

or to enable goods to be loaded on to or unloaded from the vehicle, or to enable the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of the length of road so referred to or the laying, erection, alteration or repair in or near to the said length of road of any sewer, or of any main, pipe, apparatus for the supply of gas, water or electricity or of any telegraphic line as defined in the Telegraph Act, 1878; or to enable the vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to the said length of road. Nothing in the Order shall apply to any vehicle owned by a funeral director or owner of funeral vehicles when in use as part of a funeral cortege or otherwise in connection with a funeral.

Objections to the proposal must be sent, in writing, to the undersigned by the 31st August 1971.

Dated the 10th day of August 1971.

W. Emrys Griffiths, Town Clerk.

Municipal Buildings,
Port Talbot. (282)

PORT TALBOT BOROUGH COUNCIL

*The Borough of Port Talbot (Maes Rhedyn)
(One-Way Traffic) Order 1971*

Notice is hereby given that the Port Talbot Borough Council propose to make an Order 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, affecting Maes Rhedyn, Baglan, Port Talbot.

When the Order comes into operation no one will be permitted to drive a vehicle along Maes Rhedyn from its junction with Willow Way to its junction with Lodge Drive in an easterly direction.

Full details are contained in the draft Order, which, together with a map showing the restricted road, various alternative routes and a statement of the Council's reasons for proposing to make the Order, may be examined at the Municipal Buildings, Port Talbot, during normal office hours.

Objections to this proposed Order should be sent, with the grounds for making them, in writing to the undersigned not later than the 31st August 1971.

Dated the 10th day of August 1971.

W. Emrys Griffiths, Town Clerk.

Municipal Buildings,
Port Talbot. (283)

STAFFORDSHIRE COUNTY COUNCIL

*The County of Stafford (Wombourne Village Centre)
(Experimental Prohibition of Waiting) (Extension)
Order 1971.*

Notice is hereby given that on the 5th August 1971, the Staffordshire County Council made an Order under section 9 of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968, the effect of which is to continue in force until 8th November 1971, the Order made by the County Council on the 25th January 1971, prohibiting the waiting of vehicles for 24 hours per day, Mondays to Saturdays inclusive, in the lengths of road specified in the Schedule to this notice.

Exceptions are made to allow vehicles to wait so long as may be necessary to enable persons to board or alight, goods to be loaded or unloaded, to enable vehicles to be used in connection with building operations and public works, as funeral vehicles and to take in oil, petrol, water or air.

A copy of the Extension Order together with a plan showing the lengths of road referred to in the Order, may be inspected during normal office hours at my office and at the office of the Clerk of the Seisdon Rural District Council, Council Offices, Wombourne.

The Extension Order will take effect as from 9th August 1971.

T. H. Evans, Clerk of the County Council.

County Buildings,
Stafford.

6th August 1971.

SCHEDULE

(1) Windmill Bank, west side, from the junction with School Road to its junction with Planks Lane and on the east side from its junction with School

Road in a southerly direction for a distance of 25 yards and thence from a point 105 yards from its junction with School Road, southwards to its junction with Maypole Street.

(2) Planks Lane, on both sides, from its junction with Windmill Bank in a westerly direction to a point on the west side of the entrance to the garage located behind house No. 12, a distance of 60 yards.

(3) Church Road, both sides, from its junction with Maypole Street to its junction with High Street.

(4) High Street, north-west side, from a point 50 yards east of its junction with Church Road to its junction with Maypole Street, and on its south-east side from a point 50 yards east of its junction with Church Road to a point 7 yards south of vehicular entrance to Arbortree House, and thence from a point immediately west of the Post Office to its junction with Maypole Street.

(5) Gravel Hill, on both sides, from its junction with Maypole Street and High Street for a distance of 100 yards in a southerly direction.

(6) Maypole Street, east side, from its junction with Windmill Bank, which is 37 yards north of Church Street, to its junction with High Street/Gravel Hill, and on its west side from its junction with High Street/Gravel Hill for a distance of approximately 20 yards in a northerly direction to the southern boundary of the Estate Office, and thence from a point 10 yards south of its junction with Planks Lane northwards to Planks Lane. (423)

SHREWSBURY BOROUGH COUNCIL

*Road Traffic Regulation Act, 1967, as Amended by
Part IX of the Transport Act, 1968*

Notice is hereby given that the Shrewsbury Borough Council proposes to make a number of traffic Orders as specified below, under the authority contained in the sections of the Road Traffic Regulation Act, 1967 (as amended) stated with the title of each Order:

(a) Experimental Traffic Orders

(i) *The Borough of Shrewsbury (Raven Meadows)
(Experimental) Order, 1971 (Section 9).*

EFFECT:

(A) To prohibit any person from causing any vehicle to proceed along Raven Meadows, other than in a north-easterly direction.

(B) To amend the provisions of the Borough of Shrewsbury (Various Street) (Prohibition and Restriction of Waiting) Orders, 1967 and 1970 to extend the existing "no waiting" area on the north-west side of Smithfield Road from its present point of termination, 67 yards north-east of the junction of Smithfield Road and Mardol, to a point 147 yards north-east of the junction of Smithfield Road and Mardol and thus proportionately decreasing the existing "40 minute" waiting area on the north-west side of Smithfield Road.

DURATION:

Three months.

(ii) *The Borough of Shrewsbury (New Street)
(Experimental) Order, 1971 (Section 9).*

EFFECT:

To prohibit any person from causing any vehicle to proceed north-eastwards along New Street from its junction with Pengwern Road to a point approximately 50 yards south-west of its junction with Copthorne Road.

DURATION:

Six months.

(b) Permanent Traffic Orders

(iii) *The Borough of Shrewsbury (Meadow Place)
(One-Way) Order, 1971 (Sec. 1).*

EFFECT:

To allow traffic to proceed only in a westerly direction in Meadow Place (i.e. from Castle Gates to Raven Meadows).

(iv) *The Shrewsbury Borough Council (Bell Lane and Belvidere Road Railway Bridges) (Weight Restriction) Order (Sec. 1).*

EFFECT:

To impose a restriction on the use of Bell Lane and Belvidere Road Railway Bridges by vehicles weighing more than three tons whether laden or unladen. It is proposed that the Order will not apply to:

(i) Stage carriages,