

B2m40 70/001

HEREFORDSHIRE COUNTY COUNCIL
THE COUNTY OF HEREFORD TRAFFIC REGULATIONS (BROMYARD)
ORDER, 1970

The County Council of Hereford in exercise of their powers under Section 1(1), (2) and (3) of the Road Traffic Regulation Act, 1957, as amended by Part IX of the Transport Act 1968, and of all other powers then enabling in that behalf, and after consultation with the Chief Officer of Police in accordance with section 84C(1) of the said Act of 1957, hereby make the following Order:-

1. The Herefordshire County Council Traffic Regulation (Bromyard) Order, 1955, is hereby revoked.

2. Save as provided in Article 6 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any vehicle to wait in any of the lengths of road specified in the First Schedule to this Order.

3. Save as provided in Article 6 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any vehicle to wait in any of the lengths of road specified in the Second Schedule to this Order:-

- (a) for a longer period than thirty minutes; or
- (b) if a period of less than thirty minutes has elapsed since the termination of the last period of waiting of the vehicle in that length of road.

4. Save as provided in Article 6 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any vehicle to wait in any of the lengths of road specified in the Third Schedule to this Order:-

- (a) for a longer period than two hours; or
- (b) if a period of less than two hours has elapsed since the termination of the last period of waiting of the vehicle in that length of road.

5. No person shall, except upon the direction or with the permission of a police constable in uniform, cause any vehicle to proceed in the length of road specified in Column 1 of the Fourth Schedule to this Order in a direction other than that specified in Column 2 of the said schedule.

6. Nothing in Article 2, Article 3 or in Article 4 of this Order shall render it unlawful to cause or permit any vehicle to wait in any of the lengths of road referred to in that Article, as the case may be, for so long as may be necessary:-

- (a) to enable a person to board or alight from the vehicle;
- (b) to enable goods to be loaded on to or unloaded from the vehicle;
- (c) to enable the vehicle, if it cannot conveniently be used for such purpose, in any other road, to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of the length of road so referred to or the laying, erection, alteration or repair in or near the said length of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line as defined in the Telegraph Act 1878;
- (d) to enable the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in pursuance of statutory powers or duties;

(e) to enable the vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to the said length of road; or

(f) to enable the vehicle to be loaded or unloaded while it is in actual use in connection with the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository.

7. The Interpretation Act 1959 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

8. This Order shall come into operation on the first day of November, 1970, and may be cited as the County of Hereford Traffic Regulation (Byways) Order, 1970.

THE COMMON SEAL
of the HEREFORDSHIRE
COUNTY COUNCIL was
hereunto affixed the 3rd
day of September, 1970
in the presence of:-

L.S.

W. DAVID PORTER

CHAIRMAN

F. D. V. CANN

CLERK

FIRST SCHEDULE

<u>Milvern Lane</u>	Both sides	From its junction with Cruxwell Street northwards for a distance of 15 yards.
<u>New Road</u>	Both sides	From the west side of its junction with Milvern Lane westwards for a distance of 15 yards.
<u>Cruxwell Street</u>	North side	From the west side of its junction with Milvern Lane to a point 15 yards east of its junction with the proposed car park access road, and from a point 15 yards west of its junction with Church Lane to its junction with Church Lane.
	South side	From a point opposite the west side of its junction with Milvern Lane to its junction with Rowberry Street.
<u>High Street</u>	South west side	From its junction with Cruxwell Street south eastwards for a distance of 15 yards; from a point 15 yards north west of its junction with New Road to the north west side of its junction with New Road; from the south east side of its junction with New Road south eastwards for a distance of 15 yards; and from a point 15 yards north west of its junction with Pump Street to the north-west side of its junction with Pump Street.

- 2 -

	North East side	From its junction with Cruxwell Street to its junction with Broad Street.
<u>Broad Street</u>	North side	From its junction with High Street to its junction with Sherford Street.
	South side	From the east side of its junction with Lumpy Street eastwards for a distance of 15 yards; from a point 20 yards west of its junction with Frog Lane to a point 20 yards east of its junction with Frog Lane, and from a point 12 yards west of its junction with the west side of Market Square to its junction with Sherford Street.
<u>New Road</u>	Both sides	From its junction with High Street, south-westwards for a distance of 15 yards.
<u>Church Lane</u>	Both sides	From its junction with Cruxwell Street north-westwards for a distance of 47 yards.
<u>Bowberry Street</u>	Southwest & South sides	From its junction with Cruxwell Street to its junction with Church Street.
	North East & North side	From its junction with Church Lane to a point 15 yards south east of its junction with Cruxwell Street; from a point 27 yards south-east of its junction with Schallenger Walk south-east and eastwards for a distance of 67 yards; from a point 50 yards west of its junction with Church Street to its junction with Church Street.
<u>Church Street</u>	West side	From its junction with Bowberry Street Northwards for a distance of 15 yards.
	East side	From its junction with Sherford Street Northwards for a distance of 147 yards.
<u>Sherford Street</u>	Both sides	From its junction with Bowberry Street/Church Street to a point 15 yards south of its junction with High Street.
<u>Twynning Street</u>	Both sides	From its junction with Market Square to its junction with Bowberry Street.
<u>Market Square</u>	West side	From its junction with Broad Street northwards for a distance of 4 yards; and from a point 4 yards south of its junction with Twynning Street to its junction with Twynning Street.
<u>Connecting Street between Market Square and Church Street</u>	Both sides	From its junction with Market Square to its junction with Church Street.

SECOND SCHEDULE

<u>Cruxwell Street</u>	North side	From a point 15 yards east of its junction with the proposed car park access road to a point 15 yards west of its junction with Church Lane.
<u>High Street</u>	South West side	From a point 15 yards south east of its junction with Cruxwell Street to a point 15 yards north west of its junction with New Road; and from a point 15 yards south east of its junction with New Road to a point 15 yards north-west of its junction with Lumpy Street.

Broad Street South side From a point 15 yards east of its junction with Pump Street to a point 21 yards west of its junction with Frog Lane; and from a point 30 yards east of its junction with Frog Lane to a point 12 yards west of the west side of its junction with the Market Square.

Market Square West side From a point 4 yards north of its junction with Broad Street to a point 4 yards east of its junction with Frying Street.

THIRD SCHEDULE

Market Square The north and east sides.

Rosberry Street North East side From a point 15 yards south east of its junction with Cruxwell Street to a point 27 yards south-east of its junction with Challenge Walk, and from a point 94 yards south-east and east of its junction with Challenge Walk to a point 50 yards west of its junction with Church Street.

FOURTH SCHEDULE

1. Rosberry Street, from its junction with Cruxwell Street to its junction with the link road to the Market Square east of the Hop Pole Hotel.

2. From north-west to south-east and east.