

and 41 St. Kilda's Avenue and between the houses No. 40 and 42 and No. 43 and 45 Parvet Avenue to the commencing point at the rear of the houses No. 43 and 45 Parvet Avenue, Droylsden.

Dated this 3rd day of April 1959.

G. S. Hepton, Clerk of the Council.

Council Offices,  
Droylsden, Lancs.

## ROAD TRAFFIC ACTS

### COUNTY BOROUGH OF HALIFAX

#### *The Halifax (Town Centre) Traffic Regulation Order, 1959*

The Halifax County Borough Council on the 1st day of April 1959, made an Order under the Road Traffic Act, 1930, as amended (to come into operation on the 1st day of June 1959), the effect of which is as follows:

1. To prohibit waiting by vehicles on the alternate sides of the seven streets set out below on alternate days of the month,

(a) for longer than thirty minutes at a time, or  
(b) if less than thirty minutes has elapsed since the last period of waiting of the vehicle on that side.

(i) Albion Street from a point 15 feet east of its junction with Market Street to a point 15 feet west of its junction with Thomas Street.

(ii) Westgate from a point 15 feet east of its junction with Union Street to a point 15 feet west of its junction with Thomas Street.

(iii) Westgate from a point 15 feet east of its junction with Thomas Street to its eastern extremity.

(iv) Harrison Road from a point 15 feet south of its junction on its east side with Fountain Street to a point 15 feet north of its junction with Carlton Terrace and Carlton Street.

(v) Clare Road from a point 15 feet north of its junction with Prescott Street to a point 15 feet south of its junction with St. John's Lane.

(vi) Crown Street from a point 77 feet 6 inches east of its junction with Central Street to a point 15 feet west of its junction on its southerly side with Hall End.

(vii) Union Street from a point 30 feet north of its junction with Horton Street to a point 15 feet south of its junction with Westgate.

2. To prohibit waiting by vehicles on the following twelve lengths of street:

(i) The south side of Albion Street between Southgate and Union Street.

(ii) The south side of Westgate between Wards End and Union Street.

(iii) The west side of Carrier Street.

(iv) Both sides of Thomas Street between Albion Street and Westgate.

(v) The west side of Harrison Road between Carlton Street and Blackwall.

(vi) The north side of Carlton Terrace.

(vii) The south side of Alexandra Street.

(viii) The south side of King Edward Street.

(ix) The west side of Waterhouse Street.

(x) The east side of Waterhouse Street between Crossley Street and Broad Street.

(xi) The south side of Crossley Street between Princess Street and Waterhouse Street.

(xii) The east side of Central Street.

3. To limit to thirty minutes at any one time waiting by vehicles in the following 11 lengths of street:

(i) The north side of Albion Street from a point 15 feet east of its junction with Southgate to a point 15 feet west of its junction with Market Street.

(ii) The north side of Westgate from a point 15 feet east of its junction with Southgate to a point 15 feet west of its junction with Union Street.

(iii) The east side of Carrier Street from a point 15 feet north of its junction with Westgate to a point 15 feet south of its junction with Albion Street.

(iv) The west side of Central Street from a point 15 feet north of its junction with Silver Street to a point 15 feet south of its junction with Crown Street.

(v) The north side of Alexandra Street from a point 15 feet east of its junction with Commercial Street to a point 15 feet west of its junction with Southgate.

(vi) The west side of Commercial Street from a point 15 feet south of its junction with Rawson

Street to the north side of the pedestrian crossing place near the Victoria Hall.

(vii) The east side of Waterhouse Street from a point 30 feet north of its junction with Crown Street to a point 15 feet south of its junction with Crossley Street.

(viii) The north side of King Edward Street from a point 15 feet east of its junction with Commercial Street to a point 15 feet west of its junction with Southgate.

(ix) The north side of Crossley Street from a point 15 feet east of its junction with Waterhouse Street to a point 15 feet west of its junction with Wesley Court.

(x) The north side of George Street for a distance of 27 yards in a westerly direction from a point 23 yards west of Black Swan Passage.

(xi) The south side of George Street for a distance of 65 yards in a westerly direction from a point 2 yards west of the roadway on the west side of Lloyds Bank.

4. To limit to two hours at any one time waiting by vehicles in the following 2 lengths of street:

(i) The east side of Harrison Road from a point 30 feet north of its junction with Trinity Road to a point 15 feet south of its junction with Carlton Terrace.

(ii) The south side of Carlton Terrace from a point 15 feet east of its junction with Harrison Road to a point 15 feet west of its junction with Powell Street.

5. The restrictions contained in paragraphs 1 to 4 above will apply between the hours of 9 a.m. and 6 p.m. on any day other than a Sunday.

6. None of the proposed restrictions will prevent a vehicle waiting in the specified streets for the following purposes:

(a) To allow boarding or alighting from that vehicle;

(b) To load or unload goods from the vehicle;

(c) In connection with building work, removal of a traffic obstruction, road repairs, or work on a sewer, or gas, water, electricity or telegraph apparatus;

(d) In connection with a funeral.

7. To revoke the Halifax (Town Centre) (Traffic Regulation) Order, 1948, in so far as it relates to the North and South sides of Crossley Street.

Dated this 3rd day of April 1959.

Town Hall,  
Halifax.

Richard de Z. Hall, Town Clerk.

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### COUNTY BOROUGH OF DERBY

#### *The Derby Corporation (Central) (Waiting Restrictions) Order, 1959*

The Derby County Borough Council propose to make an Order under the Road Traffic Act, 1930, as amended, the effect of which will be to prohibit the waiting of vehicles:

(a) in Colyear Street between the hours of 9 a.m. and 7 p.m.;

(i) for a longer period than sixty minutes and within sixty minutes of the expiry of a period of waiting from a point 45 feet from the junction with Macklin Street and extending for a distance of 216 feet in a northerly direction on each side of the street on alternate days;

(ii) from a point 261 feet from the junction with Macklin Street to the junction with Becket Well Lane;

(b) in Macklin Street between the hours of 9 a.m. and 10 p.m.;

(i) between the junction with Green Lane and the junction with Becket Well Lane;

(ii) on the north side between the junction with Becket Well Lane and the junction with Abbey Street;

(iii) on the south side between a point 45 feet east of Becket Street and the junction with Abbey Street;

(iv) for a longer period than sixty minutes and within sixty minutes of the expiry of a period of waiting on the south side between the junction with Becket Well Lane and a point 45 feet to the east of the junction with Becket Street;

(c) in Gower Street between the hours of 9 a.m. and 10 p.m. for a longer period than sixty minutes and within sixty minutes of the expiry of a period