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## SCHEDULES

### SCHEDULE 1

Section 6.

#### THE AUTHORISED WORKS

Note: In the following descriptions:—

“the South Western Railway” means the former London and South Western Railway (London to Southampton);

“the Wimbledon Railway” means the Wimbledon to West Croydon Railway;

“the Sutton Railway” means the Streatham Junction to Sutton Railway;

“the West Croydon Railway” means the West Croydon to Epsom Railway;

“the Brighton Railway” means the former London Brighton and South Coast Railway (London to Brighton);

“the former Selsdon Railway” means that part of the former Woodside and South Croydon Railway between Woodside Junction and Selsdon;

“the Mid Kent Railway” means that part of the former South Eastern Railway (Mid Kent Line) between Lewisham and Hayes;

“the Addiscombe Railway” means that part of the former South Eastern Railway (Mid Kent Line) between Elmers End and Addiscombe;

“the Norwood Spur” means the Victoria to Beckenham Junction (via Crystal Palace) Railway.

#### PART I

##### DESCRIPTION OF WORKS SPECIFICALLY AUTHORISED

In the London boroughs of Merton, Sutton and Croydon—

Work No. 1 A railway (9,307 metres in length) commencing at a point 100 metres west of the junction of Hartfield Crescent with Hartfield Road, passing south-eastwards along the course of the Wimbledon Railway, passing over the River Wandle by means of the existing bridges, passing beneath the existing bridge carrying Carshalton Road over the Sutton and Wimbledon Railways, then passing to the south of Mitcham Junction Station, passing over the Sutton Railway including a new bridge over that railway, then rejoining the course of the Wimbledon Railway, passing over the West Croydon Railway including a bridge over that railway, passing north-eastwards along the north-western side of Waddon New Road, then along that road from a point 30 metres north-east of the junction of that road with Lower Church Street to the junction of Waddon New Road and Cairo New Road, then passing south-eastwards along the course of that road and terminating at a point 115 metres north-west of the junction of that road with Reeves Corner.

In the London borough of Merton—

Work No. 1A A footbridge (63 metres in length) commencing at a point 125 metres south of the junction of Wimbledon Bridge with St George’s Road, passing south-eastwards and southwards over the South Western Railway, and terminating at a point 95 metres west of the junction of Hartfield Crescent with Hartfield Road;

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Work No. 1B A footpath (82 metres in length) commencing at a point 360 metres east of the bridge carrying Carshalton Road over the Sutton and Wimbledon Railways, passing south-westwards, then southwards by means of a subway beneath Work No. 1, then eastwards, and terminating at a point 46 metres south of its commencement.

In the London borough of Croydon—

Work No. 1C A footbridge (63 metres in length) commencing at a point 50 metres north-west of the junction of Ridge's Yard with Waddon New Road passing south-eastwards beneath the bridge carrying Work No. 1, then southwards, then eastwards over the West Croydon Railway, then northwards and terminating at a point 20 metres north of that junction;

Work No. 1D A new street (89 metres in length) forming a diversion of part of the carriageway of Waddon New Road and Cairo New Road, commencing at a point 30 metres north-east of the junction of Waddon New Road with Lower Church Street, passing eastwards beneath the existing bridge carrying Roman Way then southwards and terminating at a point 110 metres north-west of the junction of Cairo New Road with Reeves Corner.

In the London borough of Sutton—

Work No. 2 A railway (545 metres in length) commencing by a junction with Work No. 1 at a point 535 metres north-west of the footbridge carrying Therapia Lane over the Wimbledon Railway, passing eastwards and south-eastwards and terminating by a junction with Work No. 1 at a point 2 metres east of that footbridge forming, with sidings, a depot for Tramlink;

Work No. 2A A railway (497 metres in length) commencing by a junction with Work No. 1 at a point 535 metres north-west of the footbridge carrying Therapia Lane over the Wimbledon Railway, passing south-eastwards and terminating by a junction with Work No. 1 at a point 40 metres west of that footbridge forming, with sidings, a depot for Tramlink with access provided by means of a new service road from Endeavour Way.

In the London borough of Croydon—

Work No. 3 A railway (1,941 metres in length) commencing by a junction with Work No. 1 at its termination, forming double lines of tramway (92 metres in length) passing southwards along Cairo New Road, a single line of tramway (720 metres in length) passing south-eastwards along that road, south-eastwards along Reeves Corner, south-eastwards and eastwards along Church Street, eastwards along Crown Hill, and eastwards along George Street and passing over the Croydon Underpass by means of the existing bridge, double lines of tramway (188 metres in length) passing eastwards along George Street, triple lines of tramway (92 metres in length) passing eastwards along that street and passing over the Brighton Railway by means of the existing bridge, a single line of tramway (165 metres in length) passing eastwards along Addiscombe Road, double lines of tramway (684 metres in length) passing eastwards along that road and terminating at a point 60 metres east of the junction of that road with Chepstow Road;

Work No. 3A A railway (216 metres in length) commencing by a junction with Work No. 3 at the junction of George Street with Addiscombe Road, forming a single line of tramway, passing south-eastwards, eastwards, northwards and eastwards along Addiscombe Road and terminating by a junction with Work No. 3 at the junction of that road with Colson Road;

Work No. 3B A railway (39 metres in length) commencing by a junction with Work No. 3 at a point 15 metres east of the junction of Cherry Orchard Road with Addiscombe Road, forming a single line of tramway, passing south-eastwards and southwards along that road and terminating by a junction with Work No. 3A at a point 40 metres south-west of the junction of that road with Colson Road;

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Work No. 3C A widening of Addiscombe Road on its southern side between its junction with Leyburn Gardens and a point 75 metres east of that junction;

Work No. 4 A railway (1,465 metres in length) commencing by a junction with Work No. 3 at a point 35 metres west of the junction of Tamworth Road with Reeves Corner, forming a single line of tramway, passing eastwards along Cairo New Road, north-eastwards along Tamworth Road and Station Road, southwards along Wellesley Road and eastwards along George Street and terminating by a junction with Work No. 3 at a point 45 metres east of the junction of Wellesley Road with George Street;

Work No. 4A A widening of Tamworth Road on its north-western side between a point 85 metres south of its junction with Drayton Road and that junction;

Work No. 4B A widening of Station Road on its north-western side between a point 90 metres south-west of its junction with Wellesley Road and that junction;

Work No. 4C A subway (23 metres in length) commencing at a point 5 metres north of the junction of Lansdowne Road with Wellesley Road and passing north-east and north-west and terminating at a point 25 metres north of that junction;

Work No. 5 A railway (47 metres in length) commencing by a junction with Work No. 3 at a point 20 metres south-east of the junction of Tamworth Road with Reeves Corner, forming a single line of tramway, passing northwards along Reeves Corner and Tamworth Road and terminating by a junction with Work No. 4 at a point 3.30 metres north-east of the junction of Tamworth Road with Reeves Corner;

Work No. 6 A railway (46 metres in length) commencing by a junction with Work No. 3 at a point 15 metres west of the junction of Wellesley Road with George Street, forming a single line of tramway, passing eastwards along George Street and passing over the Croydon Underpass by means of the existing bridge, passing northwards along Wellesley Road and terminating by a junction with Work No. 3 at a point 30 metres north of the junction of Wellesley Road with George Street.

In the London boroughs of Croydon and Bromley—

Work No. 7 A railway (6,970 metres in length) commencing by a junction with Work No. 3 at its termination, passing eastwards on the southern side of Addiscombe Road, northwards along the course of the former Selsdon Railway, north-eastwards along the course of the Addiscombe Railway, north-westwards and north-eastwards through South Norwood Country Park, north-westwards on the south-western side of Beckenham Crematorium, north-eastwards and eastwards along the course of the Norwood Spur passing over the Mid Kent Railway by means of the existing bridge and terminating at a point 90 metres north-west of the junction of Southend Road with Rectory Road.

In the London borough of Croydon—

Work No. 7A A new street (62 metres in length) forming a diversion of part of the carriageway of Woodbury Close, crossing Work No. 7 on the level, commencing at a point 10 metres west of the junction of Woodbury Close with Addiscombe Road, passing southwards on the western side of Woodbury Close and terminating at a point 65 metres south of that junction.

In the London boroughs of Croydon and Bromley—

Work No. 8 A railway (896 metres in length) commencing by a junction with Work No. 7 at a point 260 metres north-east of the junction of Albert Road with Estcourt Road, passing north-eastwards along the course of the Addiscombe Railway, and terminating at a point 110 metres west of the junction of Station Estate with Elmers End Road.

In the London borough of Croydon—

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Work No. 9 A railway (2,300 metres in length) commencing by a junction with Work No. 7 at a point 85 metres south-west of the junction of Sandilands with Addiscombe Road passing southwards along the course of the former Selsdon Railway, partly in existing tunnels (Radcliffe Tunnel, Park Hill Tunnel and Coombe Road Tunnel) and passing over the Fairfield Path (FP 595) including a new bridge over that footpath then eastwards along the north side of Coombe Road and terminating at a point 35 metres north-east of the junction of Oaks Road with Coombe Road;

Work No. 10 A railway (1,552 metres in length) commencing by a junction with Work No. 9 at its termination, passing eastwards, south-eastwards and eastwards on the northern side of Coombe Lane and Sunken Road, then south-eastwards, partly in tunnel, passing beneath the junction of Coombe Lane with Gravel Hill and Shirley Hills Road, south-eastwards on the southern side of Gravel Hill and terminating at a point 120 metres west of the junction of Abbots Green with Gravel Hill;

Work No. 11 A railway (2,100 metres in length) commencing by a junction with Work No. 10 at its termination, passing eastwards on the southern side then the northern side of Gravel Hill, north-eastwards on the western side then the central reserve of Kent Gate Way, south-eastwards on the south-western side of Lodge Lane and terminating at a point 20 metres west of the junction of Field Way with Lodge Lane including the provision of a bus interchange;

Work No. 12 A railway (1,553 metres in length) commencing by a junction with Work No. 11 at its termination, passing south-eastwards on the south-western side of Lodge Lane, along the central reserve of Parkway and on the south-western side of Central Parade and terminating at a point 240 metres south-east of the junction of Parkway with Central Parade.

## 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;

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- (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;
  - (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.

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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.