

from the date on which they are made, apply to the High Court for that purpose.

I. A. Thornhill, Chief Legal and Administrative Officer
Council Offices,
King Edward Street, Macclesfield.
14th November 1991. (769)

MAIDSTONE BOROUGH COUNCIL

The Borough of Maidstone (Consolidation of Traffic Regulation Orders) (Variation No. 3) Order 1991

Notice is hereby given that, on 8th November 1991, the Maidstone Borough Council, pursuant to arrangements made under section 101 of the Local Government Act 1972, with the Kent County Council in exercise of their powers under section 84 and Schedule 9 of the Road Traffic Regulation Act made a Traffic Regulation Order.

From 8th November 1991, the effect of the Order will be:

London Road, to extend the existing 40 m.p.h. speed limit which runs from a point 758 feet north of its junction with Popular Grove to a point 133 feet south of its junction with Hildenborough Crescent to a point immediately to the north-west of the Railway Bridge.

A copy of the Order which together with the map where appropriate of the restricted lengths of road concerned may be examined, during the normal office hours, at the Secretary's Division, London House, 5-11 London Road, Maidstone, Kent ME16 8HR.

If you wish to question the validity of the Order or of any provisions 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 the Act or of any Instrument made under it has not been complied with in relation to the Order, you may, within 6 weeks from 14th November 1991, apply to the High Court for this purpose.

R. Snailth, Borough Secretary

London House,
5-11 London Road, Maidstone, Kent.
14th November 1991. (729)

OXFORD CITY COUNCIL

The Oxford Central Area—Alterations to Traffic Regulations

1. Notice is hereby given that the Oxford City Council, as agent for the Oxfordshire County Council, has made an Order entitled "The City of Oxford (Central Area) (Traffic Control) Order 1991". It will come into operation on 17th November 1991.

2. The effect of the Order will be as follows:

- (1) To make permanent the present experimental turning movement restrictions at the Woodstock Road/Bevington Road/St. Bernard's Road junction. At present no vehicle is permitted to turn into Bevington Road at the Woodstock Road end. Vehicles are however permitted to leave Bevington Road at the Woodstock Road end by turning either right or left. The turning movement restrictions are to be modified to permit a left turn into Bevington Road from Woodstock Road for cycles only and to permit left turns only out of Bevington Road into Woodstock Road for all vehicles.
- (2) To vary traffic regulations in Cornmarket Street and Queen Street to permit entry by "ring-a-ride" services for people with disabilities to those two streets at all times for the purpose of picking-up or setting-down people with disabilities at premises in those streets.
- (3) To permit cycles to proceed direct from Beaumont Street and St. Giles' to Magdalen Street West. This movement is restricted at the moment to local service buses, police vehicles and emergency service vehicles.
- (4) To permit cycles to proceed direct from Hythe Bridge Street to George Street. This movement is restricted at the moment to local service buses and emergency vehicles.
- (5) To formalise by Order the disabled persons' parking place on the north side at the west end of Keble Road.
- (6) To introduce a loading and unloading ban between 8 a.m. and 6.30 p.m. on Monday to Saturday throughout the whole length of Turn Again Lane, at the junction of Pike Terrace with Turn Again Lane, in Littlegate Street between Brewer Street and Turn Again Lane and in the whole of St. Ebbe's Street between Littlegate Street and Pembroke Street except for a short length

on the east side of the road south of Pembroke Street which will be subject only to a 24 hour prohibition on waiting.

3. The Order mentioned in paragraph 1 above will also revoke the existing Order which gives legal backing to all of the other traffic regulations in Central Oxford but will repeat their provisions. This is being done to minimise the number of traffic Orders in existence in the area in the interests of effective enforcement.

4. A copy of the Order, and the Order which it revokes, may be inspected at my offices at the address given below between 9 a.m. and 4 p.m. on Mondays to Fridays until 26th December 1991. If you wish to question the validity of the Order on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984, or that any other legal requirement has not been complied with in relation to the Order, you may, within 6 weeks of the date of this notice, apply to the High Court for this purpose.

D. M. S. Taylor, City Secretary and Solicitor

St. Aldate's Chambers,
St. Aldate's, Oxford.
14th November 1991. (761)

REIGATE AND BANSTEAD BOROUGH COUNCIL

The Borough of Reigate and Banstead (Waiting Restrictions) (Various Bus Routes Redhill and Reigate) 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 Regulation Act 1984.

When the Order comes into effect, no person shall be able to cause any vehicle to wait at any time on the undermentioned lengths of road:

- (1) *Allingham Road*: No waiting at any time on the junction of Allingham Road, Eastnor Road and Stockton Road around the turning radii for a distance of 15 metres from the intersection point;
- (2) *Earlwood Road*: No waiting at any time on the east side of Earlwood Road from the northern boundary of No. 46 to the southern boundary of No. 50 Earlwood Road and on the west side from the northern boundary of No. 101 to the southern boundary of No. 105 Earlwood Road;
- (3) *Manor Road*: No waiting at any time on the junctions of Manor Road and Albury Road and Southcote Road and Albury Road around the turning radii for a distance of 15 metres from the intersection point;
- (4) *Portland Drive*: No waiting at any time on both sides of Portland Drive from the junction with Malmestone Avenue south-eastwards for a distance of 25 metres.

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, and at the Information Office, The Council House, Brighton Road, Banstead, Surrey, on or before 12th December 1991.

I. Walker, Deputy Chief Executive and Town Clerk

Town Hall,
Reigate, Surrey RH2 0SH.
14th November 1991. (516)

REIGATE AND BANSTEAD BOROUGH COUNCIL

The Borough of Reigate and Banstead (North Street, Redhill) (Prohibition of Waiting) Order 1991

Notice is hereby given that on 11th November 1991, the Council of the Borough of Reigate and Banstead made the above-mentioned Order under sections 1(1) and (2), 2(1) to (3) and 4(2) and Schedule 9 of Part IV of the Road Traffic Regulation Act 1984. The Order has the following effect:

No person shall cause or permit any vehicle to wait on the undermentioned lengths of road:

Hours of Operation of Prohibition: 8 a.m. to 6.30 p.m.

North Street:

On the northern side of North Street from the western side of the entrance to Chilmead westwards for a distance of approximately 85 metres.

On the southern side of North Street from a point 23 metres west of the junction with Warwick Road westwards for a distance of 70 metres and from a point 40 metres west of the