

(b) the south-west side, from a point opposite the party wall of Nos. 1349 and 1351 London Road, Norbury, north-westward for a distance of 23 metres. (213)

GREATER LONDON COUNCIL

LONDON BOROUGH OF CROYDON

The Croydon (Restricted Roads) (No.) Traffic Order 1977

Notice is hereby given that the Greater London Council propose, subject to the consent of the Secretary of State for Transport, to make the above-mentioned Order under sections 72 and 73 of the Road Traffic Regulation Act 1967, as amended by the Transport Act 1968, the practical effect of which would be that the roads specified in the Schedule to this notice would remain subject to a maximum speed limit of 30 m.p.h.

2. A copy of the proposed Order and of the Council's statement of reasons for proposing to make the Order can be inspected during normal office hours on Mondays to Fridays inclusive until 29th April 1977 in Room B21, The County Hall, London, SE1 7PB.

3. Further information may be obtained by telephoning the Department of Planning and Transportation, telephone number 01-633 7388.

4. Any person desiring to object to the proposed Order should send a statement in writing of his objection and the grounds thereof to the Director of Planning and Transportation, The County Hall, London, SE1 7PB, quoting the reference PT/TD/LS, not later than the date specified in paragraph 2 of this notice.

Dated 29th March 1977.

J. C. Swaffield, Director-General and Clerk to the Council. (7185).

NOTE. The Council have asked the Croydon Borough Council to make the documents referred to in paragraph 2 above available for inspection, and understand that they will be so available during normal office hours on Mondays to Fridays inclusive until 29th April 1977 in The Department of Development, Taberner House, Park Lane, Croydon, CR9 1JT.

SCHEDULE

Old Town (an approximate distance of 1,475 feet)

Roman Way (an approximate distance of 1,640 feet).

The slip roads linking Roman Way with the east to west arm of Reeves Corner

(i) the northern slip road (an approximate distance of 65 feet)

(ii) the southern slip road (an approximate distance of 65 feet)

The slip roads linking Roman Way with Rectory Grove

(i) the northern slip road (an approximate distance of 65 feet)

(ii) the southern slip road (an approximate distance of 65 feet). (216)

GREATER LONDON COUNCIL

LONDON BOROUGH OF REDBRIDGE

The Redbridge (Bus Lane) (No. 1) Traffic Order 1977 *The Redbridge (Waiting and Loading Restriction)* *(Amendment No. 22) Order, 1977.*

Notice is hereby given that the Greater London Council on 25th March 1977, made the above-mentioned Orders under sections 6 and 84D of the Road Traffic Regulation Act 1967, as amended by the Transport Act 1968, and the Road Traffic Act 1974, so as to continue in force indefinitely the provisions of the Redbridge (Bus Lane) (No. 1) Experimental Traffic Order 1975.

2. The general effect of the Redbridge (Bus Lane) (No. 1) Traffic Order 1977, will be to prohibit all vehicles from entering or proceeding in the area of the carriageway (to be known as "the buslane") lying within or adjacent to the length of Cranbrook Road specified in Schedule 1 to this notice and between the south-eastern kerb-line of that road and a single white line (which will be broken by a gap opposite Headley Approach) marked on the carriageway of that road during the period between 7 a.m. and 10 a.m. on Mondays to Fridays inclusive.

The prohibition will not apply to:

(a) a stage carriage, a scheduled express carriage, a works bus or a school bus;

(b) a cab licensed under section 6 of the Metropolitan Public Carriage Act 1869, section 37 of the Town Police Clauses Act 1847, or any similar local enactment;

(c) a pedal cycle;

(d) a vehicle being used for fire brigade, ambulance or police purposes if it is reasonably necessary for that vehicle to enter or proceed in the bus lane;

(e) any vehicle being used in connection with the removal of any obstruction in the bus lane;

(f) a vehicle being used for purposes in connection with the statutory powers or duties of a local authority or the supply of gas, water or electricity or in connection with any building operation, demolition or excavation in or adjacent to the bus lane, provided that in all the circumstances it is reasonably necessary for the vehicle to enter the bus lane;

(g) any vehicle which enters the bus lane for the sole purpose of waiting for a period not exceeding two minutes to enable a person suffering from any disability or injury (including blindness) which seriously impairs his ability to walk to board or alight from that vehicle;

(h) any vehicle which enters or proceeds in the bus lane:
(i) from Headley Approach if that vehicle forthwith leaves the bus lane through the gap in the single white line situated opposite and adjacent to the junction of that road with the bus lane; or

(ii) from any part of Cranbrook Road which does not comprise the bus lane through the gap in the single white line if that vehicle forthwith enters Headley Approach; or

(iii) from any vehicular accessway or carriage crossing over the footway adjoining the bus lane if that vehicle forthwith leaves the bus lane at a point opposite that vehicular accessway or carriage crossing; or

(iv) from any part of Cranbrook Road which does not comprise the bus lane at a point opposite any vehicular accessway or carriage crossing over the footway adjoining the bus lane if that vehicle forthwith enters that vehicular accessway or carriage crossing;

(i) any vehicle if the driver thereof is obliged to enter or proceed in the bus lane in order to avoid an accident and forthwith causes that vehicle to leave the bus lane;

(j) any vehicle if the driver thereof is required by law to stop and as soon as reasonably practicable thereafter causes that vehicle to leave the bus lane;

(k) anything done with the permission or at the direction of a police constable in uniform.

3. The general effect of the Redbridge (Waiting and Loading Restriction) (Amendment No. 22) Order 1977, will be further to amend the Redbridge (Waiting and Loading Restriction) Order 1972, so that

(a) the hours during which the existing prohibition applies
(i) on waiting by vehicles (otherwise than for the purpose of delivering or collecting goods or loading or unloading a vehicle) in the length of road specified in Schedule 2 to this notice will be changed so that such prohibition will apply between 7 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive;

(ii) on waiting by vehicles for the purpose of delivering or collecting goods or loading or unloading a vehicle in the length of road specified in Schedule 3 to this notice will be changed so that such prohibition will apply between 7 a.m. and 10 a.m. and between 4.30 p.m. and 6.30 p.m. on Mondays to Fridays inclusive;

(b) waiting by vehicles for the purpose of delivering or collecting goods or loading or unloading a vehicle will be prohibited between 7 a.m. and 10 a.m. and between 4.30 p.m. and 6.30 p.m. on Mondays to Fridays inclusive in the length of road specified in Schedule 4 to this notice.

4. The prohibition referred to in paragraph 3 (b) above will not apply in respect of anything done with the permission or at the direction of a police constable in uniform or in certain circumstances, e.g., the picking up or setting down of passengers; the carrying out of statutory powers or duties; the taking in of petrol, etc., from roadside petrol stations; to licensed street traders, etc.

5. A copy of each of the Orders, which will come into operation on 20th April 1977, of the Redbridge (Waiting and Loading Restriction) Order 1972 (and of the Orders which have previously amended that Order) can be inspected