

POST OFFICE SCHEME P4/1972

NOTE:—The Scheme which follows this note amends the Inland Post Regulations 1968 (S.I. 1968 No. 1253) (as amended) which, by virtue of paragraph 3(1) of Schedule 9 to the Post Office Act 1969, have effect as if they were provisions of a scheme made under section 28 of the Act.

The amending Scheme (which comes into effect on 6th March 1972):

- (a) makes provision for increases in certain postage rates;
- (b) increases the limits of size for a letter in the form of a roll.

(This note is not part of the Scheme)

THE POST OFFICE (INLAND POST) AMENDMENT (No. 7) SCHEME 1972

Made 17th February 1972
Coming into Operation 6th March 1972

The Post Office, by virtue of the powers conferred upon it by section 28 of, and paragraph 3(1) of Schedule 9 to, the Post Office Act 1969, and all other powers enabling it in this behalf, hereby makes the following Scheme:

Commencement, citation and interpretation

1.—(1) This Scheme shall come into operation on the 6th day of March 1972 and may be cited as the Post Office (Inland Post) Amendment (No. 7) Scheme 1972.

(2) This Scheme shall be read as one with the Inland Post Regulations 1968 (S.I. 1968 No. 1253) (hereinafter called "the Regulations"), as amended by the Post Office (Inland Post) Amendment (No. 1) Scheme 1969, the Post Office (Inland Post) Amendment (No. 2) Scheme 1970 (Post Office Scheme P1/1970), the Post Office (Inland Post) Amendment (No. 3) Scheme 1971 (Post Office Scheme P1/1971), the Post Office (Inland Post) Amendment (No. 4) Scheme 1971 (Post Office Scheme P6/1971), the Post Office (Inland Post) Amendment (No. 5) Scheme 1971 (Post Office Scheme P9/1971), and the Post Office (Inland Post) Amendment (No. 6) Scheme 1972 (Post Office Scheme P1/1972).

(3) In this Scheme, the letter "p", when used with figures to express an amount of money, means a new penny or new pence (as the context may require).

(4) The Interpretation Act 1889 applies for the interpretation of this Scheme as it applies for the interpretation of an Act of Parliament and as if the Post Office Act 1953 (as amended) were an Act conferring the power to make this Scheme.

Postage rates and limits of size and weight

2. For Schedule 1 to the Regulations (as substituted by paragraph 5(9) of, and Schedule A to, the Post Office (Inland Post) Amendment (No. 3) Scheme 1971 and amended by paragraph 2(2) of the Post Office (Inland Post) Amendment (No. 4) Scheme 1971), the following shall be substituted:

"Regulations 3, 9

SCHEDULE 1

Rates of Postage and Limits of Size and Weight

Col. 1 <i>Description of Postal Packet</i>	Col. 2 <i>Rates of Postage</i>	Col. 3 <i>Limits of Size</i>	Col. 4 <i>Limits of Weight</i>
1. Letter			
(a) preferred letter	(a) (i) If transmitted as a first class letter.	3p	(a) Rectangular and oblong the longer side being at least 1.414 times the shorter.
	(ii) If transmitted as a second class letter.	2½p	Length: Max. 9¼ inches. Min. 5½ inches. Width: Max. 4¾ inches. Min. 3½ inches.
(b) any other letter	(b) (i) If transmitted as a first class letter—Weight not exceeding 2 oz.	Such rate, not exceeding 4p, as the Post Office may fix.	(b) Length 2 feet. Width or depth 18 inches. In roll form: Length plus twice diameter 3 feet 5 inches. Greatest dimension 2 feet 11 inches.
	Weight exceeding 2 oz. but not exceeding 4 oz.	4p	
	Exceeding 4 oz. but not exceeding 6 oz. ...	6p	
	Exceeding 6 oz. but not exceeding 8 oz. ...	8p	
	Exceeding 8 oz. but not exceeding 10 oz. ...	10p	
	Exceeding 10 oz. but not exceeding 12 oz. ...	13p	
	Exceeding 12 oz. but not exceeding 14 oz. ...	15p	
	Exceeding 14 oz. but not exceeding 1 lb. ...	17p	
	Exceeding 1 lb. but not exceeding 1 lb. 8 oz. ...	24p	

Col. 1 Description of Postal Packet	Col. 2 Rates of Postage	Col. 3 Limits of Size	Col. 4 Limits of Weight
	Exceeding 1 lb. 8 oz. but not exceeding 2 lb. ...	34p	
	Exceeding 2 lb.: For the first 2 lb.	34p	
	For each additional 1 lb. or part thereof. ...	17p	
	(ii) If transmitted as a second class letter—Weight not exceeding 2 oz. ...	Such rate, not exceeding 3½p, as the Post Office may fix..	(ii) Not exceeding 1 lb. 8 oz.
	Weight exceeding 2 oz. but not exceeding 4 oz.	3½p	
	Exceeding 4 oz. but not exceeding 6 oz. ...	5½p	
	Exceeding 6 oz. but not exceeding 8 oz. ...	6½p	
	Exceeding 8 oz. but not exceeding 10 oz. ...	7½p	
	Exceeding 10 oz. but not exceeding 12 oz. ...	8½p	
	Exceeding 12 oz. but not exceeding 14 oz. ...	9½p	
	Exceeding 14 oz. but not exceeding 1 lb. ...	11½p	
	Exceeding 1 lb.	13½p	
2. Current registered newspaper ...	Weight not exceeding 2 oz. ... Exceeding 2 oz.: The rate specified in item 1(b)(ii) which is appropriate to its weight.	2½p	As for item 1(b). Not exceeding 1 lb. 8 oz.
3. Articles for the use of the blind	No rate specified.	As for item 1(b).	Not exceeding 15 lb.
4. Parcel: (a) ordinary	Weight not exceeding 1 lb. 8 oz. ... Exceeding 1 lb. 8 oz. but not exceeding 2 lb. ...	16p 21p	Greatest length 3 feet 6 inches. Greatest length and girth combined 6 feet (the girth to be measured round the thickest part).
	Exceeding 2 lb. but not exceeding 4 lb. ...	25p	
	Exceeding 4 lb. but not exceeding 6 lb. ...	29p	
	Exceeding 6 lb. but not exceeding 10 lb. ...	37p	
	Exceeding 10 lb. but not exceeding 14 lb. ...	47p	
	Exceeding 14 lb. but not exceeding 18 lb. ...	57p	
	Exceeding 18 lb. ...	67p	
(b) local	The appropriate rate in paragraph (a) minus 5p.		
5. Business reply packet	The appropriate rate in item 1 plus ½p.	As for item 1(a) or (b), as appropriate.	As for item 1(a) or (b), as appropriate.
6. Postage forward parcel	The appropriate rate in item 4 plus 4p.	As for item 4.	As for item 4.
7. Freepost packet	The appropriate rate in item 1 (for a letter transmitted as a second class letter) plus ½p.	As for item 1(a) or (b), as appropriate.	As for item 1(a) or (b), as appropriate."

Packets for transmission to the Republic of Ireland

3.—(1) Paragraph (1) of regulation 55 of, and Schedule 7 (as substituted by paragraph 5(9) of, and Schedule A to, the Post Office (Inland Post) Amendment (No. 3) Scheme 1971) to, the Regulations are hereby revoked.

(2) The respective rates of postage, requirements as to shape and limits of size and weight specified in Schedule 1 to the Regulations (as substituted by paragraph 2 of this Scheme) with respect to postal packets of the descriptions mentioned in that Schedule shall (so far as applicable) apply in relation to postal packets posted in the British postal

area and addressed to places in the Republic of Ireland, and the definitions of "first class letter", "preferred envelope" and "preferred letter" in regulation 1(1) of the Regulations, and the provisions of regulations 3 and 9 thereof, shall, in their application to packets so posted and addressed, be construed and have effect accordingly.

Dated 17th February 1972

Signed on behalf of the Post Office by *C. H. Briscoe* (a person authorised by the Post Office to act in that behalf).

ROAD TRAFFIC ACTS

BRADFORD CITY COUNCIL

City of Bradford (Manchester Road Improvement) (Various Roads) Prohibition of Driving Order 1972

Notice is hereby given that on 18th February 1972, the Bradford City Council made the above-named Order under section 1 (1), (2) and (3) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968.

The effect of this Order is to:

(a) Close the under-named roads at or at certain distances from their junctions with Manchester Road:

Adelaide Street	Marshfield Street
Arundel Street	Norwood Street
Back Road to north side of Truncliffe Gate Hotel	Pakington Street.
Baxandall Street	Parkside Road
Bottomley Street	Pearson Road, north-west side of Manchester Road
Bowling Old Lane (Southern end)	Portland Street
Burnett Avenue	Prince Street
Burrow Street	Rathmell Street
Caledonia Street	Roundhill Street
Cambridge Road	Ryan Street
Carr Street	Sunny Bank Road
Chellow Street	Unnamed rear accesses to:
Clarence Street	1-29 Baxandall Street
Clifford Street	2-26 Donisthorpe Street
Coates Terrace	1-7 Roundhill Street
Cotewall Road	Unnamed side accesses between:
Crossland Street	777 and 779 Manchester Road and 810 and 812 Manchester Road.
Donisthorpe Street	
Duncan Street	
Gower Street	
Holme Top Street	
Jacob Street	
Jesse Street	

(b) Close the under-named roads at their junctions with the roads shown:

Road	Junction with
Unnamed rear accesses to:	
565-575 Manchester Road	Baxandall Street and Lowfield Street
751-777 Manchester Road	Mayo Avenue
White Lane	Odsal Road

(c) Close the under-named roads at certain distances from other roads which join Manchester Road:

Cleckheaton Road	Manchester Road.
Faxfleet Street	Unnamed side access between 11 and 11A
Pearson Road	Smiddles Lane.
Rear access to 111-127	

(d) Close Scott Street near its link road with Pearson Road.

(e) Revoke part of a former traffic regulation Order so as to allow two-way traffic flow on that part of Bowling Old Lane which extends from Parkside Road to its south-western extremity.

The Council decided not to proceed with the proposal to include Newall Street in the Order, which proposal was published on 18th December 1970.

The Order came into effect on 21st February 1972.

A copy of the Order and a map showing the roads affected are available at the Town Clerk's Office, City Hall, Bradford, BD1 1HY, where they may be examined between 8.30 a.m. and 4.30 a.m. on 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 Regulation Act 1967, as amended by Part IX of the Transport Act 1968, 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 18th February 1972, apply to the High Court for this purpose.

Dated 29th February 1972.

G. C. Moore, Town Clerk.

City Hall,
Bradford, BD1 1HY. (345)

BRISTOL CITY AND COUNTY COUNCIL

Bristol City and County Council (Myrtle Road, Walker Street and Alfred Place, Kingsdown) (No Waiting) Order 1972.

Notice is hereby given that the Council of the City and County of Bristol propose to make an Order under section 1 (1), (2) and (3) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, the effect of which, with certain exceptions, will be to prevent any vehicle waiting in any of the lengths of road specified in the Schedule hereunder:

SCHEDULE

No waiting at any time

Myrtle Road

South side from a point 30 feet east of its junction with St. Michael's Hill for its whole length.

Walker Street

South side, whole length.

North side, from its junction with Alfred Place westward for 60 feet.

The New Link Road between Myrtle Road and Walker Street.

South side, whole length.

Alfred Place

West side, from a point 20 feet north of its junction with Walker Street to a point 40 feet south of its junction with Walker Street.

A copy of the proposed Order and a map showing the roads to which the proposed Order relates may be inspected between the hours of 8.30 a.m. and 5 p.m. on Mondays to Fridays at the undermentioned office (Room 240, Second Floor).

Objections to the proposals, together with the grounds on which they are made, must be sent in writing to the undersigned by not later than 28th March 1972.

W. J. Hutchinson, Town Clerk and Chief Executive Officer.

The Council House,
College Green, Bristol, BS1 5TR.

Dated 29th February 1972. (362)

BRISTOL CITY COUNTY COUNCIL

The City and County of Bristol (King Road Avenue, Avonmouth) (No Waiting) Order 1972

Notice is hereby given that the Council of the City and County of Bristol propose to make an Order under section 1 (1), (2) and (3) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, the effect of which, with certain exceptions, will be to prevent any vehicle waiting in any of the lengths of road specified in the Schedule hereunder.

SCHEDULE

No Waiting at Any Time

Avonmouth Way

North side from St. Andrews Road for 94 yards.

South side from St. Andrews Road for 111 yards.

King Road Avenue—both sides from St. Andrews Road to the Railway Crossing gates.

St. Andrews Road

East side from a point 120 yards north of Avonmouth Way to a point 53 yards south of Avonmouth Way.