

where it continues for a further 130 metres before joining the Mirk Pot and Tow Hill track at Grid Reference SD 830 869.

In the case of Footpath No. 99A Hawes Diversion Order to divert the public right of way known as Footpath No. 99A Hawes running from a point at Grid Reference SD 828 871 a few metres to the north of Mirk Pot on the track to Tow Hill in an easterly direction through the plantation being O.S. Field No. 7 into Field O.S. No. 10 to a point where it joins Footpath No. 102 at Grid Reference SD 830 870 having covered a distance of about 100 metres, to a line running from the said point a few metres to the north of Mirk Pot first south and then east down the constructed track between Mirk Pot and Tow Hill as far as the point where it meets Footpath No. 102 on the said track at Grid Reference SD 830 869, having covered a total distance of about 150 metres.

In the case of Footpath No. 102, Hawes Diversion Order to divert the public right of way known as Footpath No. 102 Hawes running from a point on the track between Mirk Pot and Tow Hill at Grid Reference SD 829 870 across Fields O.S. Nos. 10 and 5 in a north-easterly direction to a point a few metres inside Field O.S. No. 2 at Grid Reference SD 832 873 having covered a distance of about 350 metres, to a line running from the said point at Grid Reference SD 829 870 along the west side of the eastern boundary wall of the plantations, being O.S. Field Nos. 9, 7, 4 and 1, where it turns east and crosses a wall into Field O.S. No. 2 to the said point at Grid Reference SD 832 873 having covered a distance of 430 metres.

A copy of the Order and the map contained in it has been deposited at the Yorkshire Dales National Park Office, Yorebridge House, Bainbridge, Leyburn, North Yorkshire and may be inspected free of charge during office hours.

The Order becomes operative as from 1st June 1979 but if a person aggrieved by the Order desires to question the validity thereof, or of any provisions contained therein, on the ground that any requirement of the Act as amended or of any regulation made thereunder has not been complied with in relation to the Order, he may, under paragraph 2 of the Schedule 2 of the Act as applied by paragraph 5 of Schedule 7 to the Act, within 6 weeks from 1st June 1979, make application for the purpose to the High Court.

W. A. Harrison, County Solicitor

County Hall,
Northallerton.

1st June 1979.

(788)

GREATER LONDON COUNCIL NOTICES

GREATER LONDON COUNCIL

ROYAL BOROUGH OF KENSINGTON AND CHELSEA

The Kensington and Chelsea (Various Roads) (No. 1) Experimental Traffic Order 1979

Notice is hereby given that the Greater London Council on 25th May 1979 made the above-mentioned Order under section 9 of the Road Traffic Regulation Act 1967, as amended by the Transport Act 1968 and the Road Traffic Act 1974 and as modified by the Greater London Council (General Powers) Act 1974.

2. The general effect of the Order will be to:

- (a) suspend the one-way working for vehicular traffic in the south-eastern, south-western and north-western arms of Cheniston Gardens imposed by the Kensington and Chelsea (Prescribed Routes) (No. 5) Traffic Order 1974;
- (b) impose one-way working for vehicular traffic in:
 - (i) the south-western arm of Cheniston Gardens from north-west to south-east;
 - (ii) the north-western arm of Cheniston Gardens from north-east to south-west;
- (c) suspend the designation by the Kensington and Chelsea (Parking Places) Order 1968 of all the parking places in the south-eastern arm of Cheniston Gardens and the residents' parking place situated on the south-west side of Marloes Road, between Abingdon Villas and Cheniston Gardens.

3. The restrictions imposed by the Kensington and Chelsea (Waiting and Loading Restriction) Order 1976 will

apply to the areas previously designated as parking places as they apply in the immediate vicinity.

4. The requirements referred to in paragraph 2 (b) above will not apply in respect of anything done:

- (a) with the permission or at the direction of a police constable in uniform; or
- (b) in accordance with any restriction or requirement indicated by traffic signs placed on the highway by or on behalf of the Metropolitan Police.

5. The Order provides that in pursuance of section 9 (5) of the Road Traffic Regulation Act 1967, the Council's Director of Planning and Transportation or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by the Order runs, modify or suspend the Order or any provision thereof.

6. A copy of the Order, which will come into operation on 10th June 1979, and of the above-mentioned Orders of 1968, 1974 and 1976 (and of the Orders which have amended or applied those Orders) and of the Council's statement of reasons for making the Order can be inspected during normal office hours on Mondays to Fridays inclusive until the expiration of a period of 6 months from that date in Room B.1, The County Hall, London SE1 7PB.

7. Copies of the Order may be purchased from the Information Centre, Greater London Council, The County Hall, London SE1 7PB.

8. Any person desiring to question the validity of the Order or of any provision contained therein on the ground that it is not within the powers of the relevant section of the Road Traffic Regulation Act 1967 or on the ground that any requirement of that section of the Act or of section 84A, 84B or 84C of the Act or of any regulations made under the said section 84C has not been complied with in relation to the Order may, within 6 weeks of the date on which the Order was made, make application for the purpose to the High Court.

9. If the provisions of the Order continue in operation for a period of not less than 6 months, the Council will consider in due course whether the provisions of the Order should be reproduced and continued in force indefinitely by means of Orders under section 6 or 35 of the said Act of 1967. Any person desiring to object to the making of either of the Orders under section 6 or 35 of the said Act of 1967 for the purpose of such reproduction and continuation in force may, within the aforementioned period of 6 months send a statement in writing of his objection and the grounds thereof to the Director of Planning and Transportation, The County Hall, London SE1 7PB, quoting the reference PT/TD/LS.

J. C. Swaffield, Director-general and clerk to the Council (The officer appointed for this purpose).
(04073).

NOTE. The Council have asked the Council of the Royal Borough of Kensington and Chelsea to make the documents referred to in paragraph 6 above available for inspection, and understand that they will be so available during normal office hours on Mondays to Fridays inclusive during the afore-mentioned period of 6 months in:

- (a) The Kensington Town Hall, Kensington High Street, London W8 4SQ; and
- (b) The Chelsea Old Town Hall, King's Road, London SW3 5EE. (809)

GREATER LONDON COUNCIL

LONDON BOROUGH OF CROYDON

The Croydon (Prescribed Route) (No. 2) Traffic Order 1979

Notice is hereby given that the Greater London Council on 25th May 1979 made the above-mentioned Order under section 6 of the Road Traffic Regulation Act 1967, as amended by the Transport Act 1968 and the Road Traffic Act 1974.

2. The effect of the Order will be to compel the left turn by vehicular traffic from Water Tower Hill into Coombe Road.

3. Exemption has been provided in the Order in respect of anything done:

- (a) with the permission or at the direction of a police constable in uniform;