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SCHEDULES

SCHEDULE 2

THE AUTHORISED WORKS IN BIRMINGHAM, SOLIHULL AND NORTH WARWICKSHIRE (THE BIRMINGHAM/SOLIHULL ROUTE)

PART I

DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

In the City of Birmingham—

Work No. 21—railway (2,962 metres in length) commencing beneath a point in Hagley Road 150 metres south-west of the centre of the Five Ways roundabout, passing in tunnel north-eastwards and eastwards and terminating in the central reserved area in Jennens Road at a point 65 metres east of the junction of Duke Street with that road;

Work No. 21A—A subway commencing in New Street Station, passing beneath Stephenson Place, New Street and Corporation Street and terminating at the station tunnel of Work No. 21 beneath land on the eastern side of Corporation Street;

Work No. 22—railway (611 metres in length), forming double lines of tramway, commencing by a junction with Work No. 21 at its termination, passing north-eastwards along the central reserved area in Jennens Road, then by means of a flyover over Ashted Circus and along the central reserved area between the two carriageways of Nechells Parkway, then turning northwards to the northern side of that road and there terminating at a point 210 metres north of the junction of Windsor Street with that road;

Work No. 22A—An alteration of the alignment and level of the westbound carriageway of Nechells Parkway commencing at a point 30 metres north of its said junction with Windsor Street and terminating 269 metres north-east of that point of commencement;

Work No. 23—railway (986 metres in length) commencing by a junction with Work No. 22 at its termination, passing northwards across Great Lister Street at a point 15 metres west of its junction with Rupert Street, then north-eastwards on the western side of Rupert Street, across the access road to the Windsor Industrial Estate and across Avenue Road, then passing north-westwards and north-eastwards over Rocky Lane at a point 35 metres west of its junction with Walter Street and terminating at a point 22 metres north of the northern side of Rocky Lane, including a bridge over Rocky Lane;

Work No. 23A—An alteration of the level of the said access road to the Windsor Industrial Estate commencing at its junction with Rupert Street and terminating at a point 65 metres west of that road junction, including alteration of the level of Rupert Street at that junction;

Work No. 23B—An alteration of the level of Avenue Road commencing at its junction with Rupert Street and terminating at a point 111 metres west of that road junction, including alteration of the level of Rupert Street at that junction;

Works Nos. 24 and 24D—A railway (1,458 metres in length) commencing by a junction with Work No. 23 at its termination, passing north-eastwards along the course of the former Aston Gasworks Railway and over Thimble Mill Lane, then passing (from chainage 630 as Work No. 24D substituted for part of Work No. 24) under the existing Birmingham and Stafford Railway and the Stechford and Aston Railway to the western side of Holborn

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Hill at its junction with Plume Street, then forming double lines of tramway (122 metres in length) passing across Holborn Hill at that point and along Plume Street to a point 111 metres from its said junction with Holborn Hill, then passing eastwards across the Plume Street canal basin, then along the course of the Hockley Brook (to be culverted) from the western side of the existing bridge over that stream 60 metres north-west of the junction of Long Acre with Chattaway Street, then continuing (as Work No. 24 from chainage 1078) north-eastwards on the north-western side of Long Acre, across Plume Street and Salford Street at points 7 metres from the junction of each of those roads with Long Acre, passing across Cuckoo Road at a point 15 metres south of its junction with Jameson Road and terminating at a point 23 metres north-east of that road junction, including a bridge over Thimble Mill Lane and bridges under the said Birmingham and Stafford Railway and Stechford and Aston Railway;

Work No. 24A—A culvert to enclose the Hockley Brook, commencing at a point on the western side of the said existing bridge over the stream 60 metres north-west of the junction of Long Acre with Chattaway Street and terminating at a point 75 metres north of that road junction;

Work No. 24E—A widening of Plume Street on its south-eastern side between points 90 metres and 128 metres from its junction with Holborn Hill;

Work No. 24B—An alteration of the level of Plume Street commencing at its junction with Long Acre and terminating at a point 53 metres north-west of that road junction, including alteration of the level of Long Acre at that junction;

Work No. 24C—An alteration of the level of Salford Street commencing at its junction with Long Acre and terminating at a point 57 metres north-west of that road junction, including alteration of the level of Long Acre at that junction;

Work No. 25—railway (1,402 metres in length) commencing by a junction with Work No. 24 at its termination, passing south-eastwards across an existing development site, over Premier Street, over the Grand Union Canal at a point 70 metres north of the junction of Argyle Street with Wharton Street and across Watson Road at a point 60 metres south-west of its junction with Jarvis Way, then eastwards along the northern bank of the River Rea, then south-eastwards on viaduct, over the culvert enclosing, and carrying the former Washwood Heath Railway Sidings over, that river and over the existing Birmingham and Derby Railway, and terminating at a point 113 metres south-east of the centre of the north-eastern end of the said culvert, including the said viaduct and bridges over Premier Street and the Grand Union Canal;

Work No. 25A—A railway (1,167 metres in length) commencing by a junction with Work No. 25 at a point 210 metres from the south-eastern side of its crossing of Watson Road, passing south-eastwards over the said culvert enclosing the River Rea and under the viaduct (part of Work No. 25), then north-eastwards along the south-eastern bank of the Rivers Rea and Tame, under the viaduct carrying the M6 motorway over that last-mentioned river north-east of the confluence of those rivers and terminating at a point 80 metres south-west of the western bank of the River Tame 170 metres north-west of the northern side of the bridge carrying the said Birmingham and Derby Railway over that river, forming, with sidings off the railway, a depot for the Metro with road access thereto from Tyburn Road by way of Jarvis Way, an industrial estate road and Work No. 25B;

Work No. 25B—An access road between an industrial estate road leading to Jarvis Way and the intended depot (Work No. 25A), commencing at a point in that industrial estate road at its junction with Hanover Drive, passing eastwards over the River Tame on the northern side of the viaduct carrying the M6 motorway over that river and terminating at a point in the said depot 35 metres east of the eastern bank of that river, including a bridge over that river.

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Work No. 26—railway (3,316 metres in length) commencing by a junction with Work No. 25 at its termination, passing north-eastwards along the southern side of the said Birmingham and Derby Railway, over the River Tame at a point 17 metres south-east of the southern side of the said bridge carrying that railway over that river, then under Bromford Lane, then passing eastwards over the River Tame at a point 65 metres south-west of the western end of the southern side of the bridge carrying the M6 motorway over the said railway, then passing on the southern side of that motorway and terminating at a point 20 metres south of that side of the motorway 150 metres west of the western end of the bridge carrying that motorway over Newport Road, including two bridges over the River Tame; Work No. 26A—An alteration of the level of Bromford Lane commencing at the northern abutment of the bridge carrying that road over the said Birmingham and Derby Railway and terminating at a point 85 metres south of the southern abutment of that bridge, including a new bridge over Work No. 26;

In the City of Birmingham and the Metropolitan Borough of Solihull, parishes of Castle Bromwich, Chelmsley Wood, Fordbridge, Kingshurst and Smiths Wood—

Work No. 27—railway (7,475 metres in length) commencing by a junction with Work No. 26 at its termination, passing south-eastwards on viaduct over the junction of Newport Road with a slip road from the M6 motorway, then eastwards in tunnel for a distance of 550 metres under Castle Hill and Collector Road, then eastwards and north-eastwards on the southern side of that road, passing in tunnel for a distance of 188 metres under Parkfield Drive, then continuing north-eastwards, eastwards, south-eastwards and southwards on the southern, south-western and western side of Collector Road, under Water Orton Road at a point 50 metres south-west of the south-western abutment of the bridge carrying that road over Collector Road, under a service road between Collector Road and Lanchester Way, then under a slip road and the gyratory road of the roundabout at the junction of Birmingham Road with Collector Road, then across Chester Road on the western side of its junction with Collector Road and Moorend Avenue, then passing on the western side of Moorend Avenue, over the River Cole and under the gyratory road of the roundabout at the junction of that road with Chelmsley Road, then along the southbound carriageway (to be stopped up) of Moorend Avenue and terminating at a point 28 metres north of the central reserved area of the roundabout at Pine Square, including the said viaduct and bridges under Water Orton Road, under the said service road, under a slip road and the gyratory road of the roundabout at the junction of Birmingham Road with Collector Road, over the River Cole and under the gyratory road of the roundabout at the junction of Chelmsley Road with Moorend Avenue;

In the Metropolitan Borough of Solihull, parish of Fordbridge—

Work No. 27A—A new street forming a diversion of the eastbound carriageway of Chester Road at its junction with Collector Road and Moorend Avenue, commencing at a point in that carriageway 75 metres east of the centre of the existing roundabout at that road junction and terminating at a point in that road 115 metres north-west of the centre of that roundabout, including a narrowing of Chester Road at the north-western side of its junction with Collector Road;

Work No. 27B—A new street forming a diversion of the northbound carriageways of Collector Road and Moorend Avenue at the junction of those roads with Chester Road, commencing at a point in that carriageway of Collector Road 280 metres north of the centre of the said roundabout at that road junction and terminating at a point in that carriageway of Moorend Avenue 115 metres south of the centre of that roundabout, including a narrowing of Collector Road at the north-western side of its junction with Chester Road;

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

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Work No. 27C—A new street for access to an electricity substation on the eastern side of Moorend Avenue at its junction with Chelmsley Road, commencing by a junction with the gyratory road of the roundabout at that road junction at a point 30 metres north-east of the junction of the existing southbound slip road with the southbound carriageway of Moorend Avenue and terminating by a junction with the access road which joins the eastern side of that carriageway 55 metres south of the said slip road;

Work No. 27D—A new street forming a carriageway for southbound traffic on the said roundabout, commencing by a junction with the gyratory road of the roundabout at its junction with the said southbound slip road to Moorend Avenue and terminating by a junction with the northbound carriageway of Moorend Avenue at its junction with the northbound slip road to that roundabout;

Work No. 27E—A new street forming a carriageway for southbound traffic on the roundabout at the junction of Moorend Avenue with Pine Square, commencing by a junction with the northbound carriageway of Moorend Avenue at its junction with the northbound slip road from that roundabout and terminating by a junction with the gyratory road of the roundabout at its junction with the existing southbound slip road from Moorend Avenue;

In the Metropolitan Borough of Solihull, parishes of Bickenhill and Chelmsley Wood and in the County of Warwickshire, Borough of North Warwickshire, parish of Coleshill—

Work No. 29—railway (1,559 metres in length) commencing at a point on the south-western side of Chester Road 100 metres south-east of the centre of the central reserved area of the roundabout at the junction of that road with Coleshill Heath Road, passing south-eastwards on the south-western side of Chester Road to a point 245 metres north of the centre of the roundabout at its junction with Solihull Parkway and North Way, then passing southwards and south-westwards, under Solihull Parkway on the western side of that roundabout and partly on, and partly on the eastern side of, the course of the existing Blackfirs Lane and terminating at a point 330 metres from the existing junction of that road with Solihull Parkway, including a bridge under Solihull Parkway;

Work No. 29A—An alteration of the alignment of Chester Road commencing at a point 225 metres south-east of the junction with that road of the access road to Brickfield Farm and terminating at the bifurcation of the slip roads of Chester Road on the northern side of the said roundabout at its junction with Solihull Parkway and North Way;

In the Metropolitan Borough of Solihull, parish of Bickenhill—

Work No. 30—railway (2,200 metres in length) commencing by a junction with Work No. 29 at its termination, passing southwards and south-eastwards, partly on viaduct, across the car park of the National Exhibition Centre, then over North Avenue and North Way, continuing south-eastwards and southwards on the eastern side of North Way, over the East Car Park Approach Road, then on the eastern side of Pendigo Way to the junction of that road with Eastway, then passing south-westwards over that road junction to a point east of Pendigo Lake, then passing under Pendigo Way at a point 35 metres west of its easternmost junction with South Car Park Road and terminating at a point 125 metres south-west of that road junction, including the said viaduct;

Work No. 31—railway (1,229 metres in length) commencing by a junction with Work No. 30 at its termination, passing south-westwards then north-westwards, in tunnel for a distance of 634 metres from a point on the south-western side of South Car Park Road 110 metres south-east of its westernmost junction with Pendigo Way, under Forum Way and the existing Birmingham and Coventry Railway to a point in the western forecourt of Birmingham International Station 78 metres north-west of the entrance from that forecourt to the pedestrian subway under the railway at the southern end of that station, passing north-westwards between the carriageways of that forecourt and under the Maglev

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Railway of Birmingham Airport, across the roundabout at the north-western end of that road and under Bickenhill Lane, then passing south-westwards under the viaduct carrying the said Maglev Railway over Airport Way and terminating at a point 75 metres south-west of the western side of that viaduct on the southern side of Airport Way;

Work No. 31A—An alteration of the alignment and level of the westbound carriageway of the said station forecourt on the south-western side of the said station, commencing at a point 80 metres north-west of the said subway entrance and terminating at a point 265 metres from that commencement;

Work No. 31B—An alteration of the alignment and level of the eastbound carriageway of the said station forecourt, commencing at a point 72 metres north-west of the said subway entrance and terminating at a point 265 metres from that commencement;

Work No. 31C—An alteration of the level of Bickenhill Lane commencing at a point 6 metres south-west of the south-western abutment of the bridge carrying that road over the said Birmingham and Coventry Railway and terminating 99 metres south-west of that commencement, including a new bridge over Work No. 31.