

The effect of the Order will be as previously described in the notice of proposals published in the *London Gazette* of 3rd January 1992, issue No. 52784, under ref. 733.

A copy of the Order may be inspected during normal office hours at the Chief Executive's Office, City Hall, Lincoln.

Anyone wishing to question the validity of the Order or any provisions contained in it on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984, or on the grounds that any requirement of the Act or any Instrument made under it has not been complied with in relation to the Order, may, within 6 weeks from 18th March 1992, apply to the High Court for this purpose.

C. J. Thomas, Chief Executive
City Hall, Lincoln LN1 1DD. (725)

LONDON BOROUGH OF HILLINGDON

The Hillingdon (Prescribed Routes) (No. 1) Traffic Order 1992

Notice is hereby given that the Council of the London Borough of Hillingdon on 7th April 1992 made the above-mentioned Order under section 6 of the Road Traffic Regulation Act 1984, as amended by section 8 and Schedule 5 of the Local Government Act 1985.

The effect of the Order will be to:

- (a) ban the right turn from Harlington Road into Uxbridge Road, Hillingdon; and
- (b) ban the "U" turn from the westbound carriageway of Uxbridge Road into the eastbound carriageway through the gap in the central reservation of Uxbridge Road at its junction with Harlington Road, Hillingdon.

Exemption will be provided in the Order in respect of anything done:

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

A copy of the proposed Order, which will come into operation on 9th April 1992 can be inspected during normal office hours on Mondays to Fridays inclusive until the end of 6 weeks from the date on which the Order was made at the Level 3, Reception Desk, Civic Centre, Uxbridge, Middlesex UB8 1UW.

Copies of the Order may be obtained from the Environment Department (Transportation Section), Civic Centre, Uxbridge, Middlesex UB8 1UW.

Any person desiring to question the validity of the Order or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or Local Government Act 1985 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 of the date on which the Order was made, make application for the purpose to the High Court.

G. W. Burton, Director of Planning and Transportation
8th April 1992. (774)

MANCHESTER CITY COUNCIL

Proposed Traffic Regulation Orders York Street/Federation Street/Bradshaw Street/Charlotte Street/Nicholas Street and Balloon Street, City Centre.

Notice is hereby given that the Manchester City Council propose to make Orders under provisions of the Road Traffic Regulation Act 1984.

The Orders and their effects are as follows:

1. *City of Manchester (Piccadilly Gardens/Oldham Street area, Manchester) (Prohibition of Driving and Traffic Regulation) (Amendment) Order 1992.*

To revoke the existing prohibition of left turn, except for buses, from York Street into the north-east bound carriageway of Mosley Street. All vehicles are to be allowed to turn left from York Street into Mosley Street.

2. *City of Manchester (Bradshaw Street, Manchester) (Prohibition of Driving Except for Cycles) Order 1992.*

To amend the existing prohibition of driving on Bradshaw Street from Dantzie Street to Amber Street to include an exemption for cyclists.

3. *Parking Places and Controlled Parking Zone (Manchester) Order 1971 (Variation) Order No. 118 1992.*

To revoke the existing one-way traffic working on Federation Street between Balloon Street and Hanover Street.

4. *City of Manchester (Balloon Street, Manchester) (Prohibition of Driving and Entry) Order 1992.*

To prohibit entry and driving on:

Balloon Street:

at its junction with Federation Street so as to travel in a south-easterly direction.

at its junction with Dantzie Street so as to travel in a north-westerly direction.

5. *City of Manchester (Charlotte Street and Nicholas Street Manchester) (Prescribed Route) Order 1992.*

To require all vehicles on reaching the junction of Charlotte Street and Mosley Street to proceed ahead only to travel in a north-westerly direction.

To require all vehicles on reaching the junction of Nicholas Street and Mosley Street to proceed ahead only to travel in a north-westerly direction.

Copies of the proposed Orders together with plans showing the roads to which they relate together with a statement of the Council's reasons for proposing to make the Orders may be inspected at my office, Room 506, Town Hall, Manchester between the hours of 9 a.m. and 4.30 p.m. on Monday to Friday and at the Information Centre, Town Hall Extension between the hours of 9 a.m. and 5 p.m. on Monday to Friday.

Objections to the proposals, together with the grounds on which they are made must be sent to me in writing, quoting ref. L/ED, no later than 1st May 1992.

R. Ingham, City Solicitor

P.O. Box 532,
Town Hall, Manchester M60 2LA.

8th April 1992. (724)

PETERBOROUGH CITY COUNCIL

The Council of the City of Peterborough (Off-street Parking Places) (Amendment) Order 1992

Notice is hereby given that the Council of the City of Peterborough propose to make an Order under the Road Traffic Regulation Act 1984, the effect of which will be to vary the charges made for the use of off-street parking places operated by the Council as follows:

Parking from 2 to 4 hours to be raised from £1.20 to £1.40.

Parking from 0 to 4 hours (Dickens Street car park only) 80p.

In Long Stay Car Parks currently charged at £2 to become £2.20 per day.

Coach parking charge to change from £4 to £5 per day.

Full details of the proposals are set out in a draft Order which may be seen (together with a statement of the Council's reasons for proposing to make the Order and a copy of the Order proposed to be revoked) at the Department of Engineering Services in the Town Hall, Peterborough during normal office hours.

If you wish to object to the proposed Order you should send your written objection to the undersigned by 30th April 1992 clearly stating the grounds for objection.

S. Khan, Head of Engineering Services
Town Hall, Peterborough PE1 1XG. (498)

PETERBOROUGH CITY COUNCIL

The Council of the City of Peterborough (Off-street Parking Places) (Amendment) Order 1992

City of Peterborough (Acland Street Bus Lay Over Area) (Off-street Parking Place) (Amendment) Order 1991

Notice is hereby given that the Council of the City of Peterborough propose to make an Order under the Road Traffic Regulation Act 1984, the effect of which will be to vary the charges made for the use of off-street parking places operated by the Council as follows:

Parking from 2 to 4 hours to be raised from £1.20 to £1.40.

Parking from 0 to 4 hours (Dickens Street car park only) 80p.

In Long Stay car parks currently charged at £2 to become £2.20 per day.

Coach parking charge to change from £4 to £5 per day.