

alight, or (b) for the purpose of delivering or collecting goods or merchandise or loading or unloading the vehicle at premises adjoining that road; provided that, for the purposes specified in (b) above, the vehicle must not wait for more than 30 minutes or such longer period as a police constable in uniform may authorise, and the vehicle must not wait in part of a road (as specified in the Order) where appropriate markings are made on the kerb and on the footway to denote that a ban on the loading and unloading of vehicles exists. These markings will be for the most part in the vicinity of road junctions.

(iii) The other exempted purposes specified in detail in the Order relate to certain building and demolition operations, road works, furniture removals, funerals, fire brigade, ambulance, or police purposes, postal delivery and collection, poster advertising, window or chimney cleaning.

(iv) The Order will not operate on Sundays, Christmas Day, Good Friday or on Bank Holidays.

Subject to the Minister of Transport making the proposed Order under which the length of the trunk road A.6 which lies within the Borough boundaries will cease to be a trunk road, the Council propose to include in the above-named Orders the following provisions relating to lengths of road which at present form part of the trunk road:

(a) New Bedford Road (west side)—lay-by adjacent to The Moor: maximum period of waiting 30 minutes.

(b) New Bedford Road: waiting prohibited from Meter Zone north-westwards for a distance of 350 feet (8 a.m. to 6 p.m.).

(c) Castle Street: waiting prohibited from a point 7 feet north of Kelvin Close to a point 200 feet south of Windsor Street (8 a.m. to 6 p.m.).

A copy of the proposed Orders and a plan showing the roads affected may be inspected during normal office hours at the office of the undersigned.

Objections to the proposals must be sent in writing to the undersigned by 22nd March 1966.

A. D. Harvey, Town Clerk.

Town Hall,
Luton.

17th February 1966.

THE FIRST SCHEDULE above referred to

Roads in which Parking Places for Vehicles will be provided

Maximum period of waiting: 4 hours—no parking charges payable

Bailey Street; Belmont Road; Bolton Road; Brache Street; Brantwood Road; Chequer Street; Chobham Street; Dorset Street; Dudley Street (between Wenlock Street and Midland Road); Elizabeth Street; Essex Street; Hastings Street (between Dumfries Street and Windsor Street); Kingsland Road; Langley Street (between Cumberland Street and Bailey Street); Lyndhurst Road; Manor Road (between Gloucester Road and Windmill Road); Midland Road (between High Town Road and Hitchin Road); Park Street (between Meter Zone and Seymour Road); Queen Street (including Queen Square); Russell Street; Salisbury Road, Seymour Road (between Seymour Avenue and Park Street); Smart Street; Stanley Street; Strathmore Avenue (between Seymour Avenue and Park Street); Wellington Street (between Dumfries Street and Russell Street); Western Road; Windsor Street (between Farley Hill and Wellington Street); Winsdon Road; Wood Street.

THE SECOND SCHEDULE above referred to

Roads in which waiting will be restricted or prohibited (8 a.m. to 6 p.m.)

Albert Road (from its junction with Queen Street to a point 30 ft. south-west of Langley Street); Ashburnham Road (from Meter Zone to a point 60 ft. west of Belmont Road); Bailey Street (from its junction with Park Street to a point 10 ft. north-east of Surrey Street); Belmont Road; Bolton Road (from its junction with Manor Road to a point 110 ft. south-east of Lea Road); Brache Street; Brantwood Road; Chapel Street (from Meter Zone to Windsor Street); Chequer Street; Chiltern Rise (from its junction with Russell Street for a distance of 50 ft.); Chobham Street; Dallow Road (from Meter Zone to a point 55 ft. west of Belmont Road); Dorset Street; Dudley Street (from its junction with Midland Road for a distance of 325 ft.); Elizabeth Street; Essex

Street, Farley Hill (from its junction with Windsor Street to a point 50 ft. south-west of Russell Street); Hastings Street (from Meter Zone to Windsor Street); Hibbert Street (between its junctions with Castle Street and Tavistock Street); High Town Road (between its junctions with Midland Road and Cross Street); Hitchin Road (from Meter Zone to a point 96 ft. north of Midland Road); Kingsland Road; Langley Street (from Meter Zone to Bailey Street); Lyndhurst Road; Manor Road (between its junctions with Windmill Road and Gloucester Road); Meyrick Avenue (from its junction with Russell Street for a distance of 50 ft.); Milton Road (from its junction with Winsdon Road for a distance of 50 ft.); Midland Road; Park Street (from Meter Zone to a point 60 ft. south-east of Seymour Road); Queen Street (from Meter Zone to Bailey Street); Russell Rise (from its junction with Russell Street for a distance of 40 ft.); Russell Street; St. Saviour's Crescent (from its junction with Russell Street for a distance of 50 ft.); Salisbury Road (from Meter Zone to Russell Street); Seymour Road (from its junction with Park Street to a point 72 ft. north-east of its junction with Seymour Avenue); Smart Street (from its junction with Manor Road to a point 40 ft. south-east of its junction with Lea Road); Stanley Street (from Meter Zone to Russell Street); Strathmore Avenue (from its junction with Park Street to a point 8 ft. north-east of Seymour Avenue); Surrey Street (from its junction with Chobham Street for a distance of 20 ft.); Wellington Street (from Meter Zone to Russell Street); Western Road (from Meter Zone to its junction with Winsdon Road); Windmill Road (between points 55 ft. north-west of Manor Road and 85 ft. south-east of Manor Road); Windsor Street; Winsdon Road; Wood Street.

(461)

LUTON COUNTY BOROUGH COUNCIL

Proposed Amendments to Central Parking Meter Zone

Notice is hereby given that the Luton County Borough Council (hereinafter called "the Council") are applying to the Minister of Transport for an Order under section 85 of the Road Traffic Act, 1960, as amended. The purpose of the proposed Order is to amend certain provisions of The Parking Places and Restriction of Waiting and Loading (Luton) (No. 1) Order, 1964.

The proposed amending Order would:

- (i) reduce the initial charge payable in respect of a vehicle left at a long-term meter (i.e. maximum period of waiting, 4 hours) to 1s. for an initial period of not more than four hours, and to 6d. for an initial period of not more than two hours;
- (ii) prohibit the use of parking meter bays as parking places for solo motor cycles;
- (iii) provide additional parking bays in parking places in Bute Street, Cumberland Street, Gordon Street, Inkerman Street, King Street and Regent Street;
- (iv) provide new parking places with meters in Castle Street (opposite Holly Street junction), Holly Street, Latimer Road (fronting Nos. 47-55 Latimer Road) and in the Central Library access road;
- (v) Re-site two existing parking bays in Cheapside and two existing parking bays in King Street;
- (vi) reduce by one the number of parking bays in Silver Street and reduce by five the number of parking bays in Union Street;
- (vii) convert short-term meters (i.e. maximum period of waiting, 2 hours) in Oxford Road and Union Street to long-term meters (i.e. maximum period of waiting, 4 hours);
- (viii) remove parking meter bays in Bolton Road, Manor Road (from Smart Street to Gloucester Road), Smart Street and Vicarage Street (from Court Road to St. Mary's Road);
- (ix) increase the size of motor cycle bays in Bute Street, George Street West and Waller Street; provide an additional motor cycle bay in Union Street;
- (x) Add to the list of roads in which waiting is restricted or prohibited between the hours of 8 a.m. and 6 p.m. on Mondays to Saturdays inclusive the following road and parts of roads:
 - Castle Street (from existing Meter Zone to a point 7 feet north of Kelvin Close)
 - Holly Street