

Mill Street

- Northwest side—
(First) Northeastwards from its junction with Bank Street to a point 40 feet or thereby northeast of its junction with High Street, a distance of 465 feet or thereby; and (Second) Southwestwards from its junction with Drysdale Street for 40 feet or thereby.
- Southeast side—
(First) Northeastwards from its junction with Coalgate for 34 feet or thereby; and (Second) Northeastwards from a point 38 feet or thereby southwest of its junction with Candleriggs to its junction with Junction Place, a distance of 470 feet or thereby.

Bank Street and Church Street

- Northwest side—
(First) Southwestwards from a point in Bank Street at its junction with Mill Street for 128 feet or thereby; and (Second) Southwestwards, westwards and northwards in a curve from a point in Bank Street 304 feet or thereby southwest of its junction with Mill Street to a point on the east side of Church Street, a distance of 187 feet, or thereby.
- Southeast side—
Northeastwards from a point in Bank Street at its junction with Stripehead to its junction with Coalgate a distance of 505 feet or thereby.

Stripehead

- North side—
Eastwards from its junction with Bank Street for 75 feet or thereby.

Union Street

- Southwest side—
Southeastwards from its junction with Bank Street for 55 feet or thereby.
- Northeast side—
Southeastwards from its junction with Bank Street for 52 feet or thereby.

Coalgate

- Northwest side—
Southwestwards from its junction with Bank Street for 130 feet or thereby.
- Southeast side—
Southeastwards from its junction with Bank Street to its junction with West Vennel, a distance of 140 feet or thereby.

APPENDIX III

Lengths of Roads in the Burgh of Alloa

Primrose Street

- West side—
(First) Southwards from a point 40 feet or thereby south of its junction with Station Square for 46 feet or thereby; and (Second) Southwards from a point 99 feet or thereby south of said junction for 245 feet or thereby.

High Street

- West side—
Southwards from a point 53 feet or thereby south of its junction with Drysdale Street for 298 feet or thereby.
- East side—
Southwards from a point 42 feet or thereby south of its junction with Drysdale Street for 270 feet or thereby.

Drysdale Street

- Northeast side—
Southeastwards from a point 41 feet or thereby southeast of its junction with Primrose Street for 356 feet or thereby.
- South side—
Eastwards from a point 50 feet or thereby east of its junction with Mar Street for 162 feet or thereby.

Mar Street

- Northeast side—
(First) Southeastwards from a point 75 feet or thereby south of its junction with Drysdale Street for 50 feet or thereby; (Second) Southeastwards from a point 155 feet or thereby southeast of said junction for 60 feet or thereby; and (Third) Southeastwards from a point 275 feet or thereby southeast of said junction for 314 feet or thereby.

Candleriggs

- Northeast side—
(First) Southeastwards from a point 40 feet or thereby southeast of its junction with Mill Street for 115 feet or thereby; and (Second) Southeastwards from a point 227 feet or thereby southeast of said junction for 174 feet or thereby.
- Shillinghill
Southeast side—
(First) Northeastwards from a point 115 feet or thereby northeast of its junction with Junction Place for 65 feet or thereby and (Second) Northeastwards from a point 240 feet or thereby northeast of said junction for 215 feet or thereby.

Mill Street

- Northwest side—
Northeastwards from a point 40 feet or thereby northeast of its junction with High Street for 175 feet or thereby.
- Southeast side —
Northeastwards from a point 34 feet or thereby northeast of its junction with Coalgate for 114 feet or thereby.

Bank Street

- Northwest side—
Southwestwards from a point 128 feet or thereby from its junction with Mill Street for 304 feet or thereby.

BURGH OF ALLOA

Road Traffic Act 1960

The Burgh of Alloa (Inglewood Road) (One Way) Order, 1966

ON the Thirteenth day of June Nineteen Hundred and Sixty-six the Town Council of the Burgh of Alloa made an order under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which is set out in the Schedule hereto.

PERCIVAL W. BUCHANAN, Town Clerk.

Municipal Buildings, Alloa.
17th June 1966.

SCHEDULE

1. The Order may be cited as “The Burgh of Alloa (Inglewood Road) (One Way) Order, 1966” and shall come into operation on the Twenty-ninth day of August 1966.
2. Save as provided in paragraph 3 of this Schedule no person shall drive or cause or permit to be driven any vehicle on the length of road specified in the first column of the Appendix hereto otherwise than in the direction specified in the second column of the said Appendix.
3. Nothing in Paragraph 2 of this Schedule shall apply to the driving of any mechanical road cleansing vehicle between the hours of 6 a.m. and 8 p.m.

APPENDIX

Length of Road in the Burgh of Alloa	Direction
That portion of Inglewood Road, Alloa between its junction with Churchill Street and its junction with Lornshill Crescent.	From the junction of Inglewood Road with Churchill Street towards the junction of Inglewood Road with Lornshill Crescent.

THE CORPORATION OF THE CITY OF GLASGOW

Road Traffic Acts

Provision of Parking Places

NOTICE Is Hereby Given That the Corporation of the City of Glasgow are applying to the Secretary of State for an Order under the Road Traffic Act 1960 as amended and extended by the Road Traffic and Roads Improvement Act 1960 and the Road Traffic Act 1962. The general effect of the proposed Order is to amend the Parking Places and Restriction of Waiting and Loading (Glasgow) Order 1965 by providing:

- (i) that the provisions of the Order should cease to have effect between the hours of 1 p.m. and 6 p.m. on Saturdays;
- (ii) that the restrictions on waiting applicable to the streets