

tion with Cainscross Road (A.419) and its junction with Church Road.

SECOND SCHEDULE

Bath Street (Urban Street) between its junction with Gloucester Street (A.46) and its junction with King Street (A.46).

Bedford Street (Urban Street) between its junction with George Street (A.419) and its junction with High Street, but excluding those parts of the road specified in the Third Schedule hereto.

Belle Vue Road (Urban Street) between its junction with Ryeleaze Road and its junction with Church Street.

Brickrow (Urban Street) between its junction with Church Street and its junction with Lansdown Road.

High Street (Class III) between its junction with King Street (A.46) and Lansdown and its junction with Hill Street and Nelson Street.

Locking Hill (Urban Street) between its junction with Slad Road (B.4070) and its junction with Lansdown and Lansdown Road.

Middle Street (Class III), the north side thereof, between its junction with Nelson Street and its junction with Whitehall but excluding that part which lies between its junction with Whitehall and a point 25 yards west of that junction.

Nelson Street (Class III) between its junction with High Street and its junction with Middle Street and Castle Street.

Paganhill Lane (B.4066), the north-west side thereof, between a point 40 yards north-east of its junction with Westward Road (A.419) and a point 45 yards south of its junction with Stratford Road (B.4066).

Slad Road (B.4070) between a point 15 yards north-east of its junction with Gloucester Street (A.46) and a point 325 yards north-east of that junction.

Station Road (Urban Street) (Cul-de-sac), the south-east side thereof, between a point 8 yards south-west of its junction with Russell Street (A.419) and a point 40 yards south-west of that junction.

Whitehall (Class III) between its junction with Middle Street and its junction with Trinity Road.

THIRD SCHEDULE

Bedford Street (Urban Street)—

(a) the north-west side thereof, between a point 8 yards north-east of its junction with George Street (A.419) and a point 39 yards north-east of that junction.

(b) the south-east side thereof, between its junction with Lower Threadneedle Street and a point 29 yards north-east of that junction.

George Street (A.419), the south-west side thereof, between a point 15 yards south-east of its junction with King Street (A.46) and a point 104 yards south-east of that junction.

Kendrick Street (Urban Street), the south-east side thereof:

(a) between a point 15 yards south-west of its junction with High Street and a point 7 yards north-east of its junction with Threadneedle Street.

(b) between a point 7 yards south-west of its junction with Threadneedle Street and a point 15 yards north-east of its junction with George Street (A.419).

Russell Street (A.419), the south-west side thereof, between a point 15 yards south-east of its junction with Station Road and a point 74 yards south-east of that junction.

Station Road (Urban Street), the north-west side thereof, between a point 8 yards south-west of its junction with Russell Street (A.419) and a point 40 yards south-west of that junction.

FOURTH SCHEDULE

Lansdown (Urban Street), the south-east side thereof, between a point 30 yards north-east of its junction with High Street and its junction with Lansdown Road.

Lansdown Road (Urban Street), the south-east side thereof, between its junction with Lansdown and a point 7 yards south-west of its junction with Brickrow.

All in the Urban District of Stroud.
(372)

GLOUCESTERSHIRE COUNTY COUNCIL

The Gloucestershire County Council (Grovesend-Itchington Road, Thornbury Rural District) (Restriction) (Amendment Order 1967).

Notice is hereby given that the Gloucestershire County Council have applied to the Minister of Transport for confirmation of an Order made by them under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which will be to amend the Gloucestershire County Council (Grovesend-Itchington Road, Thornbury Rural District) (Restriction) Order 1964 so as to replace the restriction on the driving of heavy vehicles on the length of road specified in the Schedule hereto by restriction on the driving of any motor vehicle the unladen weight of which exceeds three tons.

The existing exceptions in the Order for access will remain.

Objections to the Order must be sent to the Secretary, Ministry of Transport (R.T.C.), at St. Christopher House, Southwark Street, London S.E.1, by 4th November 1967 and a copy sent to the undersigned.

D. G. Rogers, Deputy Clerk of the Council.
Shire Hall,
Gloucester.
13th October 1967.

SCHEDULE

In the Parishes of Alveston and Tytherington Thornbury Rural District

That length of the Grovesend-Itchington Road (unclassified) which extends from the bridge over the Tytherington-Thornbury railway to its junction with the Tytherington-Earthcott Green Road (Class 3).

(376)

GUILDFORD BOROUGH COUNCIL

Road Traffic Act 1960—Boxgrove Lane

Notice is hereby given that the Guildford Borough Council acting as Highway Authority have applied to the Minister of Transport for an extension of the Order restricting the use by all vehicles of the road known as Boxgrove Lane from its junction with Boxgrove Road to its junction with Merrow Woods other than in an easterly direction for a period not exceeding eight weeks from the date of the expiry of the Order made by the Council on the 23rd August 1967, by reason of the works being executed on the said road.

Herbert C. Weller, Town Clerk.
Municipal Offices,
High Street, Guildford.
(268)

GELLIGAER URBAN DISTRICT COUNCIL

The Urban District Council of Gelligaer (Butetown Bridge) (Weight Restriction) Order, 1967

Notice is hereby given that the Urban District Council of Gelligaer have applied to the Secretary of State for confirmation of an Order made by them under section 26 of the Road Traffic Act, 1960, the effect of which will be to prohibit any vehicle the weight of which, whether laden or unladen, exceeds 11 tons from proceeding in that length of road leading from B.4257 to the village of Butetown which is carried by the bridge over the disused railway line from Butetown to Rhymney Bridge.

Public Service vehicles with a gross weight, whether laden or unladen, not exceeding 14 tons will be exempt from the provisions of the Order.

A copy of the Order and a plan showing the length of road affected by the Order may be inspected at the offices of the undersigned during normal office hours until 9th November 1967.