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SCHEDULES

SCHEDULE 1

THE AUTHORISED WORKS IN DUDLEY, SANDWELL, WALSALL AND WOLVERHAMPTON (THE BLACK COUNTRY ROUTE)

PARTII

DESCRIPTION OF FURTHER WORKS AND POWERS

(1) The Executive may, in the Metropolitan Borough of Wolverhampton—

(a) set back the footway and kerbline of Piper's Row on its eastern side between the points marked A1 and A2 on the deposited plans;

(b) set back the kerbline of Union Mill Street on its southern side between the points marked A3 and A4 on the deposited plans;

(c) stop up and discontinue so much of the footpath between Sun Street and Freeman Street as lies between the points marked A5 and A6 on the deposited plans, substituting therefor a new footpath between those points;

(d) stop up and discontinue the footpath and the pedestrian subway under the former Wolverhampton and Walsall Railway between the points marked A7 and A8 on Sheet 3 of the deposited plans;

(e) stop up and discontinue so much of the northern end of the road between the cul-de-sac (Wolverhampton Road, South) and Wolverhampton Road as lies between the points marked A8 and A9 on Sheet 4 of the deposited plans; and

(f) stop up and discontinue so much of Hall Street as lies between the points marked A11 and A12 on the deposited plans.

(2) The Executive may, in the Metropolitan Borough of Walsall—

(a) stop up and discontinue so much of the footpath between Park Road and the Willenhall Memorial Park as lies between the points marked B1 and B2 on the deposited plans and remove the existing footbridge, substituting therefor a new footpath between those points, including a new footbridge over Work No. 5;

(b) stop up and discontinue so much of the footpath between Temple Bar and St. Ann's Road as lies between the points marked B3 and B4 on the deposited plans, substituting therefor new footpaths between the points so marked B3 and B5 and between the points so marked B6 and B4 and extending the existing footpath to New Hall Street from the point so marked B7 to the point so marked B8;

(c) stop up and discontinue so much of the footpath between St. Ann's Road and Stringes Lane as lies between the points marked B9 and B10 on the deposited plans;

(d) stop up and discontinue so much of the footpath between St. Ann's Road and Stringes Lane north of South Street as lies between the points marked B9 and B11 on the deposited plans substituting therefor a new footpath between the points so marked B9 and B12; and

(e) lower the level of so much of the footpath between Brewer Street and Mill Street as lies between the points marked B13 and B14 on the deposited plans and

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remove the existing bridge carrying Mill Street over the course of the former Wolverhampton and Walsall Railway.

(3) The Executive may, in the Metropolitan Borough of Walsall—

(a) stop up and discontinue so much of Scarborough Road as lies between the points marked C1 and C2 on the deposited plans and remove the existing bridge carrying that road over the Walsall Canal, substituting therefor a footpath between those points and a new footbridge over the canal;

(b) set back the footway and kerbline on so much of the northern side of Darlaston Road as lies between the points marked C3 and C4 on the deposited plans;

(c) set back the kerbline on so much of the northern side of Darlaston Road as lies between the following points marked on the deposited plans:—

C5 and C6;

C7 and C8 including so much thereof as lies beneath the bridge carrying the M6 motorway over that road; and

(d) raise the level of roads at the junction of Cemetery Road, Kendricks Road and Bentley Mill Way between the points marked C9, C10, C11, C12 and C13 on the deposited plans.

(4) The Executive may, in the Metropolitan Borough of Walsall—

(a) stop up and discontinue the footpaths along or across the course of the former Darlaston Loop Railway, now comprising the Darlaston Walkway, between the points marked on the deposited plans specified in column (1) of the following table, substituting therefor new footpaths between the points so marked specified in column (2) of that table:—

Footpaths to be stopped up (1)	*Footpaths to be substituted (2)*
D1 and D2	D1 and D5D5 and D2
D2 and D3D2 and D4	D5 and D6
D2 and D7	D2 and D8D9 and D7
D12 and D13D16 and D17	D14 and D15
D18 and D19	D18 and D20

; and

(b) stop up and discontinue so much of each of the footpaths across or joining that walkway, from Station Street or Avenue Road to Victoria Road or Crescent Road, as lies between the following points marked on the deposited plans:—

D10 and D11

D12 and D13

D16 and D17;

and provide a new footpath from Avenue Road to that walkway between the points so marked D14 and D15.

(5) The Executive may, in the Metropolitan Borough of Sandwell, stop up and discontinue—

(a) the spur road on the south-western side of Holyhead Road between the points marked E1 and E2 on the deposited plans;

(b) so much of Potters Lane as lies between the points marked E3 and E4 on the deposited plans;

(c) Smith Road west from the point marked E5 on the deposited plans;

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(d) so much of Eagle Lane as lies between the points marked E6 and E7 on the deposited plans, substituting therefor a new footpath between those points; and

(e) Keelinge Street between the points marked E8 and E9 on the deposited plans.

(6) The Executive may, in the Metropolitan Borough of Dudley—

(a) stop up and discontinue the access road to the former Dudley Freightliner Terminal between the points marked F1 and F2 on the deposited plans;

(b) set back the kerbline on the eastern side of Birmingham Street (North) between the points marked F3 and F4 on the deposited plans; and

(c) set back the kerbline on the western side of Birmingham Street (North) between the points marked F5 and F6 on the deposited plans.

(7) (a) In this paragraph "the specified building" is the building known as Bentley's Wine Bar, off Castle Street in the Metropolitan Borough of Dudley, forming part of the lands shown on the deposited plans numbered 23 in Dudley.

(b) The Executive may remove so much of the north-eastern extension of the specified building as is within 7·5 metres of the centre line of the railway (Work No. 16) shown on the deposited plans, subject to the restoration of the remainder of the north-eastern side of the building to the reasonable satisfaction of the local planning authority.