

NEWBURN URBAN DISTRICT COUNCIL

The Urban District Council of Newburn (Stamfordham Road, Westerhope and Hillhead Parkway, West Denton) (Prohibition of Waiting) Order, 1967.

Notice is hereby given that on the 3rd day of October 1967 the Council of the Urban District of Newburn made an Order under section 26 of the Road Traffic Act, 1960, the effect of which will be to prohibit during all hours the waiting of vehicles in the lengths of road specified in the Schedule hereto.

The Order will except vehicles used for purposes of boarding, alighting, loading or unloading and for funerals, building and roadworks and the maintenance of essential services.

The Order will come into operation on the 16th October 1967.

Dated this 3rd October 1967.

SCHEDULE

(a) (i) *Stamfordham Road, Westerhope (North Side)*

From a point where the eastern boundary of the Urban District crosses the Stamfordham Road opposite the premises known as the Black Swine thence in a westerly direction for a distance of 1,317 yards or thereabouts and terminating at a point 25 yards or thereabouts west of Kensington Villas.

(ii) *Stamfordham Road, Westerhope (South Side)*

From a point commencing immediately west of its junction with Greenfield Avenue thence in a westerly direction for a distance of 1,067 yards or thereabouts and terminating at a point 25 yards or thereabouts west of 12 Kensington Villas.

(b) *Hillhead Parkway, West Denton*

From a point commencing opposite the east side of Arncliffe Gardens thence in a westerly direction for a distance of 170 yards or thereabouts and terminating at a point 20 yards or thereabouts west of Frenton Close.

C. H. Walker, Clerk of the Council.

Council Offices,
Newburn, Newcastle upon Tyne 5.

(319)

NEWTON-LE-WILLOWS URBAN DISTRICT COUNCIL

The Urban District Council of Newton-le-Willows (Town Centre) Experimental Traffic Order, 1967

Notice is hereby given that the Newton-le-Willows Urban District Council propose to make an Order under section 28 of the Road Traffic Act, 1962, the effect of which will be:

(a) to prohibit the waiting of vehicles at all times in any of the lengths of road specified in the First Schedule to this notice,

(b) to prohibit the driving of vehicles along the length of road specified in column one of the Second Schedule to this notice otherwise than in the direction specified in column two of the Second Schedule and

(c) to prohibit the driving of a vehicle on any of the roads specified in the first column of the Third Schedule to this notice so as to make a right-hand turn into the road specified opposite to that road in the second column of the Third Schedule.

The experimental traffic Order will provide for the suspension while the Order is in force of the Newton-le-Willows (Traffic Regulation) Order, 1955, in so far as it relates to the unilateral parking of vehicles in:

(1) Bridge Street, from a point 30 yards north-east of its junction with Queen Street to a point 110 yards north-east of that junction.

(2) Market Street, from a point 30 yards north-west of its junction with Bridge Street to a point 133 yards north-west of that junction.

(3) Queen Street, from a point 30 yards south-east of its junction with Earle Street to a point 134 yards south-east of that junction.

The Order will contain the usual exceptions permitting waiting for the purposes of boarding, alighting, loading, unloading, building works and funerals.

Objections to the proposals must be sent in writing to the undersigned by the 6th November 1967.

Dated 3rd October 1967.

J. Roberts, Clerk of the Council.

Town Hall,
Market Street,
Newton-le-Willows.

FIRST SCHEDULE

Lengths of road in the Urban District of Newton-le-Willows

- (i) Bridge Street,
(ii) Market Street, from its junction with Peel Street and extending in a south-easterly direction into Queen Street and Railway Street and continuing into Wargrave Road to a point co-extensive with its junction to Brookfield Street,
(ii) Wargrave Road northerly side from its junction with Victoria Road and extending in a westerly direction for a distance of 30 yards, approximately.

SECOND SCHEDULE

Column 1 <i>Length of road in the Urban District of Newton-le-Willows</i>	Column 2 <i>Direction</i>
Earle Street	From its junction with Queen Street proceeding in a westerly direction to its junction with Sankey Street.

THIRD SCHEDULE

Roads in the Urban District of Newton-le-Willows:	
Column 1	Column 2
Sankey Street (from its southerly end)	Legh Street.
Sankey Street (from its southerly end)	Tamworth Street.
Sankey Street (from its southerly end)	St. John Street.
Earle Street	Wellington Street.

(322)

NORFOLK COUNTY COUNCIL

The County of Norfolk (Various Streets Thetford) (One-Way) Order, 1967

Notice is hereby given that the Norfolk County Council propose to make an Order under the Road Traffic Act, 1960 the effect of which will be to prohibit the driving of vehicles on any of the lengths of road at Thetford set out below, save in the directions specified in the opposite column:

<i>Length of Road</i>	<i>Direction</i>
1. Old Market Street between its junction with Ford Street.	From North-West to South-East.
2. The whole length of Ford Street.	From South-East to North-West.
3. Well Street from its junction with A.1066 King Street and Market Place to the junction with South West boundary of C.538 Tanner Street.	From North to South.

Objections to such Order should be sent to the undersigned not later than the 27th October 1967.

F. P. Boyce, Clerk of the Norfolk County Council.

County Offices, Thorpe Road,
Norwich, Norfolk, NOR 47A.

(385)

NORFOLK COUNTY COUNCIL

The County of Norfolk (Redenhall with Harleston) (Traffic Regulation) Order, 1967

Notice is hereby given that the Norfolk County Council propose to make an Order under the Road Traffic Act 1960, the effect of which will be to (a) prohibit the driving of vehicles on the length of road at Redenhall with Harleston set out in the Schedule, save in the direction specified in the opposite column and (b) to prohibit the waiting of vehicles on London Road—on the east side from Magpie Hotel to a point approximately 60 yards