

in the Fourth Schedule to this notice for a longer period than one hour or if a period of less than one has elapsed since the termination of the said hours of the last period of waiting (if any) of the vehicle in the said lengths of road.

Exceptions will be provided in the Order to enable a vehicle to wait for so long as may be necessary for a person to board or alight from the vehicle, to enable goods to be loaded on to or unloaded from the vehicle or to enable the vehicle to be used in connection with any funeral, building operation or demolition, the removal of any obstructions to traffic, the maintenance of the road or the services therein.

3. *The City and County of the City of Exeter (Various Streets) (Prohibition of Waiting) Revocation Order, 1964*, the effect of which will be to remove the present No Waiting restrictions on those lengths of road contained in the Fifth Schedule to this notice.

4. *The City and County of the City of Exeter (Various Streets) (Limitation of Waiting) Variation Order, 1964*, the effect of which will be to increase the present period of waiting permitted in those lengths of road specified in the Sixth Schedule to this notice from 20 minutes to 1 hour.

5. *The City and County of the City of Exeter (Various Streets) (Prohibition of Waiting) Variation Order, 1964*, the effect of which will be to extend the period of prohibition of waiting, at present 9 a.m. to 6 p.m., so as to prohibit waiting from 8 a.m. to 11 p.m. in those lengths of roads specified in the Seventh Schedule to this notice.

Objections to any of the proposals must be sent in writing to the under-signed by the 21st day of April 1964.

W. A. McSkimming, Town Clerk.

10 Southernhay West,  
Exeter.

26th March 1964.

*Lengths of Road in the City and County of the City of Exeter*

FIRST SCHEDULE

Bampfylde Street—both sides, from its junction with Paris Street to a point 107 feet to the south-west of its junction with Cheeke Street.

Belgrave Road—south-east side, entire length.

Summerland Street—both sides, entire length.

New North Road—both sides, from its junction with Northernhay Place to its junction with Blackall Road.

Paris Street—both sides, entire length.

South Street—north-east side, entire length.

Barnfield Road—both sides from its junction with Southernhay East to its junction with Western Way.  
Smythen Street—both sides, entire length to Stepote Hill.

Preston Street—both sides, entire length.

King Street—both sides, from its junction with Preston Street to its junction with Rack Street.

Coombe Street—both sides, entire length.

West Street—both sides, from its junction with Fore Street for a distance of 210 feet in a south-easterly direction.

Market Street—south-west side, from its junction with Fore Street to its junction with Smythen Street.

Pancras Lane—both sides, entire length.

Waterbeer Street—both sides, entire length.

Bear Street—both sides, entire length.

Palace Gate—both sides, from its junction with South Street for a distance of 240 feet in a north-easterly direction.

Service Road, Palace Gate—north-east and north-west side extending from its junction with Palace Gate for a distance of 63 feet in a south-easterly direction and then for a distance of 34 feet in a north-easterly direction.

Service Road, Palace Gate—south-west and south-east side extending from its junction with Palace Gate for a distance of 114 feet in a south-easterly direction and then for a distance of 26 feet in a north-easterly direction.

Castle Street—both sides, from its junction with High Street to its junctions with Musgrave Row and Bailey Street.

Bartholomew Street West—both sides, from its junction with Fore Street to its junction with Bartholomew Street East.

Bartholomew Street East—both sides from its junction with Bartholomew Street West for a distance

of 250 feet in a north-westerly direction and south-east side continuing to its junction with North Street.

Mary Arches Street—both sides, from its junction with Bartholomew Street West for a distance of 345 feet in a south-easterly direction.

Service Road, Mary Arches Street—both sides, entire length, including Turning Circle.

Paul Street—north-west side, entire length.

Service Roads

Southernhay West (northern end)—western and northern sides, entire length.

Rear of Paris Street-Sidwell Street—southern, western and northern sides, entire length.

Rear of Sidwell Street Shopping Centre—southern, western and northern sides, entire length, and both sides of the spur road for its entire length.

Service Road, Bedford Street (opposite G.P.O.)—both sides, entire length, including both spur roads.

Rear of Messrs. Bobby's premises—both sides, entire length.

Blackboy Road (opposite Sandersons)—north-west side, entire length.

SECOND SCHEDULE

Cowick Street—both sides, from its junction with Exe Bridge to its junction with Buller Road.

Cowick Street—south-east side, from its junction with Buller Road to its junction with Cowick Lane.

Alphington Street—both sides, from its junction with Exe Bridge to its junction with Willeys Avenue.

Holloway Street—both sides, from its junction with Western Way to its junction with Roberts Road.

Heavitree Road—both sides, from its junction with Western Way to its junction with Spicer Road.

THIRD SCHEDULE

Cowick Street, between its junction with Okehampton Street and its junction with Buller Road.

Alphington Street, between its junction with Cowick Street and its junction with Haven Road.

Holloway Street, between its junction with Magdalen Street and its junction with Bull Meadow Road.

FOURTH SCHEDULE

Quadrangle, rear of Sidwell Street Shopping Centre, entire area excluding service road around the perimeter.

Service Road, Blackboy Road (opposite Sandersons)—south-east side, between entrance and exit (vehicles to stand at right angles to the kerb).

Bartholomew Street East—north-west side, from a point 250 feet to the north-west of its junction with Bartholomew Street West to its junction with North Street.

Paul Street—south-east side, entire length.

Belgrave Road—north-west side, entire length.

South Street—south-west side, from a point 25 feet to the south-east of its junction with Coombe Street for a distance of 200 feet in a south-easterly direction and from a point 25 feet to the north-west of its junction with Market Street for a distance of 350 feet in a north-westerly direction.

FIFTH SCHEDULE

Magdalen Street between its junction with South Street and its junction with Bull Meadow Road.

Sidwell Street, between its junction with Cheeke Street and its junction with Paris Street.

SIXTH SCHEDULE

Lay-by, Verney Street.

Queen Street, north-east side, from Central Station to the Clock Tower.

Longbrook Street, south-east side, from New North Road to a point opposite its junction with Old Park Road.

SEVENTH SCHEDULE

Bailey Street, both sides, entire lengths but excluding quadrangle.

Musgrave Row, both sides, entire length but excluding quadrangle.

Castle Street, both sides, from its junction with Musgrave Row to the Castle gates.

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SOMERSET COUNTY COUNCIL

*Imposition of 30 m.p.h. Speed Limit at Kenn Road, Clevedon*

Notice is hereby given that the Somerset County Council intend to apply to the Minister of Transport