

---

*Status: This is the original version (as it was originally enacted). This item of legislation is currently only available in its original format.*

---

## SCHEDULES

### SCHEDULE 1

Section 6 (1).

#### THE AUTHORISED WORKS

#### PART I

##### DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED IN THE CITY OF NOTTINGHAM

Work No. 1—A railway (309 metres in length) commencing at a point on the existing viaduct of the former Great Central Railway 27 metres north-west of the junction of Station Street with Trent Street, passing northwards along the course of the said former railway over the Nottingham Canal and Canal Street, then by a new ramp from the said existing viaduct and terminating at a point on the eastern side of Middle Hill 85 metres north of its junction with Collin Street, including a new bridge over Canal Street and a new ramp linking the said existing viaduct with Middle Hill.

Work No. 1A—A footbridge over Station Street between a point on the existing footbridge over Nottingham Midland Station 15 metres south-west of the junction of Station Street with Trent Street and a point on the said existing viaduct of the former Great Central Railway 23 metres north-west of the said road junction.

Work No. 2—A railway (1,915 metres in length) commencing by a junction with Work No.1 at its termination, forming double lines of tramway passing northwards along Middle Hill, Weekday Cross and Fletcher Gate, westwards along Victoria Street, Cheapside, Poultry South Parade, northwards along Beast Market Hill and Market Street, across Upper Parliament Street and Wollaton Street, along Goldsmith Street and Waverley Street and terminating at a point on Waverley Street 63 metres south of the junction of that street with Gedling Grove.

Work No. 2A—A widening on the south-western side of Goldsmith Street between a point 50 metres north-west of its junction with Chaucer Street and a point 30 metres south of its junction with Shakespeare Street.

Work No. 2B—A widening on the east side of Middle Hill between a point 35 metres south of its junction with Weekday Cross and a point 16 metres south of that junction.

Work No. 2C—A railway (257 metres in length) commencing by a junction with Work No. 2 at its termination, forming a single line of tramway passing north-westwards along the eastern side of Waverley Street and the northern side of Mount Hooton Road and terminating at a point on Mount Hooton Road 97 metres south-east of the junction of that street with Hardy Street including the alteration of the level of Waverley Street between a point 60 metres north-west of its junction with Arboretum Street and a point 40 metres south of its junction with Forest Road East.

Work No. 2D—A railway (250 metres in length) commencing by a junction with Work No. 2 at its termination, forming a single line of tramway passing north-westwards along the western side of Waverley Street and the southern side of Mount Hooton Road and terminating at a point on Mount Hooton Road 97 metres south-east of the junction of that street with Hardy Street together with a retaining wall on the south-western side of Waverley Street between a point 45 metres north-west of its junction with Arthur Street and a point 40 metres south of its junction with Forest Road West.

---

*Status: This is the original version (as it was originally enacted). This item of legislation is currently only available in its original format.*

---

Work No. 2E—A railway (419 metres in length) commencing by a junction with Works Nos. 2C and 2D at their termination, forming double lines of tramway (331 metres in length) passing north-westwards and northwards along Mount Hooton Road and Noel Street to a point on the eastern side of Noel Street 100 metres north of its junction with Bentinck Road, then passing northwards through the Forest Recreation Ground and terminating at a point on the southern side of Gregory Boulevard at its junction with Noel Street.

Work No. 2F—A widening including alteration of the line of the carriageway on the north-eastern side of Waverley Street between a point 67 metres north of its junction with Arboretum Street and a point 35 metres south of its junction with Forest Road East.

Work No. 2G—A widening including alteration of the line of the carriageway on the northern side of Forest Road East and the north-eastern side of Mount Hooton Road between a point on Forest Road East 12 metres north-east of its junction with Waverley Street and a point on Mount Hooton Road 107 metres north-west of its junction with Forest Road East.

Work No. 2H—A widening on the north-eastern side of Mount Hooton Road and the southern side of the vehicular access road through the Forest Recreation Ground at the junction of those roads between a point on Mount Hooton Road 43 metres south-east of that junction and a point on the said vehicular access road 21 metres north-east of that junction.

Work No. 2J—A widening on the east side of Noel Street between its junction with the vehicular access road through the Forest Recreation Ground and a point 100 metres north of that junction.

Work No. 3A—A railway (123 metres in length) commencing by a junction with Work No. 2E at its termination, passing eastwards over land adjoining Gregory Boulevard and terminating at a point 20 metres south-east of the junction of Gregory Boulevard and Russell Road.

Work No. 3B—A railway (36 metres in length) commencing by a junction with Work No. 2E, 25 metres south-east of its termination, turning eastwards and terminating by a junction with Work No. 3A, 98 metres west of the termination of that work.

Work No. 4—A railway (115 metres in length) commencing by a junction with Work No. 2E at its termination and Work No. 3A at its commencement forming double lines of tramway passing across Gregory Boulevard, along Noel Street and terminating at a point in Noel Street at its junction with Terrace Street.

Work No. 5A—A railway (806 metres in length) commencing by a junction with Work No. 4 at its termination, forming a single line of tramway (619 metres in length) passing north-westwards along Noel Street and westwards along Gladstone Street to a point 18 metres west of the junction of Fisher Street with Gladstone Street, then passing north-westwards through land between Gladstone Street and Shipstone Street to a point in Shipstone Street 55 metres west of the junction of that street with Fisher Street, then forming a single line of tramway (132 metres in length) passing westwards along Shipstone Street and terminating at the junction of that street with Radford Road and Wilkinson Street (being the point of termination of Work No. 5B).

Work No. 5B—A railway (862 metres in length) commencing by a junction with Work No. 4 at its termination, forming a single line of tramway passing westwards along Terrace Street, north-westwards along Radford Road and terminating at the junction of that road with Shipstone Street (being the point of termination of Work No. 5A).

Work No. 5C—A widening on the southern side of Terrace Street from a point 90 metres west of its junction with Noel Street and a point 60 metres east of its junction with Radford Road.

---

*Status: This is the original version (as it was originally enacted). This item of legislation is currently only available in its original format.*

---

Work No. 5D—A widening on the northern side of Terrace Street between a point 100 metres west of its junction with Noel Street and its junction with Radford Road.

Work No. 5E—A widening on the eastern side of Radford Road between a point 122 metres south of its junction with Berridge Road and a point 190 metres south of that junction.

Work No. 5F—A widening on the eastern side of Radford Road between a point 80 metres south of its junction with Berridge Road and a point 110 metres south of that junction.

Work No. 6—A railway (680 metres in length) commencing by a junction with Works Nos. 5A and 5B at their termination, forming double lines of tramway (370 metres in length) passing north-westwards along Wilkinson Street to a point on the north side of Wilkinson Street 42 metres west of the bridge carrying that street over the Nottingham to Hucknall railway of the railways board, then turning northwards through land to the west of the said Nottingham to Hucknall railway, then passing alongside that railway and terminating at a point 300 metres north of the bridge carrying Wilkinson Street over the railway of the railways board.

Work No. 6A—A widening on the southern side of Wilkinson Street and the western side of Radford Road between points 20 metres west and 57 metres south of the junction of those roads.

Work No. 6B—A railway (252 metres in length) commencing by a junction with Work No. 6 at a point 40 metres west of the bridge carrying Wilkinson Street over the river Leen forming double lines of tramway (27 metres in length) passing northwards through land adjoining Wilkinson Street and terminating at a point 235 metres north-east of the bridge carrying Wilkinson Street over the said Nottingham to Hucknall railway together with sidings comprising a depot for the LRT system.

#### In the City of Nottingham and the District of Ashfield, Nottinghamshire

Work No. 7—A railway (5,590 metres in length) commencing in the City by a junction with Work No. 6 at its termination passing northwards and north-westwards alongside the Nottingham to Hucknall railway of the railways board, over the river Leen, under the bridges carrying Western Boulevard and Church Street over the said railway, over the river Leen, across David Lane on the level, over the river Leen, under the bridge carrying Highbury Road over the railway, across Carey Road on the level, under the bridge carrying Moor Bridge over the railway, over the river Leen and terminating at a point in the district of Ashfield 125 metres north of Forge Mills (public footpath) level crossing including three bridges over the river Leen.

Work No. 7A—A footbridge in the City over Work No. 7 and the Nottingham to Hucknall railway of the railways board between Nottingham Road, Basford and Vernon Road.

Work No. 7B—A footbridge in the City over Work No. 7 and the Nottingham to Hucknall railway of the railways board between Lincoln Street, Basford and Vernon Road.

Work No. 7C—A diversion of the river Leen in the City at Old Basford between the western abutment of the bridge carrying the Nottingham to Hucknall railway of the railways board over the said river at a point 65 metres to north-west of that bridge.

Work No. 7D—A footbridge in the City over Work No. 7 and the Nottingham to Hucknall railway of the railways board between Deptford Crescent and Coventry Road, Bulwell.

Work No. 7E—A railway (767 metres in length), in the City forming a deviation of the Nottingham to Hucknall railway of the railways board, commencing at a point 265 metres north-east of the bridge carrying Highbury Road over the said railway passing northwards across Carey Road on the level and terminating at a point 397 metres north of Carey Road level crossing.

---

*Status: This is the original version (as it was originally enacted). This item of legislation is currently only available in its original format.*

---

Work No. 7F—A footbridge in the City over Work No. 7 and Work No. 7E and the Nottingham to Hucknall railway of the railways board between Carey Road and Bestwood Road.

In the District of Ashfield, Nottinghamshire

Work No. 8—A railway (2,211 metres in length) commencing by a junction with Work No. 7 at its termination, passing north-westwards alongside the Nottingham to Hucknall railway of the railways board and terminating at Hucknall at a point 1 metre south of the southern parapet of the bridge carrying Station Road, Hucknall over the said railway.

Work No. 8A—A railway (1,195 metres in length), commencing by a junction with the existing Calverton Colliery branch railway at a point 297 metres north of the existing Forge Mills level crossing, passing north-westwards forming (as to part) a deviation of the Nottingham to Hucknall railway of the railways board and terminating by a junction with that railway at a point 85 metres north of Brickyard Drive level crossing.

Work No. 8B—A footbridge at Broomhill, Hucknall over Works Nos. 8 and 8A and the Nottingham to Hucknall railway of the railways board between the eastern and western sections of the Bestwood footpath.

In the City of Nottingham and the Borough of Broxtowe, Nottinghamshire

Work No. 9—A railway (1,850 metres in length) commencing in the City by a junction with Work No. 7 at a point 190 metres south-east of the footbridge carrying the footpath between Lauriston Drive and the open land adjoining the river Leen over the Nottingham to Hucknall railway of the railways board passing westwards on the formation of the dismantled Babbington branch railway, over the river Leen under the bridges carrying Bagnall Road and Cinderhill Road, and terminating at a point in the borough of Broxtowe, parish of Nuthall 710 metres north-west of the junction of Cinderhill Road with the Eastwood Bypass roundabout, including a new bridge over the river Leen at a point 55 metres south-east of the eastern end of Neston Drive.

## PART II

### DESCRIPTION OF FURTHER WORKS AND POWERS

The undertakers may exercise the following powers and carry out the following works in the City of Nottingham:—

- (1) set back the kerblines on the west side of Middle Hill between the points marked A1 and A2;
- (2) set forward the kerblines on the east side of Weekday Cross between the points marked A3 and A4;
- (3) alter the kerblines on—
  - (a) the west side of Weekday Cross between the points marked A5 and A6; and
  - (b) the east side of Weekday Cross between the points marked A7 and A8;
- (4) set back the kerblines on—
  - (a) the west side of Fletcher Gate between the points marked A9 and A10;
  - (b) the east side of Fletcher Gate between the points marked A11 and A12;
  - (c) the north side of Victoria Street between the points marked A13 and A14;
  - (d) the south side of Victoria Street between the points marked A15 and A16; and
  - (e) the south side of Poultry between the points marked A17 and A18;
- (5) alter the carriageways and kerblines of so much of South Parade and Beast Market Hill and the junction of Market Street with Long Row West, Angel Row and Beast Market Hill between the points marked A19 and A20;

---

*Status: This is the original version (as it was originally enacted). This item of legislation is currently only available in its original format.*

---

- (6) set back the kerblines on—
  - (a) the east side of Market Street between the points marked A21 and A22; and
  - (b) the east side of the junction of Market Street and Upper Parliament Street between the points marked A23 and A24;
- (7) form a kerblines on the north side of Upper Parliament Street at its junction with Wollaton Street between the points marked A25 and A26;
- (8) stop up vehicular rights in so much of Wollaton Street between the points marked A27 and A28;
- (9) alter the kerblines on the east side of Goldsmith Street between the points marked A29 and A30;
- (10) set back—
  - (a) the kerblines on the west side of Goldsmith Street between the points marked A31 and A32;
  - (b) the footway and kerblines on the south-west side of Goldsmith Street between the points marked A33 and A34;
  - (c) the kerblines on the east side of Waverley Street between the points marked A35 and A36;
  - (d) the kerblines on the west side of Waverley Street between the points marked A37 and A38;
- (11) set back the kerblines on the south-east side and the north-west side of Gedling Grove between the points marked J1 and J2 and J3 and J4 to form a turning-circle;
- (12) stop up vehicular rights of access to Gedling Grove at its junction with Waverley Street and form a new footway and kerblines across Gedling Grove between the points marked J5 and J6;
- (13) set back the footway and kerblines on the north-eastern side of Waverley Street between the points marked J7 and J8;
- (14) set back and otherwise alter the footway and kerblines on the north-eastern side of Waverley Street between the points marked J9 and J10;
- (15) set back the footway and kerblines on the north-eastern side of Mount Hooton Road between the points marked J11 and J12 and J13 and J14;
- (16) set back the footway and kerblines on the eastern side of Noel Street between the points marked J15 and J16;
- (17) set back the kerblines on—
  - (a) the north-east side of Noel Street between the points marked C1 and C2; and
  - (b) the southern side of the junction of Terrace Street and Noel Street between the points marked D1 and D2;
- (18) alter the kerblines on the northern side of the junction of Terrace Street and Noel Street between the points marked D3 and D4;
- (19) form a footway and kerblines on the western side of Noel Street between the points marked D5 and D6;
- (20) alter the kerblines on—
  - (a) the western side of Noel Street between the points marked D7 and D8; and
  - (b) the eastern side of Noel Street between the points marked D9 and D10;
- (21) set—
  - (a) back the kerblines on the southern side of Shipstone Street between the points marked D11 and D12;
  - (b) forward the kerblines on the northern side of Terrace Street between the points marked D13 and D14;
  - (c) back the kerblines on the southern side of Terrace Street between the points marked D15 and D16 and create a footway between the points marked D15 and D17;
- (22) alter—

---

*Status: This is the original version (as it was originally enacted). This item of legislation is currently only available in its original format.*

---

- (a) the kerbline on the north-east side of Radford Road between the points marked D18 and D19; and
- (b) the footway and kerbline on the north-east side of Radford Road between the points marked D20 and D21;
- (23) set back the kerbline on the south-west side of Radford Road between the points marked D22 and D23;
- (24) alter—
  - (a) the kerbline on the north-east side of Radford Road between the points marked D24 and D25;
  - (b) the kerbline on the north side of Wilkinson Street between the points marked E1 and E2; and
  - (c) the footway and kerbline on the west side of Radford Road and the south side of Wilkinson Street between its junctions with Gauntley Street and Radford Road between the points marked E3 and E4;
- (25) set back the kerbline on the southern side of Wilkinson Street between the points marked E4 and E4A;
- (26) set back the kerbline on the south side of Wilkinson Street between the points marked E5 and E6;
- (27) form a new kerbline on the north side of Wilkinson Street between the points marked E7 and E8;
- (28) set back the existing kerbline on the north side of Wilkinson Street between the points marked E9 and E10;
- (29) stop up and discontinue so much of the footpath between Nottingham Road, Basford and Vernon Road as is between the points marked F1 and F2 substituting therefor a new footpath and footbridge (Work No. 7A) between the points marked F1, F3, F4 and F2;
- (30) stop up and discontinue so much of Nottingham Road, Basford as is between the points marked F5 and F6;
- (31) stop up and discontinue so much of the footpath between Lincoln Street, Basford and Vernon Road as is between the points marked F7 and F8 substituting therefor a new footpath and footbridge (Work No. 7B) between the points marked F9, F10, F11 and F12;
- (32) stop up and discontinue so much of the footpath between Coventry Road and Deptford Crescent, Bulwell as is between the points marked F13 and F14 substituting therefor a new footpath and footbridge (Work No. 7D) between the points marked F13, F15 and F16;
- (33) provide a new footpath and cycleway to the west of the river Leen at Cinderhill between the points marked H1, H3, H4 and H2.

The undertakers may exercise the following powers and carry out the following works in the district of Ashfield:—

- (34) stop up and discontinue so much of the Bestwood footpath (F.P.13) at Broomhill, Hucknall as is between the points marked G1 and G2 substituting therefor a new footpath and footbridge (Work No. 8B) between points G1, G3, G4 and G2.

## SCHEDULE 2

Section 9.

### LEVEL CROSSINGS

In the City

David Lane, Old Basford.

*Status: This is the original version (as it was originally enacted). This item of legislation is currently only available in its original format.*

Intended road between Mill Street and Vernon Road, Old Basford.  
Carey Road, Bulwell.

Footpath between Neston Drive and Greenwich Avenue, Cinderhill, and new cycleway on the route of that footpath.

In the district of Ashfield, Nottinghamshire

Footpath between Nottingham Road and Moor Road, Bestwood.  
Brickyard, Butlers Hill.

### SCHEDULE 3

Section 17.

#### ENACTMENTS RELATING TO EXISTING RAILWAYS

Chapter	Title or short title
9 & 10 Vict. c. clxiii.	Midland Railways, Nottingham and Mansfield, Act 1846.
11 & 12 Vict. c. lxxxviii.	Midland Railway, Ripley Branches, Act 1848.
56 & 57 Vict. c. i.	Manchester, Sheffield and Lincolnshire Railway (Extension to London &c.) Act 1893.
10 & 11 Geo. 6 c. xxxv.	London Midland and Scottish Railway Act 1947.

### SCHEDULE 4

Section 26.

#### ADDITIONAL LANDS WHICH MAY BE ACQUIRED OR USED

Purpose	Location	Lands numbered on the deposited plans
(1)	(2)	(3)
<b><i>In the City of Nottingham</i></b>		
For the provision of a working site and for access for construction purposes	Maltmill Lane	15, 16, 17, 18, 19, 21 and 22.
For the provision of a turning-circle	Gedling Grove	181.
For the provision of a working site and for access for construction purposes and thereafter for the provision of an interchange car park and associated facilities	Forest Recreation Ground	192.

*Status: This is the original version (as it was originally enacted). This item of legislation is currently only available in its original format.*

Purpose (1)	Location (2)	Lands numbered on the deposited plans (3)
For the provision of a working site and for access for construction purposes	David Lane	107.
For the provision of a working site and for access for construction purposes	Mill Street	112, 113 and 114.
For the provision of a working site and for access for construction purposes	Carey Road	162.
For the provision of a working site and for access for construction purposes and thereafter for the provision of an interchange car park and associated facilities	Hucknall Lane	171 and 172.
<b><i>In the District of Ashfield, Nottinghamshire</i></b>		
For the provision of a working site and for access for construction purposes	Station Terrace, Hucknall	19.

## SCHEDULE 5

Section 28.

### ADAPTATION OF PART I OF THE COMPULSORY PURCHASE ACT 1965

1 For section 7 of the Act of 1965 (measure of compensation) there shall be substituted the following:—

“7 In assessing the compensation to be paid by the acquiring authority under this Act regard shall be had, not only to the extent (if any) to which the value of the land over which the right is to be acquired is depreciated by the acquisition of the right, but also to the damage (if any) to be sustained by the owner of the land by reason of its severance from other land of his, or injurious affection of that other land by the exercise of the powers conferred by this or the special Act.”

2 For section 8 (1) of the Act of 1965 (protection for vendor against severance of house, garden, etc.) there shall be substituted the following:—

“(1) No person shall be required to grant any right over part only—

- (a) of any house, building or factory; or
- (b) of a park or garden belonging to a house; if he is willing to sell the whole of the house, building, factory, park or garden, unless the Lands Tribunal determine that—



---

*Status: This is the original version (as it was originally enacted). This item of legislation is currently only available in its original format.*

---

- (i) in the case of a house, building or factory, the part over which the right is proposed to be acquired can be made subject to that right without material detriment to the house, building or factory; or
- (ii) in the case of a park or garden, the part over which the right is proposed to be acquired can be made subject to that right without seriously affecting the amenity or convenience of the house;

and, if the Lands Tribunal so determine, the tribunal shall award compensation in respect of any loss due to the acquisition of the right, in addition to its value; and thereupon the party interested shall be required to grant to the acquiring authority that right over that part of the house, building, factory, park or garden.

(1A) In considering the extent of any material detriment to a house, building or factory, or any extent to which the amenity or convenience of a house is affected, the Lands Tribunal shall have regard not only to the right which is to be acquired over the land, but also to any adjoining or adjacent land belonging to the same owner and subject to compulsory purchase.”

3 The following provisions of the Act of 1965 (being provisions stating the effect of a deed poll executed in various circumstances where there is no conveyance by persons with interests in the land):—

- section 9 (4) (refusal by owners to convey);
- Schedule 1, paragraph 10 (3) (owners under incapacity);
- Schedule 2, paragraph 2 (3) (absent and untraced owners); and
- Schedule 4, paragraphs 2 (3) and 7 (2) (common land);

shall be so modified as to secure that, as against persons with interests in the land which are expressed to be overridden by the deed, the right which is to be compulsorily acquired is vested absolutely in the acquiring authority.

4 Section 11 of the Act of 1965 (powers of entry) shall be so modified as to secure that, as from the date on which the acquiring authority have served notice to treat in respect of any right, they have power, exercisable in the like circumstances and subject to the like conditions, to enter for the purpose of exercising that right (which shall be deemed for this purpose to have been created on the date of service of the notice); and sections 12 (penalty for unauthorised entry) and 13 (entry on sheriff’s warrant in the event of obstruction) shall be modified correspondingly.

## SCHEDULE 6

Section 76.

### PROVISIONS TO BE INCLUDED IN TERMS FOR THE USE OF FOREST CAR PARK

1 A prohibition on the use of the car park for goods vehicles (as defined in section 192 (1) of the Road Traffic Act 1988) other than those used—

- (a) for the purposes of the authorised works; or
- (b) by any statutory undertakers or by any local or highway authority; or
- (c) by the emergency services; or
- (d) in connection with the use of the Forest Recreation Ground for any purpose which would have been lawful if this Act had not been passed.

***Status:** This is the original version (as it was originally enacted). This  
item of legislation is currently only available in its original format.*

---

- 2 Provisions for the City Council to require the temporary closure of the car park to permit the use of the relevant land for any purpose which would have been lawful if this Act had not been passed.
- 3 Requirements that the undertakers maintain and keep clean the car park to the reasonable satisfaction of the City Council.