

In Parliament.—Session 1899.

Wallasey Tramways and Improvements.

(Construction of Tramways; Gauge; Alteration of existing Tramways; Motive Power; Power to Council to work Tramways and levy Tolls, Rates and Charges; Supply of Electric Energy and Electric Fittings; Construction of Promenades and Street Improvements; the Laying-out of Gardens and Open Spaces; Compulsory Purchase of Lands and Interests in Lands; Access to Foreshore; Determination of Compensation; Bye-laws; Extinguishment of Rights; Borrowing of Money; Incorporation, Repeal, and Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Wallasey Urban District Council (hereinafter referred to as "the Council") for an Act for all or some of the following objects and purposes (that is to say):—

To empower the Council to make, lay down, form, and maintain all or some of the tramways hereinafter described, with all necessary and proper rails, plates, sleepers, channels, junctions, turntables, turnouts, crossings and passing places, sheds, buildings, works, and conveniences connected therewith respectively, and where in the following description any distance is given from a particular side of a street the distance is to be taken as measured from a point at which the line of frontage of such street on the side indicated intersects or would if continued intersect the centre line of the street in which the tramway is intended to be laid.

The tramways proposed to be authorised will be situate in the townships of Poulton-cum-Seacombe, Liscard, and Wallasey, and in the parish and urban district of Wallasey, in the county of Chester, and are as follows:—

Tramway No. 1, in the townships of Poulton-cum-Seacombe and Liscard, commencing in the former township on the north side of Victoria-place, Seacombe, at a point 1·7 chains west from the north-west corner of the Seacombe ferry station, and passing along Victoria-place, Church-road, Brighton-street, King-street, Trafalgar-road, Seabank-road, Rowson-street, and Victoria-road, New Brighton, and terminating in the township of Liscard at a point 0·9 chain north-east from the south-east corner of Victoria-road, New Brighton.

Tramway No. 2, in the townships of Poulton-cum-Seacombe and Liscard, commencing by a junction with Tramway No. 1, in the township of Poulton-cum-Seacombe, in Church-road, at a point 1·8 chains south-east from the north-east corner of St. Paul's-road, and passing along Church-road, St. Paul's-road, Wheatland-lane, intended new road between Wheatland-lane and Liscard-road, in continuation of Wheatland-lane, Liscard-road, Liscard-village, Rake-lane, Mount Pleasant-road, Upper Brighton, and Rowson-street, and terminating in the township of Liscard by a junction with Tramway No. 1 at a point 0·7 chain north-west from the north-east corner of Seabank-road.

Tramway No. 3, in the townships of Liscard and Wallasey, commencing in the former township by a junction with Tramway No. 2 in Liscard-road at a point 0·4 chain west from the north-east corner of that road and passing along Liscard-road, Seaview-road, Hose Side-road, Grove-road, Warren-drive, and Victoria-road, New Brighton, and terminating in the township of Liscard by a junction with Tramway No. 1 in Victoria-

road, New Brighton, at a point 0·5 chain east from the east side of Rowson-street.

Tramway No. 4, wholly in the township of Poulton-cum-Seacombe, commencing by a junction with Tramway No. 1 at a point on the north side of Victoria-place 4·9 chains west from the north-west corner of the Seacombe Ferry Station and passing along Victoria-place, Victoria-road, Seacombe, Demesne-street, Brougham-road, and Brighton-street, and terminating by a junction with Tramway No. 1 at a point 1·5 chains north-west from the south-east side of Brougham-road.

Tramway No. 5, in the townships of Poulton-cum-Seacombe and Liscard, commencing in the township of Poulton-cum-Seacombe by a junction with Tramway No. 1 at a point in Brighton-street 0·3 chain south-east from the south-west corner of Tobin-street and passing along Brighton-street, Church-street, and Liscard-road, and terminating by a junction with Tramway No. 2 at a point 1·7 chains north-west from the south-west corner of Church-street.

Tramway No. 6, in the township of Liscard, commencing in Victoria-road, New Brighton, by a junction with Tramway No. 1, at a point 2 chains west from the south-east corner of Victoria-road, New Brighton, and passing along Victoria-road, New Brighton, Virginia-road, Waterloo-road, Wellington-road, and Rowson-street, and terminating by a junction with Tramway No. 1 at a point 1·2 chains south from the north side of Victoria-road, New Brighton.

Tramway No. 1A, in the township of Poulton-cum-Seacombe, commencing by a junction with Tramway No. 1 in Church-road, at a point 1·4 chains north-west from the north-west corner of Birkenhead-road, and passing along Church-road and Victoria-place, and terminating by a junction with Tramway No. 1 at a point on the north side of Victoria-place, Seacombe, at a distance 1·7 chains west from the north-west corner of the Seacombe ferry station.

Tramway No. 3A, in the township of Wallasey, commencing by a junction with Tramway No. 3 in Seaview-road, at a point 3 chains north-west from the north-west corner of Massey-park and passing along Seaview-road, and terminating at the western boundary of Seaview-road at a point 3·7 chains north-west from the north-west corner of Massey-park.

Tramway No. 3B, in the township of Wallasey, commencing in Seaview-road by a junction with Tramway No. 3 at point 2 chains north-west from the commencement of Tramway No. 3A, and passing along Seaview-road, and terminating at the western boundary of Seaview-road at a point 0·5 chain north-west from the termination of Tramway No. 3A.

Tramway No. 6A, in the township of Liscard, commencing by a junction with Tramway No. 6, in Rowson-street, at a point 0·5 chain north from the north side of Victoria-road, New Brighton, and passing along Rowson-street and Victoria-road, New Brighton, and terminating by a junction with Tramway No. 3 at a point 0·5 chain west from the west side of Rowson-street.

In the following instances the tramways will be so laid that for a distance of 30 feet or upwards a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway, namely:—