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## SCHEDULES

### SCHEDULE 1

#### AUTHORISED WORKS

#### PART II

##### DESCRIPTION OF FURTHER WORKS AND POWERS

The Executive may, in the City of Leeds—

- (a)
  - (i) form a new kerbline across Cookridge Street near its junction with St. Ann Street, between the points marked A1 and A2 on the deposited plans;
  - (ii) form a new kerbline across Cookridge Street at its junction with The Headrow, between the points marked A3 and A4 on the deposited plans;
  - (iii) stop up vehicular rights in so much of Cookridge Street, between its junctions with St. Ann Street and The Headrow, as lies between the kerblines specified in subparagraphs (i) and (ii) above;
  - (iv) set back the kerbline on the south-western side of the junction of Park Row with The Headrow, between the points marked A5 and A6 on the deposited plans;
  - (v) set back the kerbline on the south-eastern side of the said junction of Park Row with The Headrow, between the points marked A7 and A8 on the deposited plans;
  - (vi) set forward the kerbline on the northern side of South Parade at its junction with Park Row, between the points marked A9 and A10 on the deposited plans;
  - (vii) alter the kerbline on the southern side of South Parade at its junction with Park Row, between the points marked A11 and A12 on the deposited plans;
  - (viii) form a new kerbline across Park Row at its junction with Infirmary Street and on the south-eastern side of City Square (north) at that junction, between the points marked A13 and A14 on the deposited plans;
  - (ix) form a new kerbline across Park Row at its junction with Boar Lane and City Square, between the points marked A15 and A16 on the deposited plans;
  - (x) stop up vehicular rights on so much of Park Row, between its junction with Infirmary Street and Boar Lane, as lies between the kerblines specified in subparagraphs (viii) and (ix) above;
  - (xi) alter the kerblines on the southern side of Boar Lane and the western side of Briggate at the junction of those roads, between the points marked A19 and A20 on the deposited plans;
  - (xii) set back the kerblines on the western side of Briggate, between the following points marked on the deposited plans:—
    - A20 and A21,
    - A22 and A23;
  - (xiii) set forward the kerbline on the southern side of Duncan Street and the eastern side of Briggate at the junction of those roads, between the points marked A24 and A25 on the deposited plans

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- (xiv) set back the kerblines on the eastern side of Briggate, between the following points marked on the deposited plans:—
  - A25 and A26,
  - A27 and A28;
- (b)
  - (i) stop up and discontinue so much of Bowman Lane, between its junctions with Waterloo Street and Crown Point Road, as lies between the points marked B3 and B4 on the deposited plans;
  - (ii) stop up and discontinue so much of Chadwick Street as lies between the points marked B5 and B6 on the deposited plans;
  - (iii) stop up and discontinue so much of Sayner Lane as lies between the points marked B1 and B2 on the deposited plans;
- (c)
  - (i) discontinue and remove the footbridges over South Accommodation Road and Hunslet Road between the points marked C3, C4 and C5 on the deposited plans;
  - (ii) set back and otherwise alter the kerblines on the western side of Hunslet Road, between the points marked C1 and C2 on the deposited plans;
  - (iii) set back the kerblines on the northern side of Pym Street at its junction with Hunslet Road, between the points marked C37 and C38 on the deposited plans;
  - (iv) stop up vehicular rights of access to Pym Street at its junction with Hunslet Road and form a new kerblines across Pym Street, between the points marked C39 and C40 on the deposited plans;
  - (v) discontinue and remove the footbridges over Hunslet Distributor Road and over Hunslet Road, between the points marked C7, C8, C9 and C10 on the deposited plans;
  - (vi) set back and otherwise alter the footway and kerblines on the western side of Hunslet Road, between points marked C11 and C12 on the deposited plans;
  - (vii) stop up and discontinue so much of Hillidge Road as lies between the points marked C41 and C13 on the deposited plans;
  - (viii) stop up vehicular rights in so much of Joseph Street as lies between the points marked C12 and C13 on the deposited plans;
  - (ix) form a new kerblines across Epworth Place between the points marked C42 and C14 on the deposited plans;
  - (x) stop up vehicular rights in so much of Epworth Place as lies between the new kerblines specified in sub-paragraph (ix) above and the point marked C15 on the deposited plans;
  - (xi) set forward the footway and kerblines on the western side of Hunslet Road and Low Road, between the points marked C12 and C16 on the deposited plans;
  - (xii) stop up and discontinue highway rights on the western side of Hunslet Road and Low Road, between the points marked C16A and C16 on the deposited plans;
  - (xiii) set back and otherwise alter the kerblines on the southern side of Church Street, near its junction with Belinda Street, between the points marked C17 and C18 on the deposited plans;
  - (xiv) stop up and discontinue the footpath on the southern side of Church Street, near its junction with Belinda Street, between the points marked C17A and C17B on the deposited plans;
  - (xv) set back the footway and kerblines on the northern side of Church Street, at its junction with Anchor Street, between the points marked C19 and C20 on the deposited plans;
  - (xvi) stop up and discontinue so much of Anchor Street, at its junction with Church Street, as lies between the points marked C23 and C24 on the deposited plans;

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- (xvii) set back the footway and kerblines on the northern side of Church Street, near its junction with Anchor Street, between the points marked C21 and C22 on the deposited plans;
- (xviii) set back the footway and kerblines on so much of the eastern side of Balm Road, between its junctions with Church Street and Midland Road, as lies between the points marked C25 and C26 on the deposited plans;
- (xix) set back the kerblines on so much of the western side of Balm Road, north of the bridge carrying that road over the Altofts Junction to Leeds Railway, as lies between the points marked C27 and C28 on the deposited plans;
- (xx) set back the footway and kerblines on so much of the eastern side of Balm Road, between its junctions with Telford Gardens and Woodhouse Hill Road, as lies between the points marked C29 and C30 on the deposited plans;
- (xxi) subject to the completion of the new road (Work No. 3H), stop up vehicular rights of access to Braithwaite Row at its junction with Belle Isle Road, and form a new kerblines across Braithwaite Row between the points marked C31 and C32 on the deposited plans;
- (xxii) stop up vehicular rights in so much of the southbound carriageway of Belle Isle Road, at the bridge carrying the M1 motorway over that road, as lies between the points marked C32 and C43 on the deposited plans;
- (xxiii) set back the kerblines on the western side of Belle Isle Road, south of the bridge carrying the M1 motorway over that road, between the points marked C33 and C34 on the deposited plans;
- (xxiv) set back the footway and kerblines on the western side of Belle Isle Road at and north of its junction with West Grange Drive, between the points marked C35 and C36 on the deposited plans;
- (d)
  - (i) set back the kerblines on the western side of Belle Isle Road, between its junctions with West Grange Drive and Winrose Avenue and south of its junction with Winrose Avenue, between the points marked D1 and D2 on the deposited plans;
  - (ii) set back the kerblines on the eastern side of Belle Isle Road, and at its junction with East Grange Drive, between the points marked D3 and D4 on the deposited plans;
  - (iii) close the crossing places in the central reservation of Belle Isle Road at the following points marked on the deposited plans:—
    - D5,
    - D6,
    - D15,
    - D16,
    - D29;
  - (iv) stop up and discontinue so much of the footpath on the central island of the roundabout at Belle Isle Circus as lies between the points marked D6A and D6B on the deposited plans, substituting therefor a new footpath between the points so marked D6A, D6C and D6B;
  - (v) set back the kerblines on the eastern side of Belle Isle Road, at its junction with Windmill Road, between the following points marked on the deposited plans:—
    - D7 and D8,
    - D9 and D10;
  - (vi) set back the kerblines on the western side of Belle Isle Road, at its junction with Windmill Road, between the following points marked on the deposited plans:—
    - D11 and D12,
    - D13 and D14;

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- (vii) form a new crossing place in the central reservation of Belle Isle Road, near its junction with Middleton Road, at the point marked D17 on the deposited plans;
- (viii) set back the kerblines on so much of the western side of Belle Isle Road, north of its junction with Aberfield Gate, as lies between the points marked D18 and D19 on the deposited plans;
- (ix) set back the kerblines on the eastern side of Belle Isle Road, at its junction with Nesfield View, between the following points marked on the deposited plans:—
  - D20 and D21,
  - D22 and D23;
- (x) form a new footway and kerblines on the western side of Belle Isle Road at its junction with Town Street, between the points marked D24 and D25 on the deposited plans;
- (xi) stop up vehicular rights of access to the northern carriageway of Town Street, at its junction with Belle Isle Road, at the point marked D26 on the deposited plans;
- (xii) set back the footway and kerblines on the western side of Belle Isle Road, at its junction with Town Street, between the points marked D27 and D28 on the deposited plans;
- (xiii) stop up vehicular rights in so much of Ring Road Middleton, east of its eastern junction with Belle Isle Road, as lies between the points marked D30 and D31 on the deposited plans;
- (e)
  - (i) stop up and discontinue so much of the footpath on the north-western side of Ring Road Middleton, near its junction with Sharp Lane, as lies between the following points marked on the deposited plans:—
    - E1A and E1B,
    - E1C and E1D,
 substituting therefor a new footpath between the points so marked E1A and E1E;
  - (ii) stop up and discontinue so much of Middleton Park Road, between its junctions with Staithe Avenue and Ring Road Middleton, as lies between the points marked E1 and E2 on the deposited plans;
  - (iii) stop up and discontinue so much of the service road between Ring Road Middleton and Middleton Park Road, near Hopewell View, as lies between the points marked E3 and E4 on the deposited plans;
  - (iv) set back so much of the kerblines on the southern side of Ring Road Middleton and Middleton Park Road, and at their junction with Lingwell Road, as lies between the following points marked on the deposited plans:—
    - E5 and E6,
    - E7 and E8;
  - (v) stop up and discontinue so much of Middleton Park Road (northern) as lies between the points marked E9 and E10 on the deposited plans;
  - (vi) stop up and discontinue so much of Middleton Park Road (northern) as lies between the points marked E11 and E12 on the deposited plans;
- (f)
  - (i) set back the footway and kerblines on the eastern side of Middleton Park Avenue, at and north of its junction with Throstle Road, between the points marked F1 and F2 on the deposited plans;
  - (ii) set back the kerblines on the eastern side of Middleton Park Avenue, between its junctions with Throstle Road and Thorpe Lane, between the points marked F3 and F4 on the deposited plans;

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- (iii) set back the kerblines on so much of the western side of Middleton Park Avenue, between its junctions with Sissons Road and Thorpe Lane, as lies between the points marked F5 and F6 on the deposited plans;
- (g) stop up and discontinue so much of Thorpe Lane, between its existing junction with Middleton Park Avenue and a point 260 metres west of that road junction, as lies between the points marked G1 and G2 on the deposited plans;
- (h)
  - (i) set back so much of the kerblines on the northern side of the southbound exit slip road at Junction 43 of the M1 motorway, and on the north-western side of the gyratory road of the roundabout at that junction, as lies between the points marked H1 and H2 on the deposited plans;
  - (ii) set back the inner kerblines of the said gyratory road on the western side of the said roundabout between the points marked H3 and H4 on the deposited plans.