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SCHEDULES

SCHEDULE 1

THE AUTHORISED WORKS

PART II

DESCRIPTION OF FURTHER WORKS AND POWERS

In the London borough of Merton—

- (i) Stop up and discontinue so much of the footpath at Mitcham Golf Course as lies between the points marked A, B, C and D on the deposited plans.

In the London borough of Croydon—

- (ii) Stop up and discontinue the footbridge adjoining Vicarage Road between the points marked A, B, C and D on the deposited plans, substituting therefor a new level crossing between the points so marked A and E;
- (iii) Stop up and discontinue the footbridge adjoining Waddon New Road between the points marked F, G and H, and G and J on the deposited plans;
- (iv) Stop up and discontinue so much of Waddon New Road and Cairo New Road as lies within the limits of deviation of Work No. 1D;
- (v) Set back so much of the kerb line on the south-western side of Cairo New Road as lies between the points marked A1 and A2 on the deposited plans;
- (vi) Set back so much of the kerb line on the northern side of Church Street as lies—
 - (a) between the points marked H1 and H2 on the deposited plans;
 - (b) between the points so marked J1 and J2;
- (vii) Set back so much of the kerb line on the northern side of Crown Hill as lies between the points marked K1 and K2 on the deposited plans;
- (viii) Stop up and discontinue Surrey Street at the point marked K on the deposited plans;
- (ix) Stop up and discontinue so much of Crown Hill as lies between the points marked L and M on the deposited plans;
- (x) Set back so much of the kerb line on the northern side of George Street as lies between the points marked M1 and M2 on the deposited plans;
- (xi) Narrow and stop up—
 - (a) so much of the northern side of George Street as lies between the points marked N1 and N2 on the deposited plans;
 - (b) so much of the southern side of George Street as lies between the points marked P1 and P2 on the deposited plans;
- (xii) Stop up and discontinue so much of College Road as lies between the points marked N and P on the deposited plans;
- (xiii) Set back so much of the kerb line—
 - (a) on the southern side of George Street as lies between the points marked Q1 and Q2 on the deposited plans;

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- (b) on the northern side of George Street as lies between the points marked S1 and S2 on the deposited plans;
- (xiv) Narrow and stop up so much of George Street as lies between the points marked R1, R2, R3, R4, R5 and R6 on the deposited plans;
- (xv) Set back so much of the footway and kerb line on the southern side of Addiscombe Road as lies between the points marked U1 and U2 on the deposited plans;
- (xvi) Stop up and discontinue so much of Lebanon Road as lies between the points marked Q and R on the deposited plans;
- (xvii) Set back so much of the kerb line on the southern side of Addiscombe Road as lies between the points marked T1 and T2 on the deposited plans;
- (xviii) Set back so much of the footway and kerb line on the western side of Tamworth Road as lies between the points marked B1 and B2 on the deposited plans;
- (xix) Set back so much of the kerb line on the western side of Tamworth Road as lies between the points marked C1 and C2 on the deposited plans;
- (xx) Narrow and stop up so much of the western side of Station Road as lies between the points marked D1 and D2 on the deposited plans;
- (xxi) Set back so much of the footway and kerb line on the north-western side of Station Road as lies between the points marked E1 and E2 on the deposited plans;
- (xxii) Narrow and stop up—
 - (a) so much of the western side of the southbound carriageway of Wellesley Road as lies between the points marked F1, F2 and F3 on the deposited plans;
 - (b) so much of the eastern side of the northbound carriageway of Wellesley Road as lies between the points marked F4 and F5 on the deposited plans;
- (xxiii) Stop up and discontinue so much of the pedestrian subway beneath Wellesley Road as lies within the limits of deviation of Work No. 4C;
- (xxiv) Set back so much of the kerb line on the eastern side of Wellesley Road as lies between the points marked G1 and G2 on the deposited plans;
- (xxv) Set back so much of the kerb line on the eastern side of Wellesley Road and the northern side of George Street as lies between the points marked L1 and L2 on the deposited plans;
- (xxvi) Stop up and discontinue so much of Woodbury Close as lies within the limits of deviation of Work No. 7A;
- (xxvii) Stop up and discontinue the footpath (No. PRW71) between the points marked S and V on the deposited plans, substituting therefor a new footpath between the points so marked S, T, U and V.

In the London borough of Bromley—

- (xxviii) Stop up and discontinue the footpath (No. PRW71) between the points marked A and B on the deposited plans, substituting therefor a new footpath between the points so marked A, C and D;
- (xxix) Narrow and stop up so much of the northern side of Rectory Road as lies between the points marked E, F, G and H on the deposited plans.

In the London borough of Croydon—

- (xxx) Stop up and discontinue the footpath between the points marked W and X on the deposited plans, substituting therefor a new footpath between the points so marked W and Y;
- (xxxi) Stop up and discontinue the cycle way between the points marked Y1 and Y2 on the deposited plans, substituting therefor a new cycle way between the points so marked Z1 and Z2.