

(iii) between a point 4 metres north-west of the common boundary of Nos. 9 and 11 Stapleford Avenue and a point 6 metres north-west of the common boundary of Nos. 19 and 21 Stapleford Avenue

(iv) between a point 6 metres north-west of the north-western boundary of No. 27 Stapleford Avenue and its junction with Homefield Avenue.

(b) the north-east side

(i) between a point 30 metres north-west of the north-western kerb-line of Eastern Avenue and a point 5 metres north-west of the common boundary of Nos. 12 and 14 Stapleford Avenue

(ii) between a point 1 metre north-west of the common boundary of Nos. 16 and 18 Stapleford Avenue and a point 12 metres north-west of the north-western boundary of No. 26 Stapleford Avenue

(iii) between its junction with Homefield Avenue and a point 16 metres south-east of that junction.

28. *Suffolk Road*

(a) the south-west and west side

(i) between a point 21.34 metres south-east of the south-eastern kerb-line of Eastern Avenue and a point 1 metre north-west of the common boundary of Nos. 59 and 61 Suffolk Road

(ii) between a point 4 metres south-east of the common boundary of Nos. 57 and 59 Suffolk Road and a point 4 metres south-east of the south-eastern boundary of No. 57 Suffolk Road

(iii) between a point 18 metres north of the northern kerb-line of Hertford Road and a point 5 metres north of the common boundary of Nos. 53 and 55 Suffolk Road

(iv) between a point 2 metres south of the common boundary of Nos. 51 and 53 Suffolk Road and the common boundary of Nos. 43 and 45 Suffolk Road

(v) between the common boundary of Nos. 39 and 41 Suffolk Road and a point 2 metres north of the common boundary of Nos. 17 and 19 Suffolk Road

(vi) between a point 2 metres north of the common boundary of Nos. 7 and 9 Suffolk Road and its junction with Aldborough Road South.

(b) the north-east and east sides

(i) between a point 4 metres north-west of the common boundary of Nos. 50 and 52 Suffolk Road and a point 9 metres south of the southern kerb-line of Chepstow Crescent

(ii) between a point 8 metres north of the northern boundary of No. 10 Suffolk Road and a point 23 metres south of the common boundary of Nos. 2 and 4 Suffolk Road

(iii) between its junction with Aldborough Road South and a point 26 metres north of that junction.

A copy of the Redbridge (Waiting and Loading Restriction) Order 1978, as amended, this Order, a map showing the restrictions and the Council's statement of reasons for making the Order may be inspected during normal office hours on Mondays to Fridays inclusive until 30th May 1988 in the Information Centre, Town Hall, High Road, Ilford, Essex.

Any person wishing to question the validity of the Order or of any provision contained therein on the grounds that it is not within the powers of the relevant sections of the Road Traffic Regulation Act 1984 or that any regulation has not been complied with in relation to the Order may, within 6 weeks of the date on which the Order was made, i.e. 11th November 1987, make application for the purpose to the High Court.

If the provisions of the Order, which will come into operation on 30th November 1987, continue in force for a period of not less than 6 months, the Council will consider in due course whether the provisions of the Order should be reproduced and continued in force indefinitely by means of an Order under section 6 of the said 1984 Act.

Any person wishing to object to the making of such an Order may, by 30th May 1988, send a statement in writing of his objection and the grounds thereof to the Director of Administration & Legal Services, Town Hall, High Road, Ilford, Essex quoting reference TT/R262/30.

G. R. Bassett, Director of Administration & Legal Services  
12th November 1987. (486)

LONDON BOROUGH OF REDBRIDGE

*Hainault Station Area—Experimental Waiting Restrictions*

*The Redbridge (Waiting & Loading Restriction) (No. 3) Experimental Traffic Order 1987*

Notice is hereby given that in exercise of the powers conferred by section 9 of the Road Traffic Regulation Act 1984, the London Borough of Redbridge on 11th November 1987 made the above Order, which will come into operation on 30th November 1987.

The general effect of the Order will be to introduce waiting restrictions between the hours of 11.30 a.m. and 12.30 p.m. on Mondays to Fridays inclusive:

1. *Andrew Close*

2. *Ascot Close*

(a) the south-west side, excluding that length of carriageway as extends from the south-western boundary of No. 1 Ascot Close and the common boundary of Nos. 35 and 37 Ascot Close.

(b) the north-east side, excluding that length of carriageway as extends from a point 3 metres north-west of the common boundary of Nos. 42 and 44 Ascot Close, north-westwards for a distance of 24 metres.

(c) the north-western extremity.

3. *Beech Grove*

(a) the south-west side;

(b) the north-east side

(i) between its junction with New North Road and a point 10 metres north-west of that junction.

(ii) between a point 8 metres south-east of the south boundary of No. 2 Beech Grove and the common boundary of nos. 4 and 6 Beech Grove.

(iii) between a point 4 metres north-west of the common boundary of Nos. 10 and 12 Beech Grove and a point 3 metres north-west of the common boundary of Nos. 12 and 14 Beech Grove.

(iv) between the common boundary of Nos. 14 and 16 Beech Grove and a point 1 metre north-west of the common boundary of Nos. 16 and 18 Beech Grove.

(v) between the common boundary of Nos. 20 and 22 Beech Grove and a point 1 metre north-west of the flank wall of No. 26 Beech Grove.

(vi) between the common boundary of Nos. 28 and 30 Beech Grove and a point 4 metres north-west of the common boundary of Nos. 38 and 40 Beech Grove.

(vii) between the common boundary of Nos. 42 and 44 Beech Grove and the common Boundary of Nos. 44 and 46 Beech Grove.

(viii) between the common boundary of Nos. 50 and 52 Beech Grove and its junction with Chestnut Grove.

4. *Chestnut Grove*

(a) the north-west side

(i) between its junction with Woodman Path and the common boundary of Nos. 15 and 17 Chestnut Grove.

(ii) between the common boundary of Nos. 27 and 29 Chestnut Grove and a point 1 metre south-west of the common boundary of Nos. 31 and 33 Chestnut Grove.

(iii) between the common boundary of Nos. 39 and 41 Chestnut Grove and its north-east extremity.

(b) the south-east side

(i) between an imaginary line drawn through the centre point of Woodman Path and a point 3 metres north-east of the rear common boundary of No. 51 Beech Grove and No. 99 Clinton Crescent.

(ii) between the south-western kerb-line of Beech Grove and a point 12 metres south-west of that kerb-line.

(iii) between the north-eastern kerb-line of Beech Grove and the south-western kerb-line of Cypress Grove.

(iv) between the north-eastern kerb-line of Cypress Grove and a point 25 metres south-west of the south-western kerb-line of Lime Grove.

(v) between the south-western kerb-line of Lime Grove and a point 12 metres south-west of that kerb-line.

(vi) between the north-eastern kerb-line of Lime Grove and a point 12 metres north-east of that kerb-line.

(vii) between a point 27 metres north-east of the north-eastern kerb-line of Lime Grove and its north-eastern extremity.

(c) the north-east extremity

5. *Clinton Crescent*

(a) the south-west arm.

(i) the south-west side between its junction with New North Road and a point 11 metres north-west of that junction.

(ii) the south-west side between a point 6 metres south-east of the southern boundary of No. 1 Clinton Crescent and a point 2 metres north-west of the common boundary of Nos. 7 and 9 Clinton Crescent.