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## SCHEDULES

### SCHEDULE 1

Section 4.

#### ADDITIONAL WORKS IN BIRMINGHAM

##### PART I

###### DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

In the City of Birmingham—

Work No. 1—A railway (1,390 metres in length) commencing by a junction with the Work No. 11 authorised by the Act of 1989 at a point 48 metres north-west of the bridge carrying that work over Water Street, passing south-eastwards along the north-eastern side of that work over Lionel Street and Great Charles Street Queensway (eastbound), then on viaduct over Great Charles Street Queensway (westbound) to the northbound carriageway of Snow Hill Queensway (to be stopped up), then along that carriageway and in tunnel under Colmore Circus Queensway, Bull Street, High Street, St. Martin's Circus Queensway and Edgbaston Street and terminating beneath a point 80 metres south of a point in Edgbaston Street 65 metres east of its junction with Gloucester Street, including the said viaduct;

Work No. 1A—A subway and moving pavement commencing at a point 15 metres west of the western side of St. Martin's Circus Queensway at its junction with Smallbrook Queensway, passing north-eastwards to the station tunnel of Work No. 1 beneath premises adjoining St. Martin's Circus Queensway, then continuing north-eastwards under St. Martin's Circus Queensway (southbound) and Moor Street and terminating at the western end of Moor Street Station.

##### PART II

###### DESCRIPTION OF FURTHER WORKS AND POWERS

In the City of Birmingham—

- (a) set back the kerbline at St. Chad's Circus Queensway between the points marked A1 and A2 on the deposited plans;
- (b) stop up so much of the northbound carriageway of Snow Hill Queensway as lies between the points marked A3 and A4 on the deposited plans;
- (c) form a kerbline along the southern side of St. Chad's Circus, the centre of Snow Hill Queensway (as existing) and the western side of Colmore Circus Queensway between the points marked A5 and A6 on the deposited plans;
- (d) stop up and discontinue the subway under the northbound carriageway of Snow Hill Queensway between the points marked A7 and A8 on the deposited plans.

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## SCHEDULE 2

Section 4.

### SUBSTITUTED AND ADDITIONAL WORKS IN BIRMINGHAM

#### PART I

##### DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

In the City of Birmingham—

Work No. 2—A railway (1,070 metres in length) commencing by a junction with the Work No. 26 authorised by the No. 1 Act of 1992 at a point, near Cameronian Croft, 1,995 metres from the commencement of the work, passing eastwards on the southern side of the M6 motorway and terminating by a junction with the said Work No. 26 at a point, near the northern junction of Hyperion Road with Bromford Drive, 3,069 metres from the commencement of that work;

Work No. 3—A railway (2,331 metres in length) commencing by a junction with Work No. 2 at a point 896 metres from its commencement, passing northwards under the elevated M6 motorway, then eastwards on the southern side of the River Tame, then northwards on viaduct over the River Tame and the Birmingham and Derby Railway, then eastwards on the northern side of that railway, over the drainage overflow channel (to be culverted) on the northern side of that railway and under Chester Road, then northwards to a point on the southern side of Tangmere Drive 75 metres east of its junction with Chester Road, there forming double lines of tramway (558 metres in length) passing eastwards then northwards along Tangmere Drive to a point 110 metres south-west of its junction with Chigwell Close, then passing north-eastwards on the north-western side of Tangmere Drive, then north-westwards on the south-western side of that road and terminating at a point 14 metres south-west of Tangmere Drive 12 metres south of its junction with Yatesbury Avenue, including the said viaduct over the River Tame and the Birmingham and Derby Railway and the said culvert of a drainage overflow channel.

#### PART II

##### DESCRIPTION OF FURTHER WORKS AND POWERS

In the City of Birmingham—

- (a) on land lying south of the M6 motorway and north of Bromford Drive, Chillinghome Road and Wanderer Walk—
  - (i) stop up and discontinue so much of the footpath as lies between the points marked B and B1 on the deposited plans, substituting therefor new footpaths between the points so marked B and B7 and B8 and B9;
  - (ii) stop up and discontinue so much of the footpaths between the following points marked on the deposited plans, substituting therefor new footpaths between those points:—
    - B1 and B2;
    - B3 and B4;
    - B5 and B6;
- (b) stop up and discontinue so much of the footpath on the north-western side of Tangmere Drive as lies between the points marked C1 and C2 on the deposited plans, substituting therefor new footpaths to be provided between the following points so marked:—
  - C1, C8, C10, C12, C14, C16, C18, C3 and C4;
  - C7 and C8;

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- C9 and C10;
- C11 and C12;
- C13 and C14;
- C15 and C16;
- C17 and C18;
- C19 and C2;
- (c) stop up and discontinue so much of the footpath on the north-western side of Tangmere Drive as lies between the points marked C5 and C6 on the deposited plans;
- (d) stop up and discontinue so much of the footpath on the south-western side of Tangmere Drive as lies between the points marked C20, C21 and C22 on the deposited plans, substituting therefor a new footpath to be provided between the points so marked C20 and C23.

### PART III

#### AUTHORISED WORKS AND POWERS REPLACED BY WORK NO. 2

In the City of Birmingham—

- (a) so much of the Work No. 26 authorised by the No. 1 Act of 1992 as lies between the points of commencement and termination of Work No. 2 authorised by this Act, being the part of the said Work No. 26 from chainage 1,995 to 3,069;
- (b) the further powers authorised by paragraph (1) (d) (i) of Part II of Schedule 2 to the No. 1 Act of 1992 for the stopping up and diversion of footpaths between the points marked H9 and H8, H10 and H11, and H11 and H12;
- (c) the further powers authorised by paragraph (1) (d) (ii), (iii) and (iv) of that Part.

### SCHEDULE 3

Section 6.

#### SUBSTITUTED WORKS IN SOLIHULL

### PART I

#### DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

In the Metropolitan Borough of Solihull, parish of Castle Bromwich—

Work No. 4— railway (624 metres in length) commencing by a junction with the Work No. 27 authorised by the No. 1 Act of 1992 at a point, near Lanchester Park, 2,927 metres from the commencement of that work, passing south-eastwards on the southern side of Collector Road, passing over a service road between Collector Road and Lanchester Way, and terminating by a junction with the said Work No. 27 at a point 85 metres east of the junction of Lanchester Way with Rover Drive, 3,551 metres from the commencement of that work, including a bridge over the said service road.

Work No. 4A—Alteration of the alignment of the said service road.

In the Metropolitan Borough of Solihull, parish of Smiths Wood—

Work No. 5— railway (600 metres in length) commencing by a junction with the Work No. 27 authorised by the No. 1 Act of 1992 at a point, east of Auckland Drive near

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its junction with Kingfisher Drive, 4,483 metres from the commencement of that work, passing south-eastwards on the western side of Collector Road, passing over a service road between Collector Road and Auckland Drive, and terminating by a junction with the said Work No. 27 at a point east of Auckland Drive near its junction with Skye Close, 5,086 metres from the commencement of that work, including a bridge over the said service road.

In the Metropolitan Borough of Solihull, parish of Chelmsley Wood—

Work No. 6— railway (290 metres in length) commencing by a junction with the Work No. 3 authorised by the No. 1 Act of 1993 at its termination 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, then passing under the gyratory roads of that roundabout and along the southbound carriageway (to be stopped up) of Moorend Avenue and terminating by a junction with the Work No. 27 authorised by the No. 1 Act of 1992 at a point 129 metres from the termination of that work, including bridges under the said gyratory roads.

In the Metropolitan Borough of Solihull, parish of Bickenhill—

Work No. 8— railway (830 metres in length) commencing by a junction with the Work No. 30 authorised by the No. 1 Act of 1992 at a point, on the viaduct forming part of that work 23 metres east of the centre of the existing roundabout at the junction of Pendigo Way, Northway and East Car Park Road, 1,447 metres from the commencement of that work, passing on viaduct southwards on the eastern side of Pendigo Way, then over Pendigo Way and continuing on the western and south-western side of that road to a point 67 metres north-east of its junction with South Car Park Road (east), then passing in tunnel under Pendigo Way and South Car Park Road (east) to a point on the southern side of Pendigo Way 41 metres west of its said junction with South Car Park Road (east), passing to a point on the north-eastern side of South Car Park Road (west), then passing in tunnel under that road to a point 24 metres south-west of the south-western side of that road 110 metres south of the western junction of that road with Pendigo Way, and there terminating by a junction with the Work No. 31 authorised by the No. 1 Act of 1992 at a point 70 metres from the commencement of that work.

## PART II

### DESCRIPTION OF FURTHER WORKS AND POWERS

In the Metropolitan Borough of Solihull, parish of Bickenhill—

- (a) set back the kerbline of so much of the eastern side of Pendigo Way, between its junctions with East Car Park Road and Eastway, as lies between the points marked H1 and H2 on the deposited plans;
- (b) stop up and discontinue so much of the footpath between Pendigo Way and Pendigo Lake as lies between points marked H3 and H4 on the deposited plans, substituting therefor a new footpath between the points so marked H5 and H4.

## PART III

### AUTHORISED WORKS AND POWERS REPLACED BY WORKS NOS. 4, 5, 6 AND 8

In the Metropolitan Borough of Solihull—

- (a) the parts of the Work No. 27 authorised by the No. 1 Act of 1992 lying between the points of commencement and termination of Works Nos. 4 and 5 authorised by this Act, being the parts of the said Work No. 27 from chainage 2,927 to 3,551 and chainage 4,483 to 5,086;

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- (b) so much of the Works Nos. 30 and 31 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. 30 from chainage 1,447 to its termination and the part of the said Work No. 31 from its commencement to chainage 70;
- (c) the further powers authorised by paragraphs (2) (b) and (3) (c) and (d) of Part II of Schedule 2 to the No. 1 Act of 1992.

## SCHEDULE 4

Section 7.

### 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

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metres north-east of the northern side of the bridge carrying Corporation Street West over that railway.

In the Metropolitan Borough of Sandwell—

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.

## PART II

### DESCRIPTION OF FURTHER WORKS AND POWERS

In the Metropolitan Borough of Wolverhampton—

- (a)
  - (i) alter the kerbline on so much of the north-eastern side of Bilston Road, between its junctions with Cooper Street and Cullwick Street, as lies between the points marked J1 and J2 on the deposited plans;
  - (ii) alter the kerbline and footway on so much of the south-western side of Bilston Road, between its junctions with Ettingshall Road and Cullwick Street, as lies between the points marked J3 and J4 on the deposited plans;
  - (iii) set back the kerbline on the eastern side of Ettingshall Road, near its junction with Bilston Road and Dixon Street, between the points marked J3 and J5 on the deposited plans;
  - (iv) set back the kerbline and footway on the western side of the junction of Dixon Street with Ettingshall Road between the points marked J6 and J7 on the deposited plans;
  - (v) alter the kerbline and footway on the south-western side of Bilston Road and the north-western side of Dixon Street between the points marked J8 and J9 on the deposited plans;
  - (vi) stop up so much of the footpath between Bilston Road and Pembroke Avenue as lies between the points marked J10 and J11 on the deposited plans.

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 L1 and L2 on the deposited plans.

## PART III

### AUTHORISED WORKS AND POWERS REPLACED BY WORKS NOS. 9 AND 10

In the Metropolitan Borough of Wolverhampton—

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- (a) so much of the Works Nos. 1 and 2 authorised by the Act of 1989 as lies between the points of commencement and termination of Work No. 9 authorised by this Act, being the part of the said Work No. 1 from chainage 1,737 to its termination and the part of the said Work No. 2 from its commencement to chainage 214;
- (b) the Work No. 1H authorised by the Act of 1989;
- (c) the further powers authorised by paragraphs (h) and (j) of Part II of Schedule 1 to that Act.

In the Metropolitan Borough of Walsall—

- (d) so much of the Work No. 6 authorised by the No. 1 Act of 1992 as lies between the points of commencement and termination of Work No. 10 authorised by this Act, being the part of the said Work No. 6 from chainage 1,007 to 1,773.

#### PART IV

##### AUTHORISED WORKS AND POWERS REPLACED BY WORKS NOS. 11 AND 11A

In the Metropolitan Borough of Sandwell—

- (a) so much of the Work No. 8 authorised by the No. 2 Act of 1992 as lies between the commencement of the said Work No. 8 and the point at which that work forms a junction with the Work No. 8C authorised by that Act at its commencement;
- (b) the Works Nos. 8A and 8B authorised by that Act;
- (c) the further powers authorised by paragraph (b) of Part II of Schedule 4 to that Act.

#### SCHEDULE 5

Section 9.

##### RAILWAY CROSSINGS IN HIGHWAYS

In the City of Birmingham—

Intended footpaths, in extension of existing footpaths, on the northern side of Tangmere Drive between the following points shown on the deposited plans:—

- C3 and C4;
- C7 and C8;
- C9 and C10;
- C11 and C12;
- C13 and C14;
- C15 and C16;
- C17 and C18.

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## SCHEDULE 6

Section 10.

### STREETS AFFECTED BY UNDERGROUND RAILWAYS

#### PART I

#### STREETS IN WHICH WORKS MAY BE CARRIED OUT AND PERMANENT OPENINGS MADE

In the City of Birmingham—

Snow Hill Queensway (northbound carriageway)  
 Bull Street  
 Corporation Street  
 Smallbrook Queensway  
 St. Martin's Circus Queensway (northbound carriageway)  
 Edgbaston Street

#### PART II

#### OTHER STREETS IN WHICH WORKS MAY BE CARRIED OUT

In the City of Birmingham—

Colmore Circus Queensway  
 St. Martin's Circus Queensway (southbound carriageway)

In the Metropolitan Borough of Solihull, parish of Bickenhill—

Pendigo Way

## SCHEDULE 7

Sections 13 (b) and 15.

### ADDITIONAL LANDS WHICH MAY BE ACQUIRED OR USED

Purpose	Location	Lands numbered on the deposited plans
(1)	(2)	(3)
<b><i>In the City of Birmingham</i></b>		
For the provision of a new footpath.	Land south of the M6 motorway west of Cameronian Croft.	101a and 101b.
For the provision south of	Land south of	102.



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Purpose (1)	Location (2)	Lands numbered on the deposited plans (3)
of a new footpath.	the M6 motorway east of Cameronian Croft.	
For the provision of access for construction purposes.	Dunlop Way and land north of Work No. 3.	113.
For the provision of a working site and access for construction purposes.	Chester Road and land south of Work No. 3.	109 and 110.
For the provision of a working site for construction purposes and landscaping.	Avery Croft and land east of Work No. 3.	117 and 118.
For the provision of a working site for construction purposes.	Land adjoining Yatesbury Avenue and Tangmere Drive.	121.

***In the  
Metropolitan  
Borough  
of  
Solihull  
(Parish  
of***

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Purpose (1)	Location (2)	Lands numbered on the deposited plans (3)
<b><i>Smiths Wood)</i></b>		
For the provision of a working site for construction purposes and landscaping.	Land 1, 3 and 4 adjoining Auckland Drive.	
<b><i>In the Metropolitan Borough of Walsall</i></b>		
For the provision of a working site and access for construction purposes.	Bridgemaat Street 6. and land adjoining Station Street.	
For the provision of a working site and access for construction purposes.	Corporation 8 and Street 9. West and land adjoining.	

SCHEDULE 8

Section 14.

LANDS IN WHICH SUBSOIL ONLY MAY BE ACQUIRED

In the City of Birmingham—

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No. on deposited plans (1)	Location (2)
12	Colmore Row from Snow Hill Station entrance to Colmore Circus Queensway.
13, 20 to 23	Bull Street from Colmore Circus Queensway to Corporation Street.
27 to 29, 31 to 45	Bull Street from Corporation Street to Carrs Lane.
46 to 56, 60 to 63	High Street from Carrs Lane to St. Martin's Circus Queensway.

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