

**(e) One-Way Traffic**

To prohibit the driving of any vehicle along the undermentioned lengths of road otherwise than in the direction stated:

Lengths of Road	Direction
1. Prospect Road	Westwards.
2. Rudmore Road, from Commercial Road for a distance of 85 feet	Westwards.
3. Sea View, from Tipnor Street to Rudmore Road	Southwards.
4. Tipnor Street	Eastwards.
5. Rudmore Place, from Rudmore Road to Tipnor Street	Northwards.

**(f) Prohibition of Right Hand Turns**

To prohibit vehicles making a right hand turn from the road specified in Column 1 into the road specified opposite thereto in Column 2, as set out below:

Column 1	Column 2
1. Regent Street	Commercial Road.
2. Mills Road	Twyford Avenue.
3. Commercial Road	Sultan Road.

**(g) Prohibition of Left Hand Turn**

To prohibit vehicles making a left hand turn from Commercial Road into Sultan Road.

**(h) Prohibition of Entry**

To prohibit vehicles entering the road specified in Column 1 from the road specified opposite thereto in Column 2, as set out below:

Column 1	Column 2
1. Silverlock Street	Twyford Avenue.
2. Twyford Avenue	Silverlock Street.
3. Grafton Street	Commercial Road.

**(i) Compulsory Left Hand Turn**

To cause vehicles proceeding from Sultan Road into Commercial Road to make a compulsory left hand turn.

**(j) Exceptions to these Proposals**

Exceptions are provided in the proposed Order to allow a vehicle to wait to enable a person to board or alight; the vehicle to be used in connection with any building operation or work on or under the length of road; the vehicle to take in petrol, oil, water or air from any garage on or adjacent to the lengths of road; postal packets to be collected or delivered; vehicles used by Medical Practitioners to wait while they are engaged upon their professional duties; and furniture removers to remove furniture from the lengths of road at times when the loading and unloading of goods would otherwise be prohibited providing they give 24 hours notice to the police, obtain their consent and comply with any reasonable police requirements. Existing Orders are to be amended as necessary.

**4. Notice of Intention to Implement Provisions of an Existing Order**

In February 1966 the Minister of Transport confirmed an Order which provided for the closure of certain roads at their junctions with Commercial Road and Northern Parade. It is now proposed as part of this scheme to put into effect the following parts of this Order which have not so far been implemented:

Prohibiting vehicles entering or leaving Princes Street and Brompton Road at their respective junctions with Commercial Road.

**5. Public Transport**

The following alterations to bus stops will be necessary:

1. The southbound stop at Brompton Road to be moved about 200 feet northwards, to a new lay-by.
2. The southbound stop at the southern end of Stamshaw Road to be moved about 100 feet southwards.
3. The northbound stop at Herbert Street to be moved about 200 feet southwards.

**6. Alternative Routes**

During tidal flow lane control the effect of banning right hand turns from Commercial Road and Twyford Avenue will result in the use of

alternative routes. These are broadly catered for as follows:

**Approaching from the south**

- (i) Before Princes Street traffic may turn right into Victoria Street.
- (ii) After Victoria Street traffic will have to travel to Kingston Crescent before turning right.

**Approaching from the north and Kingston Crescent**

- (i) Traffic for Rudmore and Watergate Road will be diverted via Simpson Road and Cobbett Road.
- (ii) South of Kingston Crescent traffic will have to travel to Prospect Road or Herbert Street before turning right and then use Regent Street, so that entry to premises on the west side of Commercial Road can be made by a left turn movement.

At all other times, generally, the only other alternative routes required are as follows:

- (i) Approaching from the south traffic for Princes Street, Sultan Road or Brompton Road will have to use either Victoria Street or Emanuel Street.
- (ii) From Flathouse Quay traffic proceeding south will have to use Flathouse Road.
- (iii) Traffic leaving Rudmore will have to travel via Tipnor Street or Simpson Road.

**7. Pedestrians**

There is one zebra crossing in Commercial Road just south of Kingston Crescent which will be replaced by a pedestrian facility incorporated in the automatic traffic signals.

A crossing place will be marked in Commercial Road south of Regent Street and pedestrians will be able to cross after the main road phase of the traffic signals and during the side road phase.

**8. Inspection of Orders and Plans by Members of the Public**

Copies of the proposed Orders and a map showing the roads to which the proposed Orders relate may be inspected at this office and at the office of the City Engineer, 28-29 Western Parade, Portsmouth, between 8.30 a.m. and 5.15 p.m. Mondays-Fridays inclusive.

A copy of the map may also be inspected at the Twyford Avenue Community Centre between the hours of 10 a.m. and 10 p.m. Mondays to Fridays inclusive during the period of objection.

**9. Objections**

Persons wishing to object to the proposals contained in the Orders described in paragraphs 2 and 3 above may do so by sending their objection in writing to the Town Clerk, Guildhall, Portsmouth, by 12th July 1969, and stating (a) the Order or part of the Order to which objection is made and (b) the grounds on which the objection is made.

J. R. Haslegrave, Town Clerk.

Guildhall,  
Portsmouth.

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**SHEFFIELD CITY COUNCIL****The Parking Places (Sheffield) (1967) (Amendment) (No. 1) Order, 1969**

Notice is hereby given that the Lord Mayor, Aldermen and Citizens of the City of Sheffield, acting by the Council, propose to make an Order under sections 35, 36, 37 and 39 of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, amending the Parking Places (Sheffield) Order 1967 and its effect will be to designate additional parking places in highways and to amend the limits of certain existing parking places as specified in the Schedule hereto.

The parking places will be available for use by vehicles which are passenger vehicles, goods vehicles, motor cycles or invalid carriages, and the charges proposed to be made for the use of a parking place referred to in Part I of the Schedule hereto will be one shilling for an initial period of not more than one hour or sixpence for an initial period of not more than thirty minutes and for the use of a parking place referred to in Part II of such Schedule will be one shilling for an initial period of not more