

SCHEDULES

SCHEDULE 1

Article 2

SCHEDULED WORKS

Note: In the following descriptions—

“Midland Metro Line 1” means the existing tramway between Birmingham and Wolverhampton authorised by the 1989 Act, the Midland Metro (No. 2) Act 1992 and the Midland Metro (No. 2) Act 1993;

“the South Staffordshire Railway” means the South Staffordshire Junction Railway; and

“the Dudley Railway” means the Oxford, Worcester and Wolverhampton Railway (Wolverhampton and Dudley).

In the metropolitan borough of Sandwell

Work No. 1—A tramroad (1,850 metres in length) commencing by a junction with Midland Metro Line 1 at a point 90 metres north-west of the bridge carrying Midland Metro Line 1 over the South Staffordshire Railway, passing over the existing access road to the Midland Metro Line 1 depot on viaduct, then passing south-westwards along the course of the South Staffordshire Railway and terminating at a point 45 metres south-west of the bridge carrying the South Staffordshire Railway over the Walsall Canal. Work No. 1 includes the construction of the said viaduct over the access road to the Midland Metro Line 1 depot, a footbridge over the South Staffordshire Railway and Work No. 1 at Golds Hill and a foot and cycle bridge over the South Staffordshire Railway and Work No. 1 at Bagnall Street and Eagle Lane.

Work No. 1A—A tramroad (135 metres in length) comprising a spur connecting Midland Metro Line 1 and Work No. 1, commencing by a junction with Midland Metro Line 1 at a point 70 metres south-east of the bridge carrying Midland Metro Line 1 over the South Staffordshire Railway and terminating by a junction with Work No. 1 at chainage 145 metres of Work No. 1.

Work No. 1B—A tramroad (468 metres in length) comprising a spur to the existing Midland Metro Line 1 depot at Wednesbury, commencing at a point in the said depot 100 metres south-east of the bridge carrying Midland Metro Line 1 over Black Country New Road and terminating by a junction with Work No. 1 at chainage 320 metres of Work No. 1.

Work No. 1C—Widening of the existing bridge carrying the South Staffordshire Railway over the River Tame.

Work No. 1D—Widening of the existing bridge carrying the South Staffordshire Railway over the Tame Valley Canal.

Work No. 1E—Reconstruction and widening of the existing bridge carrying the South Staffordshire Railway over the Walsall Canal.

Work No. 2—A tramroad (1,530 metres in length) commencing by a junction with Work No. 1 at its termination, continuing south-westwards along the course of the South Staffordshire Railway and terminating at a point 45 metres south-west of the bridge carrying the Birmingham Canal over the said railway. Work No. 2 includes the construction of footbridges over the South Staffordshire Railway and Work No. 2 at chainages 1,015 metres and 1,434 metres of Work No. 2.

Work No. 2A—Reconstruction of the existing bridge carrying New Road over the South Staffordshire Railway.

Work No. 2B—Reconstruction and widening of the existing bridge carrying Horseley Road over the South Staffordshire Railway, including a widening of Horseley Road on both sides across the bridge and the approaches thereto.

Work No. 2C—Reconstruction and widening of the existing bridge carrying Lower Church Lane over the South Staffordshire Railway, including a widening of Lower Church Lane on both sides across the bridge and the approaches thereto.

Work No. 2D—Reconstruction and widening of the existing bridge carrying Park Lane East over the South Staffordshire Railway including a widening of Park Lane East on both sides across the bridge and the approaches thereto.

In the metropolitan boroughs of Sandwell and Dudley

Work No. 3—A tramroad (1,817 metres in length) commencing by a junction with Work No. 2 at its termination, continuing south-westwards along the course of the South Staffordshire Railway, passing over Tipton Road and terminating at a point on the eastern side of that road 130 metres north of its junction with Castlegate Way.

In the metropolitan borough of Sandwell

Work No. 3A—Reconstruction and widening of the existing bridge carrying the South Staffordshire Railway over Sedgley Road East including a widening of Sedgley Road East on both sides.

Work No. 3B—Widening of the existing bridge carrying the South Staffordshire Railway over the Birmingham Canal.

In the metropolitan boroughs of Sandwell and Dudley

Work No. 3C—Widening of the existing bridge carrying the South Staffordshire Railway over Birmingham New Road.

Work No. 4—not used.

In the metropolitan borough of Dudley

Work No. 5—A tramroad (402 metres in length) commencing by a junction with Work No. 3 at its termination, passing southwards and terminating at a point on the northern side of Castle Hill 10 metres east of its junction with Station Drive.

Work No. 6—A street tramway (477 metres in length, double line) commencing by a junction with Work No. 5 at its termination, passing westwards along Castle Hill, southwards along Birmingham Street (North) and terminating in Dudley Bus Station at a point 55 metres north of the junction of Trindle Road with Porters Field.

Work No. 7—A tramroad (74 metres in length) commencing by a junction with Work No. 6 at its termination, passing south-westwards and terminating at a point on the north-eastern side of Birmingham Street (South) 55 metres north of its junction with King Street.

Work No. 8—A street tramway (184 metres in length, double line) commencing by a junction with Work No. 7 at its termination, passing southwards along Birmingham Street (South) and King Street and terminating on the southern side of King Street at its junction with Flood Street.

Work No. 9—A tramroad (250 metres in length) commencing by a junction with Work No. 8 at its termination, passing southwards along Flood Street (to be stopped up) and terminating at a point 55

metres west of the centre of the central island of Flood Street roundabout. Work No. 9 includes a new service access from King Street to premises on the western side of Flood Street.

Work No. 9A—Realignment of Flood Street, commencing at a point on the southern side of King Street 20 metres east of the existing junction of that street with Flood Street passing southwards and terminating at a point 40 metres north-west of the centre of the central island of Flood Street roundabout.

Work No. 9B—Realignment of The Minories, commencing by a junction with Flood Street as proposed to be realigned (Work No. 9A) at a point 10 metres east of the existing junction of Flood Street with Oakeywell Street and terminating at the existing junction of The Minories with New Mill Street.

Work No. 9C—Realignment and extension of Constitution Hill commencing at a point 25 metres south of the junction of Constitution Hill and New Mill Street and terminating at a point 5 metres north of the junction of The Minories and King Street Passage.

Work No. 10—A street tramway (955 metres in length, double line) commencing by a junction with Work No. 9 at its termination passing south-westwards along the north-western side of Dudley Southern Bypass and terminating at a point 100 metres north-east of the centre of the central island of Cinder Bank roundabout.

Work No. 11—A tramroad (1,579 metres in length) commencing by a junction with Work No. 10 at its termination, passing south-westwards along the course of the Dudley Railway, over the Parkhead Viaduct and terminating at a point 295 metres south-west of the bridge carrying Pedmore Road over the said railway. Work No. 11 includes the reconstruction of the said Parkhead Viaduct.

Work No. 11A—An access road to Work No. 11 and the intended Pedmore Road tramstop, commencing at a point on Buxton Road 40 metres east of its junction with Wood Street and terminating at a point 75 metres south of its commencement.

Work No. 12—A tramroad (1,153 metres in length) commencing by a junction with Work No. 11 at its termination, passing south-westwards then southwards, over Canal Street (to be extended, Work No. 12A) by means of a bridge and then on the level, over the Dudley Canal, then passing eastwards across the access road to Round Oak Rail and other premises, (to be altered, Work No. 12B), then southwards across Waterfront Way (North) (to be realigned, Work No. 12C) and Waterfront Way (South) (to be realigned, Work No. 12D) and terminating at a point 30 metres north-east of the centre of the central island of Level Street roundabout. Work No. 12 includes the construction of bridges carrying the intended tramroad over the Pensnett Canal, over the Dudley Canal and over the extension of Canal Street (Work No. 12A).

Work No. 12A—An extension of Canal Street from its eastern end passing eastwards then southwards then westwards and terminating at a point 115 metres south of its commencement.

Work No. 12B—Alteration of the alignment and level of the access to Round Oak Rail and other premises commencing 35 metres north-west of the centre of Waterfront Way North roundabout passing westwards and terminating at a point 170 metres west of its commencement.

Work No. 12C—Alteration of the alignment and level of Waterfront Way (North) commencing 160 metres west of the centre of the central island of Waterfront Way (North) roundabout, passing south-westwards then westwards and terminating at a point 145 metres west of its commencement.

Work No. 12D—Realignment of Waterfront Way (South) commencing 230 metres north-east of the centre of the central island of Level Street roundabout, passing south-westwards and terminating at a point 25 metres north of the centre of that island.

Work No. 13—A street tramway (56 metres in length, double line) commencing by a junction with Work No. 12 at its termination, passing southwards across Level Street roundabout and terminating at a point on the south side of that roundabout 5 metres west of the junction of Level Street with The Embankment.

Draft Legislation: This is a draft item of legislation. This draft has since been made as a UK Statutory Instrument:
The Midland Metro (Wednesbury to Brierley Hill and Miscellaneous Amendments) Order 2005 No. 927

Work No. 14—A tramroad (695 metres in length) commencing by a junction with Work No. 13 at its termination, passing south-westwards over the Dudley Canal and terminating 10 metres south-east of the junction of Little Cottage Street with Cottage Street. Work No. 14 includes the construction of a bridge carrying the intended tramway over the Dudley Canal.

Work No. 14A—Realignment of The Embankment (including the reduction of the width of the carriageway to a single lane) from its junction with Level Street roundabout to its junction with Central Way.

Work No. 14B—Realignment of Cottage Street from a point 155 metres north-east of its junction with Little Cottage Street, passing south-eastwards and then south-westwards and terminating at a point 65 metres north-east of that junction.

Work No. 14C—An access road to the Brierley Hill leisure centre and Brier School playing fields commencing at a point on Little Cottage Street 105 metres south-east of its junction with Cottage Street and terminating at a point 110 metres east of its commencement.