

- (k) to prohibit all vehicles (except buses and pedal cycles) from entering that length of Bell Road which lies north of a point opposite the southern flank wall of "The Bell" public house;
- (l) to impose one-way working in a general northerly direction in that length of Bell Road between its junction with Bath Road, Hounslow and a point opposite the southern flank wall of "The Bell" public house;
- (m) to prohibit vehicles (except buses) proceeding in an easterly direction in Grove Road from turning right into Bell Road.

A copy of the Order, which will come into operation on 6th November 1994, and of a map which indicates the lengths of road to which the Order relates, 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 the Planning and Transport Reception Area at the Civic Centre, Lampton Road, Hounslow, Middlesex TW3 4DN.

Copies of the Order may be purchased from the Planning and Transport Department, London Borough of Hounslow, Civic Centre, Lampton Road, Hounslow, Middlesex TW3 4DN.

Any person desiring to question the validity of the Order, or any provision contained therein, on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985, or that any of the relevant requirements thereof or of any relevant regulation made thereunder, 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.

L. Addison, Director of Planning and Transport

SCHEDULE

1.	2.
Fairfields Road, between Inwood Road and Hanworth Road;	east to west
Inwood Road, between Hanworth Road and the northern kerb-line of Fairfields Road;	north to south
the carriageway on the south-east side of the triangular island site in Hanworth Road fronting numbers 118 to 146 Hanworth Road;	north-east to south-west
the carriageway on the south-east side of the triangular island site in Grove Road at its junction with the new link road;	north-east to south-west
the carriageway on the north-west side of the triangular island site in Grove Road at its junction with the new link road;	south-west to north-east
1st November 1994.	(523)

LONDON BOROUGH OF HOUNSLOW

The London Borough of Hounslow Proposed Pedestrian Facilities

Notice is hereby given that the Council of the London Borough of Hounslow in exercise of the powers contained in section 23 of the Road Traffic Regulation Act 1984 intends to provide:

- an uncontrolled zebra pedestrian crossing in Chiswick Lane North to the south of its junction with Wilton Avenue (outside No. 34 Chiswick Lane North);
- an uncontrolled zebra pedestrian crossing in Hounslow Road, Hanworth to the north-east of its junction with Saxon Avenue;
- a light-controlled pelican pedestrian crossing in Staines Road north-east of its junction with Martindale Road to replace the existing uncontrolled zebra pedestrian crossing;
- a light-controlled pelican pedestrian crossing in Bath Road, Hounslow north-west of its junction with Martindale Road to replace the existing uncontrolled zebra pedestrian crossing;
- a light-controlled pelican pedestrian crossing in Heathfield Terrace, London W.4, between its junction with Town Hall Avenue and Sutton Court Road to replace the existing uncontrolled zebra pedestrian crossing.

Overtaking parking and loading—unloading will be prohibited on the lengths of road covered by the regulatory zig-zag markings on both sides of the crossings.

Further details of the proposals, including plans showing the location of the proposed crossings may be inspected during normal office hours at the Planning and Transport Reception Area at the Civic Centre, Lampton Road, Hounslow TW3 4DN, until 18th November 1994.

L. Addison, Director of Planning and Transport
2nd November 1994. (522)

LONDON BOROUGH OF ISLINGTON

The London Borough of Islington City Road Red Route Experimental Traffic Order 1994

Notice is hereby given that the Islington Borough Council on direction from the Traffic Director for London and having consulted the Commissioner of Police in exercise of the powers conferred by section 9 of the Road Traffic Regulation Act 1984, on 31st October 1994, made the City Road Red Route Experimental Traffic Order 1994, which will come into operation on 11th November 1994.

This Order when made will supersede The City Road Red Route Experimental Traffic Order 1994, made on 15th February 1994.

New red lines and signs showing special restrictions to prevent stationary vehicles obstructing traffic or causing danger are being introduced. Double red lines alongside the kerb means no stopping at any time. A single red line alongside the kerb means no stopping during the working day.

The only exemptions from these red line restrictions are:

- Bus at stops and stands;
- Licensed taxis picking up or setting down passengers;
- Vehicles picking up or setting down a person with a disability;
- Vehicles stopping to avoid an accident or when legally required to stop; or
- Vehicles being used for emergency purposes.

In locations where stopping does not cause congestion or danger there will be road markings and signs indicating that vehicles are allowed to stop and giving the times, purposes and durations.

Where conditions permit the marked areas will be available for all vehicles to stop and wait for periods of 1 hour or for disabled persons vehicles. Where space is limited but commercial premises have to be serviced from the road, marked areas and signs will identify where loading and unloading are permitted for up to 20 minutes.

The roads involved in the Order are City Road and part of Old Street.

A copy of the Order, a plan which illustrates the restrictions and the Council's statement of reasons for making the Order may be inspected during normal working hours Mondays to Fridays inclusive for a period of 6 months from the date of this notice, at the Town Hall, Upper Street, London N.1.

The Order provides that in pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Chief Engineer or the Traffic Director for London or some person authorised on 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 or for preserving or improving the amenities of the area through which any road affected by the Order runs, modify or suspend the Order of any provision thereof.

Any person desiring to question the validity of the Order or any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, or that of any relevant requirements thereunder 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.

If the provisions of the Order continue in operation for a period of not less than 6 months, Islington Borough 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 Act of 1984. For the purpose of such reproduction and continuation in force, any person may, within the aforementioned period of 6 months, send a statement of their objection and the grounds thereof in writing, to the Legal Department, Town Hall, Upper Street, N1 2UD (Ref. LE/JP).

M. Rosenthal, Solicitor to the Council
3rd November 1994. (520)

LONDON BOROUGH OF NEWHAM

The Newham (Prescribed Route) (No. 8) Traffic Order 1994

Notice is hereby given that the Council of the London Borough of Newham, on 31st October 1994, made the above-mentioned Order under section 6 of the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985.

The notice of proposal to make the above-mentioned Order appeared in *The London Gazette* dated 30th June 1994, Issue No. 53719, under Ref. No. 798. The effect of the Order, which closes part of St. Antony's Road, E.7. to most vehicles, is as described in that notice.