

of Westhumble Street which is carried by the Railway Bridge over the British Railways Southern Region railway between Leatherhead and Box Hill Station.

Public service vehicles as defined in section 117 of the Road Traffic Act 1960 with a gross weight, whether laden or unladen not exceeding 10.9 tons will be exempt from the provisions of the Order.

A copy of the Order and a plan showing the length of road affected by the Order may be inspected at the offices of the undersigned during normal office hours until 5th January 1968.

Objections to the Order must be sent to the Secretary, Ministry of Transport (UT), at St. Christopher House, Southwark Street, London S.E.1, by the 5th January 1968, and a copy sent to the undersigned.

Dated the 8th day of December 1967.

F. G. Sutherland, Clerk of the Council.

Council Offices, Pippbrook,
Dorking, Surrey.
(559)

DORKING URBAN DISTRICT COUNCIL

The Urban District of Dorking (Ranmore Road Bridge) (Weight Restriction) Order, 1967

Notice is hereby given that the Urban District Council of Dorking have applied to the Minister of Transport for confirmation of an Order made by them under section 1 of the Road Traffic Regulation Act 1967, the effect of which will be to prohibit any vehicle, the weight of which whether laden or unladen exceeds five (5) tons from proceeding in that length of Ranmore Road which is carried by the Ranmore Road Bridge, being bridge number 1257 over the British Railways Southern Region railway in the Urban District of Dorking.

Public service vehicles as defined in section 117 of the Road Traffic Act 1960 with a gross weight, whether laden or unladen not exceeding 6.5 tons will be exempt from the provisions of the Order.

An alternative route for vehicles affected by the proposed Order will be available by using Chalkpit Lane and Ashcombe Road.

A copy of the Order and a plan showing the length of road affected by the Order and the alternative route may be inspected at the offices of the undersigned during normal office hours until 5th January 1968.

Objections to the Order must be sent to the Secretary, Ministry of Transport (UT), at St. Christopher House, Southwark Street, London S.E.1, by the 5th January 1968, and a copy sent to the undersigned.

Dated the 8th day of December 1967.

F. G. Sutherland, Clerk of the Council.

Council Offices, Pippbrook,
Dorking, Surrey.
(560)

MANGOTSFIELD URBAN DISTRICT COUNCIL

The Mangotsfield Urban District Council (Church Road Parking) (Amendment) Order, 1968

The Mangotsfield Urban District Council, in exercise of the powers conferred upon them by section 28 of the Road Traffic Regulation Act, 1967 propose to make the above-mentioned Order, the effect of which will be to provide for the street parking place in Church Road, Soundwell to commence 53 yards from the junction with Soundwell Road and not 48 yards as at present.

Objections to the Order should be made to the undersigned in writing on or before the 6th day of January 1968.

R. Radburn Smith, Clerk of the Council.

Council Offices,
South View,
Staple Hill,
Bristol.
6th December 1967.
(569)

MANGOTSFIELD URBAN DISTRICT COUNCIL

The Mangotsfield Urban District Council (Prohibition of Waiting) (General) Order, 1968

Notice is hereby given that the Mangotsfield Urban District Council propose to make an Order under section 1 of the Road Traffic Regulation Act, 1967, the effect of which will be to re-enact in one Order all the existing prohibition of waiting Orders in the district with the exception of the peak hour waiting in Badminton Road, Cleeve Road, Cleeve Hill and Bromley Heath Road, as these are considered to be no longer necessary. There are also certain amendments to make the times of the restrictions in the various districts coincide with each other.

A copy of the Order may be inspected at the Council Offices during normal office hours and objection must be sent to the undersigned in writing by 7th January 1968.

R. Radburn Smith, Clerk of the Council.

Council Offices,
South View,
Staple Hill, Bristol.
7th December 1967.
(552)

NEWPORT COUNTY BOROUGH COUNCIL

The County Borough of Newport (Clarence Place) (Prohibition of Waiting, Loading and Unloading) Order, 1967

Notice is hereby given that on the 5th day of December 1967, the Council of the County Borough of Newport made an Order under sections 1 and 2 of the Road Traffic Regulation Act 1967, the effect of which is:

(1) to prohibit waiting at all times in:

Screw Packet Road—Both sides.

East Usk Road—West side from its junction with Clarence Place to a point 50 feet measured in a southerly direction from the southern kerb-line of Bond Street.

(a) to prohibit waiting at all times and loading and unloading from 8 a.m. to 9.30 a.m., from 12.30 p.m. to 1.30 p.m. and from 4.30 p.m. to 6 p.m. in:

Clarence Place—(a) North side from Newport Bridge to its junction with East Usk Road; and (b) South side from Newport Bridge to a point 160 feet measured in an easterly direction from the eastern kerb-line of Rodney Road.

Newport Bridge—Both sides.

High Street—(a) North side from its junction with Shaftesbury Street to Newport Bridge; and (b) South side from its junction with Screw Packet Road to Newport Bridge.

(3) to prohibit waiting, loading and unloading from 8 a.m. to 9.30 a.m. and from 4.30 p.m. to 6 p.m. and waiting for longer than 20 minutes in any one hour from 9.30 a.m. to 4.30 p.m. in:

Clarence Place—South side from a point 160 feet measured in an easterly direction from the eastern kerb-line of Rodney Road for a distance of 210 feet measured in an easterly direction.

(4) to prohibit waiting at all times and loading and unloading from 8 a.m. to 9.30 a.m. and from 4.30 p.m. to 6 p.m. in:

Clarence Place—South side from its junction with St. Vincent Road to a point 370 feet measured in an easterly direction from the eastern kerb-line of Rodney Road.

(5) to prohibit waiting for longer than one hour in any two hours from 8 a.m. to 6 p.m. on Monday to Saturday, inclusive, in:

Rodney Road—(a) East side from its junction with Clarence Place to its junction with St. Vincent Road; and (b) West side from its junction with Clarence Place to its junction with Artillery Place.

The Order includes exceptions to permit a vehicle to wait to enable a person to board or alight from a vehicle, to enable goods to be loaded on to or unloaded from a vehicle other than as specified in paragraphs (2), (3) and (4) above, to enable vehicles to be used in connection with any building, demolition, highway or specified Public Utility operations, and when in use in connection with a funeral.

The Order revokes all those provisions of existing Orders prohibiting or regulating the waiting of vehicles which affect the lengths of road referred to above.