

the outer sides of the square) to be used as parking places for motor cars, motor cycles and invalid carriages.

The parking places will be available for 24 hours a day with a maximum parking period of 4 hours.

The City of Oxford (Traffic Control) (Wellington Square Area) Order, 1966

The Oxford City Council has made an Order under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which is to—

- (1) introduce one-way traffic working in the whole of Little Clarendon Street (east to west) and Pusey Street (west to east);
- (2) re-enact in its present form the existing one-way traffic working in Wellington Square;
- (3) restrict waiting in parts of the south side of Little Clarendon Street to a period of 20 minutes in any hour;
- (4) prohibit waiting at all times in Little Clarendon Street, Pusey Street and Wellington Square except where waiting is to be specifically permitted in accordance with other arrangements mentioned in this notice. (The existing waiting restrictions in the length of Wellington Square between the main square and St. John Street will be unaltered.)

J. Edwards, Acting Town Clerk.

Town Hall,
Oxford.

24th June, 1966.

(374)

OXFORD CITY COUNCIL

The City of Oxford (Urban Clearways) (No. 1) Order, 1966

Notice is hereby given that the Oxford City Council has applied to the Minister of Transport for confirmation of an Order made by it under section 26 of the Road Traffic Act, 1960, the effect of which will be to impose a clearways restriction on the following lengths of road:

1. That length of Horspath Road which extends from its junction with Hollow Way (B.4495) to the boundary between the City and County Borough of Oxford and the Rural District of Bullingdon, a distance of approximately 990 yards.
2. That length of the Henley—Watlington—Stadhampton—Oxford Road (B.480) which extends from its junction with Between Towns Road (B.4495) to its junction with Cuddesdon Way, a distance of approximately 1 mile 75 yards.
3. That length of the Eastern By-Pass (A.4142) which extends from a point 427 yards north of its junction with Horspath Driftway to a point 877 yards south-west of its junction with Garsington Road (B.480), a distance of 1 mile 1063 yards.

The Order will operate on Mondays to Saturdays, inclusive, during the hours of 6.30 a.m.—8.30 a.m.; 11.30 a.m.—1.30 p.m. and 3.30 p.m.—5.30 p.m.

Objections to the Order must be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 18th July 1966, and a copy sent to the undersigned.

J. Edwards, Acting Town Clerk.

Town Hall,
Oxford.

24th June 1966.

(377)

OXFORD CITY COUNCIL

The City of Oxford (Jeune Street and Rectory Road) (One Way) Order, 1966

Notice is hereby given that the Oxford City Council has made an Order under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which is to make Jeune Street one-way from south to north and Rectory Road one-way from north to south.

J. Edwards, Acting Town Clerk.

Town Hall,
Oxford.

24th June 1966.

(375)

OXFORD CITY COUNCIL

The City of Oxford (Beaumont Street and Walton Street) (No Waiting) Order, 1966

Notice is hereby given that the Oxford City Council has made an Order under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which is—

(a) to prohibit waiting at all times in the following lengths of road—

- (i) along the whole of the west side of Beaumont Street, namely, the frontage of Worcester College;
- (ii) on the south side of Beaumont Street for approximately 192 feet eastwards from Worcester Street;
- (iii) on the north side of Beaumont Street for approximately 192 feet eastwards from Walton Street;
- (iv) on the west side of Walton Street for approximately 213 feet northwards from Beaumont Street;
- (v) on the east side of Walton Street for approximately 273 feet northwards from Beaumont Street;

(b) to revoke that part of the City of Oxford (Walton Street) (Unilateral Waiting) Order, 1964 which provides for unilateral waiting arrangements in the same lengths of Walton Street as are described in (a) (iv) and (a) (v) above.

J. Edwards, Acting Town Clerk.

Town Hall,
Oxford.

24th June 1966.

(376)

PAIGNTON URBAN DISTRICT COUNCIL

The Paignton Urban District Council (One-Way Traffic) (No. 43) Order, 1966

Notice is hereby given that on the 20th day of June 1966, the Paignton Urban District Council made an Order under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which will be:

- (a) to prevent any vehicle being driven on the lengths of road specified in the first column of the Schedule otherwise than in the direction specified in the second column of the said Schedule, and
- (b) to remove the one-way traffic system in the remaining lengths of such roads.

The Order will come into operation on the 4th day of July 1966.

SCHEDULE

1.	2.
<i>Lengths of road in the Urban District of Paignton</i>	<i>Direction</i>
Queens Road (from its junction with Adelphi Road to its junction with Torbay Road.	Northwards.
Sands Road (from its junction with Dartmouth Road to its junction with St. Andrews Road).	Eastwards.

Queens Road (from its junction with Adelphi Road to its junction with Torbay Road.

Sands Road (from its junction with Dartmouth Road to its junction with St. Andrews Road).

Dated this 21st day of June 1966.

Frank Charlesworth, Clerk of the Council.

Municipal Offices,
Oldway, Paignton.

(211)

PAIGNTON URBAN DISTRICT COUNCIL

The Paignton Urban District Council (Limited Waiting) (No. 42) Order, 1966

Notice is hereby given that on the 20th day of June 1966, the Paignton Urban District Council made an Order under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which will be to permit the waiting of vehicles for up to one hour in any period of two hours on the length of road specified in the Schedule between the hours of 9.30 a.m. and 10 p.m. daily.

The Order contains the usual exemptions to permit vehicles to wait to pick up and set down passengers,