

London Road, east side, between Fairfield Street and Downing Street.

(ii) To prohibit waiting between 8 a.m. and 6 p.m. on Monday to Friday and between 8 a.m. and 12.30 p.m. on Saturday on:

Thomas Street, north-east side, between Tib Street and High Street. South-west side, between Tib Street and Soap Street.

High Street, both sides, between Turner Street and its cul-de-sac end.

Aytoun Street, south-west side, between a point 33.5 metres north of Whitworth Street and Minshull Street.

Chorlton Street, north-east side, between Portland Street and Canal Street.

(iii) To prohibit loading and unloading at any time:

High Street, east side, between Market Street and Church Street. North-west side between Nicholas Croft and a point opposite southerly kerb-line of Turner Street.

Market Street, south-west side, from Fountain Street to Mosley Street. North-east side from High Street to Piccadilly.

Aytoun Street, south-west side, between Portland Street and Minshull Street. North-east side, between Shepley Street and a point 25 metres of Auburn Street.

Auburn Street, between Aytoun Street and south-western kerb-line of Piccadilly/London Road.

London Road, north-east side, between Ducie Street and Downing Street. South-west side, between Auburn Street and Granby Row. South-west side, between Altrincham Street and Downing Street.

(iv) To prohibit loading and unloading between 8 a.m. and 9.30 a.m. on Monday to Saturday and between 4.30 p.m. and 6 p.m. on Monday to Friday on:

Aytoun Street, north-east side, between Hope Street and a point 25 metres north-west of Auburn Street.

London Road, west side, between Granby Row and Altrincham Street.

(v) To introduce one way traffic working on:

High Street, from Market Street towards Church Street.

Back Turner Street, from High Street towards Nicholas Croft.

Bridgewater Place, from Birch Lane towards Tib Street.

(vi) To disestablish the vehicle parking places on:

High Street, at a point 3 metres north-east of Nicholas Croft (4 parking meter bays).

Aytoun Street, north-east side, from 11.3 metres north-west of Auburn Street (8 parking meter bays). West side, from 9.1 metres south of Auburn Street (9 parking meter bays). East side, from 15 metres north of Shepley Street (6 parking meter bays).

Chorlton Street, north-east side, from 2.5 metres south-east of Canal Street (2 parking meter bays). East side, from 30 metres south-east of Canal Street (2 parking meter bays). East side, from 75 metres south-east of Canal Street (4 parking meter bays).

(vii) To remove the pedal cycle parking place on:

High Street, west side, from a point 95 metres south of Cannon Street.

2. City of Manchester (High Street and Thomas Street Manchester) (One Way Traffic and Street Parking Places) (Experimental) Order 1991

(a) To introduce, on an experimental basis for up to 18 months, one way traffic working on Thomas Street.

(i) from Tib Street towards High Street.

(ii) from Shudehill towards High Street.

(b) To remove, for an experimental period of up to 18 months, 3 parking bays on High Street, south-east side from 4 metres north-east of Back Turner Street.

3. City of Manchester (High Street, Manchester) (Lane Restriction) Order 1991

To prevent vehicular use of the offside and centre lanes of the easterly carriageway of High Street, except to avoid stationary obstruction.

4. City of Manchester (London Road, Manchester) (Prescribed Routes) Order 1991

To require all vehicles travelling in a south-easterly direction along London Road to proceed ahead only on reaching the junction of Whitworth Street/Metrolink tracks.

5. City of Manchester (High Street and Back Turner Street, Manchester) (Prescribed Routes) Order 1991

(a) To require all vehicles travelling in a north-westerly direction on Back Turner Street to make a left turn on reaching junction of Nicholas Croft.

(b) To require all vehicles along High Street:

(i) on reaching junction of Nicholas Croft to turn left only

(ii) on reaching junction of Church Street/Cannon Street to turn left only

(c) To require all vehicles leaving the High Street Multi-storey car park—Nicholas Croft Exit to turn left only on to Nicholas Croft.

6. City of Manchester (Nicholas Croft, Manchester) (Prohibition of Driving) Order 1991

To prohibit driving on Nicholas Croft (eastern carriageway) between Shudehill and Back Turner Street.

7. City of Manchester (Aytoun Street, Manchester) (Prohibition of Driving) Order 1991

To prohibit driving on Aytoun Street (the area of carriageway extending from the westerly kerb-line for a maximum width of 7 metres)—between 25 metres north-west of Auburn Street to Portland Street.

8. City of Manchester (Nicholas Croft and High Street, Manchester) (Dual Carriageway) Order 1991

To establish dual carriageways on:

Nicholas Croft (north bound carriageway), from High Street to Shudehill.

Nicholas Croft, (south bound carriageway), from Back Turner Street to High Street.

High Street, from Nicholas Croft to Church Street.

9. City of Manchester (High Street, Manchester) (Reserved Cycle Lane) Order 1991

To establish a cycle lane on High Street (south side), from 24 metres to 10 metres south of Cannon Street (width 1.5 metres).

10. City of Manchester (Fountain Street, Manchester) (Reserved Cycle Lane) Order 1991

To establish a cycle lane on Fountain Street from 20 metres to 2.5 metres south of Market Street, with a width of 1.5 metres.

The Greater Manchester County (High Street, Manchester) (Traffic Regulation) (County) Order 1979 is hereby revoked.

Exemptions are included in the waiting restrictions for purposes of boarding or alighting, loading/unloading, funerals, building operations or works on or under the lengths of road. The statutory exemption for disabled persons vehicles is included in the waiting restrictions.

Copies of the Orders which come into operation on 6th November 1991 and plans showing the roads to which they relate may be inspected at may office, Room 506, Town Hall, Manchester, between the hours of 9 a.m. and 4.40 p.m. on Monday to Friday and at the Information Centre, Town Hall Extension between the hours of 9 a.m. and 5 p.m. on Monday to Friday.

Any person who wishes to question the validity of the Orders or of any provision contained in them on the grounds that they are 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 Orders, may within 6 weeks from 5th November 1991 apply to the High Court for such purpose.

R. Ingham, City Solicitor

P.O. Box 532, Town Hall,
Manchester M60 2LA.

6th November 1991.

(732)

MANCHESTER CITY COUNCIL

Road Traffic Regulation Orders Lower Mosley Street/St. Peter's Square/Oxford Street and Piccadilly Gardens Area, City Metrolink 4.

Notice is hereby given, that on 5th November 1991, the Manchester City Council made Orders under the provisions of the Road Traffic Regulation Act 1984. The Orders and their effects are as follows: