

3. The City Council of Liverpool (Central Area) (Canning Place, etc.) (One-Way) Order 1967. In so far as it relates to one-way traffic in the northern carriageway of Canning Place, the southern carriageway of Canning Place, Coopers Row and Mersey Street.
4. The City Council of Liverpool (Central Area) (One-Way Traffic) (No. 2) Order 1969. In so far as it relates to one-way traffic in Frederick Street, Cleveland Buildings, and Price Street.
5. The City Council of Liverpool (Frederick Street) (Restriction of Waiting) Order 1969. The whole Order.
6. The City Council of Liverpool (Wapping etc.) (Restriction of Waiting) Order 1970. In so far as it relates to waiting in Andsell Street, Salthouse Lane and Mersey Street. Liver Street and Wapping.
7. The City Council of Liverpool (Cleveland Square/Paradise Street) (Prohibition and Restriction of Waiting) Order 1970. In so far as it relates to waiting in Cleveland Buildings, Price Street and the section of Park Lane between a point 7.62 metres (25 feet) south of its junction with Canning Place and its junction with Paradise Street.

## SCHEDULE 2

## Roads and lengths of roads in the City of Liverpool

- | Column 1  | Column 2                       |
|---|--------------------------------|
| 1. Cleveland Buildings  | From north-east to south-west. |
| 2. Liver Street   | From north-east to south-west. |
| 3. The gap in the central reservation of Strand approximately 20 metres (76 feet) north-west of the centre line of the southern carriageway of Canning Place. | From west to east.             |

## SCHEDULE 3

## Lengths of roads in the City of Liverpool

1. Frederick Street, from a point 13.7 metres (45 feet) north of its junction with Cleveland Buildings to its northern extremity.
2. Price Street, from a point 13.7 metres (45 feet) north-west of its junction with Paradise Street and Cleveland Buildings to its north-western extremity.

## SCHEDULE 4

## Part A. Road, lengths of roads and sides of lengths of roads in the City of Liverpool

1. Cleveland Buildings.
2. Frederick Street, from its junction with Cleveland Buildings in a northerly direction for a distance measured along the said street of 13.7 metres (45 feet).
3. Gower Street, from its junction with Wapping in a westerly direction for a distance measured along the said street of 13.7 metres (45 feet).
4. Liver Street  
The north-west side, the full length.  
The south-east side:  
from its junction with Wapping in a north-easterly direction for a distance measured along the said street of 62 metres (203 feet); and  
from its junction with Park Lane in a south-westerly direction for a distance measured along the said street of 13.7 metres (45 feet).
5. Park Lane, from a point 7.62 metres (25 feet) south of its junction with Canning Place to its junction with Paradise Street.
6. Price Street, from its junction with Paradise Street and Cleveland Buildings in a north-westerly direction for a distance measured along the said street of 13.7 metres (45 feet).

B

## 7. Wapping

The east side, from a point 7.62 metres (25 feet) south of its junction with Canning Place to a point 50 metres (164 feet) south of its junction with Liver Street.  
The west side:

from a point 7.62 metres (25 feet) south of its junction with Strand Street to a point 50 metres (164 feet) south of that junction; and  
from a point 100 metres (328 feet) north of its junction with Gower Street to a point 13.7 metres (45 feet) south of that junction.

## Part B. Sides of lengths of roads in the City of Liverpool

1. Liver Street, the south-east side, from a point 13.7 metres (45 feet) south-west of its junction with Park Lane to a point 62 metres (203 feet) north-east of its junction with Wapping.

## 2. Wapping

The east side, from a point 50 metres (164 feet) south of its junction with Liver Street to a point 13.7 metres (45 feet) north-west of its junction with Kings Dock Road.

The west side:

from a point 50 metres (164 feet) south of its junction with Strand Street to a point 100 metres (328 feet) north of its junction with Gower Street; and  
from a point 13.7 metres (45 feet) south of its junction with Gower Street to a point 50 metres (164 feet) north-west of its junction with the vehicular dock entrance between Wapping Dock and Queens Dock opposite Blundell Street.

19th May 1981.

(486)

## THE MIDDLESBROUGH BOROUGH COUNCIL

## The Middlesbrough Borough Council Amber Street (Play Street Order) 1981

Notice is hereby given that the Middlesbrough Borough Council acting as agents for the Highway Authority, Cleveland County Council, propose to make an Order under section 26 of the Road Traffic Regulation Act 1967, as amended, and after consultation with the Chief Officer of Cleveland Constabulary.

When the Order comes into operation its effect will be to replace the existing Amber Street Play Street Order with a new Order specifying in greater detail the types of vehicles which will be permitted to proceed in Amber Street. Amber Street shall therefore continue to be a play street and no vehicles shall be allowed to proceed in the street unless they are being used for the conveyance of persons goods or merchandise to and from any private dwellinghouse situated on or adjacent to Amber Street, for the purpose of servicing, supplying or provisioning any other premises situated on or adjacent to the street or having a means of access for those purposes to or from the street or in connection with any building or road reconstruction works.

Full details are contained in a draft Order which together with a map and a statement of the Council's reasons for proposing to make the Order, may be examined between the hours of 9 a.m. to 4.30 p.m. Monday to Friday at Borough Secretary's Department, Municipal Buildings, Middlesbrough, and

Information Centre, 125 Albert Road, Middlesbrough.

Objections to the proposed Order should be sent with the grounds for making them in writing to the undersigned on or before 12th June 1981.

S. Robinson, Borough Secretary

Municipal Buildings,  
Middlesbrough, Cleveland TS1 2QQ.

7th May 1981.

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## NORFOLK COUNTY COUNCIL

## The Norfolk County Council (Great Yarmouth) (Bus Stops) (Clearway) Order 1981

Notice is hereby given that the Norfolk County Council have made an Order under section 1(1), (2), (3), (3B), and (6) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968.

The purpose of the Order is to prohibit vehicles, other than buses, from waiting between 7 a.m. and 7 p.m. on