

Calthorpe Road, both sides, from a point 92 yards south-west of the line of the kerb on the south side of Islington Row to a point 25 yards north-east of the line of the kerb on the north-east side of St. James Road.

Greenfield Crescent, both sides, from a point 20 yards south of the line of the kerb on the south side of Harborne Road to a point 21 yards west of the line of the kerb on the north-west side of Calthorpe Road.

Frederick Road, both sides, from a point 40 yards south of the line of the kerb on the south side of Islington Row to a point 24 yards north of the line of the kerb on the north-east side of St. James Road.

Frederick Road, both sides, from a point 16 yards south of the line of the kerb on the south-west side of St. James Road for a distance of 189 yards in a southerly direction.

George Road, both sides, from a point 40 yards south of the line of the kerb on the south side of Islington Row to a point 21 yards north of the line of the kerb on the north-east side of St. James Road.

George Road, both sides, from a point 15 yards south of the line of the kerb on the south-west side of St. James Road for a distance of 165 yards in a southerly direction.

(c) To introduce no waiting between the hours of 7.45 a.m. and 1 p.m. on weekdays and limited waiting of one hour in two between the hours of 1 p.m. and 6.45 p.m. on weekdays in the under-mentioned length of road:

Francis Road, west side, from a point 45 yards north of the line of the kerb on the north side of Hagley Road to its junction with Duchess Road.

(d) To introduce no waiting between the hours of 1 p.m. and 6.45 p.m. on weekdays and limited waiting of one hour in two between the hours of 7.45 a.m. and 1 p.m. on weekdays in the under-mentioned length of road:

Francis Road, east side, from a point 49 yards north of the line of the kerb on the north side of Hagley Road to its junction with Duchess Road.

The Order contains an exemption in respect of the loading and unloading of goods in all the lengths of road set out above.

Order No. 46:

To introduce no waiting at any time on the under-mentioned lengths of road:

Church Road

South-east side, from its junction with Coventry Road to its junction with Harvey Road.

North-west side, from its junction with Coventry Road to a point 122 yards south-west of the line of the kerb on the south-west side of Milton Crescent.

Yardley Road

South-east side, from its junction with Coventry Road to a point 76 yards south of the line of the kerb on the south side of Stockfield Road.

North-west side, from its junction with Coventry Road to a point 30 yards south-west of the south-west end of the central reservation.

North-west side, from a point 21 yards north-east of the line of the kerb on the north side of Stockfield Road to a point 76 yards south of the line of the kerb on the south side of Stockfield Road.

Stockfield Road

Both sides, from the line of the kerb on the north-west side of Yardley Road for a distance of 47 yards in a westerly direction.

The Order contains an exemption in respect of loading and unloading of goods in all the lengths of road set out above.

Dated 16th February 1968.

T. H. Parkinson, Town Clerk.

The Council House,
Birmingham, 1.

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BLACKBURN COUNTY BOROUGH COUNCIL

The County Borough of Blackburn (Primrose Hill Bridge) (Weight Restriction) Order, 1968

Notice is hereby given that the Blackburn County Borough Council have applied to the Minister of Transport for confirmation of an Order made by them under section 1 of the Road Traffic Regulation Act, 1967, the effect of which will be to prohibit any vehicle whose weight, whether laden or unladen, exceeds 22 tons from proceeding over the bridge comprising part of the unnamed road which extends from Bonsall Street to the junction of Maraden Street, Speedwell Street and Henry Whalley Street in the said Borough.

A copy of the Order and a plan showing the length of road affected by the Order may be inspected at my office during normal office hours until the 1st March 1968.

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 the 8th day of March 1968.

Dated 16th February 1968.

Frank Squires, Town Clerk.

Town Hall,
Blackburn.

(171)

BOURNEMOUTH COUNTY BOROUGH COUNCIL

The County Borough of Bournemouth (St. Peter's Road) (Prohibition of Waiting) Order, 1968

Notice is hereby given that on the 6th February 1968 the Bournemouth County Borough Council made an Order under sections 1 and 2 of the Road Traffic Regulation Act, 1967, the effect of which is:

- to prohibit vehicles waiting between the hours of 10 a.m. and 7 p.m. on the east and south side of St. Peter's Road from its junction with Hinton Road to its junction with the eastern side of Fir Vale Road;
- to prohibit vehicles waiting at any time on both sides of St. Peter's Road between its junction with the eastern side of Fir Vale Road and its junction with Bath Road; and
- to revoke certain existing Prohibition of Waiting Orders affecting St. Peter's Road.

This Order which comes into operation on the 15th day of March 1968 contains the customary exemptions on loading, unloading, boarding, alighting and certain other necessary purposes.

Dated 16th February 1968.

A. L. Clegg, Town Clerk.

Town Hall,
Bournemouth.

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BOURNEMOUTH COUNTY BOROUGH COUNCIL

The County Borough of Bournemouth (Boscombe Cliff Road and Boscombe Overcliff Drive) (Prohibition of Waiting) Order, 1968.

Notice is hereby given that on the 6th February 1968, the Council of the County Borough of Bournemouth made an Order under sections 1 and 2 of the Road Traffic Regulation Act, 1967, the effect of which is:

- to prohibit vehicles waiting at any time in the length of road specified in the First Schedule hereto;
- to prohibit vehicles waiting between the hours of 10 a.m. and 10 p.m. during the months of June to September (inclusive) in any year in any of the lengths of road specified in the Second Schedule hereto; and
- to revoke The County Borough of Bournemouth (Boscombe and Southbourne) (Prohibition of Waiting) No. 2 Order, 1962 (as amended) in so far as this Order refers to Boscombe Overcliff Drive.

The Order which will come into operation on the 15th day of March 1968 contains the customary exemptions on the boarding and alighting of vehicles