

CITY OF LONDON

*The City of London and Islington (Prescribed Routes) (No. 1)
Experimental Traffic Order 1987*

Notice is hereby given that the Common Council of the City of London on 7th August 1987, made the above-mentioned Order under section 9 of the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985.

The general effect of the Order will be to prohibit the right turn by vehicular traffic:

- (a) from Aldersgate Street into Carthusian Street; and
- (b) from Carthusian Street into Aldersgate Street.

Exemption has been provided in the Order in respect of anything done:

- (a) with the permission or at the direction of a police constable in uniform;
- (b) in accordance with any restriction or requirement indicated by traffic signs placed on the highway by or on behalf of the City Police or the Metropolitan Police.

The Order provides that in pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the City Engineer for the time being, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provision thereof.

A copy of the Order, which will come into operation on 24th August 1987 and of the Common Council's statement of reasons for making the Order can be inspected during normal office hours on Mondays to Fridays inclusive, until the expiration of a period of 6 months from that date, in Room 104 West, The Guildhall, London EC2P 2EJ.

Copies of the Order may be purchased from the City Engineer's Department, The Guildhall, London EC2P 2EJ.

Any person desiring to question the validity of the Order or of any provision contained therein on the ground that it is not within the powers of the relevant sections of the Road Traffic Act 1984, or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with in relation to the Order may, within 6 weeks from the date on which the Order was made, make application for the purpose to the High Court.

If the provisions of the Order continue in operation for a period of not less than 6 months, the Council will consider in due course whether the provisions of the Order should be reproduced and continued in force indefinitely by means of an Order under section 6 of the said Act of 1984. Persons desiring to object to the making of the Order under section 6 of the said Act of 1984 for the purpose of such reproduction and continuation in force may, within the aforementioned period of 6 months, send a statement in writing of their objection and the grounds thereof to the Town Clerk, The Guildhall, London EC2P 2EJ.

Persons objecting to the Order should be aware that under the Local Government (Access to Information) Act 1985, this Authority will be legally obliged to make any comments received in response to this Notice, available for inspection by the press and the public who will be entitled to make copies if they wish.

G. W. Rowley, Town Clerk

10th August 1987.

(808)

MIDDLESBROUGH BOROUGH COUNCIL

*The Middlesbrough Borough Council (District Centre Bus Loop,
Coulby Newham) Prohibition of Driving Order 1987*

Notice is hereby given that Middlesbrough Borough Council acting as agents for Cleveland County Council propose to make an Order under section 1 of the Road Traffic Regulation Act 1984.

When this Order comes into effect:

- (1). No vehicle shall be allowed to proceed along the length of road specified in the schedule to this notice unless the vehicle is:
 - (i) A public service vehicle or taxi being used as a public service vehicle by virtue of a licence issued under the Transport Act 1985;
 - (ii) A vehicle involved in the construction of a social club on a site adjoining the road referred to therein.

(2). No vehicle shall except upon the direction or with the permission of a police constable in uniform or of a traffic warden other than a public service vehicle be allowed to wait at any time on the sides or on the length of road referred to in the schedule to this notice.

(3). The existing restrictions on the District Centre Bus Loop, Coulby Newham route shall be revoked.

All details of the proposals are in the draft Order which, together with a plan showing the restricted area and a statement of the Council's reasons for making the Order may be examined between the hours of 9 a.m. and 4.30 p.m. Mondays to Fridays inclusive at: Middlesbrough Information Centre, 125 Albert Road, Middlesbrough, Cleveland.

Borough Secretary's Department, Middlesbrough Borough Council, Municipal Buildings, Middlesbrough.

If you wish to object to the proposed Order you should send the grounds for your objection in writing to the undersigned by 17th September 1987.

S. Robinson, Borough Secretary

Municipal Buildings,
Middlesbrough, Cleveland.

SCHEDULE

Coulby Newham Bus Loop, adjoining the Parkway Shopping Centre from its junction with Dalby Way in a northerly then easterly direction for a distance of 157 metres to its junction with Dalby/Newham Way roundabout.

14th August 1987.

(525)

NEWCASTLE-UPON-TYNE CITY COUNCIL

*The City of Newcastle-upon-Tyne (Stoddart Street Area) Traffic
Regulation Order 1987*

Notice is hereby given that Newcastle-upon-Tyne City Council propose to make an Order under sections 1, 2 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the Order is as follows:

- (a) to prohibit the driving of vehicles over 7.5 tonnes maximum gross weight on Stoddart Street from a point 130 metres south of Shieldfield Lane to New Bridge Street;
- (b) to prohibit the right hand turn manoeuvre from Albert Street into Clarence Street;
 - (i) one way northwards except buses on Clarence Street between New Bridge Street and Shieldfield Lane;
 - (ii) one way eastwards except buses on Shieldfield Land between Clarence Street and Stoddart Street.
- (d) the length of existing one way southwards restriction Stoddart Street be reduced to be operational from a point 130 metres south of its junction with Shieldfield Lane to its junction with New Bridge Street.

Full details are contained in the draft Order together with a map showing the restriction and a statement of the Council's reasons for proposing the Order may be examined at the office of:

The City Engineer, Civic Centre, Newcastle-upon-Tyne, Monday for Friday 8.15 a.m. to 4.30 p.m.

(For further information telephone 2328520 ext. 5407).

If you wish to object to the proposals you should send the grounds for your objection in writing to the undersigned by 7th September 1987 quoting ref. GW/T51/330.

R. A. A. Brockington, Director of Administration

Civic Centre,
Newcastle-upon-Tyne, NE99 2BN.

13th August 1987.

(735)

NOTTINGHAMSHIRE COUNTY COUNCIL

*The Nottinghamshire County Council (Manvers Street area,
Worksop) (Residents' Parking and Traffic Regulation) Order 1987*

Notice is hereby given that the Nottinghamshire County Council propose to make an Order under sections 1, 23 and 35 of the Road Traffic Regulation Act 1984, as amended, the effects of which will be to provide a Residents' Parking Places Scheme in the following roads at Worksop in the District of Ashfield:

Clumber Place, Cresswell Street, Duke Place, Frederick Street, Manvers Street and Portland Street.

Certain waiting restrictions and prohibitions will apply to parts of the following road at Worksop in the District of Bassetlaw: