

Sections 6 and 84D of the Road Traffic Regulation Act 1967, as amended by the Transport Act 1968 and the Road Traffic Act 1974, so as to continue in force indefinitely the provisions of the City of London (Bus Lane) (No. 1) Experimental Traffic Order 1975.

2 The general effect of the City of London (Bus Lane) (No. 1) Traffic Order 1976 will be to prohibit all vehicles from entering or proceeding in the area of the carriageway (to be known as "the bus lane") lying within or adjacent to the length of road specified in the Schedule to this Notice and between the eastern kerb-line of that road and a single white line marked on the carriageway of that road during the period between 4 p.m. and 7 p.m. on Mondays to Fridays inclusive.

The prohibition will not apply to:

- (a) a stage or express carriage on a schedule 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 or proceed in 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 to board or alight from that vehicle;
- (h) any vehicle if the driver thereof is obliged to enter or proceed in the bus lane in order to avoid an accident and forthwith causes that vehicle to leave the bus lane;
- (i) any vehicle if the driver thereof is required by law to stop and as soon as reasonably practicable thereafter causes that vehicle to leave the bus lane;
- (j) anything done with the permission or at the direction of a police constable in uniform.

3 The general effect of the City of London (Waiting and Loading Restriction) (Amendment No. 24) Order 1976 will be further to amend the City of London (Waiting and Loading Restriction) Order 1972, so that in London Bridge, the east side, between a point opposite the southern wall of Adelaide House, London Bridge and a point opposite the northern wall of No. 1 London Bridge the hours during which the existing prohibition applies on waiting by vehicles (otherwise than for the purpose of delivering or collecting goods or loading or unloading a vehicle) will be changed so that such prohibition will apply between 8.30 a.m. and 7 p.m. on Mondays to Fridays inclusive and between 8.30 a.m. and 1.30 p.m. on Saturdays.

4 A copy of each of the Orders, which will come into operation on 17th August 1976 of the City of London (Waiting and Loading Restriction) Order 1972 (and of the Orders which have previously amended that Order) can be inspected during normal office hours on Mondays to Fridays inclusive until the end of six weeks from the date on which the Orders were made in Room B.21, The County Hall, London SE1 7PB.

5 Copies of the Orders 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 either of the Orders 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 regulation made under the said Section 84C has not been complied with in relation to either of the Orders may, within six weeks of the date on which the Order was made, make application for the purpose to the High Court.—Dated 5th August 1976.

J. C. Swaffield, Director-general and  
Clerk to the Council (6335)

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NOTE: The Council have asked the Corporation of the City of London to make the documents referred to in paragraph 4 above available for inspection, and understand that they will be so available during normal office hours on Mondays to Fridays inclusive during the afore-mentioned period of six weeks in The Guildhall, London EC2V 2EJ.

#### SCHEDULE

London Bridge

between a point opposite the southern wall of Adelaide House, London Bridge and a point opposite the northern wall of No. 1 London Bridge.

#### GREATER LONDON COUNCIL LONDON BOROUGH OF BRENT

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

Notice is hereby given that the Greater London Council propose to make the above-mentioned Order 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 Order would be further to amend the Brent (Waiting and Loading Restriction) Order 1971, so that in Ealing Road, between a point 60 feet south of the southern kerb-line of Lyon Park Avenue and a point opposite the party wall of Nos. 101 and 103 Ealing Road (excluding the service road on the east side fronting Nos. 57 to 83 Ealing Road) and in the first 60 feet of adjacent Douglas Avenue:

- (a) waiting by vehicles (otherwise than for the purpose of delivering or collecting goods or loading or unloading a vehicle) would be prohibited between 8 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive;
- (b) waiting by vehicles for the purpose of delivering or collecting goods or loading or unloading a vehicle for a period of more than 20 minutes in the same place would be prohibited between 11 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive;
- (c) the sale or offer for sale of goods from a vehicle would be prohibited except on a Sunday, unless there is in force a valid licence issued by the Brent Borough Council or the goods are immediately taken into or delivered at premises adjacent to the vehicle from which the sale is effected;
- (d) the use of any vehicle or of any animal or the wearing of fancy dress or other costume, wholly or mainly for the purpose of advertising, would be prohibited.

3 The prohibitions referred to in paragraph 2 (a) and (b) above would not apply in respect of anything done with the permission or at the direction of a police constable in uniform or in certain circumstances, e.g., the picking up or setting down of passengers; the carrying out of statutory powers or duties; the taking in of petrol, etc., from roadside petrol stations; to licensed street traders, etc. The usual exemption relating to vehicles displaying a disabled person's "Orange Badge" would apply.

4 A copy of the proposed Order, of the Brent (Waiting and Loading Restriction) Order 1971 (and of the Orders which have amended that Order), and of the Council's statement of reasons for proposing to make the Order can be inspected during normal office hours on Mondays to Fridays inclusive until 30th August 1976 in Room B.21, The County Hall, London SE1 7PB.

5 Further information may be obtained by telephoning the Department of Planning and Transportation, telephone number 01-633 7388.

6 Any person desiring to object to the proposed Order should send a statement in writing of his objection and the grounds thereof, to the Director of Planning and Transportation, The County Hall, London SE1 7PB, quoting the reference PT/TD/LS, not later than the date specified in paragraph 4 of this Notice.—Dated 30th July 1976.

J. C. Swaffield, Director-general and  
Clerk to the Council (6333)

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