

the grounds thereof to the Chief Legal Officer, Town Hall, High Road, Ilford IG1 1DD, by no later than 6th April 2000.

D. Holmes, Chief Legal Officer and Solicitor to the Council
Town Hall, High Road, Ilford, Essex IG1 1DD.

16th March 2000. (252)

London Borough of Redbridge

THE REDBRIDGE (WAITING AND LOADING RESTRICTION) (AMENDMENT NO. 4) ORDER 2000

THACKERAY DRIVE

Notice is hereby given that the Council of the London Borough of Redbridge, after consultation with the Commissioner of Police of the Metropolis, made the above-mentioned Order on 13th March 2000, in exercise of the powers conferred by sections 6, 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

2. The general effect of the Order will be to amend the Redbridge (Waiting and Loading Restriction) Order 1993 on a permanent basis by extending the length of the existing waiting restriction in Thackeray Drive at its junction with Barley Lane in order to improve sight lines and deter obstructive parking close to the junction.

3. Copies of the Order which will come into operation on 27th March 2000, of the Orders mentioned in paragraph 2 above, together with a plan of the area and the Council's statement of reasons for making the Order may be inspected between 9 a.m. and 4.30 p.m. Mondays to Fridays at the Information Centre, Lynton House, 255-259 High Road, Ilford, Essex until 13th June 2000.

4. Any person wishing to question the validity of the Order or of any provisions contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder have 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.

D. Holmes, Chief Legal Officer and Solicitor to the Council
Town Hall, High Road, Ilford, Essex IG1 1DD

16th March 2000. (251)

London Borough of Redbridge

VARIOUS ROADS

TRAFFIC MANAGEMENT ORDERS—SCHEMES TO ASSIST CYCLISTS

Notice is hereby given that the Council of the London Borough of Redbridge, after consultation with the Commissioner of Police of the Metropolis, made the above-mentioned Orders on 13th March 2000, in exercise of the powers conferred by section 9 of the Road Traffic Regulation Act 1984.

The general effect of the Orders will be to introduce the following:

- (i) The Redbridge (Parking Places) (No. 2) Order 2000, to re-site an existing parking meter bay in Coventry Road, in order to promote the free movement of traffic in the area; and
- (ii) The Redbridge (Prescribed Routes) (No. 4) Order 2000 and Redbridge (Prescribed Routes) (No. 5) Order 2000 which permit cyclists to proceed in both directions in Coventry Road; and
- (iii) The Redbridge (Prescribed Routes) (No. 3) Order 2000 to permit cyclists to turn right from Havelock Street at its junction with Hainault Street; and
- (iv) The Redbridge (Prescribed Routes) (No. 2) Order 2000 to permit cyclists to proceed through the existing point no entry in Thorold Road in a north-easterly direction, at its junction with Myrtle Road.

The schemes are being introduced to encourage cycling and improve accessibility for cyclists, reflecting the promotion of sustainable transport within the Borough in terms of energy conservation, air pollution, health and personal choices.

Copies of the Orders, which come into operation on 27th March 2000, together with a plan of the area and the Council's statement of reasons for making the Orders may be inspected between 9 a.m. and 4.30 p.m. on Mondays to Fridays at the Information Centre, Lynton House, 255-259 High Road, Ilford, Essex until 27th September 2000.

Any person wishing to question the validity of the Orders or of any provisions contained therein on the grounds that they are not within the relevant powers of the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the Orders may, within 6 weeks of the date on which the Orders were made, make application for the purpose to the High Court.

If the provisions of the Experimental Orders continue in operation for a period of not less than 6 months, the Council will consider in due course whether the provisions of the Orders should be reproduced and continued in force indefinitely by means of Orders under sections 6, 124 and Part IV of Schedule 9 of the said Act of 1984. Persons wishing to object to the making of the Orders under sections 6, 124 and Part IV of Schedule 9 of the said Act for the purpose of such reproduction and continuation in force may, within the aforementioned period of 6 months, send a statement in writing of their objection or representation and the grounds thereof to the Chief Legal Officer, Town Hall, High Road, Ilford IG1 1DD, quoting reference ALH/R262/289.

D. Holmes, Chief Legal Officer and Solicitor to the Council
Town Hall, High Road, Ilford, Essex IG1 1DD

16th March 2000. (250)

London Borough of Sutton

THE SUTTON (WAITING AND LOADING RESTRICTION) (NO.) (AMENDMENT NO.) ORDER 200 [REFERENCE: WL 245]

THE SUTTON (BUS STOPS) (BUS STOP CLEARWAY) (NO.) (AMENDMENT NO.) ORDER 200 [REFERENCE: BS 250]

PROPOSED SUTTON HOSPITAL AREA PARKING CONTROLS

Notice is hereby given that the Council of the London Borough of Sutton proposes to make the above-mentioned Orders under sections 6, 7(1) and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985 and the Road Traffic Act 1991.

The principal objectives of the Orders are to:

- (a) introduce 24 hour waiting and loading restrictions at junctions and other key locations in the area around Sutton and The Royal Marsden Hospitals to reduce dangerous and obstructive parking and improve sight lines for drivers;
- (b) introduce daytime and "one-hour" restrictions at various locations in the above-named area to regulate existing on-street parking demand, thereby improving local conditions for residents and to improve road safety in the area; and
- (c) introduce 24 hour bus stop clearways in Cotswold Road to ensure that buses are able to gain full access to the bus stops.

The general effect of The Sutton (Waiting and Loading Restriction) (No.) (Amendment No.) Order 200 will be to:

- (a) introduce waiting restrictions "no waiting at any time" and loading restrictions "no loading at any time" for the lengths of road specified in Schedule 1 to this notice;
- (b) introduce waiting restrictions "between 8 a.m. and 6.30 p.m. on Mondays to Fridays inclusive" for the lengths of road specified in Schedule 2 to this notice; and
- (c) introduce waiting restrictions "between 10 a.m. and 11 a.m. and between 2 p.m. and 3 p.m. on Mondays to Fridays inclusive" for the lengths of road specified in Schedule 3 to this notice.

The general effect of The Sutton (Bus Stops) (Bus Stop Clearway) (No.) (Amendment No.) Order 200 will be to introduce bus stop clearways "at any time" for the lengths of road specified in Schedule 4 to this notice.

Full details of the proposals are contained in the following documents:

- (a) the draft Orders;
 - (b) the Council's statement of reasons for making the Orders; and
 - (c) plans showing the locations and effects of the proposals.
- These may be examined at: Civic Offices, St. Nicholas Way, Sutton—9 a.m. to 5 p.m., Monday to Friday; and Environment and Leisure, 24 Denmark Road, Carshalton—9 a.m. to 5 p.m., Monday to Friday. Further information may be obtained by telephoning the Traffic Section on 0208 770 6461/2.

If you wish to object to the proposed Orders you should send a statement in writing, including the grounds for your objection and quoting the relevant reference number to Traffic Section, Environment and Leisure at the following address by Friday, 7th April 2000.

B. Madge, Strategic Director of Environment and Leisure
24 Denmark Road, Carshalton, Surrey SM5 2JG.

SCHEDULE 1

(Introduce waiting restrictions—"no waiting at any time" and loading restrictions "no loading at any time")

Banstead Road South: from the north-eastern kerb-line of Downs Road north-eastwards for a distance of 13 metres.

Baron Close: from the western kerb-line of Cotswold Road westwards for a distance of 10 metres.

Bassett Close: from the northern kerb-line of Chiltern Road northwards for a distance of 15 metres.