

Any person may within 3 months from 25th April, 1958, object to the making of the Order by notice to the Minister quoting reference HT 17/422/02 and stating the grounds of objection.

A. H. M. Irwin,
An Assistant Secretary of the
Ministry of Transport and Civil Aviation.
22nd April, 1958.
(26)

MINISTRY OF TRANSPORT AND CIVIL AVIATION.

LONDON TRAFFIC ACT, 1924.

LONDON PASSENGER TRANSPORT ACT, 1933.

ROAD TRAFFIC ACT, 1956.

Notice is hereby given that the Minister of Transport and Civil Aviation has made "The London (Waiting and Loading) (Restrictions) Regulations, 1958" (S.I. 1958 (No. 660), coming into operation on the 1st June, 1958, which consolidate with amendment the existing London waiting and loading restriction regulations which apply in the City of London and the Metropolitan Police Districts.

The consolidated Regulations impose restrictions, during specified times, on the sale of goods from vehicles and on vehicles with regard to waiting, loading and unloading, and on the use of animals or vehicles wholly or mainly for the purposes of advertising and apply in certain streets in the City of London, in the Metropolitan Boroughs and in other districts within the London Traffic Area.

The principal changes are that the restrictions apply in a number of additional streets and, in general, commence at 8.30 a.m. instead of 11.30 a.m. and apply from Mondays to Saturdays. With certain exceptions, the provision limiting the waiting of vehicles for the purpose of loading or unloading goods to a maximum period of 20 minutes does not apply before 11 a.m. or after 6.30 p.m. In certain streets where the waiting of vehicles is prohibited on

one side of the street, provision is now made prohibiting vehicles waiting on the other side for more than 60 minutes instead of for more than 30 minutes as hitherto.

Copies may be obtained from H.M. Stationery Office, York House, Kingsway, London, W.C.2; or through any bookseller, price 2s. 0d.
(4)

MINISTRY OF TRANSPORT AND CIVIL AVIATION.

LONDON TRAFFIC ACT, 1924.

LONDON PASSENGER TRANSPORT ACT, 1933.

ROAD TRAFFIC ACT, 1956.

Notice is hereby given that the Minister of Transport and Civil Aviation has made "The London Traffic (Miscellaneous Prohibitions and Restrictions) Regulations, 1958" (S.I. 1958 (No. 659), coming into operation on the 1st June, 1958, which consolidate with amendment the London Traffic (Miscellaneous Provisions) Consolidation Provisional Regulations, 1934, the London Traffic (Dual Carriageways) Regulations, 1938, the London Traffic (Slow-moving Traffic) Regulations, 1937, and the London Traffic (Slow Moving Traffic) Regulations, 1947.

The consolidated Regulations prohibit in certain streets in the London Traffic Area during specified times—loitering by unhired cabs, certain slow-moving traffic, the use of vehicles for collection refuse and the carrying of exceptionally large loads; and provide that vehicles proceeding along roads in the London Traffic Area on which there are two carriageways separated by islands and on which dual carriageway signs have been placed shall keep to the left of those islands.

Copies may be obtained from H.M. Stationery Office, York House, Kingsway, London, W.C.2; or through any bookseller, price 10d.

(5)

MINISTRY OF TRANSPORT AND CIVIL AVIATION

ONE-WAY WORKING

City of Westminster

The Minister of Transport and Civil Aviation in accordance with the London Traffic Act, 1924, S. 10, as amended, proposes to refer to the London and Home Counties Traffic Advisory Committee for their advice and report a proposal that he should make Regulations to institute one-way traffic working in the streets named in the first column of the Schedule hereto, in the direction specified in the second column of the Schedule and to prohibit vehicles from entering that length of Atterbury Street which lies between Herrick Street and John Islip Street from either Herrick Street or John Islip Street.

These restrictions are at present in operation on an experimental basis.

Objections to the making of such Regulations may be sent to the Secretary, Ministry of Transport and Civil Aviation, 21-37, Hereford Road, London, W.2, not later than 9th May, 1958, quoting the reference RTC 16/243/054.

Dated this 15th day of April, 1958.

A. H. M. Irwin,
An Assistant Secretary of the
Ministry of Transport and Civil Aviation.

SCHEDULE

In the City of Westminster

1. Streets	2. Direction
1. Bulinga Street (between its junction with John Islip Street and its junction with Millbank.)	From north-west to south-east.
2. Bulinga Street (between its junction with John Islip Street and its junction with Herrick Street.)	From south-east to north-west.
3. Marsham Street (between its junction with Herrick Street and its junction with John Islip Street.)	From north-west to south-east.

MINISTRY OF AGRICULTURE, FISHERIES AND FOOD.

RIVER BOARDS ACT, 1948.

Lincolnshire River Board Area.

In pursuance of subsection (3) of section 6 of the River Boards Act, 1948, the Minister of Agriculture, Fisheries and Food hereby give notice that the Lincolnshire River Board have made application under the said subsection that the map approved under subsection (2) of the said section showing the extent of the main river for the purposes of Part II of the Land Drainage Act, 1930, be varied by the addition to the said main river of:—

1. The new pumping drain connecting the West Bank Drain at Axtree Hurn to Wold Grift Drain at Trusthorpe, Mablethorpe;
2. The new drain connecting Old Fleet Drain to the Louth Canal at Tetney Haven;

3. A diversion of the New Cut Drain at Pyewipe, Grimsby;

4. The diversion of the River Freshney north of Little Coates, Grimsby;

5. Part of the Goosepaddle Drain, together with a short length of tributary watercourse, near Thrunsoe, Cleethorpes;
and by the deletion from the said main river of:—

6. Part of the Old Fleet Drain from the sea bank to Tetney Haven;

7. Part of the New Cut Drain at Pyewipe, Grimsby;

8. Part of the River Freshney north of Little Coates, Grimsby.

Plans on which the proposed additions and deletions are shown by lines in red and green colour respectively have been deposited at the Offices of the Clerk to the Grimsby Rural District Council,