

NOTE.—The above statement is based on returns received from 23 prescribed towns in Scotland in the week ended 17th September 1966. The prices represent the average for all sales returned at these towns and include transactions between growers and merchants and transactions between merchants, during the week ended 10th September 1966.

JAS. BLAIKIE.

Department of Agriculture and Fisheries for Scotland,
Broomhouse Drive, Edinburgh 11.

BURGH OF GALASHIELS

The Galashiels (Street Parking Places) (Huddersfield Street) Order, 1966

ON the 12th day of September 1966, the Town Council of the Burgh of Galashiels made an Order under Section 81 of the Road Traffic Act, 1960 and Sub-section 2 of Section 11 of the Road Traffic and Roads Improvement

Act, 1960, the effect of which is to revoke the Galashiels (Street Parking Places) Order, 1965 so far as it relates to the establishment of parking places on the lengths of road specified in the Schedule hereto.

JAMES A. G. HASTINGS, Town Clerk.

Burgh Chambers, Galashiels.

14th September 1966.

SCHEDULE

Lengths of road in the Burgh of Galashiels.

The north side of Huddersfield Street from a point 225 feet east of its junction with Paton Street to a point 340 feet 9 inches east of said junction; from a point 385 feet 9 inches east of said junction to a point 563 feet east of said junction; and from a point 595 feet 3 inches east of said junction to a point 662 feet 3 inches east of said junction.

CITY AND ROYAL BURGH OF DUNFERMLINE

One-Way Traffic, Unilateral Waiting and Prohibition of Waiting Order, 1966

ON 12th September 1966, the Town Council of the City and Royal Burgh of Dunfermline, in exercise of the powers contained in Section 26(1), (2) and (3), and Section 27(3) and (4) of the Road Traffic Act, 1960, and all other powers enabling them in that behalf, made the following Order:

City Chambers, Dunfermline.

15th September 1966.

J. DOUGLAS, Town Clerk.

1. This Order may be cited as the "City of Dunfermline One-Way Traffic, Unilateral Waiting and Prohibition of Waiting Order, 1966" and shall come into operation on the first day of November Nineteen Hundred and Sixty-six.

2. The Interpretation Act, 1889, shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

3. Except upon the direction or with the permission of a Police Constable in uniform, no person shall drive, or cause or permit to be driven any vehicle on any of the lengths of road specified in the First Schedule hereto otherwise than in the direction specified opposite to such length of road in the Second Column of the said First Schedule.

4. Save as provided in Article Five 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 between the hours of 8.30 a.m. and 6 p.m. on Mondays to Saturdays inclusive, in any of the lengths of road specified in the First Column of the Second Schedule hereto:

(a) on the side of the road specified opposite that length of road in the Second Column of the Second Schedule, or

(b) on the side of that length of road on which vehicles are not for the time being prohibited from waiting by paragraph (a) of this Article, for a longer period than twenty minutes in any one hour.

5. Nothing in Article Four of this Order shall prevent any person from causing or permitting a vehicle to wait in any lengths of road specified in the said Second Schedule on either side of the road 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, removal of any obstruction to traffic, the maintenance, improvement or reconstruction of any of the lengths of road so specified, or the laying, erection, alteration or repair in or near to any of the said lengths 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 a Medical Practitioner to visit patients on profession calls, or

(e) to enable a Funeral Director or other owner of vehicles to use said vehicles as part of a Funeral Cortege or otherwise in connection with a Funeral.

6. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any Regulations made under the Road Traffic Acts, 1930 to 1960, or by or under any other Enactment.

7. The City of Dunfermline One-Way Traffic, Unilateral Waiting and Prohibition of Waiting Order (1962) is hereby revoked.

FIRST SCHEDULE

First Column
Lengths of Road

Second Column
Direction

Chalmers Street between its junction with Glen Bridge and Pittencrieff Street and its junction with Bridge Street.

Southwards towards the Glen Gates and Bridge Street.

Bridge Street: Whole length of the street: i.e. from junction with Chalmers Street to junction with Kirkgate and Bruce Street.

Eastwards towards the High Street.

High Street: Whole length of the street: i.e. from junction with Kirkgate and Bruce Street to junction with New Row and Bonnar Street.

Eastwards towards East Port.

Queen Anne Street between its junction with Inglis Street and Bonnar Street and its junction with Chapel Street.

Westwards towards Bruce Street.

Bruce Street between its junction with Bridge Street and High Street and its junction with Glen Bridge and Carnegie Street.

Northwards from Bridge Street towards Glen Bridge.