

National Joint Industrial Council for the road passenger transport industry on 11th January 1968; and

- (b) the award made on 22nd January 1968 whereby the Nottingham City Council by its Transport Committee resolved to implement the terms of the said agreement referred to in paragraph (a) above with effect from the pay week beginning on 4th February 1968.

Now, therefore, the Secretary of State having given notice under section 3 (4) (a) of the Prices and Incomes Act 1968 (1968 c. 42) of a proposal to make this Order, and having taken into consideration representations duly made in pursuance of the said notice, in exercise of the powers conferred on her by section 3 (4) of the said Act of 1968, and of all other powers enabling her in that behalf, hereby makes the following Order:

1.—(1) This Order, which may be cited as the Awards and Settlements (Temporary Continuation of Standstill) (No. 1) (Amendment) Order 1968 shall come into operation on 26th July 1968.

(2) The Interpretation Act 1889 (1889 c. 63) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

2. The Awards and Settlements (Temporary Continuation of Standstill) (No. 1) Order 1968 (S.I. 1968 No. 816) shall have effect as if in Article 2 thereof for "26th July 1968" there were substituted "26th December 1968".

1968.

First Secretary of State and
Secretary of State for Employment and Productivity.

TREASURY

Treasury Chambers,
Great George Street, London S.W.1.

NORTHERN IRELAND LAND ACT 1925

Pursuant to Rule 4 of the Northern Ireland Land (Finance) Rules 1926 relating to the drawing of Guaranteed $4\frac{1}{2}$ per cent. Bonds issued under the Northern Ireland Land Act 1925, the Lords Commissioners of Her Majesty's Treasury hereby give notice that the sum of £109,900 has been certified by the National Debt Commissioners for the next drawing of these Bonds, in accordance with the certificate contained in the schedule hereto, and that the next drawing of these Bonds will take place on 13th August 1968.

A list of the Bonds drawn will be published in the *London Gazette* as soon afterwards as possible and in any case not later than 1st September 1968.

NORTHERN IRELAND LAND ACT 1925

(15 and 16 Geo. V. Cap. 34)

Certificate of the amount available for the drawing of Guaranteed $4\frac{1}{2}$ % Bonds for repayment on 1st November 1968 given by the National Debt Commissioners in pursuance of the provisions of section 2 (3) of, and the First Schedule to, the Northern Ireland Land Act 1925, and Number 4 of the Northern Ireland Land (Finance) Rules 1926.

On the part of the National Debt Commissioners, I hereby certify that the amount available for the drawing of Guaranteed $4\frac{1}{2}$ % Bonds for repayment on 1st November 1968 determined in accordance with the above Act and Rule, will be one hundred and nine thousand nine hundred pounds.

A. H. M. Hillis, Comptroller General.
National Debt Office,
2nd July 1968.

WELSH OFFICE

Y SWYDDFA GYMREIG

The Trunk Roads (Builth Wells, Brecon) (Prohibition and Restriction of Waiting) (Experimental) Order 1968.

Notice is hereby given that the Secretary of State has made an Order under section 9 of the Road Traffic Regulation Act 1967, the effect of which is to prohibit waiting on any day other than a Sunday:

- (a) on any of the sides of road or in the length of road specified in Schedule 1 to this notice; and

- (b) between the hours of 8 a.m. and 6 p.m. on any of the sides of road specified in Schedule 2 to the notice for a longer period than 30 minutes in any hour.

Exceptions have been 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; 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 road or the services therein; to enable the vehicle to be used in the service of a local authority in pursuance of statutory powers or duties, or to enable the vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to any of the sides of road or the length of road so referred to.

The restrictions will not apply to a stage carriage or an express carriage.

Copies of the Order may be obtained from the Secretary, Welsh Office, Roads Division (Y Swyddfa Gymreig, Adran Ffyrdd), Graham Buildings, 139 Newport Road, Cardiff CF2 1YU, quoting the reference number RD 30/1/222/04.

SCHEDULE 1

Sides of the Cardiff—Brecon—Builth Wells—Llanurig Trunk Road (A.479) (hereinafter in this Schedule referred to as "the first trunk road") at Builth Wells in the County of Brecon.

1. The north side of that length of the first trunk road, known as Castle Street, which extends from its junction with that length of the Swansea—Manchester Trunk Road (A.483), known as Bridge Street, to a point 125 yards north-east of that junction.

2. The south side of that length of the first trunk road, known as Castle Street, which extends from its junction with that length of the Swansea—Manchester Trunk Road (A.483), known as Bridge Street, to a point 152 yards north-east of that junction.

Sides and a length of the Swansea—Manchester Trunk Road (A.483) (hereinafter in this Schedule referred to as "the second trunk road"), at Builth Wells in the County of Brecon.

3. The north side of that length of the second trunk road, known as Broad Street, which extends from its junction with that length of the second trunk road, known as Bridge Street, to a point 9 yards south-west of that junction.

4. The north side of that length of the second trunk road, known as High Street, which extends:

- (a) from a point 41 yards north-east of its junction with Groe Street to a point 39 yards north-east of its junction with Strand Street;
- (b) from its junction with Strand Street to a point 14 yards north-east of that junction;
- (c) from its junction with Strand Street to a point 8 yards south-west of that junction;
- (d) from a point 63 yards south-west of its junction with Strand Street to its junction with that length of the second trunk road, known as West Street.

5. The south side of that length of the second trunk road, known in part as Broad Street and in part as High Street, which extends from its junction with that length of the second trunk road, known as Bridge Street, to its junction with that length of the second trunk road, known as West Street.

6. The north side of that length of the second trunk road, known as West Street, which extends from its junction with that length of the second trunk road, known as High Street, to its junction with Church Street (Class III).

7. The south side of that length of the second trunk road, known as West Street, which extends:

- (a) from a point 63 yards east of its junction with Smithfield Road to a point 6 yards west of that junction;
- (b) from a point 80 yards west of its junction with Smithfield Road to its junction with Church Street (Class III).

8. The north side of that length of the second trunk road, known in part as Church Street and in part as The Strand, which extends from its junction with Church Street (Class III), to its junction with that length of the second trunk road, known as Bridge Street.