

be determined by the Minister for the Department of the Environment.

Copies of the Order and of the map referred to therein may be inspected free of charge at the Town Hall, Brierfield, at all reasonable times during the period of 6 weeks from the 27th March 1972.

Within the said period any person who will be affected by that Order may by notice in writing to the Secretary, Department of the Environment, Whitehall, London S.W.1, object to the confirmation of the Order.

SCHEDULE

That portion of East Ward, in all some 12 acres bounded on the west side by a line from the junction of Halifax Road and Colne Road along the centre of Colne Road in a northerly direction to the Urban District/Nelson Borough boundary, thence along the boundary in a south-easterly direction to the railway line, thence along the railway line in a south-westerly direction to a point on the main road being the junction of Bank Street and Colne Road, thence along the centre of Bank Street in an easterly direction to the junction of Bank Street and Arthur Street, thence in a southerly direction across the allotments/garage site along the centre of Arthur Street to its junction with Halifax Road, thence in a westerly direction along the centre of Halifax Road to its junction with Colne Road.

Colin Sanderson, Clerk to the Council.

Town Hall, Brierfield.

(295)

ROAD TRAFFIC ACTS

BEDWORTH URBAN DISTRICT COUNCIL

The Urban District of Bedworth (Wilson's Lane, Bedworth) (Prohibition of Driving) Order, 1972

Notice is hereby given that the Urban District Council of Bedworth propose to make an Order under section 1 (1), (2) and (3) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, the effect of which will be to prohibit any vehicle from proceeding in that length of Wilson's Lane, Bedworth, from its junction with Coventry Road (A.444) in a south-westerly direction for a distance of 214 metres or thereabouts.

Under section 69 (3) of the Road Traffic Regulation Act 1967 as amended by Part IX of the Transport Act 1968, the Urban District Council of Bedworth intend to erect a gate and fence to prevent access to the road.

A copy of the draft Order which, together with a plan showing the length of restricted road and a statement of the Council's reasons for proposing to make the Order may be examined at my office at the Council Offices, High Street, Bedworth, during normal office hours.

If you wish to object to the proposed Order, you should send the grounds for your objection in writing to the undersigned by 30th March 1972.

Bryan E. Walters, Clerk of the Council.

Council Offices,

High Street, Bedworth, Warwickshire.

24th February 1972.

(468)

BISHOP AUCKLAND URBAN DISTRICT COUNCIL

ROAD TRAFFIC REGULATION ACT 1967

The Urban District of Bishop Auckland (Various Streets) (Experimental Prohibition of Waiting) Order 1972.

Notice is hereby given that the Urban District Council of Bishop Auckland propose to make 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 will be to prohibit the waiting of vehicles at any time in any of the lengths of road specified in the Schedule hereto.

The Order will provide for the usual exemptions, including invalid carriages and vehicles displaying an authorised Disabled Person's Badge issued by a local authority.

A copy of the proposed Order, a map showing the lengths of road to which the proposed Order relates, and a statement of the Council's reasons for proposing to make the Order, may be inspected at

Old Bank Chambers, 45 Market Place, Bishop Auckland, at all reasonable hours.

Objections to the proposed Order together with the grounds on which they are made, must be sent in writing to the undersigned by the 4th day of April 1972.

SCHEDULE

The northern side of Woodhouse Lane from its junction with Cockton Hill Road on the east to its junction with Arthur Terrace on the west.

The southern side of Woodhouse Lane from its junction with Watling Road on the east to its junction with the entrance road to the Bishop Auckland Police Station on the west.

The eastern side of Cockton Hill Road from its junction with St. Andrew's Road on the south to its junction with Morland Street on the north.

The western side of Cockton Hill Road from its junction with Woodhouse Lane on the south to a point approximately 42 yards to the north to the northern boundary of the dwellinghouse 140 Cockton Hill Road.

The northern and southern sides of Morland Street from the junction with Cockton Hill Road on the west for a distance of approximately 10 yards to the east.

The eastern side of Cockton Hill Road from its junction with Morland Street on the south for a distance of approximately 10 yards to the north.

The northern and southern sides of Morland Street from the junction with Cockton Hill Road on the east for a distance of approximately 10 yards to the west.

The western side of Cockton Hill Road from its junction with Morland Street on the north for a distance of approximately 10 yards to the south.

The western side of Cockton Hill Road from its junction with Morland Street on the south for a distance of approximately 10 yards to the north.

The northern and southern sides of Caroline Street from the junction with Cockton Hill Road on the west for a distance of approximately 10 yards to the east.

The northern and southern sides of Rutland Avenue from the junction with Cockton Hill Road on the east for a distance of approximately 10 yards to the west.

The eastern side of Cockton Hill Road from its junction with Caroline Street on the south for a distance of approximately 10 yards to the north.

The eastern side of Cockton Hill Road from its junction with Caroline Street on the north for a distance of approximately 10 yards to the south.

The western side of Cockton Hill Road from its junction with Rutland Avenue on the south for a distance of approximately 10 yards to the north.

The western side of Cockton Hill Road from its junction with Rutland Avenue on the north for a distance of approximately 10 yards to the south.

The northern side of McIntyre Terrace from its junction with Cockton Hill Road on the west for a distance of approximately 10 yards to the east.

The southern side of McIntyre Terrace from its junction with Cockton Hill Road on the west for a distance of approximately 28 yards to the east.

The eastern side of Cockton Hill Road from its junction with McIntyre Terrace on the south for a distance of approximately 10 yards to the north.

The eastern side of Cockton Hill Road from its junction with McIntyre Terrace on the north for a distance of approximately 10 yards to the south.

The northern and southern sides of Northumberland Avenue from the junction with Cockton Hill Road on the east for a distance of approximately 10 yards to the west.

The western side of Cockton Hill Road from its junction with Northumberland Avenue on the south for a distance of approximately 10 yards to the north.

The western side of Cockton Hill Road from its junction with Northumberland Avenue on the north for a distance of approximately 10 yards to the south.

The southern side of James Street from its junction with Cockton Hill Road on the west for a distance of approximately 28 yards to the east.

The northern side of James Street from its junction with Cockton Hill Road on the west for a distance of approximately 10 yards to the east.

The northern side of Cleveland Avenue from its junction with Cockton Hill Road on the east for a distance of approximately 27 yards to the west.