

SCHEDULES

SCHEDULE 1

Section 4(1)(a).

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

Note: In the following descriptions:—

“the Birmingham and Wolverhampton Railway” means the Birmingham, Wolverhampton and Stour Valley (Birmingham, Wolverhampton and Dudley Lines) Railway;

“the former Wolverhampton and Walsall Railway” means the Wolverhampton and Walsall (Wolverhampton—Wednesfield), (Wednesfield—Short Heath) and (Short Heath—Walsall) Railway;

“the Birmingham and Stafford Railway” means the Grand Junction Railway;

“the South Staffordshire Railway” means the South Staffordshire Junction Railway;

“the Darlaston Loop Railway” means the South Staffordshire Railway between its junction with the Grand Junction Railway and Tipton Junction.

PART I

DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

In the Metropolitan Borough of Wolverhampton—

Work No. 1—railway (804 metres in length) commencing at the junction of Lichfield Street with the northern side of Victoria Square, passing eastwards on that side of Victoria Square, across the Ring Road (St. David's), then southwards and eastwards on the northern side of Horseley Fields across Corn Hill and Bradshaw Street (stopped up), then north-eastwards, forming double lines of tramway (83 metres in length) along Union Mill Street to the north eastern end of that street, then over the Birmingham Canal (Wolverhampton level) and under the Birmingham and Wolverhampton Railway and terminating at a point on the former Wolverhampton and Walsall Railway 105 metres east of the eastern side of the bridge carrying Sun Street over that railway, including a bridge over the said Ring Road and a bridge over, and narrowing of, the said canal;

Work No. 1A—A railway (329 metres in length), forming a single line of tramway, commencing by a junction with Work No. 1 authorised by the Act of 1989 at a point in Bilston Street 40 metres west of the junction of Pipers Row with that street, passing north-eastwards and northwards along Pipers Row and terminating by a junction with Work No. 1 at a point 25 metres from the commencement of that work;

Work No. 1B—A widening on the eastern side of Pipers Row between a point 110 metres north of its junction with Bilston Street and a point 40 metres south of its junction with the southern side of Victoria Square;

Work No. 1C—An alteration of the alignment of the eastern carriageway of Ring Road (St. Davids) and Horseley Fields, commencing at a point in the said carriageway 20 metres north of the bridge carrying Railway Drive over the Ring Road, passing under that bridge and terminating at a point in Horseley Fields at its junction with Union Street, including

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a retaining wall on the eastern side of the ring road between a point beneath the southern side of the said bridge and a point 130 metres south thereof;

Work No. 1D—A widening of Union Mill Street on its south-eastern side between a point 20 metres north-east of its junction with Horseley Fields and the north-eastern end of Union Mill Street;

Work No. 2—railway (1,336 metres in length) commencing by a junction with Work No. 1 at its termination, passing eastwards and north-eastwards along the course of the former Wolverhampton and Walsall Railway, then eastwards to a point on the north-western side of the Wyrley and Essington Canal 25 metres south-west of the existing bridge carrying Dean’s Road over that canal, then north-eastwards along that side of that canal, over the tunnel of the Birmingham and Stafford Railway, and terminating at a point 219 metres north of the northern side of the said Dean’s Road bridge;

Work No. 2A—An alteration of the level and alignment of Dean’s Road, including a new bridge carrying that road over Work No. 2 and the Wyrley and Essington Canal, commencing at a point in that road 7 metres south of its junction with Wolverhampton Road and terminating at a point in Dean’s Road 20 metres north of its junction with Old Heath Road;

Work No. 2B—A cut, forming an alteration of the alignment of the Wyrley and Essington Canal, commencing at a point 63 metres north-east of the said bridge carrying Dean’s Road over that canal and terminating at a point 150 metres north-east of the said point of commencement;

Work No. 3—railway (983 metres in length) commencing by a junction with Work No. 2 at its termination passing north-eastwards on the south-eastern side of Wolverhampton Road as realigned (Work No. 3A), then across that road to its north-western side, passing north-eastwards on that side of that road to a point 20 metres west of its junction with Graisle Lane, then across Wolverhampton Road to its southern side, passing eastwards on that side of that road, then over the Wyrley and Essington Canal at a point 7 metres south of Rookery Bridge and terminating at a point 23 metres south-east of the south-eastern abutment of that bridge, including a bridge over that canal;

Work No. 3A—A new street, forming an alteration of the level and alignment of part of Wolverhampton Road, commencing at a point in that road 101 metres east of its junction with Church Street and terminating at a point 100 metres north-east of its junction with Coronation Road, including alteration of the said junction with Coronation Road;

Work No. 3B—A new street commencing by a junction with Work No. 3A at a point 45 metres south-west of the said existing junction with Coronation Road and terminating by a junction with the cul-de-sac (Wolverhampton Road, South) at its south-western end;

Work No. 4—railway (1,041 metres in length) commencing by a junction with Work No. 3 at its termination, passing eastwards on the southern side of Rookery Street, then south-eastwards across Hall Street (to be stopped up) and across Well Lane at a point 50 metres north of its existing junction with Hall Street, then passing eastwards and southwards across Neachells Lane at a point 100 metres north of the northern end of the bridge carrying that road over the former Wolverhampton and Walsall Railway, then eastwards along the course of the former Bentley Canal, then south-eastwards across Merrill’s Hall Lane at the southern end of the bridge carrying that road over that former canal, and terminating on the said former railway at a point 85 metres east of the bridge carrying Merrill’s Hall Lane over that railway;

Work No. 4A—A lowering of the level of Neachells Lane, including the removal of the bridge carrying that road over the former Bentley Canal, commencing at a point in that road 30 metres north of the northern end of that bridge and terminating 35 metres south of the southern end of that bridge;

In the Metropolitan Boroughs of Walsall and Wolverhampton—

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Work No. 5—railway (7,239 metres in length) commencing by a junction with Work No. 4 at its termination, passing south-eastwards and eastwards along the course of the former Wolverhampton and Walsall Railway, passing across Noose Lane, under a new footbridge for the footpath from Park Road to the Willenhall Memorial Park, under the existing bridges carrying Temple Bar and Cemetery Road over that former railway, then over St. Ann’s Road, Stringes Lane and Clarkes Lane, then across Granbourne Road and over the M6 Motorway and Bloxwich Lane at a point 60 metres north of the junction of Bentley Lane with Bloxwich Lane, then over the existing subway for the footpath from Cavendish Road to Reedswood Park, then under the existing aqueduct and bridge carrying the Wyrley and Essington Canal and Green Lane over that former railway, then across Bloxwich Road, under the existing bridge carrying Proffitt Street over that former railway and across Mill Street (to be stopped up and footpath substituted) and terminating at a point 185 metres south-east of the existing bridge carrying Mill Street over that former railway, including new bridges over St. Ann’s Road, Stringes Lane, Clarkes Lane, the M6 Motorway and Bloxwich Lane;

In the Metropolitan Borough of Walsall—

Work No. 6—railway (2,015 metres in length) commencing by a junction with Work No. 5 at its termination passing southwards partly on, and partly on the western side of, the existing South Staffordshire Railway, under the bridges carrying North Street, Littleton Street West, a multi-storey car park, St. Paul’s Street, a department store, Park Street and Saddler Centre over that railway, over the bridge carrying that railway over Bridgeman Street and under the bridge carrying Corporation Street West over that railway, crossing on the level a railway siding to the engineering depot of the railways board at Corporation Street and terminating at a point 283 metres south of the said Corporation Street West bridge;

Work No. 6A—A railway (386 metres in length), forming a deviation of the existing South Staffordshire Railway, commencing by a junction with that railway at a point 11 metres north-east of the north-eastern side of the bridge carrying St. Paul’s Street over that railway and terminating by a junction with that railway at a point 5 metres north-east of the north-eastern abutment of the bridge carrying that railway over Bridgeman Street;

Work No. 7—railway (1,221 metres in length) commencing by a junction with Work No. 6 at its termination, passing southwards partly on, and partly on the western side of, the existing South Staffordshire Railway to a point 90 metres north of the northern side of the bridge carrying Wednesbury Road over that railway, then passing westwards across a footpath, then north-westwards along the course of an access road forming part of the former Pleck Gasworks to a point on the southern bank of the Walsall Canal 105 metres east of the bridge carrying Pleck Road over that canal, then, partly elevated over the canal, along the southern side of that canal (Work No. 7A), across Pleck Road (Work No. 7B) and a footpath from Wellington Street to Woodward Road and across Scarborough Road (to be stopped up and footpath substituted) and terminating on the northern side of Darlaston Road as widened (Work No. 8A) at a point 108 metres west of the existing bridge carrying Scarborough Road over that canal;

Work No. 7A—A cut forming an alteration of the alignment of the Walsall Canal commencing at a point 158 metres north-east of the bridge carrying Pleck Road over that canal and terminating at a point 200 metres west of the existing bridge carrying Scarborough Road over that canal;

Work No. 7B—An alteration of the level and alignment of Pleck Road, including a new bridge carrying that road over the Walsall Canal, commencing at the junction of that road with Old Pleck Road and Wellington Street and terminating at a point in Pleck Road 55 metres north of the northern abutment of the existing bridge carrying that road over the canal;

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Work No. 8—railway (670 metres in length), forming double lines of tramway along Darlaston Road, commencing by a junction with Work No. 7 at its termination, passing under the bridge carrying the M6 motorway over that road and terminating on the northern side of Darlaston Road at a point 35 metres east of the bridge carrying that road over the River Tame;

Work No. 8A—A widening of Darlaston Road on its northern side between a point 60 metres west of its existing junction with Scarborough Road and a point 10 metres west of its junction with Hough Road;

Work No. 9—railway (1,046 metres in length) commencing by a junction with Work No. 8 at its termination, passing westwards over the River Tame at a point 20 metres north of the said bridge carrying Darlaston Road over that river, then passing across Cemetery Road at its junction (to be raised) with Bentley Mill Way, then on the northern side of Kendricks Road, over the Birmingham and Stafford Railway, then partly along the course of Kendricks Road (to be diverted), across Heath Road, then passing south-westwards along the course of the former Darlaston Loop Railway, across the footpath from Heath Road to The Flatts and terminating at a point 36 metres south of the southern corner of the building comprising Darlaston Public Baths, including bridges over the River Tame and over the Birmingham and Stafford Railway;

Work No. 9A—A new street, forming an alteration of the alignment of Kendricks Road, commencing at a point 110 metres east of its existing junction with Heath Road and terminating by a junction with that road at a point 10 metres south of the existing road junction;

In the Metropolitan Boroughs of Sandwell and Walsall—

Work No. 10—railway (2,776 metres in length) commencing by a junction with Work No. 9 at its termination, passing south-westwards, southwards and south-eastwards along the course of the former Darlaston Loop Railway (now the Darlaston Walkway), under the existing bridge carrying Bull Street over that walkway, across Walsall Road, Darlaston Road and Woden Road West, passing in existing tunnel under Holyhead Road, then, from a point 80 metres south-east of the south-eastern portal of that tunnel, passing on the western side of the course of the said former railway across a spur road (to be stopped up) off Holyhead Road, then along the course of that railway from a point 95 metres north-west of the bridge carrying Leabrook Road over that former railway, then under that bridge and the bridge carrying Victoria Street over that former railway and terminating at a point 27 metres south-east of that last-mentioned bridge;

In the Metropolitan Borough of Sandwell—

Work No. 11—railway (223 metres in length) commencing by a junction with Work No. 10 at its termination, passing south-eastwards across Potters Lane at its junction with Old Field Road (to be stopped up), turning southwards and terminating on the north-western side of the South Staffordshire Railway at a point 3 metres north of the northern side of the former Tipton Junction Bridge over that railway;

Work No. 11A—An Access road commencing by a junction with Potters Lane at a point 80 metres north-west of its existing junction with Old Field Road and terminating in Old Field Road at a point 30 metres south-west of that road junction;

Work No. 12—railway (1,766 metres in length) commencing by a junction with Work No. 11 at its termination, passing south-westwards and southwards on the western side of the South Staffordshire Railway, crossing on the level of the existing railway line off that railway to Loxdale Bridge at Tipton Junction, then passing over the River Tame and over the Tame Valley Canal at points 5 metres west of the bridges carrying the South Staffordshire Railway over that river and that canal, then over the Walsall Canal (Danks Branch) (to be filled) and over the Walsall Canal at a point 13 metres south of the bridge

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carrying Eagle Lane over that canal and terminating at a point on the western side of the South Staffordshire Railway 15 metres west of the south-western abutment of the bridge carrying that railway over the Walsall Canal, including bridges over the River Tame, the Tame Valley Canal and the Walsall Canal;

Work No. 12A—A railway (163 metres in length) commencing by a junction with Work No. 12 at a point 85 metres from the commencement of that work, passing westwards and north-westwards and terminating within the depot for the Metro authorised by the Act of 1989 at a point 185 metres south-west of the existing junction of Potters Lane with Old Field Road;

Work No. 13—railway (424 metres in length) commencing by a junction with Work No. 12 at its termination, passing south-westwards partly on, and partly on the north-western side of, the South Staffordshire Railway (to be realigned, Work No. 13A), under New Road and terminating on the north-western side of that railway at a point 150 metres south-west of the south-western side of the existing bridge carrying New Road over that railway;

Work No. 13A—A railway (393 metres in length), forming a deviation of the South Staffordshire Railway, commencing by a junction with that railway at a point 235 metres north-east of the north-eastern side of the existing bridge carrying New Road over that railway, passing under New Road and terminating by a junction with that railway at a point 135 metres south-west of the south-western side of that existing bridge;

Work No. 13B—An alteration of the level and alignment of New Road commencing at a point 40 metres south of the southern end of the existing bridge carrying that road over the South Staffordshire Railway and terminating at a point 30 metres south of the junction of Eagle Lane with that road, including a new bridge over the railways (Works Nos. 13 and 13A);

Work No. 14—railway (684 metres in length) commencing by a junction with Work No. 13 at its termination, passing south-westwards on the north-western side of the South Staffordshire Railway, under Horseley Road and terminating at a point 217 metres south-west of the south-western side of the existing bridge carrying Horseley Road over that railway;

Work No. 14A—An alteration of the level and alignment of Horseley Road commencing at a point in that road 25 metres south of the southern end of the existing bridge carrying that road over the South Staffordshire Railway and terminating at a point in that road 47 metres north of the northern end of that existing bridge, including a new bridge over the said railway and Work No. 14;

In the Metropolitan Boroughs of Dudley and Sandwell—

Work No. 15—railway (2,173 metres in length) commencing by a junction with Work No. 14 at its termination, passing southwards partly on, and partly on the north-western side of, the South Staffordshire Railway (to be realigned, Work No. 15A), passing under Lower Church Lane and Park Lane East, then under the existing bridges carrying the Birmingham and Wolverhampton Railway and the Birmingham Canal over the South Staffordshire Railway, then over Coneygree Road, Sedgeley Road East, the Birmingham Canal (Wolverhampton Level) and Birmingham New Road, then passing on the north-western side of the South Staffordshire Railway and terminating at a point 85 metres north-east of the north-eastern portal of the existing tunnel under Tipton Road;

Work No. 15A—A railway (2,153 metres in length), forming a deviation of the South Staffordshire Railway, commencing by a junction with that railway at a point 77 metres north-east of the north-eastern side of the existing bridge carrying Lower Church Lane over that railway, passing under that road and Park Lane East and, in tunnel for a distance of 40 metres, under the existing Birmingham and Wolverhampton Railway and the Birmingham Canal, then over Coneygree Road, Sedgeley Road East, the Birmingham Canal (Wolverhampton Level) and Birmingham New Road and terminating by a junction

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with the South Staffordshire Railway at a point 150 metres north-east of the north-eastern side of the bridge carrying Tipton Road over that railway, including bridges over Coneygree Road, Sedgeley Road East, the Birmingham Canal (Wolverhampton Level) and Birmingham New Road;

Work No. 15B—Alteration of the level and alignment of Lower Church Lane commencing at a point in that road 35 metres south of the southern end of the existing bridge carrying that road over the said South Staffordshire Railway and terminating at a point in that road 25 metres south of its junction with Bedford Street, including a new bridge over Works Nos. 15 and 15A;

Work No. 15C—Alteration of the level and alignment of Park Lane East commencing at a point in that road 30 metres east of its junction with Smith Place and terminating at a point 33 metres west of its junction with Station Street, including a new bridge over the said railway (Work Nos. 15 and 15A);

In the Metropolitan District of Dudley—

Work No. 16—railway (592 metres in length) commencing by a junction with Work No. 15 at its termination, passing south-westwards on the north-western side of the South Staffordshire Railway, through the existing tunnel under Tipton Road, then southwards and south-westwards across the former Dudley Freightliner Terminal and adjoining land and terminating at a point on the northern side of Castle Hill 110 metres west of its junction with Trindle Road;

Work No. 17—railway (419 metres in length) commencing by a junction with Work No. 16 at its termination, forming double lines of tramway (244 metres in length) along Castle Hill and Birmingham Street (North) to the end of that street at a point 20 metres from its junction with Bourne Street, then passing southwards through the Dudley Bus Station and adjoining land and terminating at a point on the northern side of Birmingham Street (South) at its junction with Trindle Road.

PART II

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

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- 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 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:—

<i>Footpaths to be stopped up (1)</i>	<i>Footpaths to be substituted (2)</i>
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

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- (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;
 (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.

SCHEDULE 2

Section 4(1)(b).

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;

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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 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;

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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.

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

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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—

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

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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 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.

PART II

DESCRIPTION OF FURTHER WORKS AND POWERS

- (1) The Executive may, in the city of Birmingham—
 - (a) stop up and discontinue the pedestrian subways under The Priory Queensway between the following points marked on the deposited plans:—

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G1 and G2

G3 and G4

G5 and G6

G7 and G8;

- (b) stop up and discontinue the existing tunnel and ramp in the central reserved area of Jennens Road between the points marked G9 and G10 on the deposited plans;
- (bb) set back the footway and kerblin on so much of the south-eastern side of Plume Street as lies between the points marked G15 and G17 shown on Sheet No. 58A of the deposited plans and divert the footway to the line so shown between the points marked G15, G16 and G17;
- (bbb) fill in the Plume Street canal basin of the Birmingham and Fazeley Canal south-east of Plume Street and the entrance to that basin under Plume Street between the points marked G13 and G14 shown on Sheet No. 58A of the deposited plans;
- (c) stop up and discontinue so much of the footpath between the bridge over the River Tame west of Bromford Lane on the southern side of the existing Birmingham and Derby Railway as lies between the points marked G11 and G12 on the deposited plans, substituting therefor a new footpath between those points;
- (d) on land lying south of the M6 motorway and north of Bromford Drive, Chillinghome Road and Wanderer Walk—
 - (i) stop up and discontinue the footpaths 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:—

<i>Footpaths to be stopped up</i>	<i>Footpaths to be substituted</i>
H1 and H2	H3 and H4
H5 and H6	H5 and H6
H9 and H8	H9 and H8
H10 and H11	H10 and H13
H11 and H12	H13 and H12

- (ii) lower the level of the footpath at the said point marked H8 where it crosses Work No. 26;
 - (iii) stop up and discontinue the footpath between the points marked H7 and H9 on the deposited plans; and
 - (iv) raise the level of so much of the footpath leading to the eastern end of Bromford Drive as lies between the points marked H14 and H15 on the deposited plans.
- (2) The Executive may, in the Metropolitan Borough of Solihull, parishes of Castle Bromwich and Smiths Wood—
- (a) stop up and discontinue so much of the service road on the southern side of Collector Road west of its junction with Parkfield Drive as lies between the points marked H16 and H17 on the deposited plans, substituting therefor a new service road between the points so marked H18 and H17; and
 - (b) stop up and discontinue so much of the access road between Collector Road and Auckland Drive as lies between the following points marked on the deposited plans:—
 - H19 and H25

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H21 and H24

H23 and H24.

- (3) The Executive may, in the Metropolitan Borough of Solihull, parishes of Chelmsley Wood and Fordbridge—
- (a) stop up and discontinue so much of the footpath between Cole Valley Park and Clopton Crescent as lies between the points marked J1 and J2 on the deposited plans, substituting therefor a new footpath between those points;
 - (b) stop up and discontinue so much of the slip roads and carriageways of or between Collector Road and Chester Road at the junction of those roads as lies between the following points on the deposited plans:—
 - J3 and J6
 - J4 and J5;
 - (c) stop up and discontinue so much of the footpaths between Moorend Avenue and Meriden Park as lies—
 - (i) on the northern side of the River Cole, between the points marked J9 and J7 and J8 and J7 on the deposited plans, substituting therefor a new footpath between the points so marked J11, J7 and J10; and
 - (ii) on the southern side of the River Cole, between the points marked J14 and J12 and J13 and J12, substituting therefor a new footpath between the points so marked J15, J12 and J13.
 - (d) lower the level of so much of the footpath between Moorend Avenue and Meriden Park as lies between the points marked K1 and K2 on the deposited plans.
 - (e) stop up and discontinue so much of the southbound sliproads and carriageway of Moorend Avenue between its junctions with Chelmsley Road and Pine Square as lies between the points marked K3 and K4 on the deposited plans.
- (4) The Executive may, in the Metropolitan Borough of Solihull, parish of Bickenhill—
- (a) stop up and discontinue the access paths to Chester Road from two houses on the south-western side of that road north-east of its junction with Solihull Parkway and North Way between the points marked L44 and L45 on the deposited plans, substituting therefor a new access path with a single access to Chester Road;
 - (b) stop up and discontinue Blackfirs Lane between the points marked M1 and M2 on the deposited plans and form a footpath between those points; and
 - (c) provide a new access from the western forecourt of Birmingham International Station to the car park on the western side of that forecourt at the point marked N on the deposited plans.

SCHEDULE 3

Section 8(1).

RAILWAY CROSSINGS IN HIGHWAYS

black country route

In the Metropolitan Borough of Wolverhampton—

Corn Hill

New Street between Wolverhampton Road and Wolverhampton Road (South) (Work No. 3B)

Wolverhampton Road at access to New Cross Hospital

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Access road to New Cross Hospital
Wolverhampton Road at junction with Graisle Lane
Well Lane
Neachells Lane
Merill's Hall Lane
In the Metropolitan Borough of Walsall—
Noose Lane
Substituted footpath between New Hall Street and Cemetery Road
Granbourne Road
Bloxwich Road
Substituted footpath between Mill Street and Brewer Street
Footpath (FP 88) between Wednesbury Road and Corporation Street West
Pleck Road
Footpath between Woodward Road and Wellington Street
Substituted footpath between Scarborough Road and Darlaston Road
Cemetery Road
Heath Road
Footpath between The Flatts and Heath Road
Substituted footpath between Victoria Road and Station Street
Walsall Road
Darlaston Road
Footpath (FP 5) between Lodge Road and Eldonwall Estate
In the Metropolitan Borough of Walsall and Sandwell—
Woden Road West
In the Metropolitan Borough of Sandwell—
Substituted footpath between Eagle Lane and Bagnall Street

Birmingham/Solihull Route

In the City of Birmingham—
Great Lister Street
Access road to Windsor Industrial Estate
Avenue Road
Plume Street
Salford Street
Cuckoo Road
Watson Road
Footpath between Bromford Drive and land under M6 motorway
Footpath on land south of M6 motorway north of Larkspur Croft
Access road between pumping station and Chillinghome Road
Footpath on land south of M6 motorway north of Hyperion Road
In the Metropolitan Borough of Solihull (Parish of Smiths Wood)—
Footpath between subway under Collector Road and Auckland Drive at junction with
Nightingale Avenue
In the Metropolitan Borough of Solihull (Parish of Fordbridge)—
Chester Road

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Substituted footpath between Moorend Avenue and Meriden Park, north of the River Cole
 In the Metropolitan Borough of Solihull (Parish of Chelmsley Wood)—
 Substituted footpath between Moorend Avenue and Meriden Park, south of the River Cole
 Access road between Moorend Avenue and Meriden Park
 Footpath between subway under Moorend Avenue and Meriden Park
 In the Metropolitan Borough of Solihull (Parish of Bickenhill)—
 Access junction north of western forecourt of Birmingham International Station

SCHEDULE 4

Section 9(1).

STREETS AFFECTED BY UNDERGROUND RAILWAYS

PART I

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

In the City of Birmingham—

- Five Ways
- Broad Street
- Fletchers Walk
- Victoria Square
- Stephenson Place
- Corporation Street
- New Street
- Old Square
- Jennens Road

In the Metropolitan Borough of Solihull (Parish of Bickenhill)—

- Western forecourt of Birmingham International Station

PART II

OTHER STREETS IN WHICH WORKS MAY BE CARRIED OUT

In the City of Birmingham—

- Oozells Street
- Berkley Street
- Paradise Circus Queensway
- Paradise Street
- Stephenson Street
- The Priory Queensway
- Old Cross Street
- Lawrence Street
- Duke Street

In the Metropolitan Borough of Solihull (Parish of Castle Bromwich)—

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Emergency Road from Collector Road
Collector Road
Parkfield Drive

In the Metropolitan Borough of Solihull (Parish of Bickenhill)—
South Car Park Road

SCHEDULE 5

Section 13(b).

PART I

ADDITIONAL LANDS WHICH MAY BE ACQUIRED OR USED BLACK COUNTRY ROUTE

Purpose	Location	Lands numbered on the deposited plans
(1)	(2)	(3)
In the Metropolitan Borough of Wolverhampton		
For the provision of a working site for construction purposes.	Ring Road St. David's	6.
In the Metropolitan Borough of Walsall		
For the provision of a working site for construction purposes and access.	Land adjoining Stringes Lane and Charles Street, Willenhall.	18.
For the provision of a working site for construction purposes, access and car parking.	Clarkes Lane and adjoining land, Willenhall.	20 and 21.
For the provision of a working site for construction purposes.	Land north of Work No.5 on the western side of the M6 motorway.	26 and 27.
For the provision of a working site for construction purposes and landscaping.	Land south of Work No.5 on the western side of the M6 motorway.	26 and 27.
For the provision of a working site for construction purposes and landscaping.	Land between Bloxwich Lane and the M6 motorway.	28.
For the provision of a working site for construction purposes, access and landscaping.	Land adjoining Bloxwich Lane and the M6 motorway.	28, 29, 30 and 31.
For the provision of a working site for construction purposes and access.	Land adjoining Cannon Street North, North Walsall.	42 and 44.

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Purpose	Location	Lands numbered on the deposited plans
(1)	(2)	(3)
For the provision of a working site for construction purposes.	Land adjoining North Street, North Walsall.	50.
For the provision of a station access and landscaping.	Land south-east of Portland Street, North Walsall.	53.
For the provision of station access and access for construction.	Land south-east of Station Street, Walsall.	71, 71a and 72.
For the provision of a working site for construction purposes.	Land adjoining Wellington Street, Pleck.	108.
In the Metropolitan Borough of Sandwell		
For the provision of a working site for construction purposes, access, landscaping and interchange.	Land adjoining Holyhead Road, Wednesbury.	4, 5 and 6.
For the provision of a working site for construction purposes, access and landscaping.	Land south-west of Holyhead Road.	5.
For the provision of a working site for construction purposes and access.	Potters Lane and Charles Street.	15, 21 and 22.
For the provision of a working site for construction purposes.	Land adjoining Bagnall Street.	57, 58 and 59.
For the provision of a working site for construction purposes, access, landscaping and car parking.	Land adjoining Park Lane East.	109, 115, 116 and 117.
For the provision of a working site for construction purposes, access, landscaping and car parking.	Land at Station access road, Dudley Port.	117, 120 and 121.
For the provision of a working site for construction purposes, access and landscaping.	Land east of Jays Avenue.	126.
For the provision of a working site for construction purposes and access.	Land adjoining Peel Street.	168.

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Purpose	Location	Lands numbered on the deposited plans
(1)	(2)	(3)
For the provision of a working site for construction purposes and access.	Mayfair Gardens and Binfield Street and adjoining land.	175a, 175b, 175c and 176.
For the provision of a working site for construction purposes.	Sedgley Road East and adjoining land.	174, 179 and 181.
For the provision of a working site for construction purposes.	Part of Birmingham Canal, Wolverhampton Level and adjoining land.	181, 184 and 185.
In the Metropolitan Boroughs of Sandwell and Dudley		
For the provision of a working site for construction purposes.	Land at Birmingham New Road.	185, 200 and 201 in Sandwell and 1 and 3 in Dudley.
BIRMINGHAM/SOLIHULL ROUTE		
In the City of Birmingham		
For the provision of a working site for construction purposes.	Land adjoining Cambridge Street.	103.
For the provision of a working site for construction purposes.	Land adjoining Masshouse Circus Queensway, Chapel Street and Jennens Road.	291a.
For the provision of a working site for construction purposes.	Land adjoining Coleshill Street.	294.
For the provision of a working site for construction purposes.	Coleshill Street, Jennens Road and adjoining land.	294, 295 and 296.
For the provision of a working site for construction purposes and station access.	Thimble Mill Lane and adjoining land.	323 and 325.
For the provision of a working site for construction purposes and access to interchange.	Lichfield Road, Thimble Mill Lane and Holborn Hill and land adjoining south-western side of Holborn Hill.	326A, 327A, 328A, 329A, 330A, 331A, 332A, 333A, 410, 411 and 419A.
For the provision of accommodation works for access to adjoining premises.	Land adjoining Plume Street (north-western side).	413 and 414.
For the provision of a working site for construction purposes.	Land adjoining Plume Street (south-eastern side).	338A.

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Purpose (1)	Location (2)	Lands numbered on the deposited plans (3)
For the provision of a working site for construction purposes.	Land adjoining Plume Street (south-western side).	339A.
For the provision of access to the intended Depot.	Jarvis Way and adjoining land and land under the M6 motorway.	379, 380, 381, 382, 383, 385, 386, 387.
In the Metropolitan Borough of Solihull (Parish of Castle Bromwich)		
For the provision of a station access.	Land adjoining Parkfield Drive.	8.
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 between Kingfisher Drive and Skye Close.	1, 4 and 7.
For the provision of a working site for construction purposes and landscaping.	Land adjoining Auckland Drive between Sanda Croft and Birmingham Road.	7.

PART II

LANDS OF WHICH TEMPORARY POSSESSION ONLY MAY BE TAKEN

Area (1)	Lands numbered on the deposited plans (2)
In the Metropolitan Borough of Walsall	26, 27, 50 and 108.
In the Metropolitan Borough of Sandwell	57, 58, 59, 168, 179, 181, 184, 200 and 201.
In the Metropolitan Borough of Dudley	1 and 3.
In the City of Birmingham	103, 291a, 294, 295 and 296.
In the Metropolitan Borough of Solihull parish of Smiths Wood	1 and 7.

SCHEDULE 6

Section 16.

LANDS IN WHICH SUBSOIL ONLY MAY BE ACQUIRED

No. on deposited plans (1)	Location (2)
In the City of Birmingham	

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No. on deposited plans (1)	Location (2)
1 to 7 and 10	Hagley Road at Five Ways.
11 and 12, 14 to 46, 48 to 88	Broad Street between Five Ways and Oozells Street.
89 to 110 and 110a, 111 to 116, 118 to 125 and 125a, 126 and 127	Broad Street, between Oozells Street and Paradise Street.
117, 128 to 150, 152 to 164, 166 to 191 and 191a, 192, 192a, 193, 193a, 194, 194a, 195a, 196, 196a, 196b, 197, 197a, 198, 198a, 199, 199a, 200, 200a, 201, 201a, 202, 202a, 203, 203a, 204 and 225a	Paradise Street to Corporation Street.
206 to 218, 218a, 219a, 220, 220a and 221 to 256	Corporation Street to Old Square.
258 to 290	Old Square to Jennens Road.
In the Metropolitan Borough of Solihull (Parish of Castle Bromwich)	
2	Newport Road to Collector Road.
In the Metropolitan Borough of Solihull (Parish of Bickenhill)	
29, 30 and 32	Forum Way to Station Forecourt.

SCHEDULE 7

Section 26.

Section 23 of the Midland Metro Act 1989 as having effect in accordance with section 26 of this Act.

- “**23** (1) The Executive may use for the discharge of any water pumped or found during the construction of the authorised works any available stream or watercourse, or any sewer or drain of the relevant authority in or through whose area or district the works may be constructed or pass, and for that purpose may lay down, take up and alter conduits, pipes and other works and may make any convenient connections with any such stream, watercourse, sewer or drain within the limits of deviation.
- (2) (a) The Executive shall not—
- (i) discharge any water into any sewer or drain vested in or under the control of the relevant authority except with the consent of that authority and subject to such terms and conditions as that authority may reasonably impose; or
 - (ii) make any opening into any such sewer or drain except in accordance with plans approved by, and under the superintendence (if given) of the relevant authority in which the sewer or drain is then vested.
- (b) Consent to a discharge, or approval of plans submitted, under this subsection shall not be unreasonably withheld.
- (3) (a) Section 85 of the Water Resources Act 1991 shall apply to, or to the consequence of, a discharge under this section into any controlled waters within

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the meaning given by section 104 of that Act as if this section were excluded from the reference to any local statutory provision mentioned in section 88 (1) (f) of that Act.

- (b) In the exercise of their powers under this section the Executive shall not damage or interfere with the bed of any watercourse forming part of a main river or the banks thereof within the meaning of section 72 of the Land Drainage Act 1991.
- (4) The Executive shall take all such steps as may be reasonably required to secure that any water discharged under this section shall be as free as may be reasonably practicable from any gravel, soil or other solid substance or matter in suspension.
- (5) Any difference arising between the Executive and the relevant authority under this section shall be determined by arbitration.
- (6) In this section “relevant authority” means a sewerage undertaker, the National Rivers Authority or a local authority.”