

## LIVERPOOL CITY COUNCIL

*The City Council of Liverpool (Stonebridge Lane)  
(No Waiting) Order, 1965*

Notice is hereby given that on the 21st May 1965, the City Council of Liverpool made an Order under the Road Traffic Act, 1960, to become operative on the 2nd August 1965, the effect of which will be to prohibit, with certain exceptions, the waiting by vehicles at all times in that length of Stonebridge Lane, between its junction with East Lancashire Road and its junction with Coppelhouse Lane.

The exceptions referred to will enable a vehicle to wait for so long as is 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 obstruction to traffic, the maintenance of the road, or the services therein.

Dated this 1st day of June 1965.

*Thomas Alker, Town Clerk.*

Municipal Buildings,  
Liverpool 2.

(436)

## LIVERPOOL CITY COUNCIL

*The City Council of Liverpool (Hillfoot Avenue, etc.)  
(One-Way) Order, 1965*

Notice is hereby given that on the 21st May 1965, the City Council of Liverpool made an Order under the Road Traffic Act, 1960, to become operative on the 2nd August 1965, the effect of which will be to prohibit any person from driving or causing or permitting to be driven any vehicle in:

- (a) that length of the Service Road on the south-easterly side of the junction of Hillfoot Avenue and Woodend Avenue, from its point of access from Hillfoot Avenue otherwise than in a westerly and southerly direction over a length of 80 yards to its point of egress to Woodend Avenue;
- (b) that length of the Service Road on the south-westerly side of the junction of Hillfoot Avenue and Woodend Avenue, from its point of access from Woodend Avenue otherwise than in a northerly and westerly direction over a length of 83 yards to its point of egress to Hillfoot Avenue; and
- (c) that length of the Service Road on the north-westerly side of the junction of Hillfoot Avenue and Speke Road, from its point of access from Hillfoot Road otherwise than in an easterly and northerly direction over a length of 65 yards to its point of egress to Speke Road.

Dated this 1st day of June 1965.

*Thomas Alker, Town Clerk.*

Municipal Buildings,  
Liverpool 2.

(431)

## LIVERPOOL CITY COUNCIL

*The City Council of Liverpool (Park Lane, etc.)  
(No Waiting) Order, 1965*

Notice is hereby given that on the 21st May 1965, the City Council of Liverpool made an Order under the Road Traffic Act, 1960, to become operative on the 2nd August 1965, the effect of which will be:

- (1) To revoke The City Council of Liverpool (Park Road, etc.) (No Waiting) Order, 1963, in so far as it relates to Park Road between its junction with Dingle Lane and Ullet Road and a point 120 feet south-east of its junction with Warwick Street and Upper Warwick Street;
- (2) to prohibit, with certain exceptions, the waiting by vehicles:
  - (a) between the hours of 7 a.m. and 7 p.m. in any of the roads specified in the First Schedule to this Order; or
  - (b) in any of the roads specified in the Second Schedule to this Order.

The exceptions referred to will enable a vehicle to wait for so long as is 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 obstruction to traffic, the maintenance of the road, or the services therein.

Dated this 1st day of June 1965.

*Thomas Alker, Town Clerk.*

Municipal Buildings,  
Liverpool 2.

## FIRST SCHEDULE

1. Park Road between its junction with Dingle Lane and Ullet Road and a point 120 feet south-east of its junction with Warwick Street and Upper Warwick Street.
2. That length of St. James Street between its junction with Jamaica Street and Park Lane and its junction with New Bird Street.
3. Park Lane.

## SECOND SCHEDULE

1. Parliament Street within 120 feet of its junction with St. James Place and Great George Place.
2. St. James Street between its junction with New Bird Street and its junction with Great George Place.
3. Great George Place.
4. Upper Parliament Street within 120 feet of its junction with St. James Place and Great George Place.
5. Stanhope Street within 120 feet of its junction with St. James Place and Mill Street.
6. Upper Stanhope Street within 120 feet of its junction with St. James Place.
7. Mill Street within 120 feet of its junction with Stanhope Street and St. James Place.
8. St. James Place; and
9. Park Place from a point 120 feet north of its junction with Warwick Street and Upper Warwick Street to its junction with Hill Street and Upper Hill Street.

(433)

## MONMOUTHSHIRE COUNTY COUNCIL

*The County of Monmouth (Red Lion Square,  
Tredegar) (One-Way) Order, 1965*

Notice is hereby given that on the 24th May 1965, the Monmouthshire County Council made an Order under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which will be to prohibit vehicles from being driven in the following length of road, except in the direction specified:

<i>Length of road in the Urban District of Tredegar</i>	<i>Direction</i>
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That length of road leading from Commercial Street to Red Lion Square, from the junction with Commercial Street near the Red Lion Inn to the junction with the road leading to Mount Street.	From east to west.
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*Vernon Lawrence, Clerk of the Council.*

County Hall,  
Newport.

(241)

## NORFOLK COUNTY COUNCIL

*The County of Norfolk (Hargham Low Road,  
Attleborough) (Prohibition of Waiting) Order, 1965*

Notice is hereby given that on the 26th May 1965, the Norfolk County Council made an Order under the Road Traffic Act, 1960, the effect of which is to prohibit the waiting of vehicles on the east side of Hargham Low Road, Attleborough, from its junction with Trunk Road A.11 southwards for approximately 23 yards.

Exceptions are 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, if it cannot conveniently be used for such purpose in any other