

the east side, outside No. 133 Byron Road, with a length of 5.50 metres

Oxford road

the north-west side, outside No. 57 Oxford Road, with a length of 5.50 metres (2526350)

HIGHWAYS ENGLAND COMPANY LIMITED

ROAD TRAFFIC REGULATION ACT 1984

THE A5 TRUNK ROAD (WOOD LANE, NEAR HIGHAM ON THE HILL) (PROHIBITION OF RIGHT TURNS) ORDER 20XX

Highways England Company Limited hereby gives notice that it intends to make an Order under sections 1(1), 2(1) and (2) of the Road Traffic Regulation Act 1984 on the A5 Trunk Road in the County of Warwickshire.

The effect of the Order would be to prohibit vehicles from making a right turn—

- a) from the northbound carriageway of the A5 into Wood Lane, and
- b) from Wood Lane into the northbound carriageway of the A5.

A COPY of the draft Order, a plan illustrating the proposals and a statement explaining why Highways England Company Limited proposes to make the Order may be inspected during office hours at Hinckley & Bosworth Borough Council, Hinckley Hub, Rugby Road, Hinckley, Leicestershire, LE10 0FR; Nuneaton Library, Church Street, Nuneaton, CV11 4DR or may be seen at, or obtained by application to, Highways England Company Limited, The Cube, 199 Wharfedale Street, Birmingham, B1 1RN.

Any person wishing to object to the proposed Order should send a written statement of their objection and the grounds thereof to Karen Eustace at Highways England Company Limited at the address given above. The objection should be received no later than 12 May 2016.

When submitting an objection it should be borne in mind that the substance of any objection may be communicated to other people who may be affected by it.

For further information contact Karen Eustace on 0300 470 2978.

Karen Eustace, an Officer in Highways England Company Limited
Highways England Company Limited (Company no. 9346363)
Registered Office: Bridge House, Walnut Tree Close, Guildford, Surrey, GU1 4LZ. (2526341)

LONDON BOROUGH OF MERTON

REDISCOVER MITCHAM

TOWN CENTRE REGENERATION SCHEME

THE MERTON (20 M.P.H. SPEED LIMIT) (NO. *) TRAFFIC ORDER 201*

THE MERTON (BUS PRIORITY) (NO. *) TRAFFIC ORDER 201*

THE MERTON (PRESCRIBED ROUTE) (NO. *) ORDER 201

THE MERTON (PARKING PLACES) (MITCHAM) ORDER 201*

THE MERTON (FREE PARKING PLACES) (NO. *) ORDER 201*

THE MERTON (LOADING BAY) (NO. *) ORDER 201*

THE MERTON (WAITING AND LOADING RESTRICTION)

(AMENDMENT NO. *) ORDER 201*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Merton propose to make the above-mentioned Orders under sections 6, 45, 46, 49, 84 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

2. The general effect of the "20 M.P.H. Speed Limit" Order would be to impose a speed limit of 20 miles per hour in the lengths of roads specified in Schedule 1 to this notice.

3. The general effect of the "Bus Priority" Order would be to:

- (a) revoke the bus lanes in Holborn Way and Raleigh Gardens which would be replaced in part by mandatory "at any time" cycle lanes;
 - (b) shorten the bus lane in:
 - (i) London Road, the north-west side, so that it begins 28 metres south-west of Chatsworth Place and terminates 10 metres south of Langdale Avenue;
 - (ii) Upper Green East, the south-west side so that it terminates opposite the south-eastern boundary of No. 45 Upper Green East;
 - (c) prohibit taxis and motorcycles from the bus lane specified in subparagraph 3(b)(i) above;
 - (d) introduce "at any time" bus-only routes in London Road and St Mark's Road at the locations specified in Schedule 2 to this notice (pedal cycles will also be permitted);
 - (e) consolidate the existing bus lanes Orders, with solo motorcycles permitted in bus lanes in the roads listed in Schedule 3 to this Order.
4. The general effect of the "Prescribed Route" Order would be to:—

(a) open London Road to vehicular traffic (to be restricted to buses and pedal cycles by the "Bus Priority" Order), between its junction with St Mark's Road and its junction with the south-west arm of Upper Green West;

(b) reverse the flow of traffic in Upper Green West (the north arm) and Upper Green East (the north-east arm) so that all vehicles except cycles must proceed in the direction specified in column 2 of Schedule 4 to this notice in relation to those roads;

(c) permit cyclists to proceed directly from Upper Green West (the north arm) onto Upper Green West (the south-west arm) without dismounting;

(d) pedestrianise the bus-only route in Raleigh Gardens slip road adjacent the western wall of Durham House;

(e) revoke prescribed routes relating to the redundant island sites at the junction of Western Road with Holborn Way, Raleigh Gardens and Upper Green West (the south-west arm);

(f) introduce a contraflow lane for buses and pedal cycles in London Road, the westernmost lane, between its junction with Raleigh Gardens and its junction with Upper Green West, the south-west arm;

(g) introduce a contraflow lane for pedal cycles in Upper Green West, the south-west arm, the south-west side, from the north-western kerb-line of London Road north-westward for 14 metres (as part of a longer cycle route which includes the footway on the south-west side of Upper Green West, the south-west arm);

(h) prohibit vehicles, except pedal cycles, proceeding in London Road, from turning right or left into Upper Green West, the north arm;

(i) maintain the no-entry to all vehicles into Raleigh Gardens from Western Road or Upper Green West;

(j) prohibit vehicles, except buses and pedal cycles in the bus-only route, from turning left from St Mark's Road into London Road;

(k) prohibit vehicles, except pedal cycles, proceeding in Upper Green West, the north arm, from turning left or right into London Road,

(l) prohibit vehicles, except buses and pedal cycles, proceeding in Upper Green East, the south arm, from turning right into London Road;

(m) prohibit vehicles, except buses and pedal cycles, proceeding in Upper Green West, the south-west arm, from turning left in London Road;

(n) prohibit buses proceeding northward in London Road from turning left into Holborn Way.

5. The general effect of the "Parking Places" Order would be to designate parking places that would operate between 7.00 a.m. and 7.00 p.m. Mondays to Saturdays in the lengths of the streets specified in Schedule 5 to this Notice and specify that:

(a) each parking place may be used, subject to the provisions of the Order, for the leaving during the permitted hours of such vehicles as are passenger vehicles, goods carrying vehicles, or invalid carriages displaying a valid parking ticket or for which payment has been made using the "pay by phone" system. Motor cycles park free;

(b) the maximum parking period for which a vehicle, displaying a valid parking ticket may be left during the permitted hours in the parking places specified in Schedule 5 to this Notice would be 2 hours;

(c) the interval before a vehicle may again be left in a parking place after the expiration of the period for which a parking charge was incurred would be 1 hour;

(d) the charge for short term parking in the parking places specified in Schedules 2 to this Notice would be 1.20 per hour, pro rata for part of an hour with a minimum payment of 40 pence for pay and display ticket and a 20p convenience fee for payment by phone; first 20 minutes would be free.

6. The general effect of the "Free Parking Places" Order would be to designate a parking place on the footway that would operate between 7.00 a.m. and 7.00 p.m. Mondays to Saturdays in Upper Green East, the south arm, the north side, from a point 3 metres south-east of its junction with Regal Court (Nos. 1-10), south-eastward for a distance of 20 metres and specify that:

(a) the parking place may be used, subject to the provisions of the Order, for the leaving during the permitted hours of such vehicles as are passenger vehicles, goods carrying vehicles, invalid carriages or motor cycles;

(b) the maximum parking period for which a vehicle may be left during the permitted hours in the parking place would be 20 minutes;

(c) the interval before a vehicle may again be left in a parking place after the expiration of the period it was there for would be 1 hour;

(d) there would be no charge for parking in the parking place.