

(e) the south-west side, from a point opposite the common boundary of Nos. 77-78 and 79-80 Oldfields Circus extending south-eastward for a distance of 44 metres.

9th May 2000.

(512)

London Borough of Ealing

THE EALING (WAITING AND LOADING RESTRICTION) (SPECIAL PARKING AREA) (AMENDMENT NO. 77) ORDER 2000

THE EALING (FREE LOADING PLACES) (AMENDMENT NO. 4) ORDER 2000

THE EALING (BUS STOP CLEARWAY) (AMENDMENT NO. 3) TRAFFIC ORDER 2000

THE EALING (FREE PARKING PLACES) (NO. 2) (AMENDMENT NO. 11) ORDER 2000

Notice is hereby given that the Council of the London Borough of Ealing, hereinafter called the Council, on 15th May 2000, made the above-mentioned Orders under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

The general effect of the Waiting and Loading Restriction Order will be to further amend the Ealing (Waiting and Loading Restriction) (Special Parking Area) (No. 1) Order 1994 so as to:

- (a) impose waiting restrictions, operative at any time, on the lengths of streets specified in Schedule 1 Part A to this notice;
- (b) impose waiting restrictions, operative between 9 a.m. and 6 p.m. on Mondays to Fridays inclusive, on the length of street specified in Schedule 1 Part B to this notice.

Details of exemptions for certain vehicles and persons are contained in the original Order of 1994.

The effect of the Free Loading Places Order, will be to designate a loading place on the length of Acton Lane W.4, specified in Schedule 2 to this notice where, between 8 a.m. and 10 a.m. and between 4 p.m. and 6 p.m. on Mondays to Fridays inclusive, vehicles will be permitted to load and unload without time limit.

The effect of the Bus Stop Clearway Order will be to designate bus stop clearways, operative at any time, on the lengths of street specified in Schedule 3 to this notice.

The effect of the free parking places Order will be to provide parking places, operative between 9 a.m. and 6 p.m. on Mondays to Fridays inclusive, where vehicles may wait, free of charge, for a maximum period of 30 minutes and where return to that same parking place will be prohibited for 1 hour, on the lengths of streets specified in Schedule 4 to this notice.

Copies of the Orders, which will come into operation on 26th May 2000, of the Orders being amended, of the Council's statement of reasons for making the Orders and plans showing the locations and effects of the Orders may be inspected during a period of 6 weeks from the date on which the Orders were made, during normal office hours on Mondays to Fridays inclusive, at Parkman Consultancy, Transportation Section, 24 Uxbridge Road, Ealing W5 2BP. Copies of the Orders may be purchased at this address.

Any person desiring to question the validity of the Orders or of any provision 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 has not been complied with in relation to the Orders may, within 6 weeks of the making of the Orders, make application for the purpose to the High Court.

J. Birch, Director of Environment Group

SCHEDULE 1

Part A

Acton Lane W.4:

- (a) the east and south-east sides, between the boundary of the London Borough of Hounslow and its junction with Hardwicke Road;
- (b) the west and north-west sides:
 - (i) between the boundary of the London Borough of Hounslow and its junction with Bollo Lane;
 - (ii) between its junction with Bollo Lane and a point 41 metres south-west of a point opposite the southern flank wall of No. 12 Acton Lane;
 - (iii) between a point 11 metres south-west of a point opposite the southern flank wall of No. 12 Acton Lane and the southern kerb-line of Fairlawn Avenue.

Bollo Lane W.4:

- (a) the north-east side, between its junction with Acton Lane and a point 24 metres south-east of a point opposite the south-eastern kerb-line of Colonial Drive;

- (b) the south-west side, between its junction with Acton Lane and a point 30 metres south-east of the south-eastern kerb-line of Colonial Drive.

Fairlawn Avenue W.4, the south side, between the north-western kerb-line of Acton Lane and a point 4.9 metres east of the eastern flank wall of No. 1 Fairlawn Avenue.

Part B

Acton Lane W.4, the north-west side, between a point 41 metres south-west of a point opposite the southern flank wall of No. 12 Acton Lane and a point 11 metres south-west of that wall.

SCHEDULE 2

Acton Lane W.4, the north-west side, from a point 41 metres south-west of a point opposite the southern flank wall of No. 12 Acton Lane extending north-eastward for a distance of 9.5 metres.

SCHEDULE 3

Bollo Lane W.4:

- (a) the south-west side, from a point 36 metres north-west of its junction with Acton Lane extending north-westward for a distance of 19 metres;
- (b) the north-east side, from a point 42.5 metres south-east of a point opposite the south-eastern kerb-line of Colonial Drive extending south-eastward for a distance of 19 metres.

SCHEDULE 4

Acton Lane W.4, the north-west side, from a point 11 metres south-west of a point opposite No. 12 Acton Lane extending south-westward for a distance of 21 metres.

Bollo Lane W.4, the south-west side, from a point 7.4 metres south-east of the southern kerb-line of Colonial Drive extending south-eastward for a distance of 21 metres.

19th May 2000.

(513)

Royal Borough of Kensington and Chelsea

ARGYLL ROAD AND CAMPDEN HILL ROAD

THE KENSINGTON AND CHELSEA (PARKING PLACES) (HIGH TARIFF) (PAY AND DISPLAY) (AMENDMENT NO. 7) ORDER 2000

THE KENSINGTON AND CHELSEA (PRESCRIBED ROUTES) (NO.) ORDER 2000

THE KENSINGTON AND CHELSEA (BUS STAND ORDER) 2000

Notice is hereby given that the Council of the Royal Borough of Kensington and Chelsea propose to make the above Orders, the general effect of which is as follows:

As part of an overall scheme to improve traffic conditions, both for vehicles and pedestrians in the area, a number of measures are proposed. These are:

- the provision of one-way working southbound in Argyll Road between Phillimore Walk and Kensington High Street;
- the removal of 6 visitor parking bays on the west side of Argyll Road between Phillimore Walk and Kensington High Street in order to introduce a bus stand;
- the provision of 4 visitor parking spaces on the east side of Campden Hill Road between Phillimore Walk and Kensington High Street and the removal of an existing bus stand.

Copies of the proposed Orders and of all other relevant documents (including maps illustrating the proposals) can be inspected during normal office hours on Mondays to Fridays inclusive until the expiration of a period of 21 days from the date on which this notice is published in:

The Traffic Section, Room 317, The Town Hall, Hornton Street, London W8 7NX.

Further information may be obtained by telephoning the Directorate of Transportation and Highways on 020 7361 2519.

Persons desiring to object to the proposed Orders should send a statement of objection and the grounds thereof, to the Directorate of Transportation and Highways, The Town Hall, Hornton Street, London W8 7NX, quoting Ref. NR/AR within the aforementioned period of 21 days.

C. Wilson, Director of Transportation and Highways

19th May 2000.

(495)