

NORTHAMPTONSHIRE COUNTY COUNCIL

The Northamptonshire County Council (Station Road, Burton Latimer) (Prohibition and Restriction of Waiting) Order, 1980.

Notice is hereby given that on 15th May 1980 the Northamptonshire County Council made an Order under sections 1 (1), (2) and (3) 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 and Schedule 6 to the Road Traffic Act 1974, the effect of which is to revoke the existing unilateral waiting restriction in Station Road, Burton Latimer, and to replace it by an Order which prohibits the waiting of vehicles between the hours of 8 a.m. and 6 p.m. on that length of the north side of Station Road which extends from a point 65 yards west of its junction with Kettering Road to a point 200 yards west of that junction. There is no restriction on the corresponding length of the southern side of Station Road.

Exceptions in the Order will permit waiting for the purposes of picking up and setting down passengers, loading and unloading goods and, where necessary, in connection with the maintenance of the road and the supply of gas, electricity and water. The usual exemptions will apply to disabled persons' vehicles bearing the relevant badge.

A copy of the Order together with a map showing the length of road to which the Order relates and a statement of the Council's reasons for proposing to make the Order may be inspected at the offices of the Borough Secretary, Kettering Borough Council, Bowling Green Road, Kettering or at the offices of the undersigned between the hours of 9 a.m. and 12 noon and 2 p.m. and 4 p.m. on Mondays to Fridays inclusive.

If you wish to question the validity of the Order or of any provision contained in it on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1967, as amended, 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 Order, you may, within 6 weeks from 15th May 1980, apply to the High Court for this purpose.

The Order will come into operation on 28th May 1980.

John Fursey, County Secretary.

County Hall,
Northampton.
23rd May 1980.

(572)

NOTTINGHAMSHIRE COUNTY COUNCIL

The Nottinghamshire County Council (Mapperley Park—Sherwood Rise Area, Nottingham) (Prohibition of Waiting) Order 1980.

Notice is hereby given that the Nottinghamshire County Council propose to make an Order under section 1 of the Road Traffic Regulation Act 1967, as amended, prohibiting waiting at any time by vehicles in parts of the roads specified in the Schedule to this Notice. The usual exemptions will be provided. Relevant documents may be inspected at my office or at the Library, Spondon Street, Mansfield Road, Sherwood, Nottingham. Written objections (stating grounds) must be received by me by the 13th June 1980.

A. Sandford, Clerk of the County Council

County Hall, West Bridgford
Nottingham NG2 7QP.

SCHEDULE

*Roads in the City of Nottingham
No Waiting at any time*

Clumber Avenue; Magdala Road; Pelham Avenue; Redcliffe Road; Thorncliffe Road; Zulla Road.

This is a Re-Advertisement of Proposals. Persons who have objected to the first notice of these proposals will not be required to submit any further written objections.

(492)

OXFORD CITY COUNCIL

The City of Oxford (Central Area) (Traffic Control) Order 1980

Notice is hereby given that the Oxford City Council as duly authorised agent for the Oxfordshire County Council made the above Order on 16th May 1980.

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When this order comes into effect on the 25th May 1980:

- (a) the present disc parking control zone in central Oxford will be abandoned;
- (b) the former disc parking control zone will be merged with the adjoining central area general control zone to form one new control zone for an area bounded by and including: Bevington Road, Banbury Road (south of and including its junction with Bevington Road), Keble Road, Parks Road (south of and including its junction with Keble Road), South Parks Road, St. Cross Road, Manor Road, Manor Place, Longwall Street, High Street, Magdalen Bridge, The Plain, St. Clement's Street (west of York Place), Rose Lane, Merton Street, Oriel Square, Bear Lane, Blue Boar Street, St. Aldates, Floyds Row, Folly Bridge, The River Thames, Thames Street, Oxpens Road, Osney Lane, Becket Street, Botley Road (between the west side of the Railway Bridge and Becket Street), Rewley Road, Hythe Bridge Street, Worcester Street, Walton Street (south of No. 171), Beaumont Street, St. John Street, Beaumont Buildings, Wellington Square, Little Clarendon Street, Woodstock Road (south of and including its junction with Bevington Road);
- (c) subject to (d) hereafter all existing traffic management measures in the area outlined in (b) above will remain as at present but, with minor exception, the existing traffic regulation orders or parts of orders governing these measures will be revoked and consolidated in to the new control zone Order;

(d) the following varied arrangements will take effect:

(i) disc parking will be replaced by on street pay parking (20p for a maximum of two hours waiting) in Broad Street, King Edward Street, Oriel Square and St. Giles;

(ii) as solo motor cycles will not be permitted to use pay parking areas, additional parking places (24 hour limit) for motor cycles will be provided at Broad Street, Oriel Square and St. Giles. Motor cycles will also be exempt from time limit in the 1 hour and 2 hour (non pay parking) limited waiting areas;

(iii) additional disabled persons parking places will be provided in Broad Street, Gloucester Street and Queens Lane and certain other central area places will be re-sited;

(iv) the present on street parking areas will be removed from Gloucester Lane, Gloucester Street and Littlegate Street and reduced in Beaumont Street (by 3 spaces), Becket Street (by 6 spaces), Hythe Bridge Street (by 8 spaces), Longwall Street (by 6 spaces), King Edward Street (by 3 spaces), Upper Fisher Row (by 4 spaces). In New Road the area will be adjusted, without space loss, by the re-siting of a bus stop;

(v) the present waiting limit will be changed in Beaumont Street (2 hours to 1 hour); High Street (2 hours to 1 hour); Hythe Bridge Street and Longwall Street (24 hours to 2 hours); Merton Street (2 hours to 1 hour);

(vi) the present waiting limit will be changed in Becket Street (five 24 hour limit spaces to 1 hour with five 24 hour limit spaces remaining at the northern end) and St. Thomas Street (five 24 hour limit spaces to 2 hours with fifteen spaces remaining at 24 hours);

(vii) in Clark's Row, Oriel Square, Park End Place, Rose Place and Wellington Square existing daytime prohibited waiting areas will be extended to prohibition on waiting at any time.

Full details of the proposals are in the Order which may be examined at the City Secretary and Solicitor's Office, St. Aldates Chambers, Oxford, and the City Engineer's Drawing Office, 117-119 St. Aldates, Oxford, between the hours of 9 a.m. and 4 p.m. Mondays to Fridays.

If you wish to question the validity of the Order or of any provision contained in it on the grounds that it is not within the powers conferred by the Road Traffic Act 1967, as amended by Part IX of the Transport Act 1968, Schedule 19 to the Local Government Act 1972 and the Road Traffic Act 1974, 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 Order you may, within 6 weeks from 16th May 1980, apply to the High Court for this purpose.

A. P. M. Nixon, City Secretary and Solicitor
St. Aldates Chambers,
Oxford.

23rd May 1980.

(569)