

restriction in Ashcombe Street, Beltran Road, Clancarty Road, Doria Road, Eddiscombe Road, Friston Street, Guion Road, Hugon Road, Linver Road, Narborough Street, New King's Road, Parsons Green, Ryecroft Street, Stokenchurch Street, Studdridge Street, Wandsworth Bridge Road, and Woolneigh Street, from between the hours of 9.00 am and 5.00 pm Monday to Saturday to between the hours of 9.00 am and 8.00 pm Monday to Saturday.

4. Copies of the Orders and of documents giving more detailed particulars of the Orders, can be inspected during normal office hours on Mondays to Fridays inclusive until the end of a period of 6 weeks beginning with the date on which the Orders were made at Network Management Group, Highways and Engineering Division, Environment Department, Town Hall Extension, King Street, Hammersmith W6 9JU.

5. Any person desiring to question the validity of the Orders or of any provision contained therein on the grounds that it or they are not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant requirements of that Act or of any instrument made under that Act have not been complied with in relation to the Orders may, within 6 weeks from the date on which the Orders were made, make application for the purpose to the High Court.

P Nicholls, Assistant Director, Highways and Engineering

8 March 2006.

(136)

London Borough of Hammersmith and Fulham

THE HAMMERSMITH AND FULHAM (WAITING AND LOADING RESTRICTION) (AMENDMENT NO 7) ORDER 2006

THE HAMMERSMITH AND FULHAM (ST PETER'S ROAD) (PRESCRIBED ROUTE) ORDER 2006

1. Notice is hereby given that the Council of the London Borough of Hammersmith and Fulham, on 8 March 2006 made the above mentioned Orders under sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985 and the Road Traffic Act 1991.

2. The general effect of the Hammersmith and Fulham (Waiting and Loading Restriction) (Amendment No 7) Order 2006, will be to further amend the existing Hammersmith and Fulham (Waiting and Loading Restriction) (No 112) Order 1993 so that no waiting "at any time" restrictions apply in the following sections of the roads

(i) Black Lion Lane, the east side, from a point opposite the party wall of Nos 59 and 61 Black Lion Lane to the party wall of Nos 32 and 34 Black Lion Lane;

(ii) St Peter's Road, both sides, from its junction with Black Lion Lane eastward to a point 5 metres east of the eastern kerblines of Standish Road;

(iii) Standish Road, both sides, from a point 5 metres north of the northern kerblines of St Peter's Road southward to the northern ends of the set of parking places outside and opposite Chisholm Court;

3. The general effect of the Hammersmith and Fulham (St Peter's Road) (Prescribed Route) Order 2006 will be to introduce a one-way working in St Peter's Road between the eastern kerblines of Black Lion Lane and the western kerblines of Standish Road.

4. Copies of the proposed Orders, which will come into operation on 13 March 2006 and of documents giving more detailed particulars of the Orders can be inspected at the Network Management Group, Highways and Engineering Division, Environment Department, Town Hall Extension, King Street, London W6 9JU, during normal office hours on Mondays to Fridays inclusive, during a period of 6 weeks from the date on which the Orders were made.

5. Any person desiring to question the validity of either of the Orders or of any provision contained therein on the grounds that it or they are not within the relevant powers of the Road Traffic Regulation Act 1984, or of any instrument made under that Act have not been complied with in relation to the Orders may, within 6 weeks from the date on which the Orders were made, make application for the purpose to the High Court.

P Nicholls, Assistant Director, Highways and Engineering

8 March 2006.

(137)

London Borough of Hounslow

THE HOUNSLOW (BUS LANES) (NO) TRAFFIC ORDER 200

THE HOUNSLOW (WAITING AND LOADING RESTRICTION) (AMENDMENT NO) ORDER 200

THE HOUNSLOW (PARKING PLACES) (NO 1, 1990) (AMENDMENT NO) ORDER 200

THE HOUNSLOW (LOADING PLACES) (NO) ORDER 200

CHISWICK HIGH ROAD "BUS GATE" SCHEME

1. The Council of the London Borough of Hounslow hereby gives notice that it proposes:

(a) to make the above-mentioned Orders under sections 6, 45 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985 and the Road Traffic Act 1991; and

(b) under section 90 of the Highways Act 1980, to provide entry treatments to the side road junctions of Chiswick High Road as detailed in Schedule 1 to this notice.

2. The general effect of the Bus Lanes Order would be to amend the Hounslow (Bus Lanes) (No 1) Traffic Order 2001, that imposes bus lanes on Chiswick High Road by:

(a) combining the two westbound bus lanes on the south side of Chiswick High Road, between British Grove and Chiswick Lane, into one continuous bus lane operating "at any time" throughout the week;

(b) relocating the existing "bus gate" facility in the westbound bus lane between Airedale Avenue and Chiswick Lane to a new position opposite No 72 Chiswick High Road (between the accesses to the Stamford Brook Bus Garage);

(c) reducing the length of the eastbound bus lane on the north side of Chiswick High Road so that it operates between a point 5.7 metres west of the eastern wall of No 72 Chiswick High Road and a point 19.2 metres west of the eastern kerblines of Prebend Gardens.

3. The general effect of the Waiting and Loading Restriction Order would be:

(a) to further amend the Hounslow (Waiting and Loading Restriction) Order 1977, so that the existing restriction on waiting by vehicles, or on vehicles waiting for the purposes of loading and unloading, in part of Chiswick High Road and its adjacent side roads would be varied as specified in Schedule 2 to this Order; and

(b) to introduce motor cycle parking bays on the south side of Chiswick High Road between British Grove and Airedale Avenue.

4. The general effect of the Parking Places Amendment Order would be to further amend the Hounslow (Parking Places) (No 1) Order 1990, which imposes the Chiswick "Inner Core" Parking Scheme to remove one charged parking bay outside No 21 Chiswick High Road to be replaced by a motor cycle parking bay.

5. The general effect of the Loading Places Order would be to designate a parking place on Chiswick High Road, the south side, between a point 7.4 metres east of the eastern kerblines of Airedale Avenue and a point 19.4 metres east of that kerblines, at which goods vehicles may wait for a period not exceeding 20 minutes to load and unload "at any time" throughout the week, and not to return within 1 hour.

6. A copy of the proposed Orders (and of the Orders of 1977, 1990 and 2001), of the Council's statement of reasons for proposing to make the Orders and of a plan depicting the lengths of road to which the Orders relate and giving details of the proposed Junction Entry Treatments can be inspected during normal office hours on Mondays to Fridays inclusive, until the end of a period of 21 days from the date on which this notice is published at the Forms and Documents Counter of the Access Hounslow Main Reception Area at the Civic Centre, Lampton Road, Hounslow TW3 4DN.

7. Further information may be obtained by telephoning the Street Management and Public Protection Department on 020 8583 4858.

8. Any person desiring to object to the proposed Junction Entry Treatments or to the proposed Orders should send a statement in writing of their objection and the grounds thereof to the Director of Street Management and Public Protection, London Borough of Hounslow, Civic Centre, Lampton Road, Hounslow TW3 4DN, quoting Ref TR/DN/1127, to be received by Friday 31 March 2006 at the latest.

S Kamath, Director of Street Management and Public Protection