

Statement of rights of appeal so deposited will be open for inspection free of charge by all persons interested during normal office hours.

The amendment became operative as from the 16th day of February 1968, but if any person aggrieved by it desires to question the validity thereof or of any provision contained therein on the ground that it is not within the powers of the Town and Country Planning Act 1962, or on the ground that any requirement of the Act or any regulation made thereunder has not been complied with in relation to the making of the amendment, he may, within 6 weeks from the 16th day of February 1968, make application to the High Court.

Dated this 16th day of February 1968.

W. O. Hart, Clerk to the Council. (6625)

The County Hall,
London S.E.1.

(487)

GREATER LONDON COUNCIL

Greater London Clearways— Proposed Traffic Order

The Greater London Council hereby give notice that they intend to make an Order under sections 6 and 8 of the Road Traffic Regulation Act 1967, which will impose restrictions (with certain exemptions) on waiting by vehicles on a length of the main route A.406 and on lengths of adjoining side roads in the London Borough of Enfield.

The effect of this Order will be to:

1. Restrict the waiting by vehicles at any time of the day or night throughout the week in certain lengths of Angel Road, Ashley Gardens, Bowes Road, Brownlow Road, Bull Lane, Bulver Road, Callard Avenue, Chequers Way, College Gardens, Connaught Gardens, Cross Street, Dysons Road, Edinburgh Road, Fore Street, Franlaw Crescent, Gloucester Road, Great Cambridge Road, Hardwicke Road, Haselbury Road, Hedge Lane, Highworth Road, Livingstone Road, Lopen Road, Melville Gardens, Moffatt Gardens, Montagu Road, Natal Road, North Circular Road, Oakthorpe Road, Ollerton Road, Owen Road, Palmerston Crescent, Palmerston Road, Powys Lane, Pymmes Road, Raynham Road, Russell Road, Sheldon Road, Silver Street, Edmonton; Stanley Road, Station Road, Sweet Briar Walk, Telford Road, Ulster Gardens, Victoria Road, Warwick Road, Enfield; Warwick Road, New Southgate; Windmill Road, Wilmer Way and York Road.

2. Restrict the waiting by vehicles between 8 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive in a certain length of Hedge Lane.

3. Restrict the waiting by vehicles for the purpose of loading or unloading goods at any time of the day or night throughout the week in certain lengths of Angel Road and Montagu Road.

4. Restrict the waiting by vehicles for the purpose of loading or unloading goods between 8 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive in certain lengths of Angel Road, Bowes Road, Brownlow Road, Bull Lane, Dysons Road, Fore Street, Great Cambridge Road, Hedge Lane, Montague Road, North Circular Road, Powys Lane, Silver Street, Edmonton; Telford Road, Victoria Road and Wilmer Way.

5. Restrict the waiting by vehicles for the purpose of loading or unloading goods between 8 a.m. and 9.30 a.m. and between 4.30 p.m. and 6.30 p.m. on Mondays to Fridays inclusive in certain lengths of Angel Road, Bowes Road, Chequers Way, Connaught Gardens, Fore Street, North Circular Road and Silver Street, Edmonton.

Exemptions will be provided in the Order to permit vehicles to wait in order to pick up and set down passengers, to carry out essential services or when used by local authorities in pursuance of statutory powers or duties and, except as provided in paragraphs 3, 4 and 5, to load and unload goods for limited periods.

The effect of the Order will be reviewed in due course in the light of its operation and any observations received.

Dated 6th February 1968.

W. O. Hart, Director-General and Clerk to the Council. (6620)

(486)

GREATER LONDON COUNCIL

SPEED LIMIT

London Borough of Ealing

Notice is hereby given that, subject to the consent of the Minister of Transport, the Greater London Council intend to make an Order under section 74 of the Road Traffic Regulation Act 1967, the effect of which will be to raise the speed limit from 30 m.p.h. to 40 m.p.h. on the length of road specified in the Schedule hereto.

Dated 6th February 1968.

W. O. Hart, Director-General and Clerk to the Council. (6619)

SCHEDULE

That length of Uxbridge Road (A.4020) which lies between a point 25 feet north-east of the north-easternmost flank wall of Holy Trinity Church, Southall, and a point 130 feet south-east of the party wall of Nos. 481 and 483 Uxbridge Road.

(491)

GREATER LONDON COUNCIL

ONE-WAY TRAFFIC WORKING

London Borough of Lewisham

The Greater London Council are about to consider a proposal that they should make an Order under section 6 of the Road Traffic Regulation Act 1967, the effect of which would be, in the London Borough of Lewisham, to impose one-way traffic working:

1. from north-east to south-west in Dermody Gardens between a point opposite the party-wall of Nos. 7 and 8 Dermody Gardens and its junction with Holly Hedge Terrace;
2. from south-east to north-west in Holly Hedge Terrace.

Any representations regarding the proposal should be sent to the Traffic Commissioner, Department of Highways and Transportation, The County Hall, London S.E.1, by 1st March 1968, quoting the reference HT/T/L/2/22/36.

Dated 2nd February 1968.

W. O. Hart, Director-general and clerk to the Council. (6615)

(489)

GREATER LONDON COUNCIL

Road Traffic Regulation Act, 1967—Section 21

Pedestrian Crossings

Notice is hereby given that the Greater London Council propose to submit for the approval of the Minister of Transport a Scheme whereby the Pedestrian Crossing Scheme for the London Borough of Brent approved by the Minister of Transport on 5th November 1951 will be varied by:

1. The omission of the following uncontrolled crossings:

- (a) over Craven Park, west of Craven Park Junction;
- (b) over Craven Park, north of Fortune Gate Road.

2. The addition of the following uncontrolled crossings:

- (a) over Craven Park Road, south of its junction with Fortune Gate Road, from the south-west footway to the traffic island;
- (b) over Craven Park Road, south of its junction with Fortune Gate Road, from the traffic island to the north-eastern footway;
- (c) at the junction of the north-west to south-east arm of Craven Park and the link road, from the south-eastern footway to the traffic island;
- (d) at the junction of the north-west to the south-east arm of Craven Park and the link road, from the traffic island to the north-eastern footway.

3. The addition of the following controlled crossings:

- (a) over Hillside, west of its junction with Knatchbull Road;
- (b) over Knatchbull Road, south of its junction with Hillside;