

- (iii) the unnamed service road fronting Nos. 204 to 214 (even numbers) Field End Road the south-west side;
- (iv) the unnamed service road fronting Nos. 260 to 270 Field End Road the south-west side;
- (v) the unnamed service road between the south-eastern kerb-line of Kildare Close and the north-western kerb-line of Southbourne Gardens the north-east side.

**Long Lane**

- (a) the unnamed service road fronting Nos. 370 to 400 Long Lane and Western Parade, Western Avenue;
  - (i) the east, south-east and south-west sides, between the north-western kerb-line of Granville Road and a point 80 feet south-east of a point opposite the south-easternmost wall of No. 2 Western Parade, Western Avenue;
  - (ii) the north-east and north-west sides, between a point 10 feet north of a point opposite the party wall of Nos. 398 and 400 Long Lane and a point 80 feet south-east of a point opposite the south-easternmost wall of No. 2 Western Parade, Western Avenue;
- (b) the unnamed service road fronting Nos. 299 to 323 (odd numbers) Long Lane, excluding so much as lies on the east side, between a point 10 feet north of a point opposite the party wall of Nos. 317 and 319 Long Lane and its southernmost extremity;
- (c) the unnamed service road fronting Nos. 329 to 337 Long Lane and its continuation to its junction with Hercies Road.

**SCHEDULE 6****Field End Road**

- (i) the unnamed service road fronting Nos. 201 to 267 (odd numbers) Field End Road the south-west side;
- (ii) the unnamed service road fronting Nos. 204 to 214 (even numbers) Field End Road the north-east side;
- (iii) the unnamed service road fronting Nos. 260 to 270 (even numbers) Field End Road the north-east side.

**Long Lane**

- (i) the unnamed service road fronting Nos. 370 to 400 (even numbers) Long Lane and Western Parade, Western Avenue the west and south-west side, between a point 10 feet south of a point opposite the party wall of Nos. 398 and 400 Long Lane and its southernmost extremity;
- (ii) the unnamed service road fronting Nos. 299 to 323 (odd numbers) Long Lane the east side, between a point 10 feet north of a point opposite the party wall of Nos. 317 and 319 Long Lane and its southernmost extremity.

(059)

**LONDON BOROUGH OF RICHMOND  
UPON THAMES****The Richmond upon Thames (Restriction of Waiting on Bus Stops) (No. ) Traffic Order 197**

Notice is hereby given that the Greater London Council propose to make 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.

The general effect of the Order would be to prohibit all vehicles from waiting during the times specified in the Schedule to this notice, on any area of carriageway lying within or adjacent to the length of road also specified in the Schedule to this notice and which area is bounded partly by a traffic sign consisting of a yellow broken line on the road and the words "Bus Stop" on the road and partly by the edge of the carriageway of that length of road on the same side of the road as that on which the traffic sign is placed.

The Order would not apply:

- (a) to a vehicle being used under the 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 would 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.

A copy of the proposed Order and of the Council's statements of reasons for proposing to make the Order can be inspected during normal office hours on Mondays to Fridays inclusive until 6th September 1976 in Room B.21, The County Hall, London, SE1 7PB.

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

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 19th July 1976.

*J. C. Swaffield*, Director-General and Clerk to the Council (6320).

NOTE. The Council have asked the Richmond upon Thames Borough Council 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 until 6th September 1976 in the Offices of the Director of Technical Services, Regal House (2nd Floor), London Road, Twickenham, Middlesex.

**SCHEDULE**

For the length of road specified in this Schedule the times during which the prohibition would apply are those between 7 a.m. and midnight throughout the week.

**Richmond Road**

the north-west side, between a point opposite the north-eastern wall of No. 69 Richmond Road and a point 19 metres south-west of that point. (056)

**CITY OF WESTMINSTER****The City of Westminster (Prescribed Route) (No. 6)  
Experimental Traffic Order 1976**

Notice is hereby given that the Greater London Council on 9th August 1976 made the above-mentioned Order under section 9 of the Road Traffic Regulation Act 1967, as amended by the Transport Act 1968, and the Road Traffic Act 1974.

The general effect of the Order will be to modify the provisions of the City of Westminster (Prescribed Routes) (No. 15) Traffic Order 1967, which requires vehicular traffic (except stage carriages, scheduled express carriages, school buses and works buses) proceeding in a north-westerly direction in the north-eastern arm of Bessborough Gardens to turn left into Bessborough Way, so that such requirement will no longer apply between midnight and 6 a.m. throughout the week.

The Order provides that in pursuance of section 9(5) of the Road Traffic Regulation Act 1967, the Council's Chief Engineer (Traffic) or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic, modify or suspend the Order or any provision thereof.

A copy of the Order, which will come into operation on 23rd August 1976 of the above-mentioned Order of 1967 and of the Council's statement of reasons for making the Order can be inspected during normal office hours on Mondays to Fridays inclusive until the expiration of a period of 12 months from that date in Room B.21, The County Hall, London, SE1 7PB.