

2 The effect of the Camden (Prescribed Routes) (No.) Traffic Order 197 would be:

- (a) to impose one-way working for vehicular traffic from south-east to north-west in Orde Hall Street between a point opposite the party wall of Nos. 26 and 28 Orde Hall Street and Great Ormond Street;
- (b) to compel the left turn by vehicular traffic from Orde Hall Street with Great Ormond Street.

Exemption would be provided in the Orders in respect of any thing done with the permission or at the direction of a police constable in uniform.

3 The general effect of the Camden (Waiting and Loading Restriction) (Amendment No.) Order 197 would be further to amend the Camden (Waiting and Loading Restriction) Order 1976 so that in the lengths of streets specified in the Schedule to this Notice the hours during which the existing prohibition applies:

- (a) on waiting by vehicles (otherwise than for the purpose of delivering or collecting goods or loading or unloading a vehicle) would be changed so that it would apply at any time;
- (b) on 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 changed so that it would apply between 11 a.m. and 6.30 p.m. throughout the week.

4 A copy of each of the proposed Orders, of the Camden (Waiting and Loading Restriction) Order 1976 (and of the Orders which have amended that Order) and of the Council's statement of reasons for proposing to make the Orders can be inspected during normal office hours on Mondays to Fridays inclusive until 9th May 1978 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 8906.

6 Any person desiring to object to either of the proposed Orders should send a statement in writing of his objection and the grounds thereof, to the Controller of Planning and Transportations, The County Hall, London SE1 7PB, quoting the reference PT/TD/C, not later than the date specified in paragraph 4 of this Notice.—Dated 3rd April 1978.

J. C. Swaffield, Director-general and clerk to the Council (The officer appointed for this purpose).
(99) (6033).

NOTE: The Council have asked the Camden 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 9th May 1978 in the The Town Hall, Euston Road, London NW1 2RU.

SCHEDULE

Dombey Street

the north-west side, between the south-western kerb-line of Lamb's Conduit Street and a point 18.29 metres south-west of that kerb-line.

Great Ormond Street

the south-east side, between a point 18.29 metres south-west of the south-western kerb-line of Lamb's Conduit Street and a point 18.29 metres north-east of the north-eastern kerb-line of Lamb's Conduit Street.

Lamb's Conduit Street

(a) the north-east side, between a point opposite the party wall of Nos. 30/32 and No. 34 Lamb's Conduit Street and the south-eastern kerb-line of Great Ormond Street;

(b) the south-west side, between the north-western kerb-line of Dombey Street and the south-eastern kerb-line of Great Ormond Street.

Rugby Street

between the north-eastern kerb-line of Lamb's Conduit Street and a point 18.29 metres north-east of that kerb-line.

GREATER LONDON COUNCIL LONDON BOROUGH OF LAMBETH

The Lambeth (Bus Lanes) (No. 2) Experimental Traffic Order 1978

Notice is hereby given that the Greater London Council on 12th April 1978 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.

2 The general effect of the Order will be:

- (A) (i) to prohibit all vehicles from entering or proceeding in any area of the carriageway (to be known as "a bus lane") lying within or adjacent to lengths of road specified in item 1 of Schedule 1 to this Notice and between the western kerb-line of that road and a longitudinal single white line (which will be broken by gaps opposite adjoining roads and at pedestrian crossings marked on the carriageway of the road between 7 a.m. and 10 a.m. on Monday to Fridays inclusive;
- (ii) to prohibit all vehicles from entering or proceeding in any area of the carriageway (to be known as "a bus lane") lying within or adjacent to the lengths of road specified in item 2 of Schedule 1 to this Notice and between the eastern kerb-line of that road and a longitudinal single white line which will be broken by gaps opposite adjoining roads and at pedestrian crossings marked on the carriageway of that road between 4 p.m. and 7 p.m. on Mondays to Fridays inclusive.

The prohibition referred to above will not apply to:

- (1) a stage carriage, a schedule express carriage, a school bus or a works bus;
- (2) a pedal cycle;
- (3) 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;
- (4) a vehicle being used for fire brigade, ambulance or police purposes if it is reasonably necessary for that vehicle to enter or proceed in a bus lane;
- (5) any vehicle being used in connection with the removal of any obstruction in a bus lane;
- (6) 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 conjunction with any building operation, demolition or excavation in or adjacent to a bus lane, provided that in all the circumstances it is reasonably necessary for the vehicle to enter that bus lane;
- (7) any vehicle which enters a 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;
- (8) any vehicle which enters or proceeds in a bus lane:
 - (i) from any road if that vehicle forthwith leaves that bus lane through the gap in the longitudinal single white line situated opposite and adjacent to the junction of that road with that bus lane or, if there is no such gap, at a point opposite; or
 - (ii) from any part of Kennington Road which does not comprise a bus lane through any gap in the longitudinal single white line if that vehicle forthwith enter the road which lies opposite that gap or, if there is no such gap, at a point opposite any road if that vehicle forthwith enters that road; or
 - (iii) from any vehicular accessway or carriage crossing over the footway adjoining a bus lane if that vehicle forthwith leaves that bus lane at a point opposite that vehicular accessway or carriage crossing; or
 - (iv) from any part of Kennington Road which does not comprise a bus lane at a point oppo-