

- (a) prohibit access to the pedestrianised area of Slough High Street by motor vehicles with the exception of emergency vehicles and authorised users.
- (b) Prohibit access from Park Street south of its junction with Herschel Street.
- (c) Introduce a bus lane along Queensmere Road from a point 85 metres south and west of its junction with Wellington Street and continuing along Wellington Street to a point 65 metres east of its junction with William Street.
- (d) Prohibit driving (except buses) along the service road on the east side of Queensmere Road from a point 10 metres south of its westernmost junction with Wellington Street southwards for 47 metres.
- (e) Introduce bus stop areas in High Street and Herschel Street.
- (f) Create a one-way system:
- (i) in an easterly direction along High Street from its junction with William Street to Church Street and southwards along Church Street for 75 metres;
- (ii) along Alpha Street North from a point 24 metres south of its junction with High Street in a northerly direction to that junction and then in an easterly direction along High Street to the west side of its junction with The Grove.
- (g) Prohibit waiting and no loading/unloading on:
- Church Street*, both sides, from its junction with the High Street to a point 26 metres south of that junction;
- west side, from a point 42 metres south of its junction with the High Street to its junction with Herschel Street;
- east side, from a point 73 metres south of its junction with the High Street to its junction with Herschel Street.
- Park Street*, west side, from its junction with the High Street to its junction with Chapel Street;
- east side, from its junction with the High Street to a point 45 metres south of that junction.
- Alpha Street*, North-west side, from its junction with High Street to a point 40 metres south of that junction;
- east side, from its junction with High Street to a point 24 metres south of that junction;
- east side, from its junction with High Street to a point 24 metres south of that junction.
- (h) Prohibit waiting along:
- High Street*, north side, from its junction with William Street to a point 125 metres east of that junction;
- from a point 177 metres east of its junction with William Street to a point 21 metres east of its junction with Alpha Street north;
- south side, from its junction with William Street to a point 15 metres east of that junction;
- from a point 90 metres east of its junction with William Street to a point 21 metres east of its junction with Alpha Street North;
- Park Street*, west side, from its junction with Chapel Street to its junction with Herschel Street;
- east side, from a point 90 metres south of its junction with the High Street to its junction with Herschel Street.
- Alpha Street North*, west side, from the north side of its junction with Herschel Street northwards for a distance of 40 metres;
- east side, from the south side of its junction with Herschel Street northwards for a distance of 50 metres.
- Herschel Street*, both sides, from its junction with Church Street eastwards to its junction with Alpha Street North.
- (i) Prohibit waiting Monday to Saturday 8 a.m. to 7 p.m. along High Street north side, from a point 21 metres east of its junction with Alpha Street North to its junction with The Grove;
- south side, from a point 87 metres east of its junction with Alpha Street North to its junction with The Grove.
- (j) Limit waiting Monday to Saturday 8 a.m. to 7 p.m. to 1 hour (no return within 1 hour) along the east side of Park Street from a point 74 metres south of its junction with High Street to a point 90 metres south of that junction.
- (k) Provide parking for disabled along the south side of High Street from a point 15 metres east of its junction with William Street eastwards for a distance of 75 metres and from a point 21 metres east of its junction with Alpha Street North eastwards for a distance of 66 metres.
- (l) Provide loading bays:
- Park Street*, east side, from a point 45 metres south of its junction with the High Street to a point 74 metres south of that junction.
- High Street*, north side, from a point 155 metres east of its junction with William Street to a point 177 metres east of that junction.

Church Street, west side, from a point 26 metres south of its junction with High Street to a point 42 metres south of that junction;

east side, from a point 26 metres south of its junction with the High Street to a point 73 metres south of that junction.

Alpha Street North, east side, from a point 24 metres south of its junction with High Street to a point 40 metres south of that junction.

The following Orders are to be amended:

The Borough of Slough (Prohibition of Waiting) (Consolidation) Order 1970

The Borough of Slough (High Street, Slough) (No. 1) Order 1984

The Borough of Slough (High Street, Slough) (No. 2) Order 1984

The Borough of Slough (High Street, Slough) (No. 3) (Consolidation of Waiting Restrictions) Order 1984

Copies of the draft Order, explanatory statement and map together with Orders to be amended can be inspected during the hours of 9 a.m. to 4.30 p.m. Mondays to Fridays at the offices of Slough Borough Council, Bath Road, Slough and at the County Solicitor's office at the address given below.

Objections to the proposals, together with the grounds on which they are made, should be sent in writing to the undersigned, quoting reference ENV 222 090 by not later than 23rd February 1996.

D. K. H. Over, County Solicitor

Shire Hall, Shinfield Park,
Reading RG2 9DU.

2nd February 1996.

(562)

BIRMINGHAM CITY COUNCIL

Birmingham City Council (Water Orton Lane, Minworth) (Prohibition of Waiting) Order 1996

Notice is hereby given that the above-named Council propose to make an Order under sections 1(1), 2(1) to (3) and 4(2) of the Road Traffic Regulation Act 1984 as amended, the effect of which will be as follows:

To introduce no waiting at any time in certain lengths of Water Orton Lane.

Full details of the proposals are in the draft Order which, together with a plan and a statement of the Council's reasons for the proposals, may be examined at the offices of the Transportation Department, Traffic Management Division, 1 Lancaster Circus, Queensway, Birmingham B4 7DQ, during normal working hours.

Any person wishing to object to the proposed Order should write to the Director of Transportation stating the grounds for objection by 23rd February 1996.

D. Pywell, Director of Transportation

2nd February 1996.

(571)

BIRMINGHAM CITY COUNCIL

Birmingham City Council (Parking Places and Controlled Parking Zone) (Birmingham) (Variation) (No.) Order 199

Notice is hereby given that the above-named Council propose to make an Order under sections 1, 2, 4, 32, 35 and 53 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 as amended, the effect of which will be to replace the existing Doctor's parking place in Church Street, and a length of no waiting at any time restrictions in Barwick Street with pay and display parking bays.

Full details of the proposals are in the draft Order which, together with a plan and a statement of the Council's reasons for the proposals, may be examined at the offices of the Transportation Department, Traffic Management Division, 1 Lancaster Circus, Queensway, Birmingham B4 7DQ, during normal working hours.

Any person wishing to object to the proposed Order should write to the Director of Transportation stating the grounds for objection by 23rd February 1996.

D. Pywell, Director of Transportation

2nd February 1996.

(573)