

Council made Orders under sections 1, 28, 31, 35, 36, 37, 39 and 84D(1) of the Road Traffic Regulation Act 1967, as amended, the effect of which will be as follows:

- (1) *Waiting will be prohibited at all times in:*
  - (a) *Cavendish Street*, east side.
  - (b) *Regent Hill*, west side, from Upper North Street southwards for 30 feet.
- (2) *Parking Alterations*
  - (a) Disabled parking places provided outside No. 72 Southampton Street and No. 77 Whippingham Road.
  - (b) *Kings Road*—Taxi rank outside Grand Hotel replaced by 2 meter bays.
  - (c) *Preston Road*—Motor cycle bay provided outside Nos. 16-28 Preston Road.
  - (d) *Station Road, Preston*—Motor cycle bay extended northwards by 12 feet.
- (3) *Residents Parking*

#### AREA A

*Clifton Terrace*—five 2 hour spaces at east end exchanged with five residents places at west end.

*Montpelier Villas, St. Michaels Place, Victoria Road and Windlesham Avenue*—Certain 2 hour spaces converted to residents spaces.

*Victoria Place*—Two resident spaces provided on north side.

#### AREA B

*Bedford Place and Western Street*—Certain 2 hour meters converted to residents spaces.

*Regency Square*—Five resident spaces and one meter space provided on east side of eastern carriageway.

*Regent Hill*—Resident spaces transferred to west side.

#### AREA C

*Devonshire Place*—Three resident spaces provided.

#### AREA F

*Buckingham Road*—Three resident spaces provided.

*St. Nicholas Road*—Three 4 hour spaces converted to resident spaces.

#### AREA G

*Cheltenham Place*

(i) Motor cycle bay at northern end resited in Gloucester Street and vacated space converted to resident space.

(ii) Meter bay north of Blenheim Place converted to resident space.

*Kensington Place and Tichborne Street*—Certain meters converted to residents spaces

*Following streets transferred from AREA G to NEW AREA D:*

Ann Street, Baker Street, Belmont Street, Boston Street, Brunswick Row, Cross Street, Ditchling Road (Viaduct Road—St. Peters Place), Elder Place, Fleet Street, Francis Street, Kingsbury Road, Kingsbury Street, London Road (York Place—New England Road), London Terrace, Marshall's Row, New England Road, New England Street, New York Street, Oxford Court, Oxford Place, Oxford Street, Providence Place, Queen's Place, Rosehill Terrace, St. Peter's Street, Viaduct Lane, Viaduct Road, York Hill.

#### NEW AREA D

*Rosehill Terrace (eastern half)*—Three meters converted to residents spaces.

A copy of the Orders, which will come into operation on the 4th May 1982, and a map showing the roads affected, may be examined at the Enquiry Office, Town Hall, Brighton, between the hours of 9 a.m. and 4 p.m. on Mondays to Fridays.

If you wish to question the validity of the Orders, or of any provisions contained in them on the grounds that they are 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 Orders, you may, within 6 weeks from the 26th April 1982, apply to the High Court for this purpose.

T. J. Blake, Borough Secretary

Town Hall,  
Brighton BN1 1JA

28th April 1982

(481)

## GREATER MANCHESTER COUNTY COUNCIL

*The Greater Manchester County (Market Street, Manchester) (Prohibition of Driving and Traffic Regulation) (County) Order 1982*

Notice is hereby given that on 21st April 1982, the Greater Manchester County Council made an Order under section 1 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 is to make permanent the following existing experimental restrictions:—

(a) To prohibit all vehicles at any time from Market Street between the westerly kerblines of Mosley Street and the easterly kerblines of High Street, except that vehicles requiring access to premises will be allowed entry before 10 a.m. on any day and after 4 p.m. on any day and buses and emergency services will be allowed entry at any time.

(b) To prohibit all vehicles at any time from the lengths of road specified below, except that vehicles requiring access to premises will be allowed entry before 10 a.m. on any day and after 4 p.m. on any day and emergency services will be allowed entry at any time:—

Market Street from the westerly kerblines of High Street to the easterly kerblines of Corporation Street;

Spring Gardens from the southerly building line of Market Street for a distance of 19 metres in a southerly direction; and,

Barn Street for its full length.

(c) To prohibit all vehicles at any time from the lengths of roads specified below:

Sickle Street from the southerly building line of Market Street for a distance of 20 metres in a southerly direction; and

Tib Street from the northerly kerblines of Market Street to a point opposite the northerly building line of Market Street on the east side of Tib Street and to a point 10 metres north of the northerly building line of Market Street on the west side of Tib Street.

Loading and unloading is to be allowed before 10 a.m. and after 4 p.m. on the south side of Market Street between Pall Mall and Fountain Street and on Market Street between High Street and Piccadilly. The alternative route for prohibited westbound traffic is via Portland Street, Oxford Street, Peter Street, Mount Street, Albert Square and Cross Street. The Order contains exemptions for the purposes of building operations or work on or under the lengths of road.

(d) To impose one-way working on:

Back Piccadilly from Tib Street to Oldham Street in that direction; and

Spring Gardens from a point 16 metres south of the southerly building line of Market Street to a point 19 metres south of the southerly building line of Market Street in that direction.

(e) To prohibit the right hand turn from High Street (south bound) into Market Street.

The necessary amendments are made to the Parking Places and Controlled Parking Zone (Manchester) Order 1971. A copy of the Order which comes into operation on the 3rd May 1982, and a plan showing the roads to which it relates may be inspected between 8.30 a.m. and 4.30 p.m. on Monday to Friday at the County Legal Office, County Hall, (Minshall Street entrance), Piccadilly Gardens, Manchester.

Any person who wishes 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 as aforesaid, or on the grounds that any requirement of that Act or of any instrument made under it has not been complied with in relation to the Order may, within 6 weeks from 21st April 1982, apply to the High Court for this purpose.

P. D. Quick, County Legal Officer (81/114)

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

28th April 1982

(725)

## GREATER MANCHESTER COUNTY COUNCIL

*The Greater Manchester County (High Street, Manchester) (Half Box Junction) (County) Order 1982*

Notice is hereby given that on 21st April 1982 the Greater Manchester County Council made an Order under Section 1 of the Road Traffic Regulation Act 1967, as amended by Part IX