

If you wish to object to the proposed order you should send the grounds of your objection in writing to the undersigned by 1st January 1988.

S. Robinson, Borough Secretary

Municipal Buildings,
Middlesbrough, Cleveland TS1 2QQ, P.O. Box 99A

SCHEDULE

Amber Street, East-side, from the northern kerb-line of Garnet Street for a distance of 19 metres in a northerly direction.

East Side, from a point 85 metres north of the northern kerb-line of Garnet Street to a point 112 metres north of the northern kerb-line of Garnet Street.

West Side, from the northern kerb-line of Garnet Street for a distance of 15 metres in a northerly direction.

West Side, from a point 99 metres north of the northern kerb-line of Garnet Street to a point 112 metres north of the northern kerb-line of Garnet Street.

10th December 1987 (481)

BEXLEY LONDON BOROUGH COUNCIL

Bexley London Borough (Disabled Persons' Parking Places)

Notice is hereby given that the Council of the London Borough of Bexley propose to make the Bexley (Free Parking Places) (Disabled Persons) (No.) Order 198 under section 6 of the Road Traffic Regulation Act 1984, as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985.

The general effect of the Order would be to:

- designate parking places in Coleman Road, Porthkerry Road and Wrotham Road, in which vehicles authorised by the Order may be left for any period during the permitted hours without charge;
- provide that the parking places would operate between 8.30 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive (Christmas Day, Good Friday and Bank Holidays excepted);
- specify, in respect of the parking places, that disabled persons' vehicles displaying in the relevant position a disabled persons's badge (commonly referred to as "the Orange Badge") issued by any local authority under the provisions of the Disabled Persons (Badges for Motor Vehicles) Regulations 1975 or 1982 may be left therein; and
- provide that certain vehicles may wait in the parking places in certain circumstances, e.g. to allow persons to board or alight (maximum 2 minutes), to load or unload (maximum 20 minutes), etc.

A copy of the proposed Order, of the Bexley (Free Parking Places) (Disabled Persons) (No. 1) Order 1978 (and of the Orders which have applied that Order) and of the Council's statement of reasons for proposing to make the Order, and of the maps which indicate each length of road to which the Order relates can be inspected during normal office hours on Mondays to Fridays inclusive until the expiration of a period of 21 days from the date on which this notice is published in (a) Chief Engineers Department, Sidcup Place, Sidcup, Kent DA14 6BT, and (b) The Information Centre, Civic Offices, Broadway, Bexleyheath, Kent DA6 7LB.

Further information may be obtained by telephoning the Chief Engineer's Department, telephone number 01-303 7777 ext. 3614.

Persons desiring to object to the proposed Order should send a statement in writing of their objection and the grounds thereof to the Chief Engineer, London Borough of Bexley, Sidcup Place, Sidcup, Kent DA14 6BT, within the afore-mentioned period of 21 days.

Persons objecting to the proposed Order should be aware that in view of the Local Government (Access to Information) Act 1985, this Council would be legally obliged to make any comments received in response to this notice, open to public inspection.

D. S. Priest, Chief Engineer

9th December 1987. (482)

GREAT GRIMSBY BOROUGH COUNCIL

The Borough of Great Grimsby (Various Streets) (Prohibition and Restriction of Waiting) (No. 27) Order 1987

Notice is hereby given that the Great Grimsby Borough Council, acting as agent for the Highway Authority, the County Council of Humberside, on 4th December 1987, made a Road Traffic Regulation Order, under powers contained in the Road Traffic Regulation Act 1984, which will come into operation on 7th December 1987. The effect of the Order will be to impose restrictions for no waiting at any time in Armstrong Street (part), and to revoke some existing restrictions in Gilbey Road (part) and Armstrong Street (part). If any person 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 1984, 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 of 7th December 1987, apply to the High Court for this purpose.

R. V. Hughes, Town Clerk and Chief Executive
Municipal Offices,
Town Hall Square, Great Grimsby.
10th December 1987. (483)

LEICESTER CITY COUNCIL

The Leicester (Experimental) Traffic Regulation (Knighton Road) Order 1987

Notice is hereby given that Leicester City Council acting as agent for Leicestershire County Council have made an Order under section 9 of the Road Traffic Regulation Act 1984 with effect from 11th January 1988 to:

Stop vehicles on an experimental basis waiting at any time except for permitted loading of 20 minutes in:

- Chapel Lane the north side between
 - points 10 metres east and west of its junction with Gilliver Street and
 - its junction with Knighton Road and 10 metres west, the south side between its junction with Church Lane and 19 metres west.
- Church Lane both sides between its junction with Chapel Lane and 10 metres south
- Eton Close both sides including the turning heads
- Gilliver Street both sides between its junction with
 - Newmarket Street and 10 metres south and
 - Chapel Lane and 10 metres north
- Knighton Road the south and east side between a point 40 metres east of its junction with Queens Road and a point 23 metres south of its junction with Eton Close the east side between its junction with Chapel Lane and a point 10 metres north, the west side between
 - its junction with Chapel Lane and a point 10 metres north;
 - points 10 metres south and north of its junction with Newmarket Street and
 - points 45 metres south and 10 metres north of its junction with Eton Close the north side between points 10 metres south-west and 10 metres east of its junction with Queens Road.
- Newmarket Street both sides between its junction with Knighton Road and 10 metres west, north side between a point 10 metres east of and a point level with the west side of its junction with Gilliver Street, the south side between a point 5 metres east of its junction with Gilliver Street and its western extremity
- Queens Road both sides between its junction with Knighton Road and 10 metres north

Introduce on an experimental basis a 'one-way' traffic flow in:

- Gilliver Street between its junctions with Chapel Lane and Newmarket Street in the direction of Newmarket Street
- Newmarket Street between its junctions with Gilliver Street and Knighton Road in the direction of Knighton Road.

Copies of the Order, map and statement of reasons may be seen at the address below. To question the validity of the Order applications should be made to the High Court within 6 weeks from 27th November 1987.

A. P. Price-Jones, City Attorney
New Walk Centre, Welford Place,
Leicester LE1 6ZG.
10th December 1987. (484)

The following notice is in substitution for that which appeared on page 14885 of the London Gazette dated 3rd December 1987

MID GLAMORGAN COUNTY COUNCIL

(Various Streets, Aberdare) (Pedestrianisation) (Variation) Order 1987

Notice is hereby given that the Mid Glamorgan County Council propose to make an Order under sections 1 and 2 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, the effect of which will be to vary and make permanent the "Mid Glamorgan County Council (Various Streets, Aberdare) (Experimental) (Pedestrianisation) Order 1986" as follows:

- that it will not be permitted for any goods vehicle to proceed in the un-named lane at the rear of Commercial Street, Aberdare and Market Street, Aberdare for its entire length, unless requiring access to premises on or adjacent thereto for the purposes of loading and unloading between 11 a.m. and 5 p.m. (rather than, it will not be permitted for any vehicle to proceed in the un-named lane at the rear of Commercial Street, Aberdare and Market Street, Aberdare between its junctions with the un-named lane at the rear of Commercial Street and Duke Street, as now)