

Council, Shirehall, Hereford, and may be seen at all reasonable hours.

Copies of the Order, the title of which is "The Newport—Shrewsbury Trunk Road (Newton Diversion, Improvements) Order, 1957", can be obtained from the Ministry of Transport and Civil Aviation, Stationery Section, Berkeley Square House, London, W.1.

Any person aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the grounds that it is not within the powers of the Special Roads Act, 1949, or on the ground that any requirement of that Act, or of regulations made thereunder, has not been complied with in relation to the Order, may, within six weeks of the 8th day of November, 1957, apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

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

(14)

MINISTRY OF TRANSPORT AND
CIVIL AVIATION.

ROAD TRAFFIC ACTS, 1934 AND 1956.

Notice is hereby given that the Minister of Transport and Civil Aviation intends to refer to the London and Home Counties Traffic Advisory Committee for their advice and report a proposal that he should make an Order to remove the 30 m.p.h. speed limit from the lengths 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 and Civil Aviation, 21-37, Hereford Road, London, W.2, not later than the 22nd day of November, 1957, quoting reference number RTC 14/15/017.

Dated this 30th day of October, 1957.

D. F. Allen,
An Assistant Secretary of the
Ministry of Transport and Civil Aviation.

SCHEDULE.

In the Urban District of Bushey, Hertfordshire.

1. Elstree Road (Route A.411) from its junction with Heathbourne Road (Route A.409) to its junction with the Watford By-Pass (Route A.41).
2. Aldenham Road and Hartspring Lane (Route B.462), from the junction of Aldenham Road with The Avenue to a point 40 yards north-east of the junction of Hartspring Lane with the Watford By-Pass (Route A.41).

(4)

MINISTRY OF TRANSPORT AND
CIVIL AVIATION.

WAITING RESTRICTIONS, ONE-WAY TRAFFIC WORKING
AND PARKING PLACES ON THE HIGHWAY.

Borough of Gravesend.

The Minister of Transport and Civil Aviation in accordance with the London Traffic Act, 1924, section 10, as amended, proposes to refer to the London and Home Counties Traffic Advisory Committee for their advice and report proposals that he should make Regulations:—

(a) to extend the existing waiting restrictions in Gravesend by prohibiting waiting by vehicles between the hours of 8 a.m. and 6 p.m. on Mondays to Saturdays inclusive, in the lengths of road specified in the First Schedule hereto and in the first 45 feet of every road which joins these lengths of road (except Stuart Road, Eden Place and Garden Row);

(Exemptions will be provided in the Regulations to permit vehicles to wait—to pick up and set down passengers, to load and unload goods, to carry out essential services, or while in use by local authorities in an emergency.)

(b) to institute one-way traffic working in the streets named in the first column of the Second Schedule hereto, in the direction specified in the second column of the said schedule;

(c) to appoint official street parking places in the streets specified in the Third Schedule hereto where parking would be permitted at all times with a maximum period of 2 hours between 8 a.m. and 6 p.m. and no time limit between 6 p.m. and 8 a.m.

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 22nd November, 1957.

Dated this 31st day of October, 1957.

D. F. Allen,

An Assistant Secretary of the
Ministry of Transport and Civil Aviation.

In the Borough of Gravesend, Kent.

FIRST SCHEDULE.

1. *Barrack Row*—the south side, from its junction with Darnley Road eastwards for a distance of 87 yards.
2. *King Street*—between the west side of its junction with Windmill Street and the east side of its junction with Parrock Street and Queen Street.
3. *Lord Street.*
4. *Manor Road.*
5. *Milton Road*—between its junction with Queen Street and Parrock Street and a point opposite the party wall of Nos. 2-3, Milton Road.
6. *New Road*—between its junction with Stuart Road and its junction with Windmill Street.
7. *Overcliffe*—the south side, between its junction with St. James's Street and the east side of its junction with Stuart Road.
8. *Parrock Street*—(a) the west side, between its junction with King Street and the south side of its junction with Manor Road.
(b) the east side, between its junction with Milton Road and a point opposite the party wall of Nos. 188-190, Parrock Street.
9. *Railway Place*—the north side only.
10. *Rathmore Road*—from its junction with Darnley Road eastwards for a distance of 120 yards.
11. *Stone Street.*
12. *Windmill Street*—between its junction with King Street and a point opposite the party wall of Nos. 38-39, Windmill Street.
13. *Wrotham Road*—between its junction with Cobham Street and its junction with Windmill Street, to include Albert Place.

SECOND SCHEDULE.

1 Streets.	2 Direction.
1. Lord Street ...	From west to east.
2. Manor Road ...	From east to west.
3. St. James's Street ...	From south to north.

THIRD SCHEDULE.

1. *Bligh Road*: On north side, from a point 15 yards east of Stuart Road eastwards for 58 yards. "B".
2. *Berkeley Road*: (a) on east side, from a point in line with northern building line of Bernard Street northwards for 15 yards; (b) on east side, from a point 5 yards north of northern building line of Wilfred Street northwards for 20 yards; (c) on west side, from a point 17 yards north of Milton Road northwards for 15 yards. "A".
3. *Darnley Street*: On south side, (a) from a point 14 yards west of Brandon Street westwards for 55 yards; (b) from a point 93 yards west of Brandon Street westwards for 23 yards; (c) from a point 15 yards east of Darnley Road eastwards for 43 yards. "A".
4. *Kempthorne Street*: On east side, from a point 5 yards south of Wakefield Street southwards for 70 yards. "A".
5. *Peacock Street*: (a) on west side, from a point 20 yards south of Saddington Street southwards for 87 yards. "A"; (b) on west side, from a point 15 yards south of St. Andrews Road southwards and south eastwards for 83 yards. "A"; (c) on east side, from a point 15 yards south of Saddington Street southwards for 96 yards. "B"; (d) on east side, from a point 137 yards south of Saddington Street southwards for 15 yards. "B"; (e) on east side, from a point 25 yards south of St. Andrews Road southwards for 27 yards. "B".
6. *St. Andrews Road*: (a) on north side, from a point 5 yards east of The Grove eastwards for 57 yards; (b) on south side, from a point 5 yards east of The Grove eastwards for 30 yards. "B".
7. *St. James's Road*: On north side, (a) from a point 12 yards west of St. James's Street westwards for 104 yards; (b) from a point 15 yards east of St. James's Avenue eastwards for 42 yards. "A".
8. *The Grove*: On east side, (a) from a point 14 yards south of Saddington Street southwards for