

Objections to the Order must be sent to the Secretary, Ministry of Transport (UT), at St. Christopher House, Southwark Street, London S.E.1, by 7th March, 1968, and a copy sent to the undersigned.

Dated 9th February 1968.

Henry Patten, Town Clerk.

City Hall,  
Bradford 1.  
(195)

#### BRADFORD CITY COUNCIL

*Road Traffic Regulation Act, 1967—section 1  
City of Bradford (Shetcliffe Lane) (Weight  
Restriction) Order, 1968*

Notice is hereby given that the Bradford City Council have applied to the Minister of Transport for the confirmation of the above Order made by them under section 1 of the Road Traffic Regulation Act, 1967, the effect of which will be to prohibit any vehicle the weight of which, whether laden or unladen, exceeds twenty tons from proceeding in that length of Shetcliffe Lane which is carried by the bridge over the abandoned Low Moor to Gildersome railway line.

An alternative route for southbound vehicles affected by the Order will be by way of Tong Street, Dawson Lane and Ferrand Avenue and vice versa for northbound vehicles.

A copy of the Order and a plan showing the length of road affected by the Order and the alternative route may be inspected at the offices of the undersigned during normal office hours.

Objections to the Order must be sent to the Secretary, Ministry of Transport (UT), at St. Christopher House, Southwark Street, London S.E.1, by 7th March, 1968, and a copy sent to the undersigned.

Dated 9th February 1968.

Henry Patten, Town Clerk.

City Hall,  
Bradford 1.  
(193)

#### BRADFORD CITY COUNCIL

*Road Traffic Regulation Act, 1967—section 1  
City of Bradford (Ripley Street) (Weight  
Restriction) Order, 1968*

Notice is hereby given that the Bradford City Council have applied to the Minister of Transport for the confirmation of the above Order made by them under section 1 of the Road Traffic Regulation Act, 1967, the effect of which will be to prohibit any vehicle the weight of which, whether laden or unladen, exceeds twenty-two tons from proceeding in that length of Ripley Street which is carried by the bridge over the Bradford (Exchange) to Low Moor railway line.

An alternative route for westbound vehicles affected by the Order will be by way of Hall Lane, Bowling Park Drive, New Cross Street, Gaythorne Road and Bowling Old Lane and vice versa for eastbound vehicles.

A copy of the Order and a plan showing the length of road affected by the Order and the alternative route may be inspected at the offices of the undersigned during normal office hours.

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Dated 9th February 1968.

Henry Patten, Town Clerk.

City Hall,  
Bradford 1.  
(192)

#### BRADFORD CITY COUNCIL

*Road Traffic Regulation Act, 1967—section 1  
City of Bradford (Greenfield Lane) (Weight  
Restriction) Order, 1968*

Notice is hereby given that the Bradford City Council have applied to the Minister of Transport for the confirmation of the above Order made by

them under section 1 of the Road Traffic Regulation Act, 1967, the effect of which will be to prohibit any vehicle the weight of which, whether laden or unladen, exceeds twenty tons from proceeding in that length of Greenfield Lane which is carried by the bridge over the abandoned Dudley Hill to Low Moor railway line.

An alternative route for northbound vehicles affected by the Order will be by way of Cleckheaton Road, Netherlands Avenue, Huddersfield Road, Manchester Road, Rooley Avenue and Rooley Lane and vice versa for southbound vehicles.

A copy of the Order and a plan showing the length of road affected by the Order and the alternative route may be inspected at the offices of the undersigned during normal office hours.

Objections to the Order must be sent to the Secretary, Ministry of Transport (UT), at St. Christopher House, Southwark Street, London S.E.1, by 7th March, 1968, and a copy sent to the undersigned.

Dated 9th February 1968.

Henry Patten, Town Clerk.

City Hall,  
Bradford 1.  
(194)

#### BURNLEY COUNTY BOROUGH COUNCIL

*The County Borough of Burnley (40 m.p.h. Speed  
Limit) (Centenary Way) Order, 1967*

Notice is hereby given that the Minister of Transport has given consent to the making of an Order under section 74(1) of the Road Traffic Regulation Act 1967, the effect of which is to prohibit the driving of motor vehicles at a speed exceeding 40 m.p.h. on the length of road specified in the Schedule to this Notice.

#### SCHEDULE

The whole length of Centenary Way (A.56), in the County Borough of Burnley, which extends from the southern most point of the roundabout which forms its junction with Yorkshire Street (A.671) to the eastern most point of the roundabout which forms its junction with Manchester Road (A.56), a distance of approximately 828 yards.

C. V. Thornley, Town Clerk.

Town Hall,  
Burnley.

6th February 1968.

(304)

#### BUCKINGHAMSHIRE COUNTY COUNCIL

*The Buckinghamshire County Council (Traffic  
Regulation) (Willowbank, Denham) Order, 1968*

Notice is hereby given that on the 26th day of January 1968, the Buckinghamshire County Council made an Order under sections 1 and 2 of the Road Traffic Regulation Act, 1967, the effect of which is:

- (1) To revoke The London Traffic (Prohibition of Waiting) (Denham) Regulation, 1957;
- (2) To prohibit the waiting of any vehicle during the whole of the 24 hours each day of the week (including Sunday) in any of the lengths of roads specified in the First Schedule to this notice;
- (3) To limit the waiting of any vehicle to two hours in any period of four hours between the hours of 8 a.m. to 6 p.m. on each day of the week (excluding Sunday) in the length of road specified in the Second Schedule to this notice.

Exemptions are provided in the Order to enable a vehicle to wait on the direction or with the permission of a police constable in uniform or for so long as may be necessary to enable a person to board or alight from the vehicle, to enable goods to be loaded on to or unloaded from the vehicle or to enable the vehicle to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance of the road or the services therein, or to enable any vehicle to take in petrol, oil, water or air from any garage situate on or adjacent to the said lengths of roads.