

applies, will be changed so that such prohibition will apply at any time;

- (b) on waiting by vehicles for the purpose of delivering or collecting goods or loading or unloading a vehicle for a period of more than 20 minutes in the same place applies, will be changed so that such prohibition will apply between 11 a.m. and 6.30 p.m. throughout the week.

The general effect of the City of London (Leadenhall Market) (Amendment) Order 1992 will be to amend the City of London (Leadenhall Market) Order 1991 so that the prohibition and restrictions imposed by that Order will apply in a revised length of Whittington Avenue.

A copy of the Orders, which will come into operation on 26th October 1992 of above-mentioned Order of 1979 and 1991 (and of the Orders which have amended or applied the provisions of those Orders), and of a plan showing the affected streets can be inspected during normal office hours on Mondays to Fridays inclusive, until the end of 6 weeks from the date on which the Orders were made in Room 123 West, The Guildhall, London EC2P 2EJ.

Copies of the Orders may be purchased from the City Engineer's Department, The Guildhall, London EC2P 2EJ.

Any person desiring to question the validity of either of the Orders or of any provision contained therein on the ground that it is not within the powers of the relevant sections of the Road Traffic Regulation Act 1984, or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with in relation to either of the Orders may, within 6 weeks from the date on which the Order was made, make application for the purpose to the High Court.

S. Jones, Town Clerk

SCHEDULE

Bartholomew Lane

Holborn Viaduct, between the western kerb-lines of Giltspur Street and Old Bailey and the south-eastern kerb-line of Snow Hill.

Leadenhall Place, between the western kerb-line of Lime Street and a point 29 metres east of the eastern kerb-line of Lime Street Passage.

Leadenhall Street, between the south-eastern kerb-lines of Bishopsgate and Gracechurch Street and a point 27 metres east of the eastern kerb-line of Creechurch Lane.

Lime Street, between the southern kerb-line of Leadenhall Street and a point opposite the party wall of No. 34 and Nos. 37 to 39 Lime Street.

Lothbury, between the eastern kerb-line of Moorgate and its junction with Throgmorton Street.

Ludgate Hill

Old Broad Street, between its junction with Threadneedle Street and the southern kerb-lines of London Wall and Wormwood Street.

Princes Street

St. Mary Axe, between the northern kerb-line of Leadenhall Street and the north-eastern kerb-line of Undershaft.

Snow Hill, the north-east side, between the north-eastern kerb-line of Holborn Viaduct and a point 17 metres north-west of that kerb-line.

Threadneedle Street, between its junction with Mansion House Street and the south-eastern kerb-line of Finch Lane.

Throgmorton Street

Undershaft

Whittington Avenue, between the southern kerb-line of Leadenhall Street and a point 52.5 metres south of that kerb-line.

15th October 1992.

(763)

LINCOLNSHIRE COUNTY COUNCIL

Lincolnshire County Council (Various Roads, Gainsborough) (Traffic Regulation) Order 1992

Notice is hereby given that the Lincolnshire County Council has made an Order under sections 1(1) and (2), 2(1) to (3), 4(2) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, the effect of which will be to impose the following traffic regulations:

(1) *Prohibition of Driving and Waiting*

Market Place, entire length.

Lord Street, between its junctions with Parnell Street and Market Street.

(2) *No Waiting at Any Time*

Church Street:

west side, between its junctions with Lord Street and Gladstone Street.

east side, from its junction with Market Street in a northerly direction for a distance of 10 metres.

east side, from its junction with Gladstone Street/Roseway in a southerly direction for a distance of 15 metres.

Market Street, both sides between its junctions with North Street and Church Street.

(3) *30 Minutes Limited Waiting, Return Prohibited Within One Hour, 8 a.m. to 6 p.m., Monday to Saturday*

Church Street, east side, between points 10 metres north of its junction with Market Street and 15 metres south of its junction with Gladstone Street/Roseway.

(4) *One-Way Traffic Flow (East to West)*

Market Street, entire length.

Exemptions are included which will permit waiting for disabled persons, loading and unloading goods, the maintenance of the roads, gas, electricity, water or any telegraphic line and taxis waiting on authorised ranks.

Exemptions are also included for (1) only which will permit the loading and unloading of goods and general access for disabled persons between 4 p.m. and 10 a.m.

The Order will come into operation on 23rd October 1992 and a copy of the Order and a plan showing the lengths of road concerned may be inspected at the address given below and the offices of the West Lindsey District Council, The Guildhall, Gainsborough during normal office hours.

Any person who desires to question the validity of the Order or of any provision contained therein 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 may within 6 weeks after 13th October 1992, make application to the High Court for this purpose.

J. Emmerson, Director of Highways and Planning

4th Floor, City Hall, Lincoln LN1 1DN.

14th October 1992.

(764)

PORTSMOUTH CITY COUNCIL

Proposed Road Hump Scheme in Shakespeare Road Ernest Road and Shearer Road

Notice is hereby given, that the Portsmouth City Council proposes to introduce a traffic calming scheme by the construction of road humps to reduce the speed of vehicles.

Road humps are artificial humps on the surface of the road. Kerbside parking, where permitted at present, will be allowed on and over the road humps.

The proposed road humps are to be of the flat-top type with tapered sides. Each hump will be 75 mm (3 inches) in height off the road surface and 3.70 metres (12 feet 2 inches) in length along the road.

The proposed locations of the road humps are as follows (with all measurements being to the centre of the hump):

Shakespeare Road

(A) approximately 11 metres north of its junction with St. Mary's Road (alongside the flank frontages of Nos. 65A and 67 St. Mary's Road).

(B) approximately 76 metres north of its junction with St. Mary's Road (outside Nos. 25, 27 and 28).

(C) approximately 34 metres south of its junction with Manor Road (outside Nos. 53, 55, 56 and 58).

(D) approximately 6 metres north of its junction with Manor Road (outside Nos. 84 and 86 and alongside the flank of No. 97 Manor Road).

Ernest Road

(E) approximately 7 metres south of its junction with Hampshire Street (outside Nos. 109, 111, 114A and 116).

(F) approximately 35 metres north of its junction with Hampshire Street (outside Nos. 91, 98 and 100).