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SCHEDULES

SCHEDULE 1

PART I

DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

In the Metropolitan Borough of Solihull, parishes of Fordbridge and Chelmsley Wood—

Work No. 1—A railway (482 metres in length) commencing by a junction with the Work No. 27 authorised by the No. 1 Act of 1992 at a point, at chainage 6,457, on the western side of Collector Road 165 metres north of the centre of the existing roundabout at the junction of that road with Chester Road and Moorend Avenue, passing southwards and south-westwards across Chester Road on the north-western side of that roundabout, then south-eastwards and eastwards across Moorend Avenue at a point 107 metres south of the centre of the said roundabout, and terminating on the south-western side of Chester Road at a point 180 metres south-east of the centre of the said roundabout;

Work No. 2—Alteration of the existing roundabout at the junction of Collector Road with Chester Road and Moorend Avenue (with a central reservation bounded by the kerbline specified in paragraph (2) (a) of Part II of this Schedule), including a widening on the eastern side of Collector Road and Chester Road between a point on Collector Road 215 metres north, and a point on Chester Road 250 metres south-east, of the centre of the said roundabout as existing;

Work No. 3—A railway (306 metres in length) commencing by a junction with Work No. 1 at a point 3 metres west of the western side of Moorend Avenue, passing south-eastwards across the northbound carriageway of Moorend Avenue, then passing southwards along the central reservation (to be stopped up) of Moorend Avenue, and terminating at a point 92 metres north of the northern side of the gyratory road of the roundabout at the junction of Moorend Avenue with Chelmsley Road, including a strengthening of the existing bridge carrying Moorend Avenue over the River Cole;

Work No. 3A—A railway (35 metres in length) commencing by a junction with Work No. 1 at a point 5 metres east of the eastern side of Moorend Avenue, passing south-westwards across the southbound carriageway of Moorend Avenue, and terminating by a junction with Work No. 3 in the central reservation of Moorend Avenue at a point 5 metres north of the northern abutment of the said bridge carrying that road over the River Cole.

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

Work No. 4—A railway (1,360 metres in length) commencing by a junction with Work No. 1 at its termination, forming a single line of tramway (1,175 metres in length), passing eastwards across the northbound carriageway of Chester Road, then south-eastwards along the southbound carriageway of that road to a point 260 metres north-west of the centre of the existing roundabout at the junction of that road with Coleshill Heath Road, then passing south-eastwards and southwards on the north-eastern side of Chester Road, then southwards across the gyratory roads and slip roads and the central reservation of the said roundabout as altered (Work No. 6), and terminating at a point on the southern side

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of the slip road between Chester Road and Coleshill Heath Road 55 metres south of the centre of the said roundabout, including a strengthening of the existing bridge carrying the southbound carriageway of Chester Road over the River Cole and a lowering of the southbound carriageway of Chester Road between a point 115 metres north-west of the bridge carrying Yorkminster Drive over Chester Road and a point 85 metres south-east of that bridge;

Work No. 5—A railway (1,335 metres in length) commencing by a junction with Work No. 1 at its termination, forming a single line of tramway, passing south-eastwards along the northbound carriageway of Chester Road to its junction with the gyratory road on the western side of the existing roundabout at the junction of that road with Coleshill Heath Road, then passing southwards and south-eastwards on that gyratory road, and terminating at the said point on the southern side of the slip road between Chester Road and Coleshill Heath Road 55 metres south of the centre of that roundabout, including a strengthening of the existing bridge carrying the northbound carriageway of Chester Road over the River Cole and a lowering of the northbound carriageway of Chester Road between a point 45 metres north-west of the bridge carrying Yorkminster Drive over Chester Road and a point 100 metres south-east of that bridge;

Work No. 6—Alteration of the existing roundabout at the junction of Chester Road with Coleshill Heath Road (with a central reservation bounded by the kerblines specified in paragraph (4) (a) of Part II of this Schedule), including—

Work No. 6A—A widening on the north-eastern side of Chester Road and the north-western side of Coleshill Heath Road between a point on Chester Road 255 metres north-west, and a point on Coleshill Heath Road 175 metres north-east, of the centre of the said roundabout as existing;

Work No. 6B—A widening on the south-eastern side of Coleshill Heath Road and the north-eastern side of Chester Road between a point on Coleshill Heath Road 163 metres north-east, and a point on Chester Road 170 metres south-east, of the centre of the said roundabout as existing;

Work No. 7—A railway (314 metres in length) commencing by a junction with Works Nos. 4 and 5 at their termination, passing south-eastwards on the south-western side of Chester Road and terminating by a junction with the Work No. 29 authorised by the No. 1 Act of 1992 at a point, at chainage 590, 365 metres south-east of the centre of the said roundabout.