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**Status:** This is the original version (as it was originally enacted). This item of legislation is currently only available in its original format.

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## S C H E D U L E S

### SCHEDULE 3

#### SUBSTITUTED WORKS IN BIRMINGHAM

##### PART I

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

In the City of Birmingham—

Work No. 5—railway (1,745 metres in length), commencing by a junction with the Work No. 25 authorised by the No. 1 Act of 1992 at a point 120 metres south-east of its crossing of Watson Road, passing south-eastwards and eastwards along the northern bank of the River Rea, then south-eastwards on viaduct over Work No. 5A and the culvert enclosing, and carrying former railway sidings over, the River Rea and over the existing Birmingham and Derby Railway, then passing eastwards along the southern side of that railway, over the River Tame at a point 9 metres south of the southern side of the bridge carrying that railway over that river, then under Bromford Lane (the Work No. 26A authorised by the No. 1 Act of 1992) and terminating by a junction with the Work No. 26 authorised by that Act at a point 239 metres east of the intended bridge forming part of the said Work No. 26A, including the said viaduct and a bridge over the River Tame;

Work No. 5A—A railway (888 metres in length), commencing by a junction with Work No. 5 at a point 34 metres from its commencement, passing south-eastwards, eastwards and north-eastwards on the northern bank of the River Rea, over the River Tame at its confluence with the River Rea and under the viaduct carrying the M6 motorway over the River Tame, then eastwards over that river where the Work No. 25B authorised by the No. 1 Act of 1992 passes over that river and terminating by a junction with the Work No. 25A authorised by that Act at a point 40 metres east of the eastern bank of that river, including two bridges over the River Tame.