

BRISTOL COUNTY BOROUGH  
COUNCIL

*The City and County of Bristol (Carey's Lane, Haberfield Street and Redcross Street) (Prohibition of Entry) Order, 1966.*

Notice is hereby given that on the 14th February 1967, the Minister of Transport confirmed an Order made by the Bristol County Borough Council under section 26 of the Road Traffic Act, 1960, the effect of which is to prevent any vehicle entering:

- (a) *Carey's Lane* or *Haberfield Street* from *Redcross Street*; or
- (b) *Redcross Street* from *Carey's Lane* or *Haberfield Street*.

T. J. Urwin, Town Clerk.

The Council House,  
College Green, Bristol 1.

28th February 1967.

(401)

## BARRY BOROUGH COUNCIL

*The Borough of Barry (Prohibition and Restriction of Waiting) No. 1 Order, 1967*

Notice is hereby given that the Barry Borough Council propose to make an Order under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which will be:

- (1) To revoke the following Order:

*The Borough of Barry (Holton Road Traffic Regulation) Order, 1957.*

- (2) To prohibit the waiting of vehicles:

- (i) At all times on any of the lengths of roads specified in the First Schedule hereto;
- (ii) Between 9 a.m. and 6 p.m. on Mondays to Saturdays (inclusive) in the length of road specified in the Second Schedule hereto;
- (iii) Between 9 a.m. and 6 p.m. in any of the lengths of roads specified in the Third Schedule hereto:

## FIRST SCHEDULE

- (a) Gladstone Road (south side) extending 80 feet west from its junction with Tynewydd Road.
- (b) Tynewydd Road (west side) extending 100 feet south from its junction with Gladstone Road.

## SECOND SCHEDULE

Holton Road from its junction with St. Mary's Avenue to its junction with Kendrick Road.

## THIRD SCHEDULE

- (a) Tynewydd Road (both sides) between its junctions with Holton Road and Maesywym Street.
- (b) Thompson Street (west side) between its junctions with Holton Road and Greenwood Street.
- (c) Thompson Street (east side) between its junctions with Holton Road and Merthyr Street.

Exceptions will be provided 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; to enable the vehicle to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance of the roads or the services therein or to enable the vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to the said lengths of roads.

Objections to the proposed Order must be sent in writing to the undersigned by the 23rd day of March 1967.

Dated this 23rd day of February 1967.

J. Clements Colley, Town Clerk.

Town Hall,  
Barry, Glam.

(211)

## CAMBRIDGE CITY COUNCIL

*Road Traffic Act, 1962, section 28*

*The City of Cambridge (Traffic Regulation) Order (No. 1), 1967*

Notice is hereby given that on the 15th day of February 1967, the Cambridge City Council made an Order under section 28 of the Road Traffic Act, 1962, the effect of which is to introduce an experimental traffic scheme in parts of Hills Road and Bateman Street in the City of Cambridge. The

scheme will operate for a period of three months commencing on 1st June 1967, and provides as follows:

1. On both sides of Hills Road, between the boundary of the Controlled Parking Zone (near the junction of Hills Road with Lensfield Road/Gonville Place) and its junction with Brooklands Avenue, no waiting, loading or unloading is permitted between 8.30 a.m. and 9.30 a.m. and between 5 p.m. and 6.30 p.m., Monday to Saturday inclusive. (These restrictions are in addition to those imposed by the City of Cambridge (Traffic Regulation) Order (No. 1), 1965, which prohibits waiting at any time on any day on the east side of Hills Road between the boundary of the Controlled Parking Zone and a point 100 feet to the north of Brooklands Avenue junction and on the west side of Hills Road along the frontage of the Eastern Counties Omnibus Company garage).
2. Between Hills Road and Panton Street, traffic in Bateman Street is permitted to move only from east to west, i.e. away from Hills Road.

The purpose of the Scheme is to obtain practical experience of measures designed to improve the flow of traffic in Hills Road during peak hours before consideration is given to the making of a permanent Order, with or without amendments, under section 26 of the Road Traffic Act, 1960. Public notice is again given in the event of the City Council deciding to make a permanent Order.

Dated this 28th day of February 1967.

J. W. Elven, Town Clerk.

The Guildhall,  
Cambridge.

(418)

## COVENTRY CITY COUNCIL

Notice is hereby given that on the 15th day of February 1967 Coventry City Council made the under-mentioned Orders under sections 26 and 27 of the Road Traffic Act, 1960, the effect of which is to bring into operation on the dates indicated below the restrictions indicated under the title of each Order.

1. *The City of Coventry (Corporation Street) (Amendment) Order, 1967.*

To remove the restriction which requires vehicles to proceed in one direction only, namely, north to south along that part of Corporation Street from its junction with Fleet Street to its junction with Queen Victoria Road.

This Order will come into effect on the 6th day of March 1967.

2. *The City of Coventry (Prohibition of Right Hand Turn) (No. 1) Order, 1967.*

To prohibit traffic from turning right into Binley Road:

- (a) from Stoke Green at the westerly junction of its two junctions with Binley Road;
- (b) from that length of road linking the length of Binley Road immediately fronting numbers 66-106 Binley Road with the main carriageway of Binley Road;
- (c) from Bull's Head Lane.

This Order will come into effect on the 6th day of March 1967.

3. *The City of Coventry (Various Roads) (Traffic Regulation) (No. 1) Order, 1967.*

- (a) to prohibit the waiting of vehicles in part or all of the lengths and sides of the following roads: Cheylesmore, Friars' Road, Manor Road, Park Road and Stoney Road;
- (b) to restrict the waiting of vehicles to limited periods during certain hours of the day on parts of the lengths and sides of the following roads: Friars' Road, Manor Road, Park Road and Stoney Road.

This Order will come into effect on the 1st day of May 1967.

Exceptions are provided in Order 3 to permit vehicles to wait for as long as may be necessary for persons to board or alight, for goods to be loaded or unloaded, for work in connection with building operations or demolition, roadworks or works on the services in the road, or with funerals and to provide exemption for disabled drivers.