

east in the Grove, between High Street and Windsor Road.

Copies may be obtained from H.M. Stationery Office at the addresses shown on the last page of this Gazette, or through any bookseller, price 3d.

The London Traffic (Prescribed Routes) (Finsbury and Shoreditch) Regulations, 1961 (S.I. 1961/272)

Under the Road Traffic Act, 1960, as amended, the Minister of Transport has made Regulations, coming into operation on 28th February 1961, which make permanent the present experimental one-way traffic working in parts of Leonard Street, Paul Street and Tabernacle Street.

Copies may be obtained from H.M. Stationery Office at the addresses shown on the last page of this Gazette, or through any bookseller, price 3d.

One Way Traffic Working, Prohibited Right Hand Turns and Waiting Restrictions

Metropolitan Borough of Chelsea and City of Westminster

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

1. To institute one-way traffic working in a clockwise direction in Lowndes Square.
2. To prohibit vehicles from making a right-hand turn from Knightsbridge into Seville Street, or from Seville Street into Knightsbridge.
3. To restrict waiting by vehicles between the hours of 8.30 a.m. and 6.30 p.m. on Mondays to Fridays inclusive and between 8.30 a.m. and 1.30 p.m. on Saturdays in:

- (a) Lowndes Square, northern arm—the north side.
- (b) Lowndes Square, eastern arm—the east side from William Mews southward for a distance of 36 feet.
- (c) William Street.

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 while in use by local authorities in an emergency.

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

Objections to the proposals may be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 10th March 1961, quoting RTC 16/221/03.

Dated 15th February 1961.

E. S. Ainley, An Assistant Secretary.

**Waiting Restrictions and One-Way Traffic Working
Metropolitan Borough of Holborn, City of London
and City of Westminster**

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

- (a) To restrict waiting by vehicles between the hours of 9 a.m. and 6.30 p.m. on Mondays to Fridays inclusive in the lengths of street specified in the Schedules hereto.

Exemptions would be provided in the Regulations to permit vehicles to wait in order to pick up and set down passengers, to carry out essential services, or while in use by local authorities in an emergency. Exemptions would also be provided for the purpose of loading and unloading goods in the lengths of street specified in the First Schedule hereto.

- (b) To institute one-way traffic working:

- (i) from north to south in Fetter Lane, between New Fetter Lane and Fleet Street; and
- (ii) from south to north in Chancery Lane.

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

Objections to the proposals may be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 10th March 1961, quoting RTC 115/245/08.

Dated 13th February 1961.

E. S. Ainley, An Assistant Secretary.

FIRST SCHEDULE

1. *Bream's Buildings*—the north side.
2. *Charterhouse Street*—between Holborn Circus and Ely Place.

3. *Fetter Lane*—

- (a) the east side, between New Fetter Lane and a point 60 feet north of Fleet Street;
- (b) the west side, between Rolls Buildings and a point 60 feet north of Fleet Street.

4. *Holborn*—

- (a) the north side, from Hatton Garden westward for a distance of 180 feet;
- (b) the north side, from Brooke Street westward to the City boundary;
- (c) the south side, between New Fetter Lane and Fetter Lane;
- (d) the south side, from Fumival Street westward to the City boundary.

5. *Holborn Circus*—so much as lies in the City of London.

6. *Holborn Viaduct*—

- (a) the north side, from Charterhouse Street eastward for a distance of 170 feet;
- (b) the south side, from St. Andrew Street eastward for a distance of 170 feet.

7. *New Fetter Lane*—the east side.

8. *St. Andrew Street*—

- (a) the east side, from Holborn Viaduct south-eastward for a distance of 140 feet;
- (b) the west side, from Thavies Inn south-eastward for a distance of 50 feet.

SECOND SCHEDULE

9. *Bream's Buildings*—the south side.

Speed Limit

The Minister of Transport intends to refer to the London and Home Counties Traffic Advisory Committee for their advice and report a proposal that under the Road Traffic Act, 1960, he should make an Order to impose a speed limit of 40 m.p.h. on the lengths of road specified in the Schedule hereto.

Objections to the proposals may be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 10th March 1961, quoting RTC 14/3/028.

Dated 14th February 1961.

E. S. Ainley, An Assistant Secretary.

SCHEDULE

In the County of Buckingham

1. North Orbital Road (Route A. 412) at Denham, from 257 yards north of the northern junction of Green Tiles Lane to 180 yards south of the railway bridge.

2. Moorfield Road (Class III) at Denham, from the North Orbital Road north-eastwards for 400 yards.

The County of Essex (Ingatestone) (Traffic Regulation) (Revocation) Order, 1961

On 10th February 1961, the Minister of Transport made the above-mentioned Order under the Road Traffic Act, 1960, which will come into operation on 3rd March 1961.

The effect of the Order is to revoke the County of Essex (Ingatestone) (Traffic Regulation) Order, 1953 (which Order imposed restrictions on vehicles with regard to waiting in High Street, Ingatestone, between a point 79 yards south-west of its junction with Norton Road and a point 126 yards south-west of its junction with New Road).

Copies of the Order may be obtained from the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, quoting RTC 26/3/05.

Highways Act, 1959

The Minister of Transport hereby gives notice that he has made Orders under sections 7 and 312 of the above Act, the effect of which is that new roads which he proposes to construct to form the Brentwood By-Pass at Brentwood in the County of Essex, will become trunk roads on the date when the Order comes into operation, and the lengths of the London—Great Yarmouth Trunk Road to be superseded thereby will cease to be trunk roads on 1st April next after the date on which notice is given by the Minister to the Essex County Council and the Brentwood Urban District Council (who will thereafter become the highway authorities for those lengths respectively) that the new roads are opened for through