

Exceptions are provided in the various Orders, where appropriate, to allow vehicles to wait for the purposes of:

- (a) picking up and setting down passengers;
- (b) loading or unloading of goods;
- (c) building operations;
- (d) the maintenance of the highway and essential services.

Copies of the Orders and maps showing the roads and lengths of roads to which the Orders relate may be inspected at the address below during normal office hours.

Orders Nos. 1 and 2 will come into operation on the 20th March 1972 and Order No. 3 on the 18th April 1972.

If you wish to question the validity of any of the Orders or of any provision contained in them on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968 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, you may, within 6 weeks from the 8th March 1972, apply to the High Court for this purpose.

A. E. Bennett, Town Clerk.

Civic Centre,  
Dix's Field,  
Exeter, EX1 1JN.

(416)

#### ISLE OF WIGHT COUNTY COUNCIL

*The County of the Isle of Wight (Lower York Avenue, Cowes) (Experimental Prescribed Route) Order 1972.*

Notice is hereby given that the Isle of Wight County Council in exercise of their powers under section 9 of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968, and after consultation with the Chief Officer of police in accordance with section 84C (1) of the said Act of 1967 propose to make an Order the effect of which will be as follows:

Every person causing any vehicle to proceed in an easterly direction in Lower York Avenue in the Urban District of Cowes shall cause that vehicle, on reaching the junction with Lower York Avenue with Ferry Road, to make a right-hand turn into Ferry Road.

The purpose of the proposed Order is to create a traffic quiet area in Lower York Avenue, by reducing traffic congestion in the said road and will be brought into effect upon completion of the East Cowes Town Centre Relief Road.

A copy of the draft Order, this Notice and the relevant plan may be inspected during normal office hours at Room 307, County Hall, Newport, I.W., and the office of the Clerk of the Council, Northwood House, Cowes I.W.

Objections to the proposal should be in writing and must be received by the undersigned not later than the 8th April 1972.

L. H. Baines, Clerk of the County Council.

County Hall,  
Newport, I.W.

(435)

#### ISLE OF WIGHT COUNTY COUNCIL

*The County of the Isle of Wight (Borough of Newport) (Traffic Regulation) Order No. 1, 1972*

Notice is hereby given that the Isle of Wight County Council in exercise of their powers under section 1 (1), (2) and (3) of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968, propose to make an Order the effect of which will be as follows:

- (a) To revoke the following Orders:

The County of the Isle of Wight (Wootton, I.W.) (No Waiting) Order No. 1, 1968.

The County of the Isle of Wight (High Street, Wootton) (No. Waiting) Order, 1966.

The County of the Isle of Wight (Bignor Place, Newport, I.W.) (Traffic Regulation) Order, 1971.

The County of the Isle of Wight (Royal Exchange, Newport, I.W.) (Traffic Regulation) Order, 1971.

The County of the Isle of Wight (Borough of Newport) (Traffic Regulation) Order No. 1, 1971.

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- (b) To re-enact this Order with the following additional restrictions:

*Medina Avenue*—On south side from the junction with St. John's Road to a point 45 feet east of that junction with Mount Pleasant Road—No waiting at any time.

*Medina Avenue*—On north side from a point 120 feet east to a point 150 feet east of the junction with St. John's Place—No waiting at any time (extension of existing Order).

*Mount Pleasant Road*—On both sides from the junction with Medina Avenue to a point 15 feet south of that junction—No waiting at any time.

*Clarendon Street*—On north-east side from a point 25 feet south-east of the junction with Castle Road to a point 25 feet north-west of the junction with Melbourne Street—No waiting at any time (to replace existing Limited Waiting restriction).

*Melbourne Street*—On north-west side from a point 25 feet north-east of the junction with Clarendon Street to the junction with Trafalgar Road—No waiting at any time.

*Bedford Row*—On west side from the junction with Carisbrooke Road to a point 322 feet south of that junction—No waiting at any time.

*West Street*—On west side from the junction with Carisbrooke Road to a point 322 feet south of that junction—No waiting at any time (to replace existing length of No Waiting 8 a.m. to 6 p.m. weekdays restriction).

*Upper Pyle Street*—On south side from a point 225 feet to a point 335 feet west of the junction with St. James' Street—No waiting at any time (to replace length of existing limited waiting restriction to provide a stand for six taxis).

*Carisbrooke High Street*—On north side from a point 50 feet east of the junction with Priory Road to the junction with Cedar Hill—No waiting at any time (part of this length is already covered by a No Waiting 8 a.m. to 6 p.m. weekdays restriction).

*Carisbrooke High Street*—On south side from the junction with Clatterford Road to a point 50 feet east of the junction with Castle Street—No waiting at any time and no loading and unloading between 8 a.m. and 9.30 a.m. and between 4 p.m. and 6 p.m.

Note. The two proposed restrictions in Carisbrooke High Street are not to be imposed until a car park (of 20 cars capacity in the first stage) is built behind the Sunday School in Carisbrooke High Street. The estimated date of completion is April, 1972.

*Upper St. James' Street*—on east side from the junction with St. John's Place to a point 75 feet north thereof—No waiting at any time and no loading and unloading at any time (to replace short length of Limited Waiting and length of No Waiting and No Loading and Unloading 8 a.m. to 9 a.m. and 4 p.m. to 6 p.m. weekdays).

*Upper St. James' Street*—On west side from the junction with Trafalgar Road to a point 60 feet north of that junction—No waiting at any time and no loading and unloading at any time (to replace short length of No Waiting and Limited Waiting).

*St. James' Street*—On east side from a point 150 feet north of that junction with High Street to the junction with Lugley Street—No waiting at any time and no loading and unloading 8 a.m. to 9 a.m. and 4 p.m. to 6 p.m. weekdays (extension of existing order).

*A.3020 Hunnyhill*—On west side from the junction with Vicarage Walk to a point 40 feet north of the junction with Heytesbury Road—No waiting 8 a.m. to 6 p.m. weekdays.

*Clifford Street*—On south-east side from a point 50 feet south-west of the junction with Drill Hall Road to the junction with Cavendish Place—No waiting 8 a.m. to 6 p.m. weekdays.

*Orchard Street*—On east side from a point 288 feet east of the junction with Upper St. James' Street to a point 282 feet north thereof—No waiting 8 a.m. to 6 p.m. weekdays (to replace existing No Waiting at any time Order).

*School Lane, Barton*—On west side from the junction with Staplers Road to a point 85 feet south of that junction—No waiting 8 a.m. to 6 p.m. weekdays.

*Royal Exchange*—At junction with Furlongs, north-east side (fronting flats and shops Nos. 85 and 87 to 91) of link Road (layby) linking main