

## URBAN DISTRICT OF ST. AUSTELL

*The St. Austell Urban District Council  
(Traffic Regulation) Order No. 1, 1960*

The St. Austell Urban District Council propose to make an Order under the Road and Rail Traffic Act, 1930, as amended, the effect of which will be that no person shall drive or cause to be driven any vehicle on High Cross Street, St. Austell, from its junction with Church Street to the entrance to the St. Austell Railway Station otherwise than in the direction from West to East.

Objections to the proposal must be sent to the undersigned by Saturday, the 30th day of April 1960.

Dated this 5th day of April 1960.

*L. E. Saunders, Clerk to the said Council.*

Municipal Offices, Truro Road,  
St. Austell, Cornwall.

(487)

used in connection with funerals, building operations, etc., in the following lengths of road:—

- (a) Queen Street from its junction with St. Nicholas Street to its junction with The Trinity both sides, excluding the public weighbridge on the west side.
- (b) The Trinity: both sides.
- (c) Trinity Street: on the east side of its junction with St. Nicholas Street to the junction with The Trinity and on the west side from its junction with St. Nicholas Street to a point opposite the southern boundary of the carriage-way in The Trinity.

A copy of the Order may be seen at the office of the undersigned during the usual office hours.

*Bertram Webster, Town Clerk.*

Guildhall,  
Worcester.

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## URBAN DISTRICT OF ST. AUSTELL

*The St. Austell Urban District Council  
(Traffic Regulation) Order No. 2, 1960*

The St. Austell Urban District Council propose to make an Order under the Road and Rail Traffic Act, 1930, as amended, the effect of which will be that, with certain exceptions, no person shall cause or permit any vehicle to wait between the hours of 8 a.m. and 6 p.m. on any day other than Sunday in any part of Fore Street, St. Blazey, or on either of the sides thereof.

Objections to the proposal must be sent to the undersigned by Saturday, the 30th day of April 1960.

Dated this 5th day of April 1960.

*L. E. Saunders, Clerk to the said Council.*

Municipal Offices, Truro Road,  
St. Austell, Cornwall.

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## NATIONAL COAL BOARD

Northern (N. & C.) Division,  
Divisional Headquarters,  
Whitley Road, Longbenton,  
Newcastle upon Tyne 12.

COAL ACT 1938 AND  
COAL INDUSTRY NATIONALISATION ACT  
1946

Pursuant to Paragraph 6 (2) of the Second Schedule to the Coal Act 1938, the National Coal Board hereby give notice that they propose to exercise the right to withdraw support vested in them by virtue of paragraph 6 (1) of the said schedule and the Coal Industry Nationalisation Act 1946 so far as the said right applies in relation to any land within the Area situated in the Parish of Shotley Low Quarter in the county of Northumberland indicated on the plan which is deposited and open for inspection at the National Coal Board's Divisional Mining Estates Office at Whitley Road, Longbenton, Newcastle upon Tyne 12.—Dated this 1st day of April 1960. Serial No. 1798.

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*R. Littlewood, Secretary.*

North Western Divisional Offices,  
40 Portland Street, Manchester 1.

COAL ACT, 1938, AND  
COAL INDUSTRY NATIONALISATION ACT,  
1946

Pursuant to Paragraph 6 (2) of the Second Schedule of the Coal Act, 1938, the National Coal Board hereby give notice that they propose to exercise the right to withdraw support vested in them by virtue of Paragraph 6 (1) of the said Schedule and the Coal Industry Nationalisation Act, 1946, so far as the said right applies in relation to any land within an area situate in the Parish of Billinge and Winstanley in the county of Lancaster indicated on a plan which is deposited and open for inspection at the National Coal Board's North Western Divisional Survey and Mineral Estates Office, "York House", 55 Major Street, Manchester 1.

Dated 31st March 1960. Serial No. 1797.

*M. P. Coleman, Divisional Chief Surveyor and  
(499) Mineral Estates Manager.*

## COUNTY BOROUGH OF SUNDERLAND

*The County Borough of Sunderland (Mill Bank, The Greenway and St. Cuthbert's Terrace) (Restrictions on Driving) Order, 1959.*

On the 25th day of March 1960, the Minister of Transport confirmed the above-named Order, made by the Sunderland County Borough Council under the Road Traffic Act, 1930, as amended, the effect of which is to prohibit the driving of vehicles into any of the roads specified in the First Column of the Schedule hereto from the roads specified opposite to that Road in the Second Column of such Schedule.

## SCHEDULE

1.	2.
Mill Bank	Newcastle Road
Newcastle Road	Mill Bank
The Greenway	Chester Road
Chester Road	The Greenway
St. Cuthbert's Terrace	Trimdon Street West
Trimdon Street West	St. Cuthbert's Terrace.

*G. S. McIntire, Town Clerk.*

Town Hall,  
Sunderland.

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## CITY OF WORCESTER

*The City of Worcester (Various Streets) (Prohibition of Waiting and One-Way Order) 1960*

On the 28th day of March 1960, the Worcester City Council made an Order under the Road Traffic Act 1930, as amended, the effect of which is

(1) to make that part of Queen Street between St. Nicholas Street and The Trinity a one-way street north to south;

(2) to make The Trinity a one-way street east to west;

(3) to remove the prohibition on waiting from the north side of Sansome Street between Foregate Street and Sansome Place;

(4) to prohibit waiting at all times, subject to exceptions to permit persons to board or alight from vehicles, to enable goods to be loaded on to or unloaded from vehicles and to enable vehicles to be

## HIGHWAYS ACT, 1959

## HAMPSHIRE COUNTY COUNCIL

*The Hampshire (Petersfield Rural District No. 14)  
Public Path Diversion Order, 1960*

Notice is hereby given that on the 15th day of March 1960 the Minister of Housing and Local Government confirmed the above Order.

The effect of the Order is to divert the public right of way in the Parish of East Meon running from the south-west corner of Kingsland Copse northwards across pasture O.S. Parcel No. 123 and through the farm yard at Peak Farm to a route running northwards along the verge of pasture O.S. Parcel No. 123, then north-westwards across the pasture and north-north-eastwards along a gravel track to rejoin the