

the hours of 9.30 a.m. and 12.30 p.m., between the hours of 2.30 p.m. and 5 p.m. and between the hours of 6.30 p.m. and 8 p.m.

(c) To prohibit the waiting of any vehicle at any time on the north side of Grenfell Road between the western boundary of 10 Grenfell Road and a point 100 feet west of the said boundary subject to an exemption in respect of loading and unloading, provided that such loading and unloading shall not be permitted between the hours of 8 a.m. and 9.30 a.m., between the hours of 12.30 p.m. and 2.30 p.m. or between the hours of 5 p.m. and 6.30 p.m.

(d) To prohibit (subject to the standard exemption clause in respect of loading and unloading) the waiting of any vehicle for a period longer than 30 minutes at any one time between the hours of 8 a.m. and 6.30 p.m. on Mondays to Saturdays on the east side of King Street between the southern boundary of 65 King Street and the southern boundary of 87 King Street.

(e) To prohibit (subject to the standard exemption clause in respect of loading and unloading) the waiting of any vehicle at any time on any of the lengths of road specified in the First Schedule hereto.

(f) To prohibit the driving of any vehicle in any of the lengths of road specified in the first column of the Second Schedule hereto other than in the direction specified opposite to that length in the second column of the said Schedule.

The Order also has the effect of consolidating the traffic regulations relating to the Borough.

The Order came into effect on the 8th day of November 1967.

Stanley Platt, Town Clerk.

Town Hall,
Maidenhead.

10th November 1967.

FIRST SCHEDULE

1. *Courthouse Road* (west side)—from its junction with St. Mark's Crescent to a point 45 feet south of the said junction.
2. *Craufurd Rise* and *Gringer Hill*—from the northern boundary of 1 Craufurd Rise to a point 40 feet south of the southern boundary of 4 Gringer Hill.
3. *Grove Road*—from its junction with York Road to the southern boundary of the car park.
4. *Grove Road*—from its junction with Broadway to a point 82 feet south of the said junction.
5. *Havelock Road* (east side)—from its junction with St. Mark's Crescent to a point 45 feet south of the said junction.
6. *King Street* (east side)—from the southern boundary of 65 King Street to a point 75 feet north of the said boundary.
7. *St. Adrian's Close* (north side)—from the junction with Wessex Way to the school entrance.
8. *St. Adrian's Close* (south side)—in that section east of the cul-de-sac leading to the garages.
9. *St. Ives Road*—from its junction with York Road to the southern boundary of the property known as "Newlyn".
10. *St. Mark's Crescent* (south side)—from its junction with Havelock Road to a point 45 feet east of the said junction.
11. *St. Mark's Crescent* (south side)—from its junction with Courthouse Road to a point 45 feet west of the said junction.

SECOND SCHEDULE

Length of Road *Direction*

1. *Grenfell Road* between its junction with King Street and its junction with Grenfell Place. From east to west.
2. *Grenfell Place*, between its junction with Grenfell Road and its proposed new junction with Victoria Street. From south to north.
3. *King Street*, between its junction with Victoria Street and its junction with Grenfell Road. From north to south.

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NEWCASTLE UPON TYNE CITY COUNCIL

Road Traffic Regulation Act, 1967

The City and County of Newcastle upon Tyne (Northumberland Street) Traffic Regulation Order, 1967.

Notice is hereby given that the Council of the City and County of Newcastle upon Tyne proposes to make an Order under sections 1 and 2 of the Road Traffic Regulation Act, 1967, the effect of which will be to prohibit right-hand turns for any vehicles from the road specified in the first column of the Schedule hereto into the road specified in the second column of the said Schedule.

Objections to the proposal must be sent in writing to reach the undersigned by 2nd December 1967.

Cyril R. Ward, City Legal Adviser.

Civic Centre,
Newcastle upon Tyne.

10th November 1967.

SCHEDULE

No Right Turn

<i>From</i>	<i>To</i>
Northumberland Street	Saville Row.
Northumberland Street	Northumberland Road.
Northumberland Street	Ridley Place.

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NOTTINGHAMSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION 1967

The Nottinghamshire County Council (Prohibition of Waiting) (Keyworth) Draft Order

Notice is hereby given that the Nottinghamshire County Council propose to make an Order under the Road Traffic Regulation Act 1967 which will:—

- (1) revoke the Nottinghamshire County Council (Prohibition of Waiting) (Keyworth) Order 1966.
- (2) impose a prohibition on waiting between the hours of 8 a.m. and 6 p.m. from Mondays to Saturdays inclusive on the length of road specified in the Schedule to this notice.

The effect of the Order will be to extend the existing prohibition on waiting on both sides of Selby Lane, Keyworth, by a length of 12 yards in an easterly direction.

Exceptions will be provided in the Order to enable a person to board or alight from a vehicle; to enable goods to be loaded onto or unloaded from a vehicle or to enable a vehicle to be used in connection with any funeral, building operation or demolition, the removal of any obstruction to traffic or the maintenance, improvement or reconstruction of the road or the services therein.

A copy of the proposed Order and a map showing the length of road affected may be inspected during normal office hours at the office of the Clerk of the Bingham Rural District Council, Council Offices, Market Place, Bingham, or at my office.

Objections to the proposal must be sent in writing to the undersigned by 2nd December 1967.

SCHEDULE

Both sides of that length of Selby Lane, Keyworth, between a point 12 yards east of the eastern entrance gates to the school and the junction with The Square, a length of approximately 344 yards.

A. R. Davis, Clerk of the County Council.

County Hall,
West Bridgford, Nottingham.

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NORFOLK COUNTY COUNCIL

The County of Norfolk (Various Streets, Diss) (Prohibition of Waiting) Order, 1967

Notice is hereby given that the Norfolk County Council propose to make an Order under the Road Traffic Regulation Act 1967, the effect of which will be to prohibit the waiting of vehicles in any of the lengths of road at Diss specified in the Schedule hereto.

Exceptions will be provided in the Order to enable a vehicle to wait for so long as may be necessary for a person to board or alight from the vehicle, to enable goods to be loaded on to or unloaded from