

*The Close, Newby*, both sides from its junction with Scalby Road for a distance of 27 metres.

*Columbus Ravine*: (a) both sides from its junction with Victoria Park Avenue for a distance of 30 metres in a south-westerly direction,

(b) both sides from its junction with Victoria Park for a distance of 25 metres in a north-westerly direction,

(c) east side from its junction with Victoria Park to its junction with Victoria Park Avenue.

*Cornelian Drive*, both sides from its northern junction with Filey Road for a distance of 20 metres.

*Greenfield Road*, south side from a point 45 metres west of its junction with Ramshill Road for a distance of 16 metres in a westerly direction.

*Manham Hill*:

(a) both sides from its junction with Ryefield Road for 25 metres in a northerly direction,

(b) both sides from a point 35 metres north of its southern junction with Lingholm Crescent for a distance of 20 metres in a northerly direction.

*Maple Drive*, both sides from its northerly junction with North Leas Avenue for a distance of 15 metres.

*Mere Lane*, east side from its junction with Queen Margaret's Road for a distance of 330 metres in a southerly direction.

*Mill Lane*, both sides for its entire length.

*Newlands Avenue*:

(a) north-east side from its junction with Cleveland Avenue for a distance of 10 metres,

(b) south-west side from its western junction with Cleveland Avenue for a distance of 10 metres.

*Newlands Park Drive*, east side from a point 54 metres from its junction with Cleveland Avenue for a distance of 26 metres in a northerly direction.

*North Leas Avenue*:

(a) both sides from the north side of its junction with Fieldside for 50 metres in a northerly direction,

(b) both sides from its junction with Givendale Road to its southern junction with Newlands Park Crescent,

(c) north-east side from the boundary between 33-35 North Leas Avenue for 66 metres in a north-westerly direction,

(d) south-west side from a point 66 metres north-west of its northerly junction with Maple Drive for a distance of 135 metres in a south-easterly direction.

*Osgodby Way*, both sides from its junction with Filey Road for a distance of 15 metres.

*Regent Street*, south side from its junction with North Marine Road for a distance of 16 metres.

*Scalby Mills Road*, south side from its junction with Burniston Road for a distance of 15 metres.

*Trafalgar Street West*, west side from a point south of its junction with Nelson Street to a point 5 metres north of that junction.

*Westbourne Grove*, north side from its junction with Cromwell Parade for a distance of 45 metres in an easterly direction.

*Woodville Avenue*, both sides from its junction with Newlands Park Drive for a distance of 10 metres.

The Order would contain exceptions permitting a vehicle to wait for as long as may be necessary to enable a passenger to board or alight, to enable goods to be loaded or unloaded, to enable it to be used for police, fire brigade or ambulance purposes or to enable it to be used in connection with building or similar operations or the maintenance of essential services. The usual exceptions would also be provided for disabled persons' vehicles.

*The Borough of Scarborough (Street Parking Places) Order 1971 (Amendment No. 12) 199*

The effect of the Order would be to designate the following areas of carriageways as on-street parking places for (i) motor cars and (ii) other motor vehicles of an unladen weight not exceeding 30 cwt:

*Scalby Mills Road*, an area of carriageway 2 metres wide adjoining the kerb in the south side and extending from a point 15 metres east of Burniston Road to a point opposite the North Cliff footpath.

*Valley Road*:

(a) an area of carriageway 1.8 metres wide measured from the kerb on the north-west side and extending from a point 32 metres south-west of its junction with Vernon Road to a point 44 metres south-west of its junction with Cromwell Road,

(b) an area of carriageway 1.8 metres wide measured from the kerb on the south-east side and extending from a point 325 metres south-west of its junction with Ramshill Road to its junction with Westbourne Grove.

*The Borough of Scarborough (Aberdeen Street and Union Street, Scarborough) (Prohibition of Entry) Order 199*

The effect of this Order would be to prohibit the driving of vehicles:

- (a) from Aberdeen Walk into Aberdeen Street; and
- (b) from Bedford Street into Union Street.

*The Borough of Scarborough (One-Way Traffic) (Consolidation) Order 1983 (Amendment No. 10) Order 199*

The effect of this Order would be to prohibit the driving of vehicles in the length of Fieldstead Crescent, between Hirstead Road and Greenstead Road other than in a south-easterly direction.

Copies of the Order, statements of the reasons for which they are proposed to be made, maps showing the roads concerned and copies of existing Orders to be amended may be examined during office hours at the Enquiry Office, Town Hall, St. Nicholas Street, Scarborough.

Any objection to the proposed Orders must include a statement of the grounds upon which it is based and must be submitted in writing so as to reach the Director of Legal and Valuation Services, Town Hall, St. Nicholas Street, Scarborough YO11 2HG, no later than first post on 16th December 1991.

J. M. Trebble, Chief Executive

22nd November 1991.

(743)

SHREWSBURY AND ATCHAM BOROUGH COUNCIL

*The Borough of Shrewsbury and Atcham (Hills Lane) (Prohibition of Driving) Order 1992*

Notice is hereby given that Shrewsbury and Atcham Borough Council propose to make an Order under sections 1 and 2 of the Road Traffic Regulation Act 1984, the effect of which will be to prohibit the driving of all motor vehicles in the eastern section of Hill's Lane, between its junction with Mardol and a point 26 metres west of that junction.

A draft of the proposed Order, the map showing the length of road affected and a statement of reasons for the proposal will be available for inspection at the offices of the undersigned during normal office hours. Any objections to the proposed Order should be sent to the undersigned by 20th December 1991, stating the reasons for objection.

D. Bradbury, Chief Executive

Guildhall, Shrewsbury.

22nd November 1991.

(773)

SHREWSBURY AND ATCHAM BOROUGH COUNCIL

*The Borough of Shrewsbury and Atcham (Mardol) (Street Parking Places) Order 1992*

Notice is hereby given that the Shrewsbury and Atcham Borough Council propose to make an Order under sections 32 and 35 Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, the effect of which will be to revoke the 40 minute waiting area on the length of road described in the Schedule and to designate the said length of road as parking places for vehicles being used for the loading/unloading of goods between the hours of 8 a.m. to 6.30 p.m. on Mondays to Saturdays.

Full details of the proposals are contained in the draft Order which, together with the relevant plans and statements of the Council's reasons for proposing to make the Order, may be examined during normal office hours at The Guildhall, Dogpole, Shrewsbury. Any objections to the proposed Order should be sent to the undersigned by 20th December 1991 stating the reasons for objection.

SCHEDULE

*Mardol*, the south-west side—between a point 28 metres and 49 metres south-east of its junction with Roushill.

D. Bradbury, Chief Executive

Guildhall, Dogpole, Shrewsbury.

22nd November 1991.

(807)