



## CHAPTER xlii.

An Act to confirm a Provisional Order made by the Minister of Transport under the Wallasey Corporation Act 1927 relating to Wallasey Corporation trolley vehicles. [8th July 1931.] A.D. 1931.

**W**HEREAS under the authority of section nineteen of the Wallasey Corporation Act 1927 the Minister of Transport has made the Provisional Order set out in the schedule to this Act annexed : 17 & 18 Geo. 5. c. cxxii.

And whereas a Provisional Order made by the Minister of Transport under the authority of the said section is not of any validity or force whatever until the confirmation thereof by Act of Parliament :

And whereas it is expedient that the Provisional Order made by the Minister of Transport under the authority of the said section and set out in the schedule to this Act annexed be confirmed by Act of Parliament :

Be it therefore enacted by the King's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows :—

1. This Act may be cited as the Wallasey Corporation (Trolley Vehicles) Order Confirmation Act 1931. Short title.

[Price 4d. Net.]

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Confirmation  
of  
Order in  
schedule.

2. The Order set out in the schedule to this Act annexed shall be and the same is hereby confirmed and all the provisions thereof in manner and form as they are set out in the said schedule shall from and after the passing of this Act have full force and validity and the date of the same shall be the date of the passing of this Act.

SCHEDULE.

A.D. 1931

WALLASEY CORPORATION (TROLLEY  
VEHICLES).

*Provisional Order authorising the mayor aldermen and burgesses of the borough of Wallasey to provide maintain and use trolley vehicles upon certain routes in the borough of Wallasey.*

1.—(1) This Order may be cited as the Wallasey Corporation (Trolley Vehicles) Order 1931. Short and collective titles.

(2) The Wallasey Corporation Act 1927 and this Order may be cited together as the Wallasey Corporation (Trolley Vehicles) Act and Order 1927 and 1931.

2. In this Order the following expressions have unless the subject or context otherwise requires the meanings hereinafter assigned to them (namely) :— Interpretation.

“ The Corporation ” means the mayor aldermen and burgesses of the borough of Wallasey ;

“ The borough ” means the borough of Wallasey ;

“ Trolley vehicle ” means a mechanically propelled vehicle adapted for use upon roads without rails and moved by electrical power transmitted thereto from some external source ;

“ The Act of 1927 ” means the Wallasey Corporation Act 1927 ;

“ Revenues of the Corporation ” has the meaning assigned to it by section 3 (Interpretation) of the Wallasey Corporation Act 1920.

3.—(1) The Corporation may use trolley vehicles upon the following routes in the borough in addition to any routes upon which they are already authorised to use trolley vehicles (that is to say) :— Power to use trolley vehicles upon certain routes.

Route No. 1 (2 miles 6 furlongs and 5 chains or thereabouts in length) commencing on the east side of Victoria Place at Seacombe Ferry passing along Victoria Place Church Road Brighton Street King Street Trafalgar Road Seabank Road Rowson Street Wellington Road Virginia Road and Victoria Road to and terminating at the junction of Victoria Road and Tower Promenade ;

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Route No. 2 (2 furlongs and 0·5 chain or thereabouts in length) commencing at the junction of Victoria Road and Virginia Road by a junction with Route No. 1 hereinbefore described passing along Victoria Road to and terminating at the junction of Victoria Road and Rowson Street by a junction with Route No. 1 hereinbefore described;

Route No. 3 (3 furlongs and 6·5 chains or thereabouts in length) commencing at the junction of Brougham Road and Brighton Street by a junction with Route No. 1 hereinbefore described passing along Brougham Road Demesne Street Borough Road and Victoria Place to and terminating at Seacombe Ferry by a junction with Route No. 1 hereinbefore described at its commencement;

Route No. 4 (3 miles 3 furlongs and 0·9 chain or thereabouts in length) commencing at the junction of St. Paul's Road and Church Road by a junction with Route No. 1 hereinbefore described passing along St. Paul's Road Wheatland Lane Mainwaring Road Liscard Road Seaview Road Mount Pleasant Road Hose Side Road Grove Road Warren Drive and Victoria Road to and terminating at the junction of Victoria Road and Rowson Street by a junction with Route No. 1 hereinbefore described;

Route No. 5 (3 furlongs and 3·4 chains or thereabouts in length) commencing at the junction of Borough Road and Demesne Street by a junction with Route No. 3 hereinbefore described passing along Borough Road and Liscard Road to and terminating at the junction of Liscard Road and Mainwaring Road by a junction with Route No. 4 hereinbefore described;

Route No. 6 (2 furlongs and 3·2 chains or thereabouts in length) commencing at the junction of Church Street and Liscard Road by a junction with Route No. 4 hereinbefore described passing along Church Street to and terminating at the junction of Church Street and Brighton Street by a junction with Route No. 1 hereinbefore described;

Route No. 7 (1 furlong and 9 chains or thereabouts in length) commencing at the junction of Falkland Road and Brighton Street by a junction with Route No. 1 hereinbefore described passing along Falkland Road to and terminating at the junction of Falkland Road and Liscard Road by a junction with Route No. 4 hereinbefore described;

Route No. 8 (1 mile and 9·5 chains or thereabouts in length) A.D. 1931.

commencing at the junction of Liscard Road and Liscard Village by a junction with Route No. 4 hereinbefore described passing along Liscard Village Rake Lane Mount Pleasant Road Rowson Street to and terminating at the junction of Rowson Street and Seabank Road by a junction with Route No. 1 hereinbefore described;

Route No. 9 (2 miles and 5·1 chains or thereabouts in length) commencing at the junction of Borough Road and Poulton Road by a junction with Route No. 5 hereinbefore described passing along Poulton Road Mill Lane Marlowe Road Wallasey Road and Claremount Road to and terminating at the junction of Claremount Road and Broadway by a junction with Route No. 1 authorised by the Act of 1927;

Route No. 10 (2 furlongs and 5·2 chains or thereabouts in length) commencing at the junction of Poulton Road and Oxton Road by a junction with Route No. 9 hereinbefore described passing along Oxton Road and Woodstock Road to and terminating at the junction of Woodstock Road and Mill Lane by a junction with Route No. 9 hereinbefore described;

Route No. 11 (2 furlongs and 9·8 chains or thereabouts in length) commencing at the junction of Marlowe Road and Torrington Road by a junction with Route No. 9 hereinbefore described passing along Torrington Road and Wallasey Road to and terminating at the junction of Wallasey Road and Marlowe Road by a junction with Route No. 9 hereinbefore described;

Route No. 12 (2 furlongs and 5·2 chains or thereabouts in length) commencing at the junction of Wallasey Road and St. Hilary Brow by a junction with Route No. 9 hereinbefore described passing along St. Hilary Brow Breck Road and Wallasey Village to and terminating at the junction of Wallasey Village and Perrin Road by a junction with Route No. 1 authorised by the Act of 1927;

Route No. 13 (4·6 chains or thereabouts in length) commencing at the junction of Wellington Road and Rowson Street by a junction with Route No. 1 hereinbefore described passing along Rowson Street to and terminating at the junction of Rowson Street with the Marine Promenade by a junction with Route No. 1 authorised by the Act of 1927;

Route No. 14 (3 furlongs and 0·5 chain or thereabouts in length) commencing at the junction of St. George's

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Road and Perrin Road by a junction with Route No. 1 authorised by the Act of 1927 passing along St. George's Road and Sandy Lane to and terminating at the junction of Sandy Lane and Wallasey Village by a junction with Route No. 1 authorised by the Act of 1927;

Route No. 15 (4 furlongs and 1·2 chains or thereabouts in length) commencing at the junction of Wallasey Village and Grove Road by a junction with Route No. 1 authorised by the Act of 1927 passing along Grove Road to and terminating at the junction of Grove Road and Warren Drive by a junction with Route No. 4 hereinbefore described.

(2) The application of the provisions of the Act of 1927 to this Order in accordance with subsection (1) of section 19 of that Act shall have effect with any necessary modification and so far only as the same are applicable for the purpose and have not been modified by the Road Traffic Act 1930 and for the purposes of such application the expression "trolley vehicle routes" where used in the Act of 1927 shall be deemed to include the routes authorised by this Order.

(3) When an order has not been made by the Minister of Transport under the section of this Order of which the marginal note is "As to abandonment of tramways" in relation to any tramways along any of the trolley vehicle routes authorised by this Order it shall not be necessary to provide a service of tramcars upon the route of any of such tramways along which a service of trolley vehicles is provided by the Corporation under the provisions of this Order so long as such service of trolley vehicles continues to be so provided.

As to abandonment of tramways.

4.—(1) At any time after the passing of this Order the Minister of Transport may by order authorise or require the abandonment or discontinuance temporarily or permanently of the tramways for the time being along any route or routes on which the Corporation have provided and equipped trolley vehicles under the provisions of this Order.

(2) Before making any such order the Minister of Transport may hold such inquiry as he may consider desirable.

(3) Any order made under the provisions of this section may as from such date as may be specified therein provide for the cesser of all or any of the powers liabilities duties or obligations conferred or imposed by any Act or Order relating to the tramways to be abandoned or discontinued in pursuance of such order and may provide for the removal of the rails of such tramways and the restoration of the portion of the road upon which such rails

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were laid to as good a condition as that in which it was before such rails were laid down. A.D. 1931.

(4) Where the Minister of Transport causes any inquiry to be held under the provisions of this section all expenses incurred by the Minister in relation to that inquiry shall be paid as the Minister may by order direct and the Minister may certify the amount of the expenses incurred and any sum so certified and directed by the Minister to be paid shall be a debt due to the Crown.

5.—(1) The Corporation may from time to time independently of any other borrowing power borrow at interest for the purposes mentioned in the first column of the following table the respective sums mentioned in the second column thereof and in order to secure the repayment of the said sums and the payment of interest thereon they may mortgage or charge the revenues of the Corporation and they shall pay off all moneys so borrowed within the respective periods mentioned in the third column of the said table (namely):— Power to borrow.

1	2	3
Purpose.	Amount.	Period for repayment.
(a) The provision of trolley vehicles -	£154,000	10 years from the date or dates of borrowing.
(b) The provision of trolley vehicle equipment and the construction of other works necessary for working trolley vehicles along the routes authorised by this Order.	£26,103	20 years from the date or dates of borrowing.
(c) The payment of the costs charges and expenses of this Order.	The sum requisite	5 years from the passing of this Order.

(2) (a) The Corporation may also with the consent of the Minister of Transport borrow such further money as may be necessary for any of the purposes of this Order.

(b) Any money borrowed under this subsection shall be repaid within such period as may be prescribed by the Minister of Transport and that period shall be the prescribed period for the purposes of this Order and the enactments applicable thereto.

(c) In order to secure the repayment of any money borrowed under this subsection and the payment of interest thereon the Corporation may mortgage or charge the revenues of the Corporation.

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Costs of  
Order.

6. All costs charges and expenses of and incidental to the preparing and obtaining and confirming of this Order or otherwise incurred in relation thereto as taxed by the taxing officer of the House of Lords or of the House of Commons shall be paid by the Corporation out of the general rate fund and the general rate of the borough or out of money to be borrowed under the powers of this Order for that purpose.

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