

SHEFFIELD CITY COUNCIL

The City of Sheffield (Street Parking Places) Order, 1961

The Sheffield City Council propose to make an Order under section 81 of the Road Traffic Act, 1960, and subsection (2) of section 11 of the Road Traffic and Roads Improvement Act, 1960, the effect of which will be:

- (1) To amend the Orders specified in the first column of the Schedule hereto so that the parking places of parts of streets, the number, situation and limits of which are specified in the second column of such Schedule will be deleted from such Orders and thereby discontinued.
- (2) To amend the bye-laws with respect to parking places made by the Council on the 1st day of March 1950 and confirmed by the Secretary of State on the 31st day of May 1950 and amended by the bye-laws made by the Council on the 5th day of March 1953 and confirmed by the Secretary of State on the 21st day of May 1953, so that all reference to the said parking places will be deleted from the Schedule to such bye-laws.

Objections to the proposals must be sent in writing to the undersigned by the 27th day of November 1961.

John Heys, Town Clerk.

Town Hall,
Sheffield 1.

3rd November 1961.

SCHEDULE

Date of Order (1)	Number, situation and limits of parking place (2)
6th October 1928 ...	2. Campo Lane—South side only, and extending from St. James' Row to Vicar Lane.
4th January 1950 ...	84. Campo Lane—South East side only, from a point 25 feet South West of Vicar Lane in a South Westerly direction for a distance of 227 feet or thereabouts.
14th March 1934 ...	53. Campo Lane—South side only from St. James' Row to a point 50 yards Eastward.
4th January 1950 ...	69. Campo Lane—South side only, and extending from a point 50 yards East of St. James' Row to a point 8 yards West of East Parade.
4th February 1953 ...	86. Church Street—North side only from St. James' Row in an Easterly direction for a distance of 118 feet or thereabouts.
4th January 1950 ...	3. Cross Burgess Street—North side only, between Cambridge Street and Burgess Street as indicated thereon by white lines; and Burgess Street—East side only from Cross Burgess Street in a Northerly direction for a distance of 80 feet or thereabouts.
6th October 1928 ...	6. Holly Street—Telephone Exchange frontage only, and extending from Pinfold Street to below entrance to Telephone Exchange.
6th October 1928 ...	7. Trippet Lane—South side only, and extending from C.W.S. Factory to West Bank Lane.
4th February 1953 ...	70. Trippet Lane—on the South side an extension of Parking Place No. 7 in a Westerly direction for a distance of 50 yards or thereabouts, as indicated by white lines.
6th October 1928 ...	8. Fitzalan Square—Inside white lines, and extending from the tram standard opposite the General Electrical Company's premises to eight yards from the G.P.O. entrance.
14th March 1934 ...	54. Fitzalan Square—A distance of 12 feet or thereabouts added to the North end and of 5 feet added to the South end of authorised Parking Place No. 8.
6th October 1928 ...	9. Hawley Street—Along the Corporation Motor Omnibus Garage frontage ONLY.
6th October 1928 ...	11. Carver Street—Along the frontage of the Carver Street Wesleyan Church to West Street.
14th March 1934 ...	55. Carver Street—From the South end of Parking Place No. 11 to a point clear of Messrs. Harrison Bros. and Howson's office entrance.
3rd May 1939 ...	78. Carver Street—West side only, and extending from a point clear of Messrs. Harrison Bros. and Howson's office entrance in a Southerly direction to Division Street.
5th June 1929 ...	26. Gell Street—West side only, and extending from Glossop Road to Leavygreave Road.
14th March 1934 ...	28. Charles Street—South West side, and extending from Union Lane to Brown Street.
3rd May 1939 ...	79. Charles Street—North side only, and extending from Cambridge Street towards Pinstone Street for a distance of 100 feet.
14th March 1934 ...	52. Orchard Lane—South side only.
6th October 1937 ...	72. St. James' Street—Both sides except along the frontage to the Church House on the North side.
6th October 1937 ...	73. Vicar Lane—Both sides between St. James' Street and Church Street.
4th February 1953 ...	85. Townhead Street—South-West side only from No. 35 Townhead Street in a South-Easterly direction for a distance of 300 feet or thereabouts.
4th January 1950 ...	90. Rockingham Street—East side only from a point 20 feet North of West Street in a Northerly direction for a distance of 140 feet or thereabouts.
6th October 1928 ...	18. Brook Hill—South side only, and extending from Favell Road to Leavy Greave.

(419)

CITY OF SHEFFIELD

Sheffield Transport Department

Notice is hereby given that the Lord Mayor, Aldermen and Citizens of the City of Sheffield (hereinafter referred to as "the Corporation") have made application under section 101 of the Road Traffic Act, 1930, to the Traffic Commissioners for the Yorkshire Traffic Area, for their consent to the Corporation running public service vehicles on the under-mentioned roads within the area of the said Traffic Commissioners, namely:

A.616 from Half Hall, Stocksbridge to Midhopestones Bridge, within the Urban District of Stocksbridge and the Rural District of Penistone. Gosber Street, Gosber Road and Southgate, from its junction with Gosber Road to its junction

with Market Street, at Eckington, within the Rural District of Chesterfield.

And notice is further given that objections to such consent may be made to the said Traffic Commissioners by any Local Authority, or by any person providing transport facilities on, or in the neighbourhood of, any part of the route to which the application relates, by sending the same to the Traffic Commissioners, Yorkshire Traffic Area, 29 Eastgate, Leeds 2, on or before the 18th day of November 1961.

Any such objection should be in writing and should state clearly the grounds on which it is made. A copy of such objection should, at the same time, be sent to the General Manager, Sheffield Transport Department, Division Street, Sheffield 1.

Dated this 24th day of October 1961.

(5056) *John Heys, Town Clerk, Sheffield.*