

any funeral, building operation, or demolition, or the maintenance of the road or the services thereof.

Dated this 12th day of August 1965.

Richard de Z. Hall, Town Clerk.

Town Hall,
Halifax.

(347)

**KINGSTON UPON HULL COUNTY
BOROUGH COUNCIL**

Road Traffic Act, 1960

Traffic Regulation Orders

Notice is hereby given that a public inquiry will be held by E. C. Porter, Esq., LL.M., at the Guildhall, Kingston upon Hull, on Tuesday, 14th September 1965, at 10 a.m. to consider the proposal of the Kingston upon Hull County Borough Council to make Orders under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which will be as set out below.

Any person interested is entitled to be heard in person or by Counsel, Solicitor or Agent and any person whether he intends to appear at the inquiry or not may forward any objection to the proposal to E. C. Porter, Esq., LL.M., at the undermentioned address.

A copy of a statement of reasons for making the Orders may be obtained on application to the Council's offices.

The Kingston upon Hull (Central Area) (No. 6) Traffic Regulation Order, 1965

The effect of The Kingston upon Hull (Central Area) (No. 6) Traffic Regulation Order, 1965, will be to prohibit waiting by vehicles, except upon the direction or with the permission of a police constable or traffic warden in uniform, in certain lengths of the roads specified (a) in the First Schedule next hereinafter appearing on any weekday for more than one period of not more than four hours in any one road between the hours of 8 a.m. and 6.30 p.m., or (b) in the Second and Third Schedules next hereinafter appearing at all times, an exemption for goods vehicles being applicable in the lengths of road specified in such Third Schedule.

Particulars of the relevant lengths of roads affected may be obtained on application to the Council's offices.

The loading and unloading of goods in relevant lengths of road specified in the Second Schedule next hereinafter appearing will be permitted for not longer than 20 minutes (postal and furniture removal vehicles being exempted) in any period of one hour.

Other usual exemptions will apply.

FIRST SCHEDULE

Blake Street, Blundell Street, Brunswick Avenue, Cannon Street, Clifton Street, College Street, Francis Street West, Liddell Street, Little Reed Street, Napier Terrace, Norfolk Street, Percy Street, Reed Street, St. Paul's Street, Talbot Street, Tynemouth Street and Wright Street.

SECOND SCHEDULE

Blake Street, Blundell Street, Brunswick Avenue, Cannon Street, Charles Street, Clifton Street, College Street, Francis Street West, Liddell Street, Little Reed Street, Marlborough Terrace, Napier Terrace, Norfolk Street, Percy Street, Raywell Street, Reed Street, Rodney Street, Russell Street, Russell Place, St. Paul's Street, Talbot Street, Tynemouth Street, Waterloo Street, Worsley Street and Wright Street.

THIRD SCHEDULE

The whole of the north sides of Raywell Street and Worsley Street.

The Kingston upon Hull (Central Area) (No. 9) Traffic Regulation Order, 1965

The effect of The Kingston upon Hull (Central Area) (No. 9) Traffic Regulation Order, 1965, will be to prohibit vehicles being driven on any of the roads or lengths of road specified in the first column of the Schedule next hereinafter appearing otherwise than in the direction, specified opposite thereto in the second column of the said Schedule.

THE SCHEDULE

<i>First Column</i>	<i>Second Column</i>
Name of road or description of length of road.	Direction in which vehicles are to be driven.
1. Vane Street ...	1. South to North
2. Trafalgar Street ...	2. West to East
3. Scale Lane ...	3. East to West
4. Bishop Lane ...	4. West to East
5. Dock Street ...	5. West to East
6. Roper Street ...	6. East to West
7. Fish Street ...	7. South to North
8. Portland Street— between Spring Street and Ferens- way ...	8. West to East
9. Portland Place ...	9. North to South
10. Kingston Square— (a) West side.	10. (a) South to North.
(b) East side.	(b) North to South.

The Kingston upon Hull (Blackfriargate) (No. 10) Traffic Regulation Order, 1965

The effect of The Kingston upon Hull (Blackfriargate) (No. 10) Traffic Regulation Order, 1965, will be to prohibit waiting by vehicles, except upon the direction or with the permission of a police constable or traffic warden in uniform, in any of the lengths of road specified in the First and Second Schedules hereinafter appearing at all times, an exemption for goods vehicles being applicable in the length of road specified in such Second Schedule.

The loading and unloading of goods in the length of road specified in the First Schedule hereinafter appearing will be permitted for not longer than 20 minutes (postal and furniture removal vehicles being exempted) in any period of one hour.

Other usual exemptions will apply.

FIRST SCHEDULE

The whole of the south side of Blackfriargate.

SECOND SCHEDULE

The whole of the north side of Blackfriargate.

J. Haydon W. Glen, Town Clerk.

Guildhall,
Kingston upon Hull.

6th August 1965.

(267)

MANCHESTER CITY COUNCIL

The City of Manchester (Spinningfield) (One Way) (Revocation) Order, 1965

Notice is hereby given that on 4th August 1965, the Manchester City Council made an Order under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which is to re-open to two-way traffic Spinningfield, between Deansgate and Lynch Street, by revoking so much of the City of Manchester (Traffic Regulation) Order No. 3, 1951, as amended, as relates to the imposition of one-way traffic on that length of road.

The Order will come into operation on 23rd August 1965.

Philip B. Dingle, Town Clerk.

Town Hall,
Manchester 2.

13th August 1965.

(337)

MANCHESTER CITY COUNCIL

The City of Manchester (Long Millgate) (No Waiting) Order 1965

Notice is hereby given that on 4th August 1965, the Manchester City Council made an Order under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which is to prohibit waiting by vehicles between the hours of 8 a.m. and 12 midnight on Mondays to Sundays inclusive on both sides of Long Millgate from Fennel Street to Victoria Station Approach—Todd Street.