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## SCHEDULES

### SCHEDULE 4

#### SUBSTITUTED AND SUPPLEMENTARY WORKS IN SANDWELL, WALSALL AND WOLVERHAMPTON

#### PART I

##### DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

In the Metropolitan Borough of Wolverhampton—

Work No. 9— railway (272 metres in length) commencing by a junction with the Work No. 1 authorised by the Act of 1989 at a point, 7 metres south-east of the junction of Cooper Street with Bilston Road, 1,737 metres from the commencement of that work, forming double lines of tramway, passing south-eastwards along and then on the south-western side of Bilston Road as existing, and terminating by a junction with the Work No. 2 authorised by that Act at a point, 104 metres west of its junction with Cullwick Street, 214 metres from the commencement of that work.

Work No. 9A—A widening of Bilston Road on its south-western side between its junction with Ettingshall Road and a point 32 metres north-west of its junction with Cullwick Street.

In the Metropolitan Borough of Walsall—

Work No. 10— railway (770 metres in length) commencing by a junction with the Work No. 6 authorised by the No. 1 Act of 1992 at a point, 30 metres south of the south-western side of the bridge carrying the Saddlers Centre over the South Staffordshire Railway, 1,007 metres from the commencement of that work, passing southwards on the western side of and then on the formation of that railway, over the bridge carrying that railway over Bridgeman Street, under the bridge carrying Corporation Street West over that railway, and terminating by a junction with the said Work No. 6 at a point, 40 metres south of the southern side of that last-mentioned bridge, 1,773 metres from the commencement of that work, including alterations to the deck of, and a widening on its western side of the span of, the said bridge carrying Corporation Street West over the South Staffordshire Railway.

Work No. 10A—A railway (634 metres in length), forming a deviation of the existing South Staffordshire Railway commencing by a junction with the Work No. 6A authorised by the No. 1 Act of 1992 at its termination at a point 5 metres north-east of the north-eastern abutment of the bridge carrying that railway over Bridgeman Street, passing southwards on the formation of that railway over that bridge, under the bridge carrying Corporation Street West over that railway, and terminating by a junction with that railway at a point 59 metres south of the southern side of that last-mentioned bridge.

Work No. 10B—A culverting of Ford Brook on the south-eastern side of the South Staffordshire Railway, commencing at a point 67 metres south of the southern abutment of the bridge carrying that railway over Bridgeman Street, and terminating at a point 73 metres north-east of the northern side of the bridge carrying Corporation Street West over that railway.

In the Metropolitan Borough of Sandwell—

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Work No. 11— railway (903 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 southwards across a spur road (to be stopped up) off Holyhead Road to a point 75 metres south of that spur road, then on viaduct turning eastwards to a point, 30 metres north of the line of the Work No. 6 authorised by the Act of 1989, 120 metres east of the bridge carrying that work over the Walsall Canal and terminating by a junction with the said Work No. 6 at a point 330 metres east of the said bridge over the Walsall Canal, including the said viaduct.

Work No. 11A—A railway (100 metres in length) commencing by a junction with the Work No. 6 authorised by the Act of 1989 and Work No. 11 authorised by this Act at a point 185 metres east of the bridge carrying the said Work No. 6 over the Walsall Canal, and terminating by a junction with those works at a point 285 metres east of that bridge.