

PORTSMOUTH CITY COUNCIL

The Portsmouth (Norway Road) (Prohibition of Waiting) (No. 2) Order 1989

Notice is hereby given that the Portsmouth City Council on 6th September 1991, made the above Order under the Road Traffic Regulation Act 1984. Notice of the Council's intention to make this Order was first given in issue No. 51605 of the *London Gazette*, dated 4th January 1989, Ref. No. 495, page 126, and the effects of the final Order are exactly the same as described in that notice.

The Order comes into operation on 20th September 1991.

A copy of the Order and a map may be seen at the Information Desk, Civic Offices, Portsmouth during normal office hours.

If you wish 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 any Instrument made under it has not been complied with in relation to the Order, you may within 6 weeks from 12th September 1991, apply to the High Court for this purpose.

M. P. Kendall, City Secretary and Solicitor

Civic Offices, Portsmouth PO1 2AL.

12th September 1991.

(525)

REIGATE AND BANSTEAD BOROUGH COUNCIL

The Borough of Reigate and Banstead (Redhill Pedestrianisation) Order 1991

Notice is hereby given that the Council of the Borough of Reigate and Banstead propose to make an Order under sections 1(1) and (2), 2(1) to (3), 3(2) and 4(2) of the Road Traffic Regulations Act 1984.

When the Order comes into effect:

1. No person shall, except upon the direction of or with the permission of a police constable or traffic warden in uniform, cause any vehicle to proceed in Marketfield Road (Northern End) north of No. 18 High Street at its junction with High Street for a distance of 2 metres.
2. No person shall cause any vehicle to proceed along the unnamed service road to the north of No. 2 High Street, Redhill, at its junction with High Street for a distance of 2 metres.
3. No person shall cause any vehicle to proceed in that length of Station Road, Redhill, between its junction with the roundabout at Princess Way/Marketfield Way and a point 5 metres to the east of its junction with Queensway, Redhill.

Exemptions will apply for vehicles engaged in building works, road maintenance and the laying and maintenance of gas, water, electricity and telephone apparatus, for vehicles employed in the service of a Local Authority, security vehicles for loading and unloading of monies, for invalid carriages, emergency vehicles and for loading and unloading of commercial vehicles (which description excludes saloon, hatchback and estate cars) which shall be allowed to proceed in the said length of road before 10 a.m. and after 4 p.m., Mondays to Fridays.

Exemptions will also apply for market vehicles including cleansing vehicles between 6 a.m. to 8 a.m. and between 5.30 p.m. and 7 p.m. on the days the market operates.

4. No person shall cause any vehicle to proceed in High Street from its junction with Station Road southwards to its junction with Marketfield Road (South) and Cromwell Road.

Exemptions will apply for vehicles engaged in building works, road maintenance and the laying and maintenance of gas, water, electricity and telephone apparatus and for vehicles employed in the service of a Local Authority and for emergency vehicles.

Exemptions will also apply for market vehicles including cleansing vehicles between 6 a.m. to 8 a.m. and between 5.30 p.m. and 7 p.m. on the days the market operates.

5. Marketfield Road One-Way Traffic (Redhill) Order 1972 is hereby revoked insofar as the area hatched on the plan attached to the Order and two-way traffic is hereby introduced in Marketfield Road.

6. From a point 11 metres from the junction with High Street for a distance of 24 metres and coloured blue on the map attached to the Order in Marketfield Road (Northern End) one-way working will be introduced.

Full details of these proposals are in the draft Order which, together with a map showing the effect of the Order and a statement of reasons for making the Order, may be examined during normal

office hours at the Information Office, at Reigate Town Hall, Castlefield Road, Reigate. If you should wish to object to the proposed Order you should send the grounds of your objection in writing to the Acting Head of Legal Department, Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH, on or before 2nd October 1991.

C. T. Pollard, Chief Executive and Town Clerk

Town Hall,
Reigate, Surrey RH2 0SH.

This Notice amends the notice relating to the same Traffic Order which appeared on 15th August 1991.

9th September 1991.

(545)

SOMERSET COUNTY COUNCIL

The Somerset County Council (A378 Curry Rivel, Drayton and Huish Episcopi) (50 m.p.h. Speed Limit) Order 1991

Notice is hereby given that, the Somerset County Council propose to make an Order under section 84(1) and (2) of the Road Traffic Regulation Act 1984, the effect of which will be to impose a 50 m.p.h. speed limit on the length of road described in the Schedule to this notice.

This length of road is at present subject to the national speed limit of 60 m.p.h.

A copy of the draft Order, a map showing the length of road affected and a statement of reasons for proposing to make the Order may be inspected at the Library, Langport, or at County Hall, Taunton, during normal office hours.

Any person wishing to object to the proposed Order should do so in writing to the undersigned by 2nd October 1991.

R. J. Chapman, Director for the Environment
County Hall, Taunton.

SCHEDULE

That length of the A378 road in the parishes of Curry Rivel, Drayton and Huish Episcopi in the district of South Somerset, which extends from a point 10 yards north-east of its junction with Currywoods Way north-eastwards to a point 243 yards west of Bow Street Bridge, Langport. A distance measured along the said length of road of 2112 yards.

12th September 1991.

(789)

SOUTH SOMERSET DISTRICT COUNCIL

The District of South Somerset (Yeovil—Various Streets) Experimental Traffic Regulation Order 1991

Notice is hereby given that on 9th September 1991 the South Somerset District Council made the above Order which will come into effect on 29th September 1991.

The Order provides as follows:

South Street, Yeovil, two way traffic is introduced from Addlewell Lane to Hendford.

Hendford, Yeovil, the section from South Street is closed to vehicular traffic save for loading and unloading, repair and maintenance work to the road or adjacent buildings and for public service vehicles following a route approved by the Council (in the direction from South Street to High Street).

King George Street, Yeovil, the street is closed to vehicular traffic save for loading and unloading, repair and maintenance work to the road or adjacent buildings and in the case of the length from South Street for 17 metres northwards to enable vehicles to enter or leave the private car park adjacent.

Wine Street, Yeovil, the street is closed to vehicular traffic save for access for loading unloading and repair and maintenance work to the road or adjacent buildings. Any vehicles using the street will be required to do so from High Street (in the direction from the Borough to Union Street).

A copy of the Order and the map indicating its effects and of the statement of the Council's reasons for proceeding by way of experiment may be inspected at the council Offices, Brympton Way, Yeovil or at the Council's Area Office at Petters House, Petters Way, Yeovil during normal office hours.

In accordance with the provisions of Regulation 22(3) of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1989, the Council give further notice that:

- (i) consideration will be given by the Council in due course as to whether the provisions of the Order shall continue in force indefinitely;