

writing, stating the grounds thereof and should be received at the Council Offices within the first 6 months from the date on which the Order comes into operation.

Any challenge to the validity of the Order, on the basis that the statutory procedures have not been complied with, should be made at the High Court within 6 weeks of the Order being made.

The Order is intended to redesignate a number of bus stop clearways in London Road and Beulah Hill to operate between the hours of 7 a.m. and midnight throughout the week as part of the London south-west sector's bus priority network designed to reduce delays to bus journey times and encourage greater use of public services by passengers.

K. Ollier, Director of Public Services and Works  
19th March 1997. (487)

#### LONDON BOROUGH OF CROYDON

*The Croydon (Waiting and Loading Restriction) (Amendment No. ) Order 199*

*The Croydon (Central) (Parking Places) (No. 1) Order 1993 (Amendment No. ) Traffic Order 199*

*The Croydon (Goods Vehicles) (Free Parking Places) (No. 2) 1991 (Amendment No. ) Order 199*

*The Croydon (Prohibition of Stopping on Cab Ranks) (No. 1) Traffic Order 199 (Amendment No. ) Order 199*

*The Croydon (Restriction of Waiting on Bus Stops) (Amendment No. ) Order 199*

*The Croydon (Prescribed Routes) No. ) Traffic Order 199*

Notice is hereby given that the Council of the London Borough of Croydon propose to make the above-mentioned Orders under the powers of the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985.

The general effect of the Croydon (Waiting and Loading Restriction) (Amendment No. ) Order 199 would be to further amend the Croydon (Waiting and Loading Restriction) Order 1991 so that:

- (i) waiting and loading by vehicles would be prohibited at any time throughout the week in further lengths of High Street, Croydon between its junctions with North End and George Street and the party wall of Nos. 48-50 High Street, Croydon; Katharine Street between its junctions with High Street and St. George's Walk; Park Street between its junctions with St. George's Walk and High Street, Croydon; and in St. George's Walk;
- (ii) waiting and loading by vehicles would be prohibited between 7 a.m. and 7 p.m. throughout the week in further lengths of St. George's Walk and Park Street.

The general effect of the Croydon (Central) (Parking Places) (No. 1) Order 1993 (Amendment No. ) Traffic Order 199 would be to revoke the "pay and display" parking places in St. George's Walk and Park Street, between its junctions with St. George's Walk and High Street, Croydon.

The general effect of the Croydon (Goods Vehicles) (Free Parking Places) (No. 2) 1991 (Amendment No. ) Order 199 would be:

- (a) to relocate a loading bay in a length of Park Street between its junctions with St. George's Walk and High Street, Croydon and provide that the loading bay would be in operation between the hours of 7 a.m. and 7 p.m., Monday to Saturday;
- (b) to designate a new loading bay in a length of High Street, Croydon between its junctions with North End and Park Street and provide that the loading bay would be in operation at any time throughout the week;
- (c) to specify that the use of the aforesaid loading bays would be restricted to goods vehicles only for the purpose of loading or unloading goods or delivering or collecting goods from premises adjacent to the parking places.

The general effect of the Croydon (Prohibition of Stopping on Cab Ranks) (No. ) Traffic Order 199 (Amendment No. ) Order 199 would be to introduce cab ranks operating at any time throughout the week in lengths of Park Street between the junctions with St. George's Walk and High Street, Croydon.

The general effect of the Croydon (Restriction of Waiting on Bus Stops) (Amendment No. ) Order 199 will be:

- (i) to introduce bus stop clearways operating at any time throughout the week in lengths of Katharine Street, between the junctions with High Street, Croydon and St. George's Walk, High Street, Croydon and in Park Street, between its junctions with St. George's Walk and High Street, Croydon;
- (ii) to introduce a bus stop clearway operating between the hours of 7 a.m. and 7 p.m. throughout the week in St. George's Walk between its junctions with Katharine Street and Park Street.

The general effect of the Croydon (Prescribed Routes) (No. ) Traffic Order 199 would be to revoke and re-introduce the provisions of the Croydon (Prescribed Routes) (No. 7) Traffic Order 1995, in amended form so that:

- (a) one-way working will be introduced in High Street, Croydon, from north to south, between the junctions with George Street and Katharine Street and in St. George's Walk, from east to west, between the junctions with St. George's Walk and High Street, Croydon;
- (b) mandatory left turns will be introduced from St. George's Walk into Park Street and from St. George's Walk into High Street, Croydon;
- (c) the mandatory left turn from St. George's Walk into Park Street shall not apply to buses, taxis or pedal cycles.

Copies of the proposed Orders and of all related Orders, of the Council's statement of reasons for proposing to make the Orders and of a map which indicates the length of road to which the proposed Order relates, can be inspected, for a period of 21 days from the date of this notice, during normal office hours, on Mondays to Fridays inclusive, at the Enquiry Counter, "One Stop" Facility, Taberner House, Park Lane, Croydon, Surrey.

Further information may be obtained by telephoning the Public Services and Works Department, London Borough of Croydon on 0181-686 4433, extension 4907.

Persons desiring to object to the proposed Orders should send a statement in writing of their objection and the grounds thereof to the Order Making Section, Public Services and Works Department, Room 12-02, Taberner House, Park Lane, Croydon, quoting the reference TH/SJC/PS, within the aforementioned period of 21 days.

K. Ollier, Director of Public Services and Works  
19th March 1997. (488)

#### LONDON BOROUGH OF CROYDON

*The A232 Local Road (Croydon) Red Route (Side Roads) Experimental Traffic Order 1997*

Notice is hereby given that the Council of the Borough of Croydon, in pursuance of section 9 of the Road Traffic Regulation Act 1984, will implement a variation of the A232 Local Road Local Plan and, having consulted the Commissioner of Police for the Metropolis, the Experimental Traffic Order will be made on 18th March 1997, and come into force on 27th March 1997, which can remain in force for up to 18 months.

The general nature and effect of this Order will be to provide a variation to the A232 Local Road (Croydon) Red Route (Side Roads) Experimental Order 1995, which came into force on 22nd October 1995, which is hereby revoked.

The variation to the Local Plan will include:

- provision of stopping boxes as considered appropriate to local needs, including parking, loading and orange badge holder boxes;
- double red line controls prohibiting stopping at any time at locations where stationary vehicles cause danger or congestion;
- single red line controls prohibiting stopping at any time during the working day at locations where stationary vehicles cause danger or congestion during busy day time periods;
- strengthening the controls in the side roads adjacent to Addiscombe Road. The affected roads are Upfield, Mapledale Avenue, Northampton Road and Whitehorn Gardens.

While the Order is in force the Director of Public Services and Works, or some person authorised by him, may modify or suspend the Order, or any provisions therein, if it appears essential to do so for certain purposes and he has obtained the consent of the Traffic Director for London.

In due course the Council of the London Borough of Croydon, with the consent of the Traffic Director for London, will be considering whether the provisions of the Order should be continued in force indefinitely. Within the period of 6 months from the coming into force of the Order, or if the Order is subsequently varied by another Order under section 9 or modified pursuant to section 10(2) of the Road Traffic Regulation Act 1984, from coming into force of that variation or modification (whichever is the latest), any person