

Lordship Lane, south-west side, from a point opposite the party wall of Nos. 280-282 south-eastward for a distance of 6 metres.

Lowth Road, south-west side, from a point 9 metres south-east of a point opposite the north-western flank wall of Nottingham House south-eastward for a distance of 6 metres.

Melford Road, south side, from a point opposite the party wall of Nos. 55-56 eastward for a distance of 6 metres.

Melford Road, north-east side, from a point opposite the party wall of Nos. 27-27A north-westward for a distance of 6 metres.

Oswin Street, west side, from a point opposite the party wall of Nos. 27-29 southward for a distance of 6 metres.

Pickwick Road, north-east side, from a point opposite the party wall of Nos. 26-28 south-eastward for a distance of 6 metres.

Porlock Street, south side, from a point 12 metres west of the western kerb-line of Kipling Street westward for a distance of 6 metres.

Rotherhithe Street, south-east side, from a point 33 metres south-west of the south-western kerb-line of the link road that joins Salter Road and Rotherhithe Street south-westward for a distance of 6 metres.

Seares Road, north-east side, from a point opposite the party wall of Nos. 32-33 south-eastward for a distance of 6 metres.

Smyrks Road, north-west side, from a point 6 metres south-west of the party wall of Nos. 88-90 south-westward for a distance of 6 metres.

Stradella Road, south-west side, from a point opposite the party wall of Nos. 29-31 north-westward for a distance of 6 metres.

Tabard Street, south-west side, from a point opposite the north-western kerb-line of Potier Street north-westward for distance of 6 metres.

Thrale Street, south-west side, from a point 5.5 metres south-east of the party wall of Nos. 56-57 south-eastward for a distance of 5.5 metres.

Upland Road, south-east side, from a point opposite the party wall of Nos. 221-223 south-westward for a distance of 6 metres.

12th February 1993. (800)

LONDON BOROUGH OF SOUTHWARK

The London Borough of Southwark (Cycle Lanes) (No. 1) Traffic Order 1993

Notice is hereby given that, the London Borough of Southwark on 12th February 1993, made the above-mentioned Order under section 6 of the Road Traffic Regulation Act 1984 as amended by the Local Government Act 1985 and sections 65(1) and 66(4) of the Highways Act 1980. The proposals were first published in *The London Gazette* on 15th January 1993, issue number 53176.

The effect of the Order will be:

- to create cycle lanes in the lengths of streets specified in the Schedule 1 to the above Order;
- to create a cycle track on existing footway which would be adequately signed to ensure pedestrian safety as specified in Schedule 2 to the above Order;
- to prohibit all vehicles (except pedal cycles) from entering or proceeding or waiting at all times in the cycle lane and cycle track created;
- the prohibitions referred to in paragraph (c) would not apply to certain specified vehicles, full details of which are contained in the above-mentioned Order.

Any person desiring to question the validity of the Order, 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 regulations made thereunder has 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.

P. Jones, Director of Environmental Services (Officer appointed for this purpose)
12th February 1993. (803)

LONDON BOROUGH OF SOUTHWARK

The London Borough of Southwark (Prescribed Routes) (No. 2) Traffic Order 1993

Notice is hereby given that the London Borough of Southwark on 12th February 1993 made the above-mentioned Order under sections 6 and 124 of the Road Traffic Regulation Act 1984 as amended by the Local Government Act 1985, the proposals of which

were first published in *The London Gazette* on 15th January 1993, issue number 53176.

The effect of the Order will be:

- to amend the Southwark (Bus Lanes) (No. 1) Traffic Order 1985 so as to exclude Meadow Road from Schedule 2 to that Order; and
- that any vehicle proceeding in any road as specified in the Schedule to this Order, shall cause that vehicle on reaching the junction with New Kent Road to turn left into New Kent Road in accordance with the requirements of the Southwark (Bus Lanes) (No. 1) Traffic Order 1985, except pedal cycles which may turn right to gain access onto the cycle track.

Exemptions would be provided in the Order in respect of anything done:

- by a vehicle being used for ambulance, fire brigade or police purposes in an emergency; or
- with the permission or at the direction of a Police Constable in uniform; or
- to any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.

A copy of the Order, of a plan and of previous Orders which would be amended can be inspected during normal office hours on Mondays to Fridays inclusive, until the expiration of a period of 6 weeks from the date on which this notice is published in the Municipal Offices, Larcom Street, London SE17 1RY.

Any person desiring to question the validity of the Order 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 regulations made thereunder has 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.

P. Jones, Director of Environmental Services (Officer appointed for this purpose).

SCHEDULE

Meadow Row.

12th February 1993. (804)

LONDON BOROUGH OF SOUTHWARK

Pedestrian Crossing

Notice is hereby given that the Council of the London Borough of Southwark proposes to remove the existing zebra crossing in East Dulwich Road, near its junction with Adys Road and Crystal Palace Road.

The zebra crossing will be replaced by traffic signals for controlling the movement of vehicles and pedestrians at this junction.

P. Jones, Director of Environmental Services
12th February 1993. (831)

MANCHESTER CITY COUNCIL

City of Manchester (Coalburn Street, West Gorton) (Prohibition of Driving Except for Pedal Cycles) Order 1993

Notice is hereby given that on 11th February 1993 the Manchester City Council made an Order under sections 1 and 2 of the Road Traffic Regulation Act 1984, the effect of which is to prohibit driving except for pedal cycles on Coalburn Street, West Gorton, from a point opposite the south-westerly corner of the existing electrical sub-station for a distance of 1.2 metres in a north-easterly direction.

A copy of the Order, which comes into operation on 12th February 1993, and a plan showing the roads to which it relates, may be inspected at my office, Room 506, Town Hall, Manchester, between the hours of 9 a.m. and 4.30 p.m. on Monday to Friday and at the Information Centre, Town Hall Extension between the hours of 9 a.m. and 5 p.m. on Monday to Friday.

Any person who wishes to question the validity of the Order, or of any provision contained in it, on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984, or on the grounds that any requirement of that Act, or of any Instrument made under it, has not been complied with in relation to the Order