

statement of reasons for making the Order can be inspected, between 9 a.m. and 5 p.m., on Mondays to Fridays, until 29th August 1994, at Acer Consultants Ltd., Fifth Floor, Glen House, Stag Place, London SW1E 5AG.

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 requirements thereof or of any relevant regulations made thereunder has not been complied with in relation to the Order, may make application for the purpose to the High Court by 29th August 1994.

S. Sporle, Director of Planning and Environment (The officer appointed for this purpose).

19th July 1994. (570)

WESTMINSTER CITY COUNCIL

St. Ann's Street

The City of Westminster (Special Permit Parking Place) (No. 1) Order 1994

Notice is hereby given that the Council of the City of Westminster on 18th July 1994, made the above-mentioned Order under sections 45, 46 and 49 of the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985 so as to continue in force indefinitely the provisions of the City of Westminster (Special Permit Parking Place) (No. 1) Experimental Traffic Order 1993.

The general effect of the Order will be to:

- (a) provide a special permit parking place in St. Ann's Street;
- (b) provide that the vehicles which may be left in the special permit parking place shall be those displaying a valid special parking permit issued by the City Council in respect of that vehicle;
- (c) provide that the special permit parking place will operate "At Any Time".

Copies of the Order, which will come into force on 25th July 1994, of a plan which shows the location of the affected road and its surrounding location, and of the Council's statement of reasons for making the Order may be inspected, between 9 a.m. and 5 p.m., on Mondays to Fridays inclusive, until 29th August 1994, at Acer Consultants Ltd., Fifth Floor, Glen House, Stag Place, London SW1E 5AG.

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 requirements thereof or of any relevant regulations made thereunder has not been complied with in relation to the Order, may make application for the purpose to the High Court by 29th August 1994.

S. Sporle, Director of Planning and Environment (The officer appointed for this purpose).

19th July 1994. (569)

WESTMINSTER CITY COUNCIL

The City of Westminster (Parking Place) (No.) Order 199

The City of Westminster (Free Parking Places) (Diplomatic Missions) (No.) Order 1994

Notice is hereby given that the Westminster City Council propose to make the above-mentioned Orders under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985.

The general effect of the Parking Place Order would be to shorten a 2-hour metered parking place in Nottingham Place by two bays.

The general effect of the Diplomatic Missions Free Parking Places Order would be to provide diplomatic parking places in Nottingham Place and Sutherland Avenue at which only those vehicles used by the Head and members of staff at diplomatic missions may be left at any time, without charge or time limit.

In respect of the metered parking place, the classes of vehicle for which it would be available, the hours during which it would operate, the parking penalty charge, and all the time limits during which vehicles may be left in the parking place would remain unchanged.

Copies of the proposed Orders, the City of Westminster (Free Parking Places) (Diplomatic Missions) Order 1988 and the City of Westminster (Parking Places) (No. 11) Order 1976 (and of the Orders which have amended or applied those Orders), of plans which indicate the locations and effects of the Orders and of the Council's statements of reasons for proposing to make the Orders can be inspected, between 9 a.m. and 5 p.m., on Mondays to Fridays

inclusive, until the expiration of a period of 21 days from the date on which this notice is published at Acer Consultants Ltd., Fifth Floor, Glen House, Stag Place, London SW1E 5AG.

Any objections or other representations about either of the proposed Orders should be sent in writing, to the Council's agents, Acer Consultants Ltd., Fifth Floor, Glen House, Stag Place, London SW1E 5AG, quoting ref. WCCD015/ORD/1207/CJ, within the aforementioned period of 21 days. All objections must specify the grounds on which they are made.

S. F. Sporle, Director of Planning and Environment (The officer appointed for this purpose).

15th July 1994. (568)

WESTMINSTER CITY COUNCIL

Westminster City Council (Clifton Road/Lanark Place)

Notice is hereby given that Westminster City Council has approved, provided that no objections are received, the re-siting of the zebra crossing in Clifton Road, 2 metres east of its current location under section 23 of the Road Traffic Regulation Act 1984.

2. Notice is hereby further given that Westminster City Council propose to make the City of Westminster (Bus Lane) (No. *) Traffic Order 199*, the City of Westminster (Parking Places) (No. *, the City of Westminster (Prescribed Routes) (No. *) Traffic Order 199*, the City of Westminster (Waiting and Loading Restriction) (Amendment No. *) Order 199* and the City of Westminster (Free Parking Places) (Bicycles) (No *) Order 199* under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 as amended by the Local Government Act 1985.

3. The general effect of the Bus Lane Order would be to create a "contra-flow" bus lane on the north-west side of Clifton Road, between a point 19 metres north-west of the north-eastern kerb-line of Lanark Road and a point 6.3 metres south-west of the south-western kerb-line of Maida Vale. All vehicles would be prohibited from entering or proceeding in the bus lane which would lie between the north-western kerb-line of Clifton Road and a broken white line marked on the carriageway of that road. The prohibition would not apply to:

- (i) public service vehicles carrying passengers for hire or reward at separate fares, school or work buses;
- (ii) dial-a-ride vehicles and pedal cycles;
- (iii) any vehicle used in connection with the removal of any obstruction in the bus lane;
- (iv) any vehicle being used for purposes in connection with the statutory powers or duties of a local authority or a water authority or the supply of gas, water, electricity or being used in connection with any building operation, demolition or excavation in or adjacent to the bus lane, provided that in all circumstances it is reasonably necessary for the vehicle to enter the bus lane;
- (v) any vehicle being used for fire brigade, police or ambulance purposes in an emergency;
- (vi) any vehicle if the driver 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;
- (vii) any vehicle if the driver is required by law to stop and as soon as reasonably practicable thereafter causes that vehicle to leave the bus lane.

4. The general effect of the Parking Places Order would be to re-site certain 2-hour metered parking places in Clifton Road.

5. The classes of vehicles for which the metered parking places would be available, the charge for their use, the penalty charge for a contravention of regulations applying to the parking places and all the time limits during which vehicles may be left would remain unchanged.

6. The general effect of the Prescribed Routes Order would be to revoke and re-enact in a revised form the provisions of the City of Westminster (Prescribed Routes) (No. 11) Traffic Order 1984, the effects of which would be to:

- (a) prohibit vehicles from entering or proceeding in that part of Lanark Place which lies between the south-eastern kerb-line of Clifton Road and a point 7 metres south-east of that kerb-line;
- (b) prohibit the right turn by vehicles from Clifton Road into Lanark Road;
- (c) compel the right turn by vehicles from Lanark Road into Clifton Road;
- (d) compel the right turn by vehicles from Clifton Road into Maida Vale.