Drive.	1, 3 and 4.
In the Metropolitan Borough of Walsall		
For the provision of a working site and access for construction purposes.	Bridgeman Street and land adjoining Station Street.	3, 4 and 6.
For the provision of a working site and access for construction purposes.	Corporation Street West and land adjoining.	7, 8 and 9.

## Section 14.

## SCHEDULE 8

## LANDS IN WHICH SUBSOIL ONLY MAY BE ACQUIRED

## In the City of Birmingham —

No. on deposited plans (1)	Location (2)
12	Colmore Row from Snow Hill Station entrance to Colmore Circus Queensway.
13, 20 to 23	Bull Street from Colmore Circus Queensway to Corporation Street.
27 to 29, 31 to 45	Bull Street from Corporation Street to Carrs Lane.
46 to 56, 60 to 63	High Street from Carrs Lane to St. Martin's Circus Queensway.

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