

Copleston Road (outside No. 144)
 Darrell Road (outside No. 3)
 Doddington Grove (outside No. 10)
 Elgar Street (outside No. 52)
 Friern Road (outside No. 284)
 Garden Row (outside No. 2)
 Geldart Road (outside No. 28)
 Grange Walk (outside No. 40)
 Green Dale (outside access to Terborch Way)
 Grosvenor Park (outside No. 103)
 Hunter Close (opposite Nos. 1-3 Carlisle House)
 Kimberley Avenue (outside No. 91)
 Linnell Road (outside No. 57)
 Lugard Road (outside No. 19)
 Moodkee Street (outside Ritchie House)
 North Cross Road (outside No. 37)
 Nutcroft Road (outside No. 31)
 Pennethorpe Road (outside No. 60)
 Reverdy Road (outside No. 45)
 Rotherhithe Street (outside No. 113)
 Ruskin Walk (outside No. 25)
 Southwark Park Road (outside No. 403)
 Southwark Park Road (outside No. 399)
 Sumner Road (outside No. 206)
 Woods Road (outside No. 52)
 Wooler Street (outside No. 15)

SCHEDULE 2

Disabled Persons Parking to be revoked at the following:

Barry Road (outside No. 156)
 Barry Road (outside No. 180)
 Barry Road (outside No. 195)
 Choumert Road (outside No. 105)
 Crofton Road (outside No. 70)
 Elsie Road (outside No. 1)
 Friern Road (outside No. 80)
 Lordship Lane (outside No. 431)
 Shenley Road (outside No. 47)
 Stradella Road (outside No. 27)
 Stradella Road (outside No. 29)
 Upland Road (outside No. 3)

6th August 1999.

(493)

London Borough of Southwark

ROAD TRAFFIC REGULATION ACT 1984, SECTION 23

PEDESTRIAN CROSSINGS

The Council of the London Borough of Southwark proposes to introduce a zebra pedestrian crossing in College Road, London S.E.24 as detailed below. Controlled areas on either side of the proposed crossing would prohibit the waiting, loading and unloading of vehicles in the lengths of the road specified below.

Site of Crossing

The Zebra pedestrian crossing will commence from a point 2.6 metres south of the southern flank wall of 13 to 16 College Road and shall cover a distance of 2.6 metres in a southerly direction and 4.1 metres in an easterly direction.

The Zebra pedestrian crossing will commence from a point 2.6 metres south of a point opposite the southern flank wall of 13 to 16 College Road and shall cover a distance of 2.6 metres in a southerly direction and 4.1 metres in a westerly direction.

Further information may be obtained from Robin Aitken, Traffic and Transport Group, Southwark Regeneration and Environment Department, Chiltern House, Portland Street, London SE17 2ES, telephone 0171-525 5436.

J. Dearing, Business Unit Manager (Planning and Transport) (the Officer appointed for this purpose).

4th August 1999.

(503)

Taunton Deane Borough Council

SECTION 90, HIGHWAYS ACT 1980

THE HIGHWAYS (ROAD HUMPS) REGULATIONS 1990

PUBLIC NOTICE AFFECTING OAKE, NEAR TAUNTON

PROPOSED TRAFFIC CALMING SCHEME—OAKE

Notice is hereby given that Taunton Deane Borough Council proposes to provide traffic calming measures involving a series of 3 flat top humps along the main road through Oake, commencing from the property "Hillvean" and travelling in a south-westerly direction to a point approximately 14 metres beyond the Village Hall.

The measures are designed to improve safety by reducing the speed of traffic in the area.

Plans showing the location of the road humps may be inspected at The Deane House, Belvedere Road, Taunton, during normal office hours.

Any person wishing to object or make representations in support of these proposals should do so in writing to reach the undersigned by 27th August 1999.

J. J. Thornberry, Solicitor to the Council
 The Deane House, Belvedere Road, Taunton.

6th August 1999.

(487)

The Traffic Director for London

ROAD TRAFFIC REGULATION ACT 1984

THE A205 TRUNK ROAD (HOUNSLOW) RED ROUTE (BUS PRIORITY) TRAFFIC ORDER 1999

The Traffic Director for London has been given a direction from the Secretary of State under section 58(1) of the Road Traffic Act 1991 to implement Trunk Road Local Plans in the London Borough of Hounslow.

The Traffic Director for London hereby gives notice that he made the above-named Order under section 6 of the Road Traffic Regulation Act 1984, on 27th July 1999, which comes into effect on 13th August 1999.

The Notice of intent relating to this Order was published in *The London Gazette* dated 6th May 1999. The general nature and effect of the Order as made is as described in that notice and will be to continue in force the currently marked bus lanes on the roads contained in the Order with new provisions which will restrict stopping in the bus lanes, bring the bus lane controls within the context of the Traffic Signs Regulations and General Directions 1994, and assist enforcement of the bus lane controls. The hours of operation of the bus lane will also be increased to operate at all times.

The road affected by the Order is the A205 Chiswick High Road in the London Borough of Hounslow.

A copy of the Order, a map indicating the location and effect of the Order, and copies of any Order revoked, suspended or varied by the Order can be inspected during normal office hours at the offices of The Traffic Director for London, College House, Great Peter Street, London SW1P 3LN; and London Borough of Hounslow, The Civic Centre, Lampton Road, Hounslow TW3 4DN.

Any person desiring to question the validity of the Order or of any provision contained in it on the grounds that it is not within the relevant powers or that any of the relevant requirements have 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.

D. Turner, Traffic Director for London

6th August 1999.

(490)

Highways

Cumbria County Council

HIGHWAYS ACT 1980, SECTION 116

IN THE COUNTY OF CUMBRIA PETTY SESSIONAL DIVISION OF CARLISLE

STOPPING-UP OF HIGHWAYS AT JAMES STREET/WATER STREET, CARLISLE

Notice is hereby given that Cumbria County Council, the Highways Authority, intends to apply to the Magistrates' Court for the Petty Sessional Division of Carlisle sitting at the Magistrates' Court, Rickergate, Carlisle, at 10 a.m. on Friday, 10th September 1999, for an Order under section 116 of the Highways Act 1980, authorising the County Council to stop up the length of highway described in the Schedule hereto on the grounds that it is unnecessary.