

ISLE OF WIGHT COUNTY COUNCIL

The County of the Isle of Wight (High Street and The Mall, Brading) (Prohibition of Right Hand Turn) Order 1971

Notice is hereby given that the Isle of Wight County Council in pursuance of their powers under section 1 (1), (2) and (3) of the Road Traffic Regulation Act, 1967 as amended by Part IX of the Transport Act, 1968 and all other powers them enabling in that behalf proposed to make an Order, the effect of which will be to prohibit vehicles from turning right from High Street, into the Mall, Brading.

The Order is made necessary by the proposal to instal a pedestrian crossing in this area and, if approved, will come into effect at the same time as the crossing.

A copy of the Order as drafted together with the relevant map and this notice are available for public inspection during normal office hours at Room 307 County Hall, Newport, Isle of Wight.

Representations on or objections to the proposal should be in writing and must be received by the undersigned not later than the 12th April 1971, if appropriate handed in at the above address.

L. H. Baines, Clerk of the County Council.

County Hall,
Newport, Isle of Wight.
11th March 1971.

(379)

ISLE OF WIGHT COUNTY COUNCIL

The County of the Isle of Wight (Borough of Newport) (Traffic Regulation) Order No. 1, 1971

Notice is hereby given that the Isle of Wight County Council in exercise of their powers under section 1 (1), (2) and (3) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, propose to make an Order, the effect of which will be as follows:

(a) To revoke the County of the Isle of Wight (Borough of Newport) (Traffic Regulation) Order No. 1, 1970.

(b) To re-enact this Order with the following modifications:

- (i) *Whitepit Lane.* On the north side from a point 75 feet east to a point 325 feet east of its junction with Elm Grove—the existing No Waiting restriction will not be re-enacted.
- (ii) Additional restrictions affecting the following lengths of road as set out:

Castlehold. On the south side from its junction with Mill Street to a point 150 feet west of its junction with St. James's Square—No Waiting at any time.

Lower Pyle Street. On the south side from its junction with East Street to a point 215 feet west thereof—No Waiting at any time.

St. Thomas Square. From the south-west corner of St. Thomas Church to a point 50 feet east thereof with an exemption for hackney carriages—No Waiting at any time.

Lugley Street. On the south side from its junction with Mill Street to a point 25 feet east thereof—No Waiting at any time.

Portland Street. Both sides from its junction with Carisbrooke Road to a point 15 feet south-east thereof—No Waiting at any time.

Melbourne Street. Both sides from its junction with Clarendon Street to a point 25 feet north-east thereof—No Waiting at any time.

Little London. Both sides from its junction with Sea Street to the eastern side of the old railway bridge—No Waiting at any time.

Caesars Road. On the south-east side from its junction with Field Place to a point 50 feet south-west thereof—No Waiting at any time.

Clifford Street. On both sides from its junction with Drill Hill Road to a point 50 feet south-west thereof—No Waiting at any time.

Dodnor Lane. Both sides from its junction with Parkhurst Road to a point 50 feet east thereof—No Waiting at any time.

St. John's Road. On both sides from its junction with Medina Avenue to a point 50 feet south thereof—No Waiting at any time.

Noke Common. On both sides from its junction with Horsebridge Hill to a point 50 feet west thereof—No Waiting at any time.

Furlongs. On the south side from a point 250 feet east of the junction with Pan Lane to a point 630 feet east of that junction—No Waiting at any time.

New Street. On the east side from a point 150 feet north of its junction with Trafalgar Road to a point 25 feet south of its junction with Chapel Street and from a point 130 feet south of its junction with Pyle Street to a point 25 feet north of its junction with Cross Street—Limited Waiting 30 minutes in any hour, 8 a.m.—6 p.m. weekdays.

Prospect Road (cul-de-sac). On the east side for its whole length—Limited Waiting 30 minutes in any hour, 8 a.m.—6 p.m. weekdays.

Clarendon Street (a) On the south-west side for its whole length from Castle Road to Melbourne Street—No Waiting at any time.

(b) On the north-east side for lengths of 25 feet from the junctions with Castle Road and Melbourne Street respectively—No Waiting at any time.

(c) On the north-east side the whole length except the 25 feet at each end referred to in *(b)* above—Limited Waiting 30 minutes in any hour, 8 a.m.—6 p.m. weekdays.

Prospect Road (cul-de-sac). On the west side for its whole length—No Waiting 8 a.m.—6 p.m. weekdays.

Chain Lane. From its junction with Crocker Street to its junction with Lugley Street—One Way Traffic Order—Experimental—direction of flow north/south.

The proposals are aimed at reducing traffic danger, congestion and delay.

A copy of the draft Order, this notice and the relevant plan may be inspected during normal office hours at

Room 307, County Hall, Newport, I.W.

Town Clerk's Office, 17 Quay Street, Newport, I.W.

and further copies may be obtained on application.

Representations upon and objections to the proposed Order, or any part thereof, should be in writing and must be received by the undersigned not later than the 12th April 1971, if appropriate handed in at either one of the above addresses.

L. H. Baines, Clerk of the County Council.

County Hall,
Newport, I.W.

11th March 1971.

(378)

KIDDERMINSTER BOROUGH COUNCIL

The Borough of Kidderminster (Various Roads) (Consolidation of One-way Traffic, Waiting Restrictions, and Weight Restriction) Order, 1971.

Notice is hereby given that the Kidderminster Borough Council made an Order on the 12th March 1971, under section 1 (1), (2) and (3) and section 84D of the Road Traffic Regulation Act 1967 as amended by Part IX of the Transport Act 1968 consolidating the following Orders:

- (i) The Borough of Kidderminster (Various Streets) Traffic Regulation Order 1966;
- (ii) The Borough of Kidderminster (Traffic Regulation No. 3) Order 1967;
- (iii) The Borough of Kidderminster Traffic Regulation (No. 4) Order 1969;
- (iv) The Borough of Kidderminster (Vicar Street) Traffic Regulation (No. 5) Order 1969;
- (v) The Borough of Kidderminster (Birmingham Road and Comberton Road) Traffic Regulation Order (No. 6) 1969;
- (vi) The Borough of Kidderminster (Various Streets) Traffic Regulation (No. 7) Order 1969;
- (vii) The Borough of Kidderminster Traffic Regulation (St. Cecilia's Close) Order 1969;
- (viii) The Borough of Kidderminster Traffic Regulation (No. 8) Order 1969;
- (ix) The Borough of Kidderminster (Various Roads) (Prohibition and Restriction of Waiting) (Number 4) Order 1970;
- (x) The Borough of Kidderminster (Oldington Bridge) (Weight Restriction) Order 1970;
- (xi) The Borough of Kidderminster (Marlpool Place) (One-way Traffic) Order 1971;
- (xii) The Borough of Kidderminster (Leswell Lane and Leswell Street) (Prohibition and Restriction of Waiting) Order 1971.