

- (ii) from a point opposite number 83 northwestwards for a distance of approximately 31 yards.
- (iii) from a point approximately 10 yards from the junction with the south-east side of Balsusney Road southeastwards for a distance of approximately 40 yards.

Road Traffic Regulation Act, 1967

**THE ROYAL BURGH OF KIRKCALDY**

*(Traffic Regulation) (St. Clair Street/Junction Road Area)*  
*Experimental Order, 1969*

ON the Thirteenth day of January 1969, the Town Council of the Royal Burgh of Kirkcaldy made an Order under section 9 of the Road Traffic Regulation Act, 1967, the effect of which is set out in the Schedule hereto.

The Order will come into force on 27th January 1969.

CHARLES D. CHAPMAN, Town Clerk.

Town House, Kirkcaldy.

15th January 1969.

**SCHEDULE**

The effect of the Order is:

1. To prohibit, with certain exceptions, the waiting and loading and unloading of vehicles in the following lengths of road:

- (i) Anderson Street/St. Clair Street/Junction Road/Strathearn Road—at the junctions of the south side of Anderson Street and the east side of St. Clair Street, the west side of St. Clair Street and the south side of Junction Road and the north side of Junction Road and the west side of Strathearn Road for distances of between 10 and 20 yards along the affected streets.
- (ii) St. Clair Street/Loughborough Road—along the east side of St. Clair Street from approximately number 108 along the north side of Loughborough Road to its junction with the west side of Institution Street.
- (iii) Loughborough Road/St. Clair Street—along the south side of Loughborough Road from approximately number 6 along the east side of St. Clair Street to approximately the north side of Sinclairtown Station.
- (iv) Anderson Street—from the junction of the north side thereof with the east side of St. Clair Street, eastwards approximately 9 yards.
- (v) Strathearn Road/Junction Road/St. Clair Street—along the east side of Strathearn Road, along the north side of Junction Road, and along the west side of St. Clair Street from approximately number 4 Strathearn Road to approximately number 95 St. Clair Street.

2. To restrict, with certain exceptions, the waiting and loading and unloading of vehicles in the following lengths of road to twenty minutes in any hour between the hours of 8 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive:

- (1) *St. Clair Street*
  - (i) on the east side thereof
    - (a) from approximately number 108 to number 124.
    - (b) from its junction with the north side of Anderson Street to approximately the north side of Sinclairtown Station.
  - (ii) on the west side thereof
    - (a) from approximately number 87 southwards for approximately 96 yards.
    - (b) from approximately number 95 to number 107.
- (2) *Junction Road*
  - (i) on the north side thereof from approximately 10 yards from its junction with the west side of Strathearn Road westwards for approximately 30 yards.
  - (ii) on the south side thereof from approximately number 4 westwards for approximately 69 yards.
- (3) *Loughborough Road*—on the south side thereof from approximately 20 yards from its junction with the east side of St. Clair Street to approximately number 14 Loughborough Road.

**BURGH OF PAISLEY**

*The Burgh of Paisley (Stopping up of West Street)*  
*Order, 1969*

THE Town Council of the Burgh of Paisley have applied to the Secretary of State for confirmation of an Order made by them under Section 1 of the Road Traffic Regulation Act, 1967, the effect of which is set out in the Schedule hereto.

Objections to the Order must be sent to the Secretary, Scottish Development Department, 43 Jeffrey Street, Edinburgh 1, by 11th February 1969, and a copy sent to the undersigned.

JAMES AITKEN, Town Clerk.

Municipal Buildings, Paisley.

**SCHEDULE**

No person shall drive or permit to be driven any vehicle so that it shall enter into or leave from West Street from or to George Street.

**BURGH OF PAISLEY**

*Revocation of Burgh of Paisley (Part of Gordon Street and parts of Canal Street) (Prohibition of Waiting) Order, 1962*

ON the Fourteenth day of January 1969, the Paisley Town Council made an Order under Section 2 of the Road Traffic Regulation Act, 1967, the effect of which is set out in the Schedule hereto. The Order will come into force on the Third day of February 1969.

JAMES AITKEN, Town Clerk.

Municipal Buildings, Paisley.

**SCHEDULE**

The revocation of the above Order which relates to prohibition of waiting in that part of Gordon Street between the Fire Station and its junction with Causeyside Street and the southmost half of that part of Canal Street and limited waiting on the northmost half of that part of Canal Street between its junction with Causeyside Street and its junction with Wardrop Street.

**BURGH OF PAISLEY**

*The Burgh of Paisley (Parts of Canal Street, Wardrop Street, Gordon Street, Johnston Street, Orchard Street, and Bridge Street) (No Waiting) Order, 1969*

ON the Fourteenth day of January 1969, the Paisley Town Council made an Order under Sections 1 and 2 of the Road Traffic Regulation Act, 1967, the effect of which is set out in the Schedule hereto. The Order will come into operation on 3rd February 1969.

JAMES AITKEN, Town Clerk.

Municipal Buildings, Paisley.

**SCHEDULE**

No person shall cause or permit any vehicle to wait within the hours of 8 a.m. and 7 p.m. in the following lengths of street, viz.:

- (a) **CANAL STREET**—  
On either side of either carriageway between Canal Street/Causeyside Street junction and the centre line of Wardrop Street.
- (b) **WARDROP STREET**—  
(On its east side) from its junction with Canal Street a distance of 40 feet northward.
- (c) **GORDON STREET**—  
(North carriageway) from its junction with Causeyside Street to its junction with Johnston Street.
- (d) **GORDON STREET**—  
(South carriageway) from its junction with Causeyside Street to its junction with Orchard Square.
- (e) **JOHNSTON STREET**—  
From the mutual gable 7 and 9 Johnston Street to its junction with Bridge Street as re-aligned.
- (f) **ORCHARD STREET**—  
(On its north side) from its junction with Marshall's Lane to its junction with Bridge Street.
- (g) **BRIDGE STREET**—  
(On its west side) from its junction with Orchard Street to its junction with Bridge Street as re-aligned.
- (h) On both sides of the new roadway between Bridge Street as re-aligned and the junction of Lonend with Saucel Street (incorporating the former Orchard Square and part of Bridge Street Car Park as previously formed).

Nothing contained in this Order shall prevent any person from causing or permitting a vehicle to wait in said portions of the various lengths 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 or unloaded from a vehicle