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SCHEDULES

SCHEDULE 1

THE AUTHORISED WORKS

PART I

DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED IN THE CITY OF NOTTINGHAM

Work No. 1—A railway (309 metres in length) commencing at a point on the existing viaduct of the former Great Central Railway 27 metres north-west of the junction of Station Street with Trent Street, passing northwards along the course of the said former railway over the Nottingham Canal and Canal Street, then by a new ramp from the said existing viaduct and terminating at a point on the eastern side of Middle Hill 85 metres north of its junction with Collin Street, including a new bridge over Canal Street and a new ramp linking the said existing viaduct with Middle Hill.

Work No. 1A—A footbridge over Station Street between a point on the existing footbridge over Nottingham Midland Station 15 metres south-west of the junction of Station Street with Trent Street and a point on the said existing viaduct of the former Great Central Railway 23 metres north-west of the said road junction.

Work No. 2—A railway (1,915 metres in length) commencing by a junction with Work No.1 at its termination, forming double lines of tramway passing northwards along Middle Hill, Weekday Cross and Fletcher Gate, westwards along Victoria Street, Cheapside, Poultry South Parade, northwards along Beast Market Hill and Market Street, across Upper Parliament Street and Wollaton Street, along Goldsmith Street and Waverley Street and terminating at a point on Waverley Street 63 metres south of the junction of that street with Gedling Grove.

Work No. 2A—A widening on the south-western side of Goldsmith Street between a point 50 metres north-west of its junction with Chaucer Street and a point 30 metres south of its junction with Shakespeare Street.

Work No. 2B—A widening on the east side of Middle Hill between a point 35 metres south of its junction with Weekday Cross and a point 16 metres south of that junction.

Work No. 2C—A railway (257 metres in length) commencing by a junction with Work No. 2 at its termination, forming a single line of tramway passing north-westwards along the eastern side of Waverley Street and the northern side of Mount Hooton Road and terminating at a point on Mount Hooton Road 97 metres south-east of the junction of that street with Hardy Street including the alteration of the level of Waverley Street between a point 60 metres north-west of its junction with Arboretum Street and a point 40 metres south of its junction with Forest Road East.

Work No. 2D—A railway (250 metres in length) commencing by a junction with Work No. 2 at its termination, forming a single line of tramway passing north-westwards along the western side of Waverley Street and the southern side of Mount Hooton Road and terminating at a point on Mount Hooton Road 97 metres south-east of the junction of that street with Hardy Street together with a retaining wall on the south-western side of Waverley Street between a point 45 metres north-west of its junction with Arthur Street and a point 40 metres south of its junction with Forest Road West.

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Work No. 2E—A railway (419 metres in length) commencing by a junction with Works Nos. 2C and 2D at their termination, forming double lines of tramway (331 metres in length) passing north-westwards and northwards along Mount Hooton Road and Noel Street to a point on the eastern side of Noel Street 100 metres north of its junction with Bentinck Road, then passing northwards through the Forest Recreation Ground and terminating at a point on the southern side of Gregory Boulevard at its junction with Noel Street.

Work No. 2F—A widening including alteration of the line of the carriageway on the north-eastern side of Waverley Street between a point 67 metres north of its junction with Arboretum Street and a point 35 metres south of its junction with Forest Road East.

Work No. 2G—A widening including alteration of the line of the carriageway on the northern side of Forest Road East and the north-eastern side of Mount Hooton Road between a point on Forest Road East 12 metres north-east of its junction with Waverley Street and a point on Mount Hooton Road 107 metres north-west of its junction with Forest Road East.

Work No. 2H—A widening on the north-eastern side of Mount Hooton Road and the southern side of the vehicular access road through the Forest Recreation Ground at the junction of those roads between a point on Mount Hooton Road 43 metres south-east of that junction and a point on the said vehicular access road 21 metres north-east of that junction.

Work No. 2J—A widening on the east side of Noel Street between its junction with the vehicular access road through the Forest Recreation Ground and a point 100 metres north of that junction.

Work No. 3A—A railway (123 metres in length) commencing by a junction with Work No. 2E at its termination, passing eastwards over land adjoining Gregory Boulevard and terminating at a point 20 metres south-east of the junction of Gregory Boulevard and Russell Road.

Work No. 3B—A railway (36 metres in length) commencing by a junction with Work No. 2E, 25 metres south-east of its termination, turning eastwards and terminating by a junction with Work No. 3A, 98 metres west of the termination of that work.

Work No. 4—A railway (115 metres in length) commencing by a junction with Work No. 2E at its termination and Work No. 3A at its commencement forming double lines of tramway passing across Gregory Boulevard, along Noel Street and terminating at a point in Noel Street at its junction with Terrace Street.

Work No. 5A—A railway (806 metres in length) commencing by a junction with Work No. 4 at its termination, forming a single line of tramway (619 metres in length) passing north-westwards along Noel Street and westwards along Gladstone Street to a point 18 metres west of the junction of Fisher Street with Gladstone Street, then passing north-westwards through land between Gladstone Street and Shipstone Street to a point in Shipstone Street 55 metres west of the junction of that street with Fisher Street, then forming a single line of tramway (132 metres in length) passing westwards along Shipstone Street and terminating at the junction of that street with Radford Road and Wilkinson Street (being the point of termination of Work No. 5B).

Work No. 5B—A railway (862 metres in length) commencing by a junction with Work No. 4 at its termination, forming a single line of tramway passing westwards along Terrace Street, north-westwards along Radford Road and terminating at the junction of that road with Shipstone Street (being the point of termination of Work No. 5A).

Work No. 5C—A widening on the southern side of Terrace Street from a point 90 metres west of its junction with Noel Street and a point 60 metres east of its junction with Radford Road.

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Work No. 5D—A widening on the northern side of Terrace Street between a point 100 metres west of its junction with Noel Street and its junction with Radford Road.

Work No. 5E—A widening on the eastern side of Radford Road between a point 122 metres south of its junction with Berridge Road and a point 190 metres south of that junction.

Work No. 5F—A widening on the eastern side of Radford Road between a point 80 metres south of its junction with Berridge Road and a point 110 metres south of that junction.

Work No. 6—A railway (680 metres in length) commencing by a junction with Works Nos. 5A and 5B at their termination, forming double lines of tramway (370 metres in length) passing north-westwards along Wilkinson Street to a point on the north side of Wilkinson Street 42 metres west of the bridge carrying that street over the Nottingham to Hucknall railway of the railways board, then turning northwards through land to the west of the said Nottingham to Hucknall railway, then passing alongside that railway and terminating at a point 300 metres north of the bridge carrying Wilkinson Street over the railway of the railways board.

Work No. 6A—A widening on the southern side of Wilkinson Street and the western side of Radford Road between points 20 metres west and 57 metres south of the junction of those roads.

Work No. 6B—A railway (252 metres in length) commencing by a junction with Work No. 6 at a point 40 metres west of the bridge carrying Wilkinson Street over the river Leen forming double lines of tramway (27 metres in length) passing northwards through land adjoining Wilkinson Street and terminating at a point 235 metres north-east of the bridge carrying Wilkinson Street over the said Nottingham to Hucknall railway together with sidings comprising a depot for the LRT system.

In the City of Nottingham and the District of Ashfield, Nottinghamshire

Work No. 7—A railway (5,590 metres in length) commencing in the City by a junction with Work No. 6 at its termination passing northwards and north-westwards alongside the Nottingham to Hucknall railway of the railways board, over the river Leen, under the bridges carrying Western Boulevard and Church Street over the said railway, over the river Leen, across David Lane on the level, over the river Leen, under the bridge carrying Highbury Road over the railway, across Carey Road on the level, under the bridge carrying Moor Bridge over the railway, over the river Leen and terminating at a point in the district of Ashfield 125 metres north of Forge Mills (public footpath) level crossing including three bridges over the river Leen.

Work No. 7A—A footbridge in the City over Work No. 7 and the Nottingham to Hucknall railway of the railways board between Nottingham Road, Basford and Vernon Road.

Work No. 7B—A footbridge in the City over Work No. 7 and the Nottingham to Hucknall railway of the railways board between Lincoln Street, Basford and Vernon Road.

Work No. 7C—A diversion of the river Leen in the City at Old Basford between the western abutment of the bridge carrying the Nottingham to Hucknall railway of the railways board over the said river at a point 65 metres to north-west of that bridge.

Work No. 7D—A footbridge in the City over Work No. 7 and the Nottingham to Hucknall railway of the railways board between Deptford Crescent and Coventry Road, Bulwell.

Work No. 7E—A railway (767 metres in length), in the City forming a deviation of the Nottingham to Hucknall railway of the railways board, commencing at a point 265 metres north-east of the bridge carrying Highbury Road over the said railway passing northwards across Carey Road on the level and terminating at a point 397 metres north of Carey Road level crossing.

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Work No. 7F—A footbridge in the City over Work No. 7 and Work No. 7E and the Nottingham to Hucknall railway of the railways board between Carey Road and Bestwood Road.

In the District of Ashfield, Nottinghamshire

Work No. 8—A railway (2,211 metres in length) commencing by a junction with Work No. 7 at its termination, passing north-westwards alongside the Nottingham to Hucknall railway of the railways board and terminating at Hucknall at a point 1 metre south of the southern parapet of the bridge carrying Station Road, Hucknall over the said railway.

Work No. 8A—A railway (1,195 metres in length), commencing by a junction with the existing Calverton Colliery branch railway at a point 297 metres north of the existing Forge Mills level crossing, passing north-westwards forming (as to part) a deviation of the Nottingham to Hucknall railway of the railways board and terminating by a junction with that railway at a point 85 metres north of Brickyard Drive level crossing.

Work No. 8B—A footbridge at Broomhill, Hucknall over Works Nos. 8 and 8A and the Nottingham to Hucknall railway of the railways board between the eastern and western sections of the Bestwood footpath.

In the City of Nottingham and the Borough of Broxtowe, Nottinghamshire

Work No. 9—A railway (1,850 metres in length) commencing in the City by a junction with Work No. 7 at a point 190 metres south-east of the footbridge carrying the footpath between Lauriston Drive and the open land adjoining the river Leen over the Nottingham to Hucknall railway of the railways board passing westwards on the formation of the dismantled Babbington branch railway, over the river Leen under the bridges carrying Bagnall Road and Cinderhill Road, and terminating at a point in the borough of Broxtowe, parish of Nuthall 710 metres north-west of the junction of Cinderhill Road with the Eastwood Bypass roundabout, including a new bridge over the river Leen at a point 55 metres south-east of the eastern end of Neston Drive.