

- (b) To prohibit all vehicles at any time, except those requiring access, from:

*Warrington Street*, between Stamford Street Central and Old Street;

*Warrington Street*, between Old Street and Bow Street;

*Old Street*, between Market Street and Warrington Street;

*Old Street*, between Warrington Street and Delamere Street;

*Bow Street*, full length;

*Wellington Street*, between Warrington Street and Delamere Street;

*Wellington Street*, between Warrington Street and George Street;

*Wood Street*, between Warrington Street and Delamere Street;

*Wood Street*, between Warrington Street and George Street;

*Duke Street*, between Old Street and Wellington Street.

- (c) To impose one-way working on:

*George Street*, from Stamford Street Central to Old Street in that direction;

*Old Street*, from Warrington Street to Delamere Street in that direction;

*Old Street*, from Market Street to Warrington Street in that direction;

*Bow Street*, from Warrington Street to Market Street in that direction;

*Wellington Street*, from Warrington Street to George Street in that direction;

*Wellington Street*, from Warrington Street to Delamere Street in that direction;

*Wood Street*, from Warrington Street to George Street in that direction;

*Wood Street*, from Warrington Street to Delamere Street in that direction.

- (d) To prohibit the right-hand turn from Stamford Street Central into Grey Street.

- (e) To prohibit the left-hand turn from the service area at the rear of 37-40 Warrington Street into Old Street.

- (f) To prescribe a left turn only for all vehicles travelling northwards from Warrington Street into Old Street.

- (g) To prescribe a right turn only for all vehicles travelling westwards from Old Street into Warrington Street.

- (h) To revert the following one-way streets to two-way working:

*Stamford Street Central*, from George Street to Delamere Street;

*Warrington Street*, from a point 115 metres north-west of Bow Street to a point 152 metres north-west of Bow Street.

*The Greater Manchester County (Bow Street, Ashton-under-Lyne) (Prohibition of Waiting) (County) Order 1984.*

- To prohibit waiting at any time on:

*Bow Street*, south side, between a point 14 yards east of Warrington Street and a point 61.66 yards west of Market Street.

The Borough of Ashton-under-Lyne (Various Streets) (Consolidation of Waiting Restrictions) Order 1972 will be amended in so far as it relates to the limited waiting restriction in force prior to the experiment.

The proposed Orders contain exemptions in respect of work being carried out on or under the lengths of road, building operations, emergencies and, where applicable, loading and unloading.

Copies of the proposed Orders and a plan showing the lengths of road to which they relate, together with a statement of the Council's reasons for proposing to make the Orders may be inspected between 9 a.m. and 4.30 p.m. on Monday to Friday at the County Legal Office, County Hall, Piccadilly Gardens, Manchester, or at the Director of Administration's Office, Tameside Borough Council, Council Offices, Wellington Road, Ashton-under-Lyne.

Objections to the proposals, together with the grounds on which they are made, must be sent in writing to me by 2nd April 1984.

*P. D. Quick*, County Legal Officer

P.O. Box 430, County Hall,  
Piccadilly Gardens, Manchester M60 3HP.

9th March 1984.

(727)

#### GREATER MANCHESTER COUNTY COUNCIL

*The Greater Manchester County (Princess Road, Hulme) (Cycle Route) (County) Order 1984*

Notice is hereby given that the Greater Manchester County Council propose to make an Order under section 1 of the Road Traffic Regulation Act 1967, as amended, the effect of which will be to create a facility for cycles travelling in a northerly direction along Princess Road, between Radnor Street and Greenheys Lane, and then in an easterly direction across the northbound and southbound carriageways of Princess Road into Greenheys Lane.

The existing footway which runs from Radnor Street along the west side of Princess Road will become a shared cycle and pedestrian route, each segregated by a white line. There will be two accesses onto the track from the northbound carriageway of Princess Road at points approximately 30 metres and 150 metres north of Radnor Street. Cyclists will have to turn right with the track and will have to proceed into Greenheys Lane where a cycle lane on the carriageway is proposed on a short section of the eastbound carriageway of Greenheys Lane at its junction with the southbound carriageway of Princess Road.

The existing City of Manchester (Princess Road and Bonsall Street) (Prohibition of Foot Passengers) Order 1970 will be amended to enable pedestrians to cross Princess Road at a pedestrian crossing facility to be provided at Greenheys Lane.

A copy of the proposed Order, a copy of the existing Order and a plan showing the lengths of road to which the proposals relate, together with a statement of the Council's reasons for proposing to make the Order may be inspected between 9 a.m. and 4.30 p.m. on Monday to Friday at the County Legal Office, County Hall, Piccadilly Gardens, Manchester.

Objections to the proposals, together with the grounds on which they are made, must be sent in writing to me by 2nd April 1984.

*P. D. Quick*, County Legal Officer. (84/13)

P.O. Box 430, County Hall,  
Piccadilly Gardens, Manchester M60 3HP.

9th March 1984.

(728)

#### MERTHYR TYDFIL BOROUGH COUNCIL

*Merthyr Tydfil (Off Street Parking Places) Order 1984*

Notice is hereby given that the Merthyr Tydfil Borough Council have made the above-named Order in exercise of powers conferred by section 3(1) of the Road Traffic Regulation Act 1967. The Order comes into effect on Monday, 26th March 1984.

The effect of the Order is to make regulations governing the class of motor vehicle which may use certain car parks, to control the positions in which motor vehicles may be parked, to govern the manner in which vehicles may be driven in car parks, to prohibit the use of car parks for purposes other than parking motor vehicles and to govern the behaviour of drivers and users of Car Parks.

The car parks to which the Order applies are listed in Column 1 of the Schedule hereto, the class of vehicle which may use