

*Bank Street*—north side, from the east kerbline of Christie Street to a point 300 ft. (91.5m) east of the east kerbline of Christie Street.

8. *South School*

*Neilston Road*—east side, from the south kerbline of Barterholm Road to the north kerbline of Stock Street, a distance of 205 ft. (62.5m) or thereby.

*Stock Street*—north side, from its junction with Neilston Road to a point 250 ft. (76.3m) east of the east kerbline of Neilston Road.

*Barterholm Road*—south side, from the east boundary of No. 4/6 Barterholm Road to its junction with Espedair Street, a distance of 159 ft. (48.5m) or thereby.

*Espedair Street*—west side, from the south kerbline of Barterholm Road to a point 215 ft. (65.6m) south of the south kerbline of Barterholm Road.

9. *St. Catherine's R.C. Primary School Annexe*

*East Lane*—east side, from the north boundary fence of the said school to the south kerbline of East Lane, a distance of 123 ft. (37.5m) or thereby.

*East Lane*—south side, from the east kerbline of East Lane, westwards for a distance of 15 ft. (4.6m).

10. *Williamsburgh J.S. School*

*Lacy Street*—east side, from the north kerbline of East Lane to a point 200 ft. (61.0m) north of the north kerbline of East Lane.

*East Lane*—north side, from its junction with Lacy Street to a point 300 ft. (91.5m) east of the east kerbline of Lacy Street.

4. Exceptions will permit waiting for the purposes of:

- Picking up and setting down passengers.
- Loading or unloading goods.
- Maintenance of roads.

5. Full details of these proposals together with maps showing the restricted length of road and a Statement of the Council's reason for proposing to make the Order, may be examined at Municipal Buildings, Paisley between 9 a.m. and 5 p.m. Mondays to Fridays inclusive.

6. Any person wishing to object to the proposed Order should send details of the grounds for objection in writing to the undersigned.

JAMES AITKEN, Town Clerk.

Municipal Buildings, Paisley.  
30th June 1971.

### BURGH OF PAISLEY

#### Burge of Paisley (Various Street) One-Way Order, 1971

1. THE Paisley Town Council propose to make an Experimental Order under Sections 1(1), (2) and (3) and 9 of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968.

2. When this Order comes into effect vehicles must not be driven—

- In a southerly direction in that part of Smithhills between Gauze Street and Central Road.
- In a southerly direction in that part of Moss Street between its junctions with School Wynd and County Place.
- In a northerly direction in Abbey Close.

3. The alternative routes are as follows:

- For proposal (a) Lawn Street or Gilmour Street.
- For proposal (b) Gilmour Street and County Place.
- For proposal (c) Gauze Street and Cotton Street.

4. Full details of these proposals together with a map showing the length of road affected and a Statement of the Council's reason for proposing to make the Order, may be examined at Municipal Buildings, Paisley, between 9 a.m. and 5 p.m. Mondays to Fridays inclusive.

5. Any person wishing to object to the proposed Order should send details of the grounds for objection in writing to the undersigned by 30th July 1971.

JAMES AITKEN, Town Clerk.

Municipal Buildings, Paisley.  
1st July 1971.

### BURGH OF PAISLEY

#### The Burgh of Paisley (Various Streets) (No Waiting) Order, 1971

1. THE Paisley Town Council propose to make an Order under Section 1(1), (2) and (3) of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968.

2. Under the exceptions contained in paragraph 5 of this advertisement, when this Order comes into effect vehicles must not be left between 8 a.m. and 7 p.m. on Mondays to Saturdays inclusive on each of the following roads or parts of roads:

ABBEY CLOSE  
 ABERCORN STREET (both sides opposite the weigh-bridge)  
 BACK SNEDDON STREET (west side from its junction with Moncrieff Street to its junction with Maxwell Street)  
 CALSIDE (from its junction with Stevenson Street to its junction with Stock Street)  
 CAUSEYSIDE STREET (both sides between the existing no waiting areas)  
 CAUSEYSIDE STREET (from just north of its junction with Stow Street to its junction with Espedair Street and Stevenson Street)  
 CENTRAL ROAD (both sides and service road)  
 CHRISTIE LANE  
 CHURCHHILL (west side)  
 COUNTY SQUARE (front of station entrance)  
 FORBES PLACE (fronting river)  
 GEORGE STREET (north side from existing no waiting area to Lady Lane)  
 HARBOUR LANE  
 HIGH STREET (north side at the T.A. Centre and the former Orthopaedic Clinic)  
 HUNTER STREET (north side from Moss Street *ex adverso* off-street car park)  
 MAXWELL STREET (south side)  
 MONCRIEFF STREET (north side)  
 MOSS STREET (west side from existing no waiting to north end of bus bay, and from Hunter Street to existing no waiting at Old Sneddon Street)  
 MOSS STREET (east side—bus bay)  
 MEETINGHOUSE LANE  
 NEILSTON ROAD (from its junction with Espedair Street to its junction with Stock Street)  
 NEW SNEDDON STREET (east side from its junction with Harbour Lane to its junction with Old Sneddon Street)  
 NEW SNEDDON STREET (both sides from its junction with Moncrieff Street northwards for a distance of 200 ft.)  
 ORCHARD STREET (north side)  
 SCHOOL WYND (south side)  
 SMITHHILLS STREET  
 UNDERWOOD ROAD (from its junction with St. James Street to its junction with Kerr Street)  
 WEIGHHOUSE CLOSE (2 gaps in waiting limited area)

3. Under the exceptions contained in paragraph 5 of this advertisement, when this Order comes into effect vehicles must not be left between 8 a.m. and 7 p.m. on Mondays to Sundays inclusive on each of the following roads or parts of roads:

BRIDGE STREET (both sides from the existing no waiting area to its junction with Cotton Street and Abbey Close)  
 CALEDONIA STREET (from its junction with St. James Street to its junction with McDowall Street)  
 CANAL STREET  
 COTTON STREET  
 GAUZE STREET (both sides from St. James Bridge to its junction with Glasgow Road)  
 GLASGOW ROAD (from its junction with Incle Street to its junction with McKerrell Street)  
 HIGH STREET (south side from existing no waiting to St. James Bridge)  
 INCLE STREET  
 LOVE STREET (from its junction with Old Sneddon Street to its junction with Wallace Street)  
 MILL STREET  
 OLD SNEDDON STREET (both sides from the existing no waiting area to its junction with Weir Street)  
 RENFREW ROAD (from its junction with Weir Street to its junction with Netherhill Road)  
 ST. MIRREN STREET  
 WEIR STREET.