

the week on the area of carriageway lying within or adjacent to the length of road specified in the Schedule to this notice, and which area will be marked on the carriageway thereof by a yellow "bus stop" marking and by double yellow lines within that marking.

3. The prohibition would not apply:

- (a) to a vehicle being used under a road service licence whilst waiting at a place where it is authorised or required by that licence to pick up or set down passengers or to a vehicle being used to provide a London bus service, whilst picking up or setting down passengers; or
- (b) to a vehicle being used for fire brigade, ambulance or police purposes; or
- (c) in certain circumstances, to a vehicle being used in the service of a local authority, in connection with building operations, etc., adjacent to the bus stop or the removal of an obstruction to traffic or the repair etc., of the highway or of any service therein; or
- (d) to a vehicle waiting for not more than 2 minutes to enable a person to board or alight or to load or unload his personal baggage. The limit of 2 minutes will not apply if the person has serious difficulty in walking or is blind; or
- (e) where the person in control of the vehicle is required by law to stop or does so in order to avoid an accident; or
- (f) to anything done with the permission or at the direction of a police constable in uniform.

4. A copy of the Order, which will come into operation on 30th June 1975, and of the Greenwich (Restriction of Waiting on Bus Stops) (No. 1) Traffic Order 1974, can be inspected until the end of 6 weeks from the date on which the Order was made during normal office hours on Mondays to Fridays inclusive in Room B.21, The County Hall, London SE1 7PB.

5. Copies of the Order may be purchased from the Information Centre, Greater London Council, The County Hall, London SE1 7PB.

6. Any person desiring to question the validity of the Order, or of any provision contained therein, on the ground that it is not within the powers of the relevant sections of the Road Traffic Regulation Act 1967, or on the ground that any requirement of those sections of the Act, or of section 84A, 84B or 84C of the Act, or of any regulations made under the said section 84C, has not been complied with in relation to the Order may, within 6 weeks of the date on which the Order was made, make application for the purpose to the High Court.

Dated 24th June 1975.

J. C. Swaffield, Director-General and Clerk to the Council (6215).

NOTE. The Council have asked the Greenwich Borough Council to make the documents referred to in paragraph 4 above available for inspection, and understand that they will be so available during the aforementioned period of 6 weeks during normal office hours on Mondays to Fridays inclusive in The Town Hall, Wellington Street, Woolwich, SE18 6PW.

SCHEDULE

Charlton Road, the north-west side, from a point 50 feet north-east of the eastern kerb-line of Invicta Road north-eastwards for the distance of 63 feet. (377)

GREATER LONDON COUNCIL

LONDON BOROUGH OF EALING

The Ealing (Prescribed Route) (No. 1) Traffic Order 1975

Notice is hereby given that the Greater London Council, with the consent of the Secretary of State for the Environment, on 20th June 1975 made the above-mentioned Order under section 6 of the Road Traffic Regulation Act, 1967, as amended by the Transport Act 1968, and the Road Traffic Act 1974.

2. The effect of the Order will be, unless a police constable in uniform otherwise directs or permits, to impose one-way working for vehicular traffic from north to south in Glendon Road. The one-way working currently has effect by virtue of the Ealing (Prescribed Route) (No. 1) Experimental Traffic Order 1973.

3. A copy of the Order, which will come into operation on 30th June 1975, can be inspected during normal office hours on Mondays to Fridays inclusive until the end of

6 weeks from the date on which the Order was made in Room B.21, The County Hall, London, SE1 7PB.

4. Copies of the Order may be purchased from the Information Centre, Greater London Council, The County Hall, London SE1 7PB.

5. Any person desiring to question the validity of the Order, or of any provision contained therein, on the ground that it is not within the powers of the relevant section of the Road Traffic Regulation Act 1967, or on the ground that any requirement of that section of the Act, or of section 84A, 84B or 84C of the Act, or of any regulations made under the said section 84C, has not been complied with in relation to the Order, may, within 6 weeks of the date on which the Order was made, make application for the purpose to the High Court.

Dated 23rd June 1975.

J. C. Swaffield, Director-General and Clerk to the Council (6226).

NOTE. The Council have asked the Ealing Borough Council to make a copy of the Order available for inspection, and understand that it will be so available during normal office hours on Mondays to Fridays inclusive during the aforementioned period of 6 weeks in Room 314, Director of Technical Services Office, 22-24 Uxbridge Road, London W5 2BP. (380)

GREATER LONDON COUNCIL

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

LONDON BOROUGH OF WANDSWORTH

The Wandsworth (Bus Lane) (No.) Traffic Order 197

The Wandsworth (Waiting and Loading Restriction) (Amendment No.) Order 197

The Kensington and Chelsea and Wandsworth (Various Roads) (Traffic Order) (1972) (Amendment No. 1) Order 197

Notice is hereby given that the Greater London Council propose to make the above-mentioned Orders under sections 6 and 84D of the Road Traffic Regulation Act 1967, as amended by the Transport Act, 1968, and the Road Traffic Act, 1974.

2. The general effect of the Wandsworth (Bus Lane) (No.) Traffic Order 197 would be to prohibit all vehicles from entering or proceeding in any area of the carriageway in the London Borough of Wandsworth (to be known as "a bus lane") lying within or adjacent to the length of road specified in Schedule 1 to this notice and between the western kerb-line of that road and a longitudinal single white line (which would be broken by gaps opposite adjoining roads and at traffic signs which are light signals for controlling the movement of vehicular traffic or of pedestrians) marked on the carriageway of that road during the periods between 7.30 a.m. and 9.30 a.m. and between 4 p.m. and 6.30 p.m. on Mondays to Fridays inclusive.

The prohibition referred to above would not apply to:

- (a) a stage or express carriage on a scheduled service;
- (b) a cab licensed under section 6 of the Metropolitan Public Carriage Act, 1869, section 37 of the Town Police Clauses Act, 1847, or any similar local enactment;
- (c) a pedal cycle;
- (d) a vehicle being used for fire brigade, ambulance or police purposes if it is reasonably necessary for that vehicle to enter the bus lane;
- (e) any vehicle being used in connection with the removal of any obstruction in the bus lane;
- (f) a vehicle being used for purposes in connection with the statutory powers or duties of a local authority or the supply of gas, water or electricity or in connection with any building operation, demolition or excavation in or adjacent to the bus lane, provided that in all the circumstances it is reasonably necessary for the vehicle to enter the bus lane;
- (g) any vehicle which enters the bus lane for the sole purpose of waiting for a period not exceeding two minutes to enable a person suffering from any disability or injury (including blindness) which seriously impairs his ability to walk or alight from that vehicle;
- (h) any vehicle which enters, or proceeds in the bus lane
 - (1) from any road if that vehicle forthwith leaves the bus lane through the gap in the longitudinal single white line situated opposite and adjacent to the junction of that road with the bus lane; or