

(ii) adjacent to Fountain House, Park Street and up to and including its junction with Park Street;

(s) Park Street;

(i) opposite Nos. 44 to 48;

(ii) outside Nos. 42 to 48;

(iii) both sides, at its junction with Mount Street;

(iv) the south-west side, at its junction with Mount Street;

(v) outside Nos. 20 to 22 Park Street and adjacent to No. 68 Mount Street;

(vi) outside Nos. 14 to 16;

(vii) the south-west side, at its junction with Aldford Street;

(t) Piccadilly, around the slip road (and its central island) at its junction with Hamilton Place;

(u) Stanhope Row, opposite No. 36 Hertford Street

(v) Upper Grosvenor Street, on the north-east, north-west and south-west corners of its junction with Park Street;

Prohibited Left Turn

(w) Buckingham Gate (north-east to south-west arm), into Spur Road (West);

Prohibited Right Turn

(x) Buckingham Gate (north-west to south-east arm), into Spur Road (West);

'No Entry'

(y) Trafalgar Square, the southbound side of the easternmost arm on the south side of its junction with Duncannon Street (except local buses and pedal cycles);

Games Lane (Official Vehicles and Pedal Cycles Only)

(aa) Buckingham Gate (north-east to south-west arm), near-side lane, opposite Nos. 9 and 10;

(ab) Buckingham Gate (north-west to south-east arm), off-side lane, opposite No. 10;

Introduction of One-Way Working

(ac) Whitehall Court, northbound;

(ad) Whitehall Place, eastbound; and

Introduction of Residents' Parking Place

(ae) Whitehall Place, outside the War Office.

3. The Orders, which will come into force on 9th July 2012 and will cease to have effect on 14th August 2012, and other documents giving more detailed particulars of the Orders are available for inspection until 12th July 2012 between 9 a.m. and 5 p.m. on Mondays to Fridays inclusive at West One, 10th Floor, Westminster City Hall, 64 Victoria Street, London, SW1E 6QP. Further information on traffic management during the Olympic Games can be found on Transport for London's website at www.tfl.gov.uk/orn.

4. Any person desiring to question the validity of the Orders 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 relevant requirements thereof or any relevant regulations made thereunder has not been complied with in relation to the Orders may, within six weeks from the date on which the Orders were made make application for the purpose to the High Court.

Dated 8th June 2012

Martin Low

City Commissioner of Transportation
(The officer appointed for this purpose)

(1606530)

City of Westminster

VARIOUS STREETS

THE CITY OF WESTMINSTER (OFF-OLYMPIC ROAD NETWORK TOG V10) (NO. 1) ORDER 2012

THE CITY OF WESTMINSTER (OFF-OLYMPIC ROAD NETWORK TOG 33) (NO. 1) ORDER 2012

THE CITY OF WESTMINSTER (OFF-OLYMPIC ROAD NETWORK TOG V7) (NO. 1) ORDER 2012

THE CITY OF WESTMINSTER (OFF-OLYMPIC ROAD NETWORK TOG 8) (NO. 1) ORDER 2012

THE CITY OF WESTMINSTER (OFF-OLYMPIC ROAD NETWORK TOG 9) (NO. 1) ORDER 2012

THE CITY OF WESTMINSTER (OFF-OLYMPIC ROAD NETWORK TOG V11) (NO. 1) ORDER 2012

THE CITY OF WESTMINSTER (OFF-OLYMPIC ROAD NETWORK TOG 35) (NO. 1) ORDER 2012

THE CITY OF WESTMINSTER (OFF-OLYMPIC ROAD NETWORK TOG 33/35) (NO. 1) ORDER 2012

1. NOTICE IS HEREBY GIVEN that Westminster City Council, having consulted the Olympic Delivery Authority, on 31st May 2012 made the above Orders under sections 6, 45, 46 and 49 of the Road Traffic Regulation Act 1984, as amended.

2. The general effects of these Orders, affecting streets in proximity to the Olympic Route Network for the duration of the Olympic Games in 2012, will be to introduce the following restrictions:—

No Stopping At Any Time

(a) Melbourne Place

(i) on the east side at its junction with Aldwych (approximately 7 metres);

(ii) on the west side at its junction with Aldwych (approximately 5 metres);

(iii) on the east side adjacent to the flank wall of Australia House, Strand with an exemption for diplomats' vehicles (approximately 12 metres);

(b) Strand

(i) outside No. 265 Strand (approximately 45 metres);

(ii) on the north-west side of the traffic island on which is located St Clement Danes Church, at its junction with Aldwych (43 metres);

(c) Surrey Street, on the north side at its junction with Temple Place (21 metres);

(d) Seymour Street, adjacent to No. 19 Great Cumberland Place (approximately 24 metres);

(e) Atterbury Street (two adjacent sites):

(i) the south-west side, outside the Chelsea College of Art & Design (except buses, maximum stay 1 hour with no return permitted within 2 hours);

(ii) the south-west side, outside the Chelsea College of Art & Design (except buses, maximum stay 1 hour with no return permitted within 2 hours);

(f) Old Queen Street, outside No. 1;

No Stopping Between 6am and Midnight Throughout the Week

(g) Surrey Street, on the south side at its junction with Temple Place (8 metres);

(h) York Street, on the north-west side at its junction with Gloucester Place (13 metres);

Suspension of One-Way Working

(i) Melbourne Place;

(j) Salisbury Place (between Thornton Place and Gloucester Place);

(k) Savoy Street, between Savoy Hill and the entrance to Savoy Ride;

Introduction of One-Way Working

(l) Bryanston Street (westbound, between Old Quebec Street and Great Cumberland Place);

(m) Portman Close (westbound);

(n) Surrey Street (north-westbound); and

(o) Old Queen Street, westbound;

"Shared-Use" Pay-by-Phone/Residents' Parking Place

(p) Bryanston Street, on the south side adjacent to the flank wall of No. 20 Great Cumberland Place (48 metres).

"Blue Badge" Disabled Persons' Parking Bay

(q) Wilton Place, outside No. 1;

Loading Bay