

---

*Status: This is the original version (as it was originally enacted).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

---

## 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;

---

*Status: This is the original version (as it was originally enacted).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

---

- (c) Set back the kerblines 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 kerblines 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 kerblines on the northern side of Cleveland Street between the points marked A11 and A12 on the deposited plans.

## SCHEDULE 2

### ADDITIONAL WORKS IN DUDLEY

#### PART I

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

Note: In the following descriptions—

“the South Staffordshire Railway” means the South Staffordshire Junction Railway (Dudley and Stourbridge).

In the Metropolitan Borough of Dudley—

Work No. 2—railway (1,235 metres in length), commencing by a junction with the Work No. 17 authorised by the No. 1 Act of 1992 at a point 58 metres south of the junction of Bourne Street with Birmingham Street (North), passing southwards and south-westwards through the Dudley Bus Station and land adjoining the western side of Porter’s Field, then south-westwards in tunnel for a distance of 163 metres under the roundabout at the junction of Birmingham Street (South), Trindle Road, Hall Street and King Street, then passing southwards through the Flood Street Car Park and across Campbell Street and Constitution Hill at points respectively 17 metres and 23 metres east of the junctions of each of those roads with Flood Street, then passing south-westwards over Work No. 2A and across New Road, then passing on the north-western side of that railway to a point 215 metres south-west of the said bridge carrying New Road over that railway;

Work No. 2A—A tunnel (89 metres in length) formed over the existing South Staffordshire Railway in place of the bridge carrying New Road over that railway, commencing at a point 69 metres north-east of the north-eastern side of that bridge and terminating at a point 8 metres south-west of the south-western side of that bridge, including reinstatement of New Road over the tunnel;

Work No. 3—railway (2,539 metres in length), commencing by a junction with Work No. 2 at its termination, passing south-westwards along the north-western side of the existing South Staffordshire Railway, under Cinder Bank at the northern end of the bridge carrying that road over that railway, then as a single line over the existing Parkhead Viaduct, then continuing on the north-western side of that railway, passing under Pedmore Road at the northern end of the bridge carrying that road over that railway, then over the Pensnett Canal and Canal Street at points respectively 5 metres and 7 metres west of the western sides of each of the existing bridges carrying that railway over that canal and that street

---

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

---

and terminating at a point on the northern side of that railway 155 metres east of the bridge carrying Dudley Road over that railway, including bridges under Cinder Bank and Pedmore Road and bridges over the Pensnett Canal and Canal Street;

Work No. 3A—A railway (363 metres in length) forming a deviation of the existing South Staffordshire Railway, commencing by a junction with that railway at a point 110 metres north-east of the north-eastern end of the Parkhead Viaduct, passing as a single line over that viaduct and terminating by a junction with that railway at a point 104 metres south-west of the south-western end of that viaduct;

Work No. 4—railway (1,110 metres in length), commencing by a junction with Work No. 3 at its termination, passing south-westwards on viaduct from a point on the northern side of the existing South Staffordshire Railway, then over that railway at a point 95 metres east of the said bridge carrying Dudley Road over that railway, then southwards and south-eastwards, over Level Street at a point 50 metres west of its junction with Old Bush Street, to a point 105 metres south of Level Street, then continuing southwards and south-eastwards across Cottage Street at a point 100 metres east of its junction with Little Cottage Street and terminating at a point 15 metres north-east of the junction of Little Cottage Street (North) with Little Cottage Street (South), including the said viaduct.

## PART II

### *DESCRIPTION OF FURTHER WORKS AND POWERS*

In the Metropolitan Borough of Dudley—

- (a) Repair and refurbishment of the existing Parkhead viaduct;
- (b) Stop up and discontinue the footpath between Pedmore Road and Cochrane Road between the points marked B1 and B2 on the deposited plans and remove the existing stairway between those points, substituting therefor a new footpath and stairway between the points so marked B2 and B3.

## 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;

---

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

---

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.

## PART II

### *DESCRIPTION OF FURTHER WORKS AND POWERS*

In the City of Birmingham—

- (a) Stop up and discontinue so much of the footpath between Common Lane and a 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 C1 and C4 on the deposited plans, substituting therefor a new footpath between the points so marked C1, C3 and C4 in conjunction with the new service road referred to in paragraph (b) below between the points so marked C3 and C5;
- (b) Stop up and discontinue so much of the service road on the southern side of that railway as lies between the points marked C3 and C5, substituting therefor a new service road between those points;
- (c) Stop up and discontinue so much of the footpath between the bridge over the River Tame west of Bromford Lane and that street on the southern side of the existing Birmingham and Derby Railway as lies between the points marked C6 and C7 on the deposited plans, substituting therefor a new footpath between those points.

## PART III

### *AUTHORISED WORKS AND POWERS REPLACED BY WORKS NOS. 5 AND 5A AND RELATED POWERS*

In the City of Birmingham—

- (a) So much of the Works Nos. 25 and 26 authorised by the No. 1 Act of 1992 as lies between the points of commencement and termination of Work No. 5 authorised by this Act, being the part of the said Work No. 25 from chainage 968 to its termination and the part of the said Work No. 26 from its commencement to chainage 1,300;
- (b) So much of the Work No. 25A authorised by the No. 1 Act of 1992 as lies between its point of commencement and the point of termination of Work No. 5A authorised by this Act, being the part of the said Work No. 25A from its commencement to chainage 716; and
- (c) The further powers authorised by section 5 (1) (a) of the No. 1 Act of 1992 and paragraph (1) (c) of Part II of Schedule 2 to that Act (stopping up and diversion of footpath on southern side of the Birmingham and Derby Railway).

---

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

---

## SCHEDULE 4

### SUBSTITUTED WORKS IN DUDLEY, SANDWELL AND WOLVERHAMPTON

#### PART I

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

Note: In the following descriptions—

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

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

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

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

In the Metropolitan Borough of Wolverhampton—

Work No. 7—railway (1,208 metres in length), commencing by a junction with the Work No. 1 authorised by the No. 1 Act of 1992 at a point 13 metres south of the southern side of the existing bridge carrying the Birmingham and Wolverhampton Railway over land south of Bailey Street, passing northwards under that bridge, then eastwards on the course of the former Wolverhampton and Walsall Railway, then passing to the northern side of the existing Wednesfield Depot branch siding of that railway, then across Inkerman Street and across the footpath between Alma Street and Clover Ley at points 5 metres north-west of the bridges carrying the Wolverhampton and Walsall Railway over that street and that footpath, then passing eastwards across Grove Street and terminating by a junction with the Work No. 2 authorised by the No. 1 Act of 1992 at a point 7 metres south-west of Dean’s Road;

Work No. 7A—A railway (443 metres in length) forming a deviation of the Wednesfield Depot branch siding of the Wolverhampton and Walsall Railway, commencing by a junction with that railway at a point 180 metres south-west of the south-western abutment of the bridge carrying that railway over Inkerman Street, passing over Work No. 7 at a point 90 metres south-west of the junction of Freeman Street with Inkerman Street and terminating at a point 170 metres south-east of the south-eastern abutment of the bridge carrying that railway over the footpath between Alma Street and Clover Ley, including a bridge carrying the said railway over Work No. 7;

Work No. 7B—An alteration of the alignment of Freeman Street between the junction of that street with Inkerman Street and the western end of that street;

In the Metropolitan Borough of Sandwell—

Work No. 8—railway (1,500 metres in length), commencing by a junction with the Work No. 10 authorised by the No. 1 Act of 1992 at a point 3 metres south-east of the south-eastern portal of the existing tunnel under Holyhead Road, passing south-eastwards on the course of the former Darlaston Loop Railway across a spur road (to be stopped up) off Holyhead Road and over Leabrook Road at the existing bridge carrying that road over that former railway, then passing southwards from a point 120 metres south-east of that existing bridge, across Potters Lane at its junction with Victoria Street and Great Western Street, then south-eastwards, passing on the north-eastern side of the Work No. 6 authorised by the Act of 1989, then on the existing bridge over Old Field Road, then turning southwards

---

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

---

across the said Work No. 6, over the existing Tipton Branch and Princes End Branch Railways and terminating by a junction with the Work No. 12 authorised by the No. 1 Act of 1992 on the north-western side of the South Staffordshire Railway at a point 28 metres south of the southern abutment of the bridge carrying that railway over the River Tame, including bridges over Leabrook Road and the Tipton Branch and Princes End Branch Railways;

Work No. 8A—Alteration of the level of Potters Lane between a point 39 metres north-west of its junction with Victoria Street and a point 43 metres south-east of that street junction;

Work No. 8B—Alteration of the level of Victoria Street and Great Western Street between a point in Victoria Street 47 metres north-east of its junction with Potters Lane and a point in Great Western Street 34 metres south-west of its junction with Potters Lane;

Work No. 8C—A railway (112 metres in length), commencing by a junction with Work No. 8 and the Work No. 6 authorised by the Act of 1989 at a point 260 metres south-east of the junction of Great Western Street and Leabrook Road and terminating by a junction with those works at a point 48 metres north-west of the north-western abutment of the former Tipton Junction bridge;

In the Metropolitan Boroughs of Dudley and Sandwell—

Work No. 9—widening on its north-western side of the bridge carrying the South Staffordshire Railway over Birmingham New Road.

## PART II

### *DESCRIPTION OF FURTHER WORKS AND POWERS*

In the Metropolitan Borough of Wolverhampton—

- (a) Stop up and discontinue so much of the footpath between Sun Street and Freeman Street as lies between the points marked E1 and E4 on the deposited plans, including the pedestrian subway passing under the existing Wednesfield Depot branch siding between the points marked E2 and E3 on the deposited plans, substituting therefor a new footpath between the points so marked E1 and E4 passing on the western side of Work No. 7 under the bridge carrying Work No. 7A thereover;

In the Metropolitan Borough of Sandwell—

- (b) Stop up and discontinue the spur road on the south-western side of Holyhead Road between the points marked F1 and F2 on the deposited plans.

## PART III

### *AUTHORISED WORKS AND POWERS REPLACED BY WORKS NOS. 8 AND 9 AND RELATED POWERS*

In the Metropolitan Borough of Sandwell—

- (a) So much of the Works Nos. 10, 11 and 12 authorised by the No. 1 Act of 1992 as lies between the points of commencement and termination of Work No. 8 authorised by this Act, being the part of the said Work No. 10 from chainage 1,816 to its termination, the whole of the said Work No. 11 and the part of the said Work No. 12 from its commencement to chainage 328;
- (b) The Work No. 12A authorised by the No. 1 Act of 1992;
- (c) The powers authorised by section 5 (1) (a) of the No. 1 Act of 1992 and the following provisions of Part II of Schedule 1 to that Act, namely:—

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

- (i) paragraph (5) (a) (stopping up of spur road off Holyhead Road); and
- (ii) paragraph (5) (b) (stopping up of part of Potters Lane); and

In the Metropolitan Borough of Dudley—

- (d) The bridge over Birmingham New Road forming part of the Work No. 15A authorised by the No. 1 Act of 1992.

#### PART IV

##### *AUTHORISED WORKS AND POWERS REPLACED BY WORKS NOS. 7, 7A AND 7B AND RELATED POWERS*

In the Metropolitan Borough of Wolverhampton—

- (a) So much of the Works Nos. 1 and 2 authorised by the No. 1 Act of 1992 as lies between the points of commencement and termination of Work No. 7 authorised by this Act, being the part of the said Work No. 1 from chainage 683 to its termination and the part of the said Work No. 2 from its commencement to chainage 1,088; and
- (b) The powers conferred by section 5 (1) (a) of the No. 1 Act of 1992 and paragraph (1) (c) of Part II of Schedule 1 to that Act (stopping up and discontinuance of part of the footpath between Sun Street and Freeman Street).

#### SCHEDULE 5

Section 9.

##### RAILWAY CROSSINGS IN HIGHWAYS

In the Metropolitan Borough of Wolverhampton—

Inkerman StreetFootpath between Alma Street and Clover LeyGrove Street

In the Metropolitan Borough of Sandwell—Potters Lane at its junction with Victoria Street and Great Western Street

In the Metropolitan Borough of Dudley—Campbell StreetConstitution HillNew RoadCottage Street.

#### SCHEDULE 6

Sections 13 (1) (d) and 14.

##### ADDITIONAL LAND WHICH MAY BE ACQUIRED OR USED

| Purpose  | Location                                  | Lands numbered on deposited plans |
|--|---|-----------------------------------|
| (1)  | (2)                                       | (3)                               |
| <b>IN THE METROPOLITAN BOROUGH OF DUDLEY</b>                             |   |                                   |
| For the provision of a working site for construction purposes and access | New Road and adjoining land, South Dudley | 15, 16 and 19.                    |

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

| Purpose<br>(1)   | Location<br>(2)   | Lands numbered<br>on deposited plans<br>(3) |
|--|---|---|
| For the provision of a working site for construction purposes and access | Shaw Road and adjoining land, South Dudley                                  | 22 to 24.                                   |
| For the provision of a working site for construction purposes            | Blowers Green Road and Cinder Bank and adjoining land, South Dudley         | 26, 28 and 29.                              |
| For the provision of a working site for construction purposes            | Thornleigh Trading Estate, South Dudley                                     | 30.   |
| For the provision of a working site for construction purposes and access | Land adjoining Buxton Road, South Dudley                                    | 35.   |
| For the provision of a working site for construction purposes and access | Pedmore Road and adjoining land, South Dudley                               | 36 and 37.                                  |
| For the provision of access for construction purposes                    | Pedmore Road and adjoining land, South Dudley                               | 35 and 37.                                  |
| For the provision of a working site for construction purposes and access | Canal Street and adjoining land and Pensnett Canal, North Brierley Hill     | 48, 49 and 51.                              |
| For the provision of a working site for construction purposes and access | Land adjoining Dudley Road, North Brierley Hill                             | 52 and 53.                                  |
| For the provision of a working site for construction purposes            | Level Street and adjoining land, Brierley Hill                              | 55a and 58a.                                |
| For the provision of a working site for construction purposes            | Cottage Street and land between that street and Level Street, Brierley Hill | 59 and 61.                                  |
| <b>IN THE METROPOLITAN BOROUGH OF SANDWELL</b>                           |   |   |
| For the provision of a working site for construction purposes and access | Land adjoining Holyhead Road and Portway Road, Wednesbury                   | 1 and 2.                                    |