



CHAPTER lxxv.

An Act to confirm certain Provisional Orders made by the Minister of Transport under the Tramways Act 1870 relating to Liverpool Corporation Tramways and Sheffield Corporation Tramways.

A.D. 1925.

[31st July 1925.]

WHEREAS the Minister of Transport has made the Provisional Orders set out in the schedule to this Act under the authority of the Tramways Act 1870 :

33 & 34 Vict.
c. 78.

And whereas a Provisional Order made by the Minister of Transport under the authority of the said Act is not of any validity or force whatever until the confirmation thereof by Act of Parliament :

And whereas it is requisite that the said Provisional Orders should be confirmed by Act of Parliament :

Be it therefore enacted by the King'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 :—

1. This Act may be cited as the Tramways Pro- Short title.
visional Orders Act 1925.

2. The several Orders set out in the schedule to this Act shall be and the same are hereby confirmed and all the provisions thereof in manner and form as they are set out in the said schedule shall from and after the passing of this Act have full force and validity and the dates of the same respectively shall be the date of the passing of this Act. Confirmation of Orders in schedule.

A.D. 1925.

SCHEDULE.

LIST OF ORDERS.

LIVERPOOL CORPORATION TRAMWAYS.—Order authorising the lord mayor aldermen and citizens of the city of Liverpool to construct additional tramways in the said city and for other purposes.

SHEFFIELD CORPORATION TRAMWAYS.—Order authorising the lord mayor aldermen and citizens of the city of Sheffield to construct an additional tramway in the said city and for other purposes.

LIVERPOOL CORPORATION.

A.D. 1925,

Order authorising the lord mayor aldermen and citizens of the city of Liverpool to construct additional tramways in the said city and for other purposes. *Liverpool Corporation.*

1. This Order may be cited as the Liverpool Corporation Short title.
Tramways Order 1925.

2. The provisions of the Tramways Act 1870 are hereby Incorporation of Act.
incorporated with this Order except where the same are
inconsistent with or expressly varied by this Order.

3. In this Order unless the subject or context otherwise Interpretation.
requires—

“ The Corporation ” means the lord mayor aldermen and
citizens of the city of Liverpool;

“ The city ” means the city of Liverpool; and

“ The tramways ” means the tramways and works by this
Order authorised or (as the case may be) any part
thereof.

4. The Corporation shall be the promoters for the purposes Promoters.
of this Order.

5. Subject to the provisions of this Order the Corporation Construction of tramways.
may construct and maintain in accordance with the plans and
sections deposited at the office of the Ministry of Transport for
the purposes of this Order the tramways within the city herein-
after described with all proper rails plates works and conveniences
connected therewith or for the purposes thereof and may take
up remove and alter the position of any existing tramway of
the Corporation and the rails and other works connected
therewith which may be necessary for the purpose of laying
down the tramways Provided that nothing in this Order
shall extend to or authorise any interference with any works of
any undertakers within the meaning of the Electricity (Supply)
Acts 1882 to 1922 to which the provisions of section 15 of the
Electric Lighting Act 1882 apply except in accordance with and
subject to the provisions of that section.

The tramways authorised by this Order are—

Tramway No. 2 (Lake Road and Mill Lane) commencing
in Church Road Wavertree by a junction with the
existing tramway 3·3 chains south-east of High Street
passing thence into and along Lake Road and Mill Lane
and into and terminating in St. Oswalds Street by a

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Provisional Orders Act, 1925.

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Corporation.*

junction with the existing tramway at a point 1·4 chains south of Davidson Road :

Tramway No. 2 will be laid as a double line except between the points hereinafter specified where it will be laid as a single line (that is to say)—

(a) Between the north side of Childwall Road and the north side of North Drive Victoria Park ;

(b) Between Olive Grove and the north side of the bridge over the London Midland and Scottish Railway :

Tramway No. 2 will be 1 mile 0 furlongs 2·8 chains in length of which 6 furlongs 6·6 chains will be double line and 1 furlong 6·2 chains single line :

Tramway No. 3 (Mill Street Beloe Street Dingle Mount and Dingle Lane) commencing in St. James Place by a junction with the existing tramway 0·6 chain north of Stanhope Street passing thence into and along Mill Street Beloe Street Dingle Mount Dingle Lane and Ullet Road and terminating therein by a junction with the existing tramway at a point 1·7 chains north-east of Park Road :

Tramway No. 3 will be laid as a double line except between Jevons Street and South Hill Road where it will be laid as a single line ;

Tramway No. 3 will be 1 mile 3 furlongs 6·74 chains in length of which 1 mile 3 furlongs 1·54 chains will be double line and 5·2 chains single line :

Tramway No. 4 (Marybone Gardners Row Bevington Bush and Bevington Hill) commencing in Tithebarn Street by a junction with the existing tramway 0·5 chain west of Hatton Garden passing along Tithebarn Street Marybone Gardners Row Bevington Bush Bevington Hill and into and terminating in Scotland Road by a junction with the existing tramway at a point 1 chain south of Mile End :

Tramway No. 4 will be laid as a double line except between the points hereinafter specified where it will be laid as a single line (that is to say)—

(a) Between a point in Marybone 2 chains north-east of Hatton Garden and Alexander Pope Street ;

(b) Between the west side of Fontenoy Street and Oriel Street ;

(c) Between Burroughs Gardens and a point 3 chains north thereof ;

Tramway No. 4 will be 5 furlongs 0·98 chain in length of which 3 furlongs 2·53 chains will be double line and 1 furlong 8·45 chains single line :

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Tramway No. 5 (Great Crosshall Street) commencing in Marybone at its junction with Great Crosshall Street by a junction with Tramway No. 4 passing along Great Crosshall Street into and terminating in Byrom Street by a junction with the existing tramway at a point 0·3 chain north of Great Crosshall Street :

Tramway No. 5 will be laid as a double line throughout and will be 1 furlong 6·82 chains in length :

Tramway No. 6 (Brownlow Hill) commencing in Ranelagh Place at the junction of Brownlow Hill with Mount Pleasant by a junction with the existing tramway passing along Brownlow Hill and into and terminating in Crown Street by a junction with the existing tramway at a point opposite the south side of Brownlow Hill :

Tramway No. 6 will be laid as a double line throughout and will be 5 furlongs 0·66 chain in length :

Tramway No. 6A (Junction between Brownlow Hill and Paddington) commencing in Brownlow Hill at a point opposite the west side of Crown Street and passing into and terminating in Paddington by a junction with the existing tramway at a point opposite the east side of Crown Street :

Tramway No. 6A will be laid as a single line throughout and will be 1·2 chains in length :

Provided that except with the approval of the Minister of Transport notwithstanding anything shown on the deposited plans and sections—

(1)—(a) The portion of Tramway No. 2 between points respectively 1 furlong 3·5 chains and 3 furlongs 3 chains from the commencement thereof shall not be constructed unless and until the carriageway of Mill Lane between those points has been widened to a width of at least thirty-three feet ;

(b) The portion of the said tramway extending for a distance of 3·5 chains from the termination of the tramway shall not be constructed as a double line and shall not be constructed as a single line unless and until the carriageway of Mill Lane in which the said portion of tramway is to be situate has been widened to a width of at least twenty-four feet ;

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(2)—(a) The portion of Tramway No. 3 between Park Hill Road and Jevons Street shall not be constructed otherwise than as a double line with the inner rails thereof not more than six inches from each other ;

(b) The portion of the said tramway between South Hill Road and Longford Street shall not be constructed as a double line unless and until the carriageway of the street in which the said portion of tramway is to be situate has been widened to a width of at least thirty-three feet or as a single line unless and until the said carriageway has been widened to a width of at least twenty-four feet ;

(c) The radius of the curve of the said tramway at the junction of Dingle Mount and Dingle Lane shall not be less than fifty feet :

(3) The portions of Tramway No. 4 between Alexander Pope Street and Fontenoy Street and between Laird Place and Norris Street respectively shall not be constructed as a double line unless and until the carriageway of the street in which the said portions of tramway respectively are to be situate has been widened to a width of at least thirty-three feet or as a single line unless and until the said carriageway has been widened to a width of at least twenty-four feet ;

(4) Tramway No. 5 shall not be constructed unless and until the carriageway of Great Crosshall Street has been widened to a width of at least thirty-three feet ; and

(5) No portion of Tramway No. 6 shall be constructed as a double line unless and until the carriageway of the street in which it is to be situate has been widened to a width of at least thirty-three feet or as a single line unless and until the said carriageway has been widened to a width of at least twenty-four feet.

Tramways to form part of tramways undertaking.

6. Subject to the provisions of this Order the tramways shall for all purposes form part of "the tramways" and "the tramways undertaking" within the meaning of the *Liverpool Corporation Act 1921* and the provisions of that Act shall so far as applicable apply to and in respect of the tramways as if they had been described in the First Schedule thereto.

Inspection by Minister of Transport.

7. No part of the tramways shall be opened for public traffic until it has been inspected and certified to be fit for such traffic by an officer appointed by the Minister of Transport.

8. Nothing in this Order contained shall exempt the Corporation or any person using the tramways or the tramways from the provisions of any general Act relating to tramways passed before or after the commencement of this Order or from any future revision or alteration under the authority of Parliament of the maximum rates and charges authorised by or in pursuance of this Order.

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Liverpool Corporation
 Saving for general Acts.

SHEFFIELD CORPORATION.

Order authorising the lord mayor aldermen and citizens of the city of Sheffield to construct an additional tramway in the said city and for other purposes.

Sheffield Corporation.

1. This Order may be cited as the Sheffield Corporation Tramways Order 1925.

Short title.

2. The provisions of the Tramways Act 1870 are hereby incorporated with this Order except where the same are inconsistent with or expressly varied by this Order.

Incorporation of Act.

3. In this Order unless the subject or context otherwise requires—

Interpretation.

“ The Corporation ” means the lord mayor aldermen and citizens of the city of Sheffield;

“ The city ” means the city of Sheffield; and

“ The tramway ” means the tramway and works by this Order authorised or (as the case may be) any part thereof.

4. The Corporation shall be the promoters for the purposes of this Order.

Promoters.

5. Subject to the provisions of this Order the Corporation may construct and maintain in accordance with the plans and sections deposited at the office of the Ministry of Transport for the purposes of this Order the tramway within the city hereinafter described with all proper rails plates works and conveniences connected therewith or for the purposes thereof and may take up remove and alter the position of any existing tramway of the Corporation and the rails and other works connected therewith which may be necessary for the purpose of laying down the tramway Provided that nothing in this Order shall extend to or authorise any interference with any works of any Undertakers within the meaning of the Electricity (Supply) Acts 1882 to 1922 to which the provisions of section 15 of the Electric Lighting Act 1882 apply

Construction of tramway.

A.D. 1925. except in accordance with and subject to the provisions of that section.

Sheffield Corporation.

The tramway authorised by this Order is—

A tramway commencing in Handsworth Road by a junction with the existing tramway therein at a point eight yards or thereabouts measured in a westerly direction from the south-east corner of Park Lane passing thence along Handsworth Road and Retford Road and terminating in Retford Road at the junction of that road with Carr Lane ;

The tramway will be laid as a double line throughout and will be one mile and six chains in length :

Provided that except with the approval of the Minister of Transport notwithstanding anything shown on the deposited plans and sections—

- (1) the portions of the tramway between its commencement and Howard Road and between Turf Tavern and Orgreave Lane shall not be constructed unless and until the carriageway of Handsworth Road between those points respectively has been widened to a width of at least 33 feet ;
- (2) the portion of the tramway extending from Howard Road to Turf Tavern shall not be constructed otherwise than in such a position that a space of not less than 9 feet 6 inches shall intervene between the outside of the footpath on the south-west side of the road and the nearest rail of the tramway ;
- (3) the portion of the tramway extending from Orgreave Lane to the termination of the tramway shall not be constructed as a double line unless and until the carriageway of Retford Road between those points has been widened to a width of at least 33 feet.

Tramway to form part of tramways undertaking.

6. Subject to the provisions of this Order the tramway shall for all purposes form part of " the Corporation tramways " and " the tramways undertaking " within the meaning of the Sheffield Corporation (Consolidation) Act 1918 and the provisions of that Act shall so far as applicable apply to and in respect of the tramway as if it had been described in Part III of the Second Schedule thereto.

Inspection by Minister of Transport.

7. No part of the tramway shall be opened for public traffic until it has been inspected and certified to be fit for such traffic by an officer appointed by the Minister of Transport.

Accounts to be furnished to Minister of Transport.

8. The Corporation shall in every year within three months after the close of their financial year or such longer period as the Minister of Transport may allow furnish to the Minister of

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Transport a copy of the annual accounts of their tramway A.D. 1925.
undertaking.

9. Nothing in this Order contained shall exempt the
Corporation or any person using the tramway or the tramway
from the provisions of any general Act relating to tramways
passed before or after the commencement of this Order or from
any future revision or alteration under the authority of Parliament
of the maximum rates and charges authorised by or in pursuance
of this Order.

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Sheffield
Corporation.
Saving for
general Acts.

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