

(d) On the east side from a point 45 feet south of Ellington Road to a point 45 feet north of Ellington Road.

(c) On the west side from the southern kerb line of Ellington Road to a point 45 feet north of Ellington Place.

Grundy's Hill. On the north-east side for 138 feet south-eastwards from Queen Street. (South-west side—no change.)

High Street, St. Lawrence. On the south-east side from a point 45 feet north-east of Ashburnham Road to a point 45 feet south-west of Ashburnham Road.

Marina Esplanade. On the north-west side from the end of the bend at the junction with Marina Incline Road for 336 feet south-westwards.

St. Augustine's Road

(a) On the south-east side for the length of the hotel canopy outside the Regency Hotel.

(b) On the north-west side within the limits of the bus box opposite the Regency Hotel.

Vale Road. On the south side from a point 45 feet east of Willsons Road to a point 45 feet west of Willsons Road.

Willsons Road. On both sides for 45 feet south-westwards from Vale Road.

2. No Waiting between 8 a.m. and 7 p.m. daily in the following lengths of road:

Grange Road. On the east side from a point 45 feet north of Crescent Road to a point 45 feet south-west of Ellington Road.

Upper Dumpston Park Road. On both sides from Anns Road to the end of the 24 hour Corner Orders at the junction with Boundary Road.

3. No Waiting between 8 a.m. and 7 p.m. on weekdays in the following lengths of road:

Albion Place

(a) On the north-west side from a point 45 feet north-east of Abbots Hill to the north-east boundary of No. 6 Albion Place.

(b) On the south side on the inside of the bend between Nos. 10 and 14 Albion Place.

Princes Road

(a) On the north-west side from Margate Road to the north-east boundary of the main electricity substation.

(b) On the south-east side from Station Approach Road to a point 50 feet south-west of Margate Road.

4. No waiting between 8 a.m. and 7 p.m. daily from the 15th May to the 15th September on the north-west side of *Marina Esplanade* from Harbour Parade to a point 336 feet south-west of the bend at the junction with Marina Incline Road (this length is shortened as a result of the additional length of Marina Esplanade subject to permanent prohibition of waiting shown in paragraph 1 above).

5. Waiting limited to one hour in any three hours between 8 a.m. and 7 p.m. on weekdays in the following lengths of *Grange Road*.

(a) On the north-west side between Nos. 150 and 154 Grange Road inclusive.

(b) On the north-west side from the boundary between Unigate Dairies and No. 162 Grange Road to the southern kerb line of Ellington Road.

6. The waiting restrictions will in all cases be subject to the usual exceptions for picking up and setting down passengers, loading and unloading of goods, statutory purposes, building operations and for disabled persons.

7. Where provisions in The Borough of Ramsgate (No Waiting) (General) Order, 1971, have been repeated in these proposals without amendment, they are not described above.

B. The Borough of Ramsgate (No Waiting) (General) (Variation No. 9) Order, 1974

A proposed Order under sections 1 and 84D(1) of the R.T.R.A., which would amend The Borough of Ramsgate (No Waiting) (General) Order, 1971, to prohibit the waiting of vehicles at any time in the following lengths of road:

Albion Road. On both sides from Victoria Parade to a point 45 feet north-west of Truro Road.

Truro Road. On both sides from a point 45 feet south-west of Victoria Road to a point 45 feet north-east of Albion Road.

Victoria Parade

(a) On the north-west side from a point 45 feet south-west of Victoria Road to a point 45 feet north-east of Albion Road.

(b) On the south-east side from a point 45 feet south-west of the south-western kerb line of Victoria Road to the north-east kerb line of Albion Road.

Victoria Road. On both sides from Victoria Parade to a point 45 feet north-west of Truro Road.

Wellington Crescent. On the east side from Madeira Walk for a distance of 170 feet northwards. (The existing prohibition on the north-west side of Wellington Crescent is repeated in the Order without amendment.)

The purpose of the Order is to protect a route proposed for bus terminal arrangements. The Order would provide for exceptions for picking up and setting down passengers, loading and unloading goods, statutory purposes, demolition and construction work, and disabled persons.

C. The Borough of Ramsgate (High Street) (Permanent Friday Pedestrianisation) Order, 1974

A proposed Order under section 1 of the R.T.R.A. to close the *High Street* between King Street and Hardres Street to vehicular traffic on Fridays between 11 a.m. and 4.30 p.m. This proposal has already been the subject of an Experimental Traffic Regulation Order operating between the same hours on Fridays.

The alternative route for vehicles wishing to proceed northwards along High Street and to premises in Hardres Street is to proceed northwards up Effingham Street or Cavendish Street and to turn right into George Street and thence into High Street north of the restricted area.

D. The Borough of Ramsgate (Experimental Traffic Regulation) (Miscellaneous Provisions) Order, 1974

A proposed Experimental Order under sections 9 and 84D(1) of the R.T.R.A. to introduce the following measures for an experimental period of six months:

1. Royal Road to be made a One Way Street—permitted direction: south bound. Suggested alternative route for north bound traffic is to use Addington Street.

2. In Addington Street, the One Way system to be reversed so as to provide for the permitted direction to be north bound. Suggested alternative route for south bound traffic is Royal Road. (This will involve the suspension of the existing One Way Road Order for Addington Street throughout the period of experiment.)

3. In Addington Street to limit the waiting of vehicles to one hour in any three hours between 8 a.m. and 7 p.m. on week days in all those lengths on the south-west side which are not at present subject to waiting prohibitions.

4. In Princes Road to prohibit the waiting of vehicles and the loading and unloading of goods at any time on the south-east side for a distance of 50 feet south-westwards from Margate Road. (The exemptions for picking up and setting down passengers, construction works, statutory purposes and disabled persons would continue to apply.)

5. To amend The Borough of Ramsgate (No Waiting) (General) Order, 1971, so as to prohibit the loading and unloading of goods between 8 a.m. and 9.30 a.m., 12.30 p.m. and 2 p.m. and 4.30 p.m. and 5.30 p.m., on weekdays in the following lengths of road:

High Street. On both sides between King Street and Chatham Street (with the exception of the two limited waiting areas on the south-west side).

King Street. On both sides between High Street and Hereson Road.

Queen Street. On both sides between High Street and Effingham Street.

(248)

RAYLEIGH URBAN DISTRICT COUNCIL

The Rayleigh Urban District (Trumpington (Cambridge)-Rayleigh Road A.130) (Prohibition of Waiting) (Clearway) Order, 1974

Notice is hereby given that the Urban District Council of Rayleigh propose to make an Order under section 1 (1), (2) and (3) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968.

When this Order comes into effect no vehicle will be permitted to wait on the Rayleigh Spur Road from a point 200 yards north of its junction with Rawreth Lane northwards for a distance of approximately 800 yards, with certain exceptions including police, ambulance and fire