

- (a) Monkspath Hall Road—from its junction with Hillfield Park access road to a point 135 metres north of its junction with Widney Lane;
- (b) Widney Lane Solihull—from a point 22 metres west of its junction with Maybridge Drive to a point 24 metres east of its junction with Sandhill Crescent.

A copy of the Order, together with a map may be inspected at the Council Offices, Solihull, during normal office hours. Anyone wishing to question the validity of this order should apply to the High Court for that purpose, within 6 weeks from the date of this notice.

*J. Scampton*, Town Clerk and Chief Executive Officer  
P.O. Box 18, Council House, Solihull B91 3QS.  
30th March 1990. (494)

#### SOUTH RIBBLE BOROUGH COUNCIL

*The South Ribble Borough Council (Towngate and Lancastergate Leyland) (Prohibition and Restriction of Waiting and Restriction of Loading and Unloading) Order 199*

Notice is hereby given that the South Ribble Borough Council pursuant to arrangements made under section 101 of the Local Government Act 1972, with the Lancashire County Council and after consultation with the Chief Officer of Police proposes to make an Order under section 1(1) and (2), 2(1) to (3) and 4(2) of the Road Traffic Regulation Act 1984, the effect of which is set out in the Schedules below.

The Order will contain exemptions to enable the lengths of road specified to be used in connection with any building operation or demolition, for the maintenance of essential services and to allow vehicles to wait for so long as may be necessary to enable persons to board or alight and, other than in connection with Schedule 4 to enable goods to be loaded or unloaded. There would also be exemptions for disabled persons vehicles.

A copy of the proposed Order together with a Statement of Reasons for the making of the Order may be inspected during normal office hours. Objections to the proposal, together with the grounds on which they are made must be sent in writing to me by 7th May 1990.

*J. B. R. Leadbetter*, Chief Executive  
Civic Centre, West Paddock, Leyland.

#### SCHEDULE 1

##### *No Waiting at any time*

##### *Lancastergate, Both sides:*

From a point 6.5 metres east of the centre-line of Broadfield Drive for a distance of 20 metres in an easterly direction.

From a point 3.5 metres west of the centre-line of Towngate for a distance of 15 metres in a westerly direction.

##### *Towngate:*

West side from a point 4.5 metres north of the centre-line of Lancastergate for a distance of 117 metres in a northerly direction.

East side from a point 4.5 metres north of the centre-line of Lancastergate for a distance of 117 metres in a northerly direction.

From a point on the easterly kerb-line of Towngate, 4.5 metres south of the centre-line of Lancastergate, to a point on the westerly kerb-line of Towngate 4.5 metres south of the centre-line of Lancastergate.

West side from a point 6 metres north of the southerly kerb-line of Fox Lane for a distance of 36 metres in a northerly direction.

East side from a point opposite the southerly kerb-line of Fox Lane for a distance of 37 metres in a northerly direction.

From a point on the westerly kerb-line of Towngate 42 metres north of the southerly kerb-line of Fox Lane for a distance of 13 metres in an easterly direction.

West side from a point 2.5 metres north of the centre-line of Malden Street to a point 4.5 metres north of the centre-line of Hough Lane.

#### SCHEDULE 2

##### *No Waiting 8 a.m.—6 p.m. Monday to Saturday*

*Lancastergate*, both sides from a point 26.5 metres east of the centre-line of Broadfield Drive to a point 18.5 metres west of the centre-line of Towngate.

##### *Towngate:*

West side from a point 3 metres south of the centre-line of Mosley Street to a point 121.5 metres north of the centre-line of Lancastergate.

East side from a point 4.5 metres south of the centre-line of Hough Lane to a point 121.5 metres north of the centre-line of Lancastergate.

*Unnamed link road*, between Spring Gardens and Lancastergate, both sides the whole length.

#### SCHEDULE 3

##### *Waiting to 1 hour in any 2 hours, 7 a.m.—6 p.m., Monday to Saturday*

*Towngate*, west side from a point 3 metres north of the centre-line of Mosley Street to a point 2.5 metres south of the centre-line of Malden Street.

#### SCHEDULE 4

##### *No Loading or Unloading 8 a.m.—9 a.m., 4 p.m.—6 p.m.*

##### *Towngate:*

West side from a point 4.5 metres north of the centre-line of Lancastergate in a northerly direction to a point 3 metres south of Moseley Street.

West side from a point 2.5 metres north of the centre-line of Malden Street to a point 4.5 metres north of the centre-line of Hough Lane.

East side from a point 4.5 metres south of the centre-line of Lancastergate in a northerly direction to a point 4.5 metres south of the centre-line of Hough Lane.

From a point of the easterly kerb-line of Towngate, 4.5 metres south of the centre-line of Lancastergate, to a point on the westerly kerb-line of Towngate 4.5 metres south of the centre-line of Lancastergate.

West side from a point 6 metres of the southerly kerb-line of Fox Lane for a distances of 36 metres in a northerly direction.

East side from a point opposite the southerly kerb line of Fox Lane for a distances of 37 metres in a northerly direction.

From a point on the westerly kerb-line of Towngate, 42 metres north of the southerly kerb-line of Fox Lane, for a distance of 13 metres in an easterly direction.

*Lancastergate*, both sides from a point 3.5 metres west of the centre-line of Towngate for a distances of 15 metres in a westerly direction.

14th March 1990.

(728)

#### YORK CITY COUNCIL

##### *The City of York (Salisbury Terrace) (Experimental Continuation) Traffic Order 1990*

Notice is hereby given that the York City Council pursuant to arrangements made under section 101 of the Local Government Act 1972, with the North Yorkshire County Council in exercise of the County Council's powers under section 9 of the Road Traffic Regulation Act 1984, have made the above experimental Order the effect of which will be to continue the existing 2 metres wide contra-flow cycle lane in the street, on an experimental basis for a period of six months. These proposals involve a total ban on loading and unloading and a relaxing of a one-way Order.

The Order comes into effect on 31st March 1990.

A copy of the Order may be seen at my office during normal working hours.

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 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 from 30th March 1990, make application to the High Court for this purpose.

*D. R. Apperly*, City Solicitor

Guildhall, York.  
30th March 1990.

(727)