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| (ii) between a point 4.88 metres south-west of a point opposite the common boundary of No. 6 Howberry Road and No. 24 Watersfield Way and its junction with Cloyster Wood. | 2 p.m. to 3 p.m. Monday to Friday (inclusive) |
| <i>Longcrofte Road</i> , between a point 18.29 metres north of the northern kerb-line of Whitchurch Lane and a point 2.0 metres north of a point opposite the common boundary of Nos. 8 and 10 Longcrofte Road. | 2 p.m. to 3 p.m. Monday to Friday (inclusive) |
| <i>Watersfield Way</i> | 2 p.m. to 3 p.m. Monday to Friday (inclusive) |
| <i>Whitchurch Lane</i> , between the common boundary of Nos. 193 and 195 Whitchurch Lane and a point 18.29 metres west of the western kerb-line of Longcrofte Road. | 8 a.m. to 6.30 p.m. Monday to Friday (inclusive) |
| The service road fronting Station Parade, Whitchurch Lane. | 2 p.m. to 3 p.m. Monday to Friday (inclusive) |

9th March 1989. (483)

IPSWICH BOROUGH COUNCIL

Ipswich Borough Council (Friars Street/Falcon Street Scheme) Traffic Regulation Order 1988

Notice is hereby given that Ipswich Borough Council under sections 1(1) and (2), 2(1) to (3) and 4(1) and (2) of the Road Traffic Regulation Act 1984 propose to make an Order the effect of which will be to:

- (i) amend waiting and loading in parts of Falcon Street, Friars Street, Old Cattle Market, Princes Street, Queen Street and St. Nicholas Street;
- (ii) provide for disabled persons parking spaces in Princes Street;
- (iii) make Queen Street one-way southbound;
- (iv) make St. Nicholas Street (Friars Street to Cromwell Square) one-way southbound;
- (v) prohibit a right turn from Friars Street into St. Nicholas Street; and
- (vi) provide for a No Motor Vehicles (Except for Loading) in St. Stephens Lane.

A copy of the Order and a plan showing its effect, together with a statement of the Council's reasons for proposing to make the Order may be inspected free of charge at the Council Offices at the Civic Centre, Ipswich, between 9.30 a.m. and 4.30 p.m. Mondays to Fridays.

If you wish to object to the proposals you should send the grounds for your objection in writing to reach me not later than 30th March 1989.

M. A. Evans, Director of Administration

Civic Centre,
Civic Drive, Ipswich IP1 2EE.
9th March 1989. (788)

LANCASHIRE COUNTY COUNCIL

The Lancashire County Council (Bescar Lane, Bescar West Lancashire District) (40 m.p.h. Speed Limit) Order 1989

Notice is hereby given that the Lancashire County Council have made an Order under section 82(2), 83(2) and 84(1), (2) and (3) of the Road Traffic Regulation Act 1984 and of all other enabling powers, and after consultation with the Chief Officer of Police, the effect of which will restrict the lengths of road specified in the Schedule to this notice to a speed limit of 40 m.p.h.

A copy of the Order and plan may be inspected at the offices of West Lancashire District Council, 52 Derby Street, Ormskirk, and at Christ Church Precinct, County Hall, Preston, during normal office hours.

The Order will come into force on 10th March 1989. Any person wishing to question the validity of this Order may within 6 weeks of 10th March 1989, apply to the High Court for that purpose.

B. Hill, Chief Executive/Clerk

Christ Church Precinct,
County Hall, Preston PR1 8XJ.

SCHEDULE

Lengths of road at Bescar, West Lancashire District

1. That length of Bescar Lane which extends from its junction with Woodmoose Lane/Drummersdale Lane in a south-westerly direction to a point where the existing 30 m.p.h. speed limit terminates approximately 370 metres north-west of its junction with the B5242.
2. That length of Bescar Lane which extends from its junction with Woodmoose Lane/Drummersdale Lane in a north-easterly direction to a point approximately 187 metres north of the centre line of the railway level crossing. (725)

LANCASHIRE COUNTY COUNCIL

The Lancashire County Council (B5195 Altcar—Downholland—Ormskirk Road, Great Altcar, West Lancashire District) (40 m.p.h. Speed Limit) Order 1988

Notice is hereby given that the Lancashire County Council propose to make an Order under section 84(1), (2) and (3) of the Road Traffic Regulation Act 1984, and of all other enabling powers, the effect of which will be to restrict the length of road specified in the Schedule to this notice to a speed limit of 40 m.p.h.

The draft Order, plan and statement of reasons for proposing to make the Order may be inspected at the offices of West Lancashire District Council, 52 Derby Street, Ormskirk, and at Christ Church Precinct, County Hall, Preston, during normal office hours until 10th April 1989.

If you wish to object to the proposal, you should send the grounds for your objection in writing to the undersigned (quoting ref. 71/CM) by 10th April 1989.

B. Hill, Chief Executive/Clerk

Christ Church Precinct,
County Hall, Preston PR1 8XJ.

SCHEDULE

Length of road at Great Altcar, West Lancashire District

- That length of B5195 Great Altcar between a point on Lord Sefton Way approximately 150 metres west of the road to St. Michael's Church and a point on Broad Lane approximately 117 metres east of the centre line of Lord Sefton Way. (727)

CITY OF LONDON

The City of London (Prescribed Routes) (No. 1) Traffic Order 1989

The City of London (Waiting and Loading Restriction) (Amendment No. 27) Order 1989

The City of London (Parking Places) (Revocation No. 2) Order 1989

Notice is hereby given that the Common Council of the City of London on 1st March 1989 made:

- (a) the City of London (Prescribed Routes) (No.2) Traffic Order 1989 and the City of London (Waiting and Loading Restriction) (Amendment No. 27) Order 1989 under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985;
- (b) the City of London (Parking Places) (Revocation No. 2) Order 1989 under sections 45 and 124 of and Part IV of Schedule 9 to the aforesaid Act of 1984, as amended.

(2) Notice of the Common Council's intention to make the Orders, was first given in issue No: 50667 of the *London Gazette* on 26th September 1986, ref. 920, page 12519 and the effect of the Orders is the same as described in that notice.

3. The general effect of the City of London (Prescribed Routes) (No. 1) Traffic Order 1989 will be to:

- (a) to revoke and re-enact the one-way working for vehicular traffic in Mark Lane imposed by the London Traffic (Prescribed Routes) (No. 22) Regulations 1950;
- (b) revoke and re-enact in a revised form the provisions of the London Traffic (Prescribed Routes) (City of London) (No.2) Regulations 1965 so as to restore two-way working for vehicular traffic in London Street between a point 55 metres south-east of the south-eastern kerb-line of Fenchurch Street and its junction with Fenchurch Place (formerly Railway Place);