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## SCHEDULES

### SCHEDULE 1

#### ADDITIONAL WORKS IN WOLVERHAMPTON

##### PART I

###### *DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED*

In the Metropolitan Borough of Wolverhampton—

Work No. 1—railway (1,442 metres in length), forming a single line of tramway, commencing by a junction with the Work No. 1 authorised by the No. 1 Act of 1992 at a point in Victoria Square 15 metres east of the commencement of that work, passing westwards along Lichfield Street, Queen Square and Darlington Street, southwards along School Street, eastwards along Cleveland Street and northwards along Garrick Street and terminating in Bilston Street by a junction with the Work No. 1 authorised by the Act of 1989 at a point 40 metres east of the junction of that street with Market Street and Garrick Street;

Work No. 1A—A railway (51 metres in length), forming a single line of tramway, commencing by a junction with the Work No. 1A authorised by the No. 1 Act of 1992 at a point in Pipers Row 5 metres south of its junction with Victoria Square, passing north-westwards and terminating by a junction with Work No. 1 at a point in Lichfield Street 15 metres north-west of its junction with Victoria Square;

Work No. 1B—A railway (73 metres in length), forming a single line of tramway, commencing by a junction with the Work No. 1A authorised by the No. 1 Act of 1992 at a point in Pipers Row 20 metres from its junction with Bilston Street and terminating by a junction with the Work No. 1 authorised by the Act of 1989 at a point in Bilston Street 50 metres south-east of that road junction;

Work No. 1C—A widening of Darlington Street and School Street on the south-eastern side of the junction of those streets between a point in Darlington Street 22 metres east of that street junction and a point in School Street 12 metres south of that street junction.

##### PART II

###### *DESCRIPTION OF FURTHER WORKS AND POWERS*

In the Metropolitan Borough of Wolverhampton—

- (a) Set back the footway and kerbline on the southern side of Darlington Street and the eastern side of School Street at the junction of those streets, and raise the level of the surface of those streets at that junction, between the points marked A1 and A2 on the deposited plans;
- (b) Set back the kerbline on the western side of School Street between the points marked A3 and A4 on the deposited plans;

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- (c) Set back the kerbline on the northern side of Darlington Street at its junctions with Red Lion Street and Waterloo Road between the points marked A5 and A6 on the deposited plans;
- (d) Set back the kerbline on the eastern side of School Street and the northern side of Cleveland Street at the junction of those streets between the points marked A7 and A8 on the deposited plans;
- (e) Stop up and discontinue the pedestrian subway under School Street at its junction with Cleveland Street and Salop Street between the points marked A9 and A10 on the deposited plans;
- (f) Set back the kerbline on the northern side of Cleveland Street between the points marked A11 and A12 on the deposited plans.