

Parish of Leighton-Linslade 20 feet either side of the Sandhole Bridge over the Grand Union Canal.

The alternative route for north-bound vehicles affected by the Order is: at the junction of Stoke Road/Old Linslade Road continue via Stoke Road (B.488) to Bletchley and Fenny Stratford; turn right into Trunk Road A.5 and proceed to junction with Bedford/Leighton Buzzard road (A.418) at Sheep Lane Crossroads; turn right along A.418 to rejoin Old Linslade Road; and vice versa for south-bound vehicles.

Full details of the proposals are contained in the Order which together with a map showing the restricted road are available for inspection between the hours of 8.45 a.m. and 4.45 p.m. Mondays to Thursdays and 8.45 a.m. to 4.15 p.m. on Fridays at the following locations:

Grove House, 76 High Street North Dunstable, Beds;  
Council Offices, Sundon Road, Houghton Regis, Beds;  
Leighton-Linslade Town Council Offices, 6 Leighton Road, Linslade, Beds.

The Order will come into operation on 1st October 1976.

If you wish to question the validity of the Order or of any provision contained in it on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, and Schedule 19 to the Local Government Act 1972, or, on the grounds that any requirement of that Act or of any regulation made under it has not been complied with in relation to the Order, you may, within 6 weeks from the date of this notice apply to the High Court for this purpose.

*P. J. Uphill*, Administration Executive.

Grove House,  
76 High Street North,  
Dunstable, Beds.

10th August 1976. (773)

#### BIRMINGHAM CITY COUNCIL

*The City of Birmingham District Council (Stratford Road etc., Sparkhill) (Traffic Regulation) Order 1976*

Notice is hereby given that the City of Birmingham District Council pursuant to arrangements made under section 101 of the Local Government Act 1972 with the County Council of the West Midlands, propose to make the following Orders under sections 1 (1), (2) and (3) of 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 which will be as follows:

To require the driver of any vehicle proceeding in Bromyard Road towards Stratford Road in the City of Birmingham to make a left hand turn into Shaftmoor Lane on reaching the junction of Bromyard Road and Shaftmoor Lane.

Full details of the proposals are in the Draft Order, which together with a map and statement of the Councils reason for the proposals may be examined at the office of the City Engineer, Highways Agency Division, 2nd Floor, Baskerville House, Birmingham, during normal office hours.

Any person wishing to object to the proposed Order should write to the undersigned, stating the grounds for objection by the 7th September 1976.

Dated 10th August 1976.

*D. N. Rogers*, City Engineer.

Baskerville House,  
Birmingham, B1 2NF. (761)

#### CAMBRIDGE CITY COUNCIL

*The City of Cambridge (Prohibition of Driving No. 1) Order 1976*

Notice is hereby given that on the 3rd August 1976, Cambridge City Council, acting in pursuance of arrangements made under section 101 of the Local Government Act 1972, with Cambridgeshire County Council, in exercise of the powers of the said County Council under sections 1 (6) and 9 (1) and (4) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, and Schedule 19 of the Local Government Act 1972, and with the consent of the Secretary of State given under section 84B of the Act of 1967, and after consultation with the Chief Officer of Police in accordance with section

84C (1) of the Act of 1967, made the above Order the principal effect of which is:

1. To prohibit any person, except with the permission or at the direction of a Police Constable in uniform or of a Traffic Warden, to cause or permit any motor vehicle:

- (a) from proceeding in Sidney Street, between the south side of its junction with Market Street and its junction with St. Andrew's Street;
- (b) from proceeding in St. Andrew's Street, between the north side of its junction with Emmanuel Street and its junction with Sidney Street.

Exemption from the prohibitions in 1 (a) and (b) above to exist in favour of:

public service vehicles on service routes; hackney carriages; vehicles displaying orange badges, carrying disabled persons requiring access to or egress from premises within or adjacent to the restricted roads; vehicles in the service of a local authority or Water Authority carrying out statutory powers or duties; emergency service vehicles; public utility vehicles carrying out statutory powers or duties in or adjacent to the restricted roads and vehicles used for the purpose of delivering or collecting postal packets.

- 2. (a) to prohibit any motor vehicle from proceeding in King Street between the west side of its junction with Malcolm Street and its junction with Hobson Street;
- (b) to prohibit any motor vehicle from proceeding in Hobson Street; and
- (c) to prohibit any motor vehicle from proceeding in Sussex Street.

Exemption from the prohibitions in 2 (a), (b) and (c) above to exist in favour of those classes of vehicles exempted from the prohibitions contained in paragraphs 1 (a) and (b) above with an additional exemption permitting any vehicle to gain access to premises fronting those streets.

3. To permit vehicles to proceed in both directions:

- (a) in King Street between its junction with Malcolm Street and its junction with Hobson Street;
- (b) in Hobson Street;

by revoking present restrictions.

A copy of the Order together with a map showing the length of roads affected may be inspected at my office at the Guildhall, Cambridge, during normal office hours free of charge.

If you wish to question the validity of the Order or of any provision contained in it on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1967, as amended, or on the grounds that any requirement of that Act or any instrument made under it has not been complied with in relation to the Order, you may within 6 weeks from the 3rd August 1976, apply to the High Court for this purpose.

This Order will come into operation on the 10th August 1976.

Dated 10th August 1976.

*Michael Ball*, City Secretary and Solicitor.

The Guildhall,  
Cambridge, CB2 3QJ.

#### EXPLANATORY NOTE

The Cambridge City Council has made this Order in conjunction with an Order of similar effect by the Department of the Environment, in respect of Trumpington Street, King's Parade, and Senate House Hill.

The City Council Order prohibits all motor vehicles except for those specifically exempted, from proceeding along Sidney Street and St. Andrew's Street between their respective junctions with Market Street and Emmanuel Street in either direction. The effect of this is to prohibit right turns from Market Street into Sidney Street and requires motor vehicles travelling northwards along St. Andrew's Street to turn right into Emmanuel Street.

Apart from the exempted classes of vehicles, and vehicles requiring access to premises in King Street (part), Hobson Street or Sussex Street, no vehicles travelling westwards along King Street will be permitted to proceed any further than the junction with Malcolm Street.

This Order (together with that made by the Department of the Environment) makes permanent the existing experimental restrictions which were first introduced on 10th February 1975. (498)