

Order, you may, within 6 weeks from 21st June 1976 apply to the High Court for this purpose. The Order will be operative from 21st June 1976.

D. A. Hoggins, Director of Administration

Town Hall,
Bolton, BL1 1RU.

(481)

BOLTON METROPOLITAN BOROUGH COUNCIL

The Greater Manchester County (High Street, Bridgeman Street, Lever Street, Bolton) (Prohibition of Waiting) (Borough) (No. 23) Order 1976

Notice is hereby given that the Council of the Borough of Bolton acting on behalf of the Greater Manchester County Council have made an Order under the Road Traffic Regulation Act 1967 as amended by Part IX of the Transport Act 1968 Schedule 19 to the Local Government Act 1972 and Schedule 6 to the Road Traffic Act 1974.

The effect of this Order will be as follows:

Prohibition of Waiting—At all Times

High Street (north side)

—from 69 metres south-east of its junction with Peabody Street for a distance of 61 metres in a south-easterly direction.

Bridgeman Street (both sides)

—from 15 metres south-west of its junction with High Street to a point 15 metres north-east of its junction with High Street.

High Street (both sides)

—from a point 15 metres north-west to a point 15 metres south-east of its junction with Bridgeman Street.

High Street (north side)

—from its junction with Lever Street for a distance of 15 metres in a westerly direction.

High Street (south side)

—from its junction with Lever Street to its junction with Back Lever Street.

Lever Street (west side)

—from a point 5 metres south to a point 15 metres north of its junction with High Street.

Lever Street (east side)

—from its junction with Greville Street for a distance of 65 metres in a southerly direction.

Prohibition of Waiting—Monday to Saturday 8am to 6 pm

High Street (north side)

—from its junction with Ellis Street to a point 15 metres north-west of its junction with Bridgeman Street.

High Street (south side)

—from its junction with Back High Street to a point 15 metres north-west of its junction with Bridgeman Street.

High Street (north side)

—from a point 15 metres south-east of its junction with Bridgeman Street to a point 69 metres south-east of its junction with Peabody Street.

High Street (north side)

—from a point 130 metres south-east of its junction with Peabody Street to a point 15 metres north-west of its junction with Lever Street.

Ellis Street (south side)

—from its junction with High Street for a distance of 15 metres in a north-easterly direction.

Philip Street (north side)

—from its junction with High Street to its junction with Back Philip Street.

Philip Street (south side)

—from its junction with High Street for a distance of 35 metres in a north-easterly direction.

Flora Street (both sides)

—from its junction with High Street for a distance of 15 metres in a north-easterly direction.

Back Bowness Road (both sides)

—from its junction with High Street to its junction with Back High Street South.

Glynn Street (north side)

—from its junction with High Street to its junction with Heap Street.

Glynn Street (south side)

—from its junction with High Street for a distance of 15 metres in a north-easterly direction.

Peabody Street (both sides)

—from its junction with High Street to its junction with Back High Street.

The Order will contain exemptions to permit waiting for certain purposes.

If you wish to question the validity of the Order or any provisions contained in it on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1967 as amended as aforesaid or on the grounds that any requirement of that Act or that any instrument made under it has not been complied with in relation to the Order you may within 6 weeks from the 21st June 1976 apply to the High Court for this purpose.

The Order will be operative from 21st June 1976.

D. A. Hoggins, Director of Administration

Town Hall,
Bolton BL1 1RU

(482)

WEST YORKSHIRE METROPOLITAN COUNTY COUNCIL

Traffic Regulation Orders

Notice is hereby given that the West Yorkshire Metropolitan County Council have made the following Orders under their powers in the Road Traffic Regulation Act 1967 as amended:

1 The West Yorkshire Metropolitan County Council (Leeds) (Traffic Regulation) (No. 6) Order 1976

The effect of the Order is to:

(a) Create a bus only lane between the hours of 7.30am and 9.30am Mondays to Fridays (with bans on waiting and loading on the southern side of the southern carriageway of York Road, Leeds (A64) situate between Rookwood Avenue and Osmondthorpe Lane.

(b) Prohibit waiting by vehicles at any time in parts of Harehills Lane York Road, Osmondthorpe Lane and Rookwood Avenue, Leeds with either full time or peak period loading bans on major portions of the lengths except Rookwood Avenue.

(c) Prohibit U turns by vehicles proceeding in either the southern or northern carriageways of York Road, Leeds (A64) through the gaps in the central reservation at the junctions with Harehills Lane and Osmondthorpe Lane.

(d) Prohibit vehicles proceeding from the northern carriageway to the southern carriageway of York Road, Leeds at its junction with Harehills Lane or from southern to the northern carriageway of York Road at its junction with Osmondthorpe Lane.

(e) Provide for vehicles making obligatory left turns as follows:

- (i) Harehills Lane into York Road,
- (ii) Back Osmondthorpe Lane in York Road,
- (iii) Osmondthorpe Lane into York Road.

(f) Prohibit vehicles proceeding in the southern carriageway of York Road making a U-turn at the junction of Marsh Lane and Burmantofts Street.

2 The West Yorkshire Metropolitan County Council (Leeds) (Traffic Regulation) (No. 17) Order 1976 and (Leeds) (Parking Places) (No. 1) Order 1976

The effect of the Orders is to:

(i) Prohibit waiting by vehicles at any time on parts of the east and west sides of Edwards Street, Leeds and on part of the northside of Templar Street.

(ii) Remove certain of the parking places in Edward Street and Templar Street, Leeds.

(iii) Revert Templar Street between Bridge Street and Edward Street Leeds to two-way traffic flow the remaining length of Templar Street to continue as a one-way flow towards Vicar Lane.

The proposals for the bus lane and the prohibition of waiting contain exemptions for emergency service vehicles and vehicles being used in pursuance of statutory powers on duties. There are also exemptions to wait for vehicles being used in connection with weddings or funerals, disabled persons vehicles for up to 2 hours vehicles, loading and