

(Queen's Avenue to University Road); Bigwood Lane; Charlotte Street; College Green; College Square, College Street; Culver Street; Charlotte Street South; Denmark Street; Deanery Road; Middle Avenue; Mill Avenue; Narrow Quay; Orchard Street; Park Street Avenue; Park Row; Park Street; Perry Road; Prince Street; Frog Lane; Frogmore Street; Great George Street; Grove Avenue; Lower Park Row; Royal Fort Road; St. Michael's Hill (Tyndall Avenue to Perry Road); St. George's Road; The Grove; Trinity Street; Unity Street; University Road; Woodland Road and Welsh Back (Queen Square Avenue to Redcliffe Way). (501)

CAMBRIDGE CITY COUNCIL

The City of Cambridge (Parking Places) (No. 2) Order 1972 Amendment (No. 1) Order 1978

Notice is hereby given that the Cambridge City Council (hereinafter referred to as "the Council") in exercise of their powers under sections 31 (1) and 84D (1) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, Schedule 19 to the Local Government Act 1972 (which said Act of 1967 as so amended is hereinafter called "the Act of 1967") and of all other powers them enabling in that behalf and after consultation with the Chief Officer of Police in accordance with section 84C (1) of the Act of 1967 made the above Order on the 20th day of March 1978.

The effect of the Order which comes into effect on 1st April 1978 is to vary the charges at the Lion Yard, Park Street and New Square Car Parks to enable a charge of 20p to be made where a vehicle leaves the car park between 7 p.m. on one day and 9 a.m. the following day or at any other time when the exit barriers are unmanned.

A copy of the Order may be inspected free of charge during normal working hours at the Guildhall (Room 6, First Floor).

Any person wishing to question the validity of the Order or of any provision contained in the Order on the ground that it is not within the powers of the relevant section of the Act or on the ground that any requirements of that section or of sections 84A, 84B, or 84C of the Act or any regulation made under the said section 84C have not been complied with in relation to the Order may within 6 weeks of the date on which the Order was made make application for the purpose to the High Court.

Dated 21st March 1978.

Michael Ball, City Secretary and Solicitor.

Guildhall,
Cambridge.

(535)

CARLISLE CITY COUNCIL

The City of Carlisle (Market Street) (Taxi Rank) Order 1978

Notice is hereby given that the Council of the City of Carlisle, acting as agents for Cumbria County Council, the Highway Authority, intend to make an Order under section 15 (1) of the Road Traffic Regulation Act 1967, as amended, the effect of which will be to establish a taxi rank with space for two hackney carriages on the west side of Market Street at a distance of 15 metres from its junction with West Tower Street, in place of a 11.5 metre length of disc parking.

A copy of the proposed Order and a Map showing the length of road concerned may be inspected at the Chief Executive's Office, Civic Centre, Carlisle, during normal office hours.

Objections to the proposal giving reasons must be sent in writing to the undersigned by 10th April 1978.

Dated 17th March 1978.

R. Wilson, Clerk and Chief Executive.

Civic Centre,
Carlisle.

(504)

The following notice is in substitution for that which appeared on page 2465 of the London Gazette dated 24th February 1978.

CHELMSFORD BOROUGH COUNCIL

The Borough of Chelmsford (Various Roads) (Prohibition of Waiting) Order 1978

Notice is hereby given that the Chelmsford Borough Council acting as the duly authorised agent of the Essex

County Council proposes to make an Order under sections 1 (1), (2) and (3) of the Road Traffic Regulation Act 1967 as amended by Part IX of the Transport Act 1968, Schedule 19 to the Local Government Act 1972 and Schedule 6 to the Road Traffic Act 1974.

The general effect of the Order will be to prohibit waiting at any time in the lengths of roads specified in the First Schedule to this notice. Loading and unloading will be prohibited on Mondays to Saturdays between the hours of 8 a.m. and 9.30 a.m., and 4.30 p.m. and 6.30 p.m. in the length of road specified in the Second Schedule to this notice.

Exceptions will be provided in the Order to allow a vehicle to wait for so long as may be necessary to allow a person to board or alight from the vehicle; to enable goods to be loaded or unloaded; to enable vehicles to be used in connection with building operations, and the maintenance or improvements of the lengths of road or of the services therein.

The proposed Order will allow a disabled person's vehicle displaying a disabled person's badge and a parking disc to wait in any of the lengths of road referred to in the First Schedule hereto for two hours in any three.

Details to these proposals are contained in a draft Order which together with a map showing the restrictions and a statement of the Council's reasons for proposing to make the Order may be inspected at the Secretary's Department, Civic Centre, Chelmsford during normal office hours.

Any objections or representations in respect of the proposed Order should be sent in writing stating the grounds therefor to the undersigned by 28th April 1978.

Dated 23rd March 1978.

T. C. Simmons, Secretary.

Civic Centre,
Chelmsford.

FIRST SCHEDULE

Broomfield Road, both sides, between its junction with Duke Street and a point 95 metres north thereof.

Cedar Avenue, east side, between its junction with Rainsford Road and a point 50 metres north thereof.

Cedar Avenue, west side, between its junction with Rainsford Road and a point 45 metres north thereof.

Duke Street, south side, between its junction with Coval Lane and its junction with Fairfield Road.

Rainsford Lane, east side, between its junction with Rainsford Road and its junction with the southern side of South Primrose Hill.

Rainsford Road, south side, between its junction with Rainsford Lane and a point 72 metres east thereof.

Rainsford Road, south side, between its junction with Coval Lane and a point 93 metres west thereof.

Rainsford Road, north side, between a point 92 metres west of its junction with Coval Lane and a point 30 metres east thereof.

Rainsford Road, north side, between its junction with Coval Lane and a point 20 metres west thereof.

SECOND SCHEDULE

Cedar Avenue, both sides, between its junction with Rainsford Road and a point 21 metres west of its junction with Broomfield Road.

DEVON COUNTY COUNCIL

Devon County Council (Various Streets Cheriton Fitzpaine) (30 Mile Per Hour Speed Limit Extension and Consolidation) Order 1978.

Devon County Council (Various Streets Sandford) (30 Mile Per Hour Speed Limit Extension and Consolidation) Order 1978.

Notice is hereby given that the Devon County Council on 21st March 1978 made two Orders under section 72 (3) and 73 (1) of the Road Traffic Regulation Act 1967 as amended, one relating to Cheriton Fitzpaine and the other relating to Sandford.

When the Order relating to Cheriton Fitzpaine comes into effect, Bary Close, Cherry Meadow, Landboat View, Fore Street and Part Holly Water Road, Whitecross Road, Lag Hill (C. 48), Bary Lane (C.48), Unnamed Road (UC. 141), Rectory Hill (UC. 141), and Tower Hill (UC. 138) will be made the subject of a Speed Limit of 30 Miles Per Hour.