

NORWICH CITY COUNCIL

The City of Norwich (Inner Link and Adjoining Roads) (Prohibition of Entry) Order 1965

Notice is hereby given that a public inquiry will be held by E. H. Ford, Esq., A.M.I.C.E. at the City Hall, Norwich, beginning on 26th May 1965 at 10 a.m. to consider the Order made by the Norwich County Borough Council under section 26 of the Road Traffic Act 1960 the effect of which will be as described in the Schedule hereto.

Any person interested is entitled to be heard in person or by Counsel, Solicitor or Agent and any person whether he intends to appear at the inquiry or not may forward any objection to the Order to the undersigned at the undermentioned address.

Gordon Tilsley, Town Clerk.

City Hall,
Norwich, NOR 01A.

SCHEDULE

1. St. Giles Street would be closed at its western end at a point 62 ft. east of its present junction with Grapes Hill.
2. Access into and from Bexleys Square (Grapes Hill) would be prohibited.
3. Traffic travelling up Wellington Lane from Pottergate towards St. Giles Street would be prohibited from passing a point 92 ft. north of St. Giles Street.
4. Traffic entering Wellington Lane from St. Giles Street would be able to proceed only as far as a point 24 ft. north of the junction.
5. Pottergate would be closed at its western end, at a point 82 ft. east of the present junction with Grapes Hill.
6. Traffic travelling up Wellington Lane from St. Benedicts Street would be prevented from passing a point 35 ft. north of Pottergate.
7. Traffic would be prevented from gaining access from Pottergate to Wellington Lane on the north side of Pottergate.
8. West Pottergate would be closed at its eastern end where it now joins Grapes Hill.
9. William Street would be closed at its eastern end where it now joins Grapes Hill.
10. Access into and from the road leading to Fishers Buildings, Grapes Hill would be prohibited.
11. Lothian Street would be closed at its eastern end where it now joins Barn Road.
12. St. Martins Lane would become a cul-de-sac entered from Oak Street and closed at its eastern end at a point 190 ft. west of its present junction with Pitt Street.
13. St. Georges Street would be closed to traffic from the south at its present junction with St. Crispins Road.
14. St. Georges Street would be closed to traffic from the north at a point near its present junction with St. Crispins Road.
15. Peacock Street will be closed to traffic from the south at its present junction with Barrack Street.
16. Peacock Street will be closed to traffic from the north at a point 88 ft. north of the centre line of Barrack Street.
17. The roadway running parallel to and between Peacock Street and St. Paul's Square will be closed to traffic from the north at a point 75 ft. north of Barrack Street.
18. Access from Barrack Street to the roadway just mentioned and vice versa will be prohibited.
19. Traffic travelling along Barrack Street from Peacock Street will be prevented from passing a point 82 ft. east of Peacock Street.
20. Traffic in the western carriageway of St. Paul's Square will be prevented from passing a point 146 ft. south of Willis Street.
21. Traffic in the eastern carriageway of St. Paul's Square will be prevented from passing a point 9 ft. south of its junction with Willis Street.
22. Access to Barrack Street and to Cowgate from those parts of St. Paul's Terrace not incorporated into the new highway will no longer be permitted.
23. Willis Street will become a cul-de-sac entered from Peacock Street and closed at its eastern end at a point 148 ft. west of its present junction with Cowgate.
24. The roadway running parallel to and between Willis Street and Cowgate will become a cul-de-sac entered from Peacock Street and closed at its eastern end at a point 95 ft. west of its present junction with Cowgate.

(291)

SHEERNESS URBAN DISTRICT COUNCIL

The Sheerness (Parking Places) (Amendment) Order, 1965

Notice is hereby given that on the 27th day of April 1965, the Sheerness Urban District Council made an Order under subsections (1) and (19) of section 81 of the Road Traffic Act, 1960, subsection (2) of section 11 of, and subsection (1) of section 16 of the Road Traffic and Roads Improvement Act, 1960, the effect of which is to vary the Sheerness (Parking Places) Order, 1963, made by the Council on the 18th day of June 1963:

By substituting a revised scale of charges for off-street parking,

By deleting the Cheyney Rock Car Park,

By deleting the parking place in Railway Road from a point 96 feet south-west of Station Entrance and extending south-westwards for a distance of 148 feet to a point 24 feet from the junction with Pepys Avenue, Sheerness.

Jack Griffiths, Clerk of the Council.

Council Offices, Trinity Road,
Sheerness, Kent.

(287)

SWANSEA COUNTY BOROUGH COUNCIL

The County Borough of Swansea (Limekiln Road and Part of Castle Road, Mumbles) One-Way Traffic (Partial Revocation) Order, 1965.

Notice is hereby given that the Swansea County Borough Council propose to make an Order under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which will be to revoke the present one-way traffic order so far as it relates to Castle Road, Mumbles, between its junction with Limekiln Road and the eastern boundary of the premises occupied by Cambrian United Dairies Limited.

Objections to the proposal must be sent in writing to the undersigned by the 31st May 1965.

Iorwerth J. Watkins, Town Clerk.

The Guildhall,
Swansea.

(239)

THORNABY-ON-TEES BOROUGH COUNCIL

The Thornaby-on-Tees (Traffic Regulation Order) (No. 2) 1965

Notice is hereby given that the Thornaby-on-Tees Borough Council propose to make an Order under section 26 of the Road Traffic Act, 1960, the effect of which will be to prohibit vehicles turning right from New Street and Darlington Street, Thornaby-on-Tees into Mandale Road.

Objections to the proposals must be sent in writing to the undersigned by 31st May 1965.

A. Stockwell, Town Clerk.

Town Hall,
Thornaby-on-Tees.

4th May 1965.

(216)

HIGHWAYS ACT, 1959

DORCHESTER RURAL DISTRICT COUNCIL

Dorchester Rural District (Winterborne Came Nos. 1 and 2) Public Path Diversion Orders 1964

Notice is hereby given that on the 22nd day of April 1965, the Minister of Housing and Local Government confirmed with modifications the above Orders.

The effects of the Orders are as follows:

Order No. 1.

To divert the Public Right of Way from the junction with Bridleway No. 1 at the north-west corner of Field O.S. Nod. 63 adjoining Brick Hill Plantation and running south-east for approximately 610 feet to the south-east corner of that field to a line from a point on Bridleway No. 1 approximately 525 feet south of the north-east corner of Brick Hill Plantation and running east for approximately 435 feet along the southern