

parts of Holland Street and Queen Street in the City of Birmingham.

This Order contains an exemption in respect of the loading and unloading of goods in all the lengths of road set out above.

Full details of the proposals are in the draft Order, which together with a map and a statement of the Council's reasons for the proposals, may be examined at the offices of the City Engineer, Third Floor, Baskerville House, Birmingham, during normal office hours.

Any person wishing to object to the proposed Order should write to the undersigned, stating the grounds for objection, by the 14th day of June 1975.

Dated this 20th May 1975.

D. N. Rogers, City Engineer.

Baskerville House, Birmingham, B1 2NF. (495)

BIRMINGHAM CITY COUNCIL

The City of Birmingham District Council (Inner Ring Road, Sutton Coldfield—Eastern Section etc.) (One-Way Traffic Order, 1975.

Notice is hereby given that the City of Birmingham District Council pursuant to arrangements made under section 101 of the Local Government Act 1972 and the County Council of West Midlands 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, and Schedule 19 to the Local Government Act 1972, the effect of which will be to introduce one-way traffic in the under-mentioned lengths of road of Sutton Coldfield in the City of Birmingham in the direction specified opposite to that length of road.

1.	2.
<i>Lengths of road in the City of Birmingham</i>	<i>Direction</i>
Inner Ring Road, Sutton Coldfield—Eastern Section.	From Victoria Road towards Queen Street.
Victoria Road, between Lower Parade and Inner Ring Road, Sutton Coldfield—Eastern Section.	From Lower Parade towards Inner Ring Road, Sutton Coldfield—Eastern Section.
Slip Road, between Lower Queen Street and Queen Street.	From Lower Queen Street towards Queen Street.
Slip Road, between Lower Queen Street and Inner Ring Road, Sutton Coldfield—Eastern Section.	From Lower Queen Street towards Inner Ring Road Sutton Coldfield—Eastern Section.

Nothing in the proposed Order will prevent public service vehicles or vehicles when being used for fire brigade, ambulance or police purposes from being driven in either direction along the Slip Road between Lower Queen Street and the Inner Ring Road.

Full details of the proposal is in the draft Order, which, together with a map and a statement of the Council's reasons for the proposal may be examined at the offices of the City Engineer, Highways Division, Third Floor, Baskerville House, during normal working hours.

Any person wishing to object to the proposed Order should write to the undersigned stating the grounds for objection by the 11th June 1975.

Dated 20th May 1975.

D. N. Rogers, City Engineer.

Baskerville House, Birmingham, B1 2NF. (499)

DEVON COUNTY COUNCIL

The County of Devon (Various Streets, Teignmouth) (Prohibition and Limitation of Waiting) Order 1975

Notice is hereby given that the Devon County Council propose to make an Order under sections 1 (1), (2) and (3) and 84D (1) of the Road Traffic Regulation Act 1967, as amended, varying parking restrictions at Teignmouth.

When the proposed Order comes into effect, you will not be allowed to leave your vehicle:

- (a) At any time in the following lengths of road:—
A.379 Diversion, both sides, from its junction with Exeter Road and Bitton Park Road to its junction with Myrtle Hill and Hollands Road.

Myrtle Hill, both sides, from its junction with Hollands Road and an unnamed road running between Dawlish Street and Hollands Road to its junction with Dawlish Street.

Unnamed Road between Dawlish Street and Hollands Road, both sides from its junction with Dawlish Street to its junction with Hollands Road and the A.379 Diversion.

Unnamed Road between Hollands Road and Station Road (north), both sides, from its junction with Hollands Road to its junction with Station Road.

Unnamed Road between Station Road and Lower Brook Street, both sides, from its junction with Station Road to its junction with Lower Brook Street.

The Triangle, south-west side, from its junction with Wellington Street and Regent Street to its junction with Triangle Place.

Triangle Place, south-east side, from its junction with The Esplanade and Regent Street to a point 86 yards south of that junction.

The Esplanade
North side, from the junction of The Esplanade and Regent Street eastwards for a distance of 9 yards.

North side, from its junction with Den Promenade westwards for a distance of 6 yards.

South side, from its junction with Courtenay Place westwards for a distance of 15 yards.

South side, from its junction with Triangle Place and Regent Street eastwards for a distance of 9 yards.

South side, from a point 22 yards east of its junction with Triangle Place and Regent Street eastwards for a distance of 9 yards.

Regent Street
North side, from its junction with Wellington Street to a point 3 yards east of its junction with Pound Lane.
North side, from a point 26 yards east of its junction with Pound Lane to its junction with Den Promenade.
South side, from its junction with Wellington Street to its junction with Den Promenade.

(b) For a longer period than 1 hour (no return within 1 hour) from 1st May to 30th September in every year between 8 a.m. and 6 p.m. daily in the following lengths of road:

Regent Street, north side, from a point 3 yards east of its junction with Pound Lane eastwards for a distance of 23 yards.

The Esplanade
South side, from a point 9 yards east of its junction with Triangle Place and Regent Street eastwards for a distance of 13 yards.

South side, from a point 31 yards east of its junction with Triangle Place and Regent Street eastwards to a point 15 yards west of its junction with Courtenay Place.

North side, from a point 9 yards east of its junction with Regent Street to its junction with an unnamed road leading between The Esplanade and Regent Street.

Triangle Place, south-east side, from a point 86 yards south of its junction with The Esplanade and Regent Street to a point 97 yards from that junction.

Exceptions in the proposed Order will permit waiting for the purpose of:

- (a) picking up and setting down passengers;
- (b) loading or unloading goods;
- (c) collecting or delivering postal packets for the Post Office;
- (d) taking in petrol, oil, water or air from a garage;

and, where necessary, in connection with:

- (e) the maintenance of the road; and
- (f) the supply of gas, electricity and water.

The restrictions referred to in paragraph (b) do not apply to disabled persons' vehicles.

The existing restrictions affecting certain lengths of Myrtle Hill, The Esplanade, Regent Street and Triangle Place will be revoked and the total length of limited waiting at present allowed in Teignmouth will remain unaltered by these proposals.

These proposals are intended to operate on the opening of the new A.379 Diversion.

Full details of the proposals are contained in the draft Order which, together with a map showing the affected roads and a statement of the Council's reasons for proposing to make the Order, may be inspected during usual office hours, Monday to Friday, at the offices of Teignbridge District Council, Kingsteignton Road, Newton Abbot, at the