

*To Prohibit Waiting at any time on:*

**Egerton Road.** Eastern side from Queen's Park South Drive for 7 metres.

**Queen's Park South Drive**

- (i) Northern side from a point 23 metres east of Richmond Park Road to a point 43 metres east of the centre line of Queen's Park West Drive.
- (ii) Southern side from the centre line of Egerton Road for 52 metres in an easterly direction.

**Queen's Park West Drive**

- (i) Western side from Queen's Park South Drive to Queen's Park Road.
- (ii) Eastern side from Queen's Park South Drive to a point 10 metres north of the extended centre line of Queen's Park Road, (all existing unrestricted).

**CAMBRIDGESHIRE COUNTY COUNCIL**

*The County of Cambridgeshire (Northern Historic City Centre, Cambridge) (Pedestrian Zone and Peripheral Streets) Experimental Variation Traffic Order 1994.*

Notice is hereby given that on 3rd October 1994, the Cambridgeshire County Council made an Order under sections 9 and 10 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the Act") as amended and of all other enabling powers after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, the effect of which is to permit public service vehicles, being used by or on behalf of a zone permit holder for the provision of a free bus service, to proceed through the bollard barrier in Senate House Hill in a southerly direction to gain access to King's Parade.

The reason for proceeding by way of an experiment is to assess the effects of the Variation Traffic Order for a trial period and if found necessary, to modify the Variation Traffic Order in light of the experience gained, before consideration is given to making the provisions of the Experimental Variation Traffic Order permanent.

A copy of the Experimental Variation Traffic Order, which comes into operation on 11th October 1994, a map showing its effects, a statement of the reasons for having made the Experimental Variation Traffic Order and a copy of the Orders varied or suspended by the Experimental Variation Traffic Order for its duration, may be inspected at the offices of the undersigned, during normal office hours.

The experiment can continue in force for up to 18 months before a permanent Order is considered. Within a period of 6 months from the coming into operation of the Experimental Variation Traffic Order any person may object to the making of an Order making permanent the provisions of the Experimental Variation Traffic Order. Any objection should be in writing, giving the grounds on which it is made and be addressed to the Director of Transportation at the address given below. Any comments in support of the Experimental Variation Traffic Order are also invited during the period available for the lodging of objections.

Any person wishing to question the validity of the Experimental Variation Traffic Order or of any of its provisions on the grounds that it is not within the powers of the relevant enabling Act or that a requirement of any such enabling Act or of any relevant regulations made thereunder has not been complied with may, within 6 weeks from the date on which the Experimental Variation Order was made, make application for the purpose to the High Court.

If any person requires further information on the effects of the Experimental Variation Traffic Order they should contact Richard Preston on Cambridge (0223) 317727.

*J. M. Sharpe, Director of Transportation*

Castle Court,  
Shire Hall, Cambridge CB3 0AP.

4th October 1994.

(855)

**CLEVELAND COUNTY COUNCIL**

*The County Council of Cleveland (Ayresome Street, Middlesbrough) (Prohibition of Waiting) Order 1994*

Notice is hereby given that the County Council of Cleveland have made an Order under the Road Traffic Regulation Act 1984.

The Order will come into operation on 6th October 1994, the effect of which will be as follows:

1. To revoke the County Borough of Middlesbrough (Traffic Regulation No. 4) Order 1958 in so far as it applies to the waiting restrictions between the hours of 8 a.m. and 6 p.m. on both sides of Ayresome Street, Middlesbrough, from its

junction with Linthorpe Road in a westerly direction to its junction with the eastern kerb-line of Kildare Street.

2. To prohibit any vehicles from waiting at any time on the following lengths of Ayresome Street, Middlesbrough.

## (a) The north side:

(i) from its junction with the eastern kerb-line of Kildare Street for a distance of approximately 15 metres in an easterly direction;

(ii) from its junction with all side streets from Surrey Street up to an including Oxford Street for a distance of approximately 15 metres in a westerly direction measured from the western kerb-line and for a distance of approximately 15 metres in an easterly direction measured from the eastern kerb-line;

(iii) from its junction with the western kerb-line of Crescent Road for a distance of approximately 15 metres in a westerly direction;

(iv) from its junction with Linthorpe Road in a westerly direction to its junction with Crescent Road.

(b) The south side, from its junction with Linthorpe Road in a westerly direction to its junction with the projected eastern kerb-line of Kildare Street.

A copy of the Order, together with a plan showing the lengths of road concerned may be inspected during normal office hours at the offices of the Acting County Secretary, Cleveland County Council, Municipal Buildings, Middlesbrough.

If you wish to question the validity of the Order, or any of the provisions contained therein 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 that Act, or any Instrument made under it has not been complied with in relation to the Order, you may, within 6 weeks from the date of this notice, apply to the High Court for this purpose.

*D. W. Ashton, acting County Secretary*

Municipal Buildings,  
Middlesbrough, Cleveland.

(767)

**DONCASTER BOROUGH COUNCIL**

*Doncaster Borough Council (20 m.p.h. Speed Limit) (Various Roads, Highfields) Order 1994*

Notice is hereby given that on 23rd September 1994, Doncaster Borough Council made an Order under the provisions of the Road Traffic Regulation Act 1984 and with the consent of the Secretary of State for Transport.

The effect of the Order which will come into operation on 1st November 1994, will be to introduce for an 18 month period a 20 m.p.h. speed limit on those lengths of roads at Highfields specified in the Schedule to this notice.

A copy of the Order and a map showing the restricted roads may be examined at the offices of (i) the Borough Engineer, Scarborough House, Chequer Road, Doncaster, between the hours of 8.45 a.m. and 4.45 p.m., Monday to Friday, and (ii) Woodlands Library, Windmill Balk Lane, Woodlands, Doncaster, during normal office hours.

If you wish to question the validity of the Order or of any of the provisions contained therein 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 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 4th October 1994, apply to the High Court for this purpose.

*J. Rolston, Borough Solicitor*

Copley House, Waterdale, Doncaster.

**SCHEDULE**

**South Street**, from a point 34 metres south-west of its junction with the south-western kerb-line of the A638(T) Great North Road to its junction with Roman Ridge.

**Coppice Road**, from its junction with South Street to its junction with Ridge Road.

**Ridge Road**, from its junction with South Street to its junction with Coppice Road.

**Market Street**, from its junction with South Street to its junction with Coppice Road.

(763)