

*Road Traffic Act, 1960**Speed Limit—Blaenau-Ffestiniog, Merioneth*

Notice is hereby given that the Minister of Transport intends to make an Order the effect of which will be that the length of road specified in the Schedule hereto will no longer be subject to a speed limit of 30 m.p.h.

Any objection to the making of the Order should be sent in writing to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, not later than the 12th September 1962, quoting GT 14/85/01.

Dated 9th August 1962.

T. G. Osborne, An Assistant Secretary.

SCHEDULE

The Maentwrog—East of Conway Trunk Road (A.4108) at Manod, Blaenau-Ffestiniog, Merioneth, from 45 yards north of the railway bridge south of Penrhos to 295 yards south of the said bridge.

*Road Traffic Act, 1960, Section 26**Speed Limit—Aston Clinton and Buckland, Bucks*

Notice is hereby given that the Minister of Transport intends to make an Order imposing a 40 m.p.h. speed limit on the length of road specified in the Schedule hereto.

Any objection to the making of the Order should be sent in writing to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, not later than the 14th day of September 1962, quoting the reference number GT 14/35/07.

Dated this 13th day of August 1962.

T. G. Osborne, An Assistant Secretary.

SCHEDULE

London—Birmingham Trunk Road (A.41) at Aston Clinton and Buckland, Bucks

From 157 yards east of Dunstable Road (B.489) to 108 yards east of Buckland Wharf Canal Bridge, a distance of approximately 930 yards.

*Road Traffic Act, 1960**Speed Limit—Terrington St. John, Norfolk*

Notice is hereby given that the Minister of Transport intends to make an Order, the effect of which will be that, on the length of road specified in the Schedule hereto, there shall be substituted a speed limit of 40 m.p.h. for the existing speed limit of 30 m.p.h.

Any objection to the making of the Order should be sent in writing to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, not later than the 14th September 1962, quoting GT 14/15/010.

Dated 16th August 1962.

T. G. Osborne, An Assistant Secretary.

SCHEDULE

Birmingham—Great Yarmouth Trunk Road (A.47) at Terrington St. John, Norfolk, from 200 yards west of Terrington Road to 440 yards east of Terrington Road.

*Road Traffic Act, 1960**Speed Limit—Papworth Everard, Cambs*

Notice is hereby given that the Minister of Transport intends to make an Order, the effect of which will be that, on the length of road specified in the Schedule hereto, there shall be substituted a speed limit of 40 m.p.h. for the existing speed limit of 30 m.p.h.

Any objection to the making of the Order should be sent in writing to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, not later than the 14th September 1962, quoting GT 14/46/02.

Dated 16th August 1962.

T. G. Osborne, An Assistant Secretary.

SCHEDULE

Royston—Alconbury Trunk Road (A.14) at Papworth Everard, Cambridgeshire, from 50 yards north-west of its junction with the road leading to St. Ives (B.1040) in a south-easterly direction for a distance of 1,740 yards.

Speed Limit—Gravesend, Kent

The Minister of Transport hereby gives notice that he proposes to give a direction under section 19 (2) of the Road Traffic Act, 1960, the effect of which will be that the length of Singlewell Road, Gravesend, Kent, from its junction with the London—Canterbury—Dover Trunk Road (A.2) to its junction with King's Drive will become subject to a speed limit of 40 m.p.h.

Representations about the proposal may be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 7th September 1962, quoting number LT 9/859/04 (MU472).

Dated this 15th day of August 1962.

E. S. Ainley, An Assistant Secretary.

Speed Limit—Hertford—Ware Road, Herts

The Minister of Transport hereby gives notice that he proposes to give a direction under section 19 (2) of the Road Traffic Act, 1960, the effect of which will be that the length of the Hertford—Ware Road (A.119) from the Nags Head Public House, Hertford, to its junction with Scotts Road, Ware, will become subject to a speed limit of 40 m.p.h.

Representations about the proposal may be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 7th September 1962, quoting number LT 9/15/044 (MU473).

Dated this 15th day of August 1962.

E. S. Ainley, An Assistant Secretary.

*One-Way Traffic Working**County of Buckingham*

The Minister of Transport proposes to make Regulations under the Road Traffic Act, 1960, as amended, 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.

Representations about the proposals may be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 7th September 1962, quoting the reference LT 2/3/01.

Dated 16th August 1962.

E. S. Ainley, An Assistant Secretary.

SCHEDULE

In the County of Buckingham :

1. Streets	2. Direction
1. Dropmore Road, Burnham, between Gore Road and Fairfield Road.	From south to north.
2. Fairfield Road, Burnham, between Dropmore Road and Britwell Road.	From north-west to south-east.
3. High Street, Burnham, between Gore Road and Stomp Road.	From north to south.

*Waiting Restrictions**County Borough of Croydon*

The Minister of Transport proposes to make regulations under the Road Traffic Act, 1960, as amended to restrict waiting by vehicles between the hours of 8.30 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive in:

- London Road* from the south-eastern side of its junction with Oakfield Road north-westward to Elmwood Road;
 - St. James's Road* between London Road and Wellington Road;
 - Sumner Road* between London Road and Handcroft Road;
- and including the first 45 feet of all adjoining side streets.

Exemptions would be provided in the regulations to permit vehicles to wait in order to pick up and set down passengers, to load and unload goods, to carry out essential services, or when used by local authorities in pursuance of statutory powers or duties.

The proposed restrictions are at present in operation on an experimental basis in the length of London