

and continues in a general south-westerly, then north-westerly and then westerly direction, and ends with the termination point of that route, where it joins the route of the special road provided by the said Minister in pursuance of the West of Slough—West of Maidenhead Special Road Scheme, 1957 (in this notice referred to as "the Maidenhead By-Pass").

(2) *The West of Slough—West of Maidenhead Special Road Scheme (S.I. 1957/192)*

The following lengths of special road, provided by the said Minister in pursuance of the above Scheme, along a part of the route described in the First Schedule thereto and intended to form a part of the special road system linking the Maidenhead By-Pass with the Slough By-Pass, namely:

- (a) a length of the northern carriageway of the Maidenhead By-Pass extending in a westerly direction for a distance of approximately 180 yards from the Huntercombe intersection (being the point approximately 1,030 yards south of the junction of that By-Pass with the London-Bristol Trunk Road at Burnham in the county of Buckingham where that By-Pass and the Slough By-Pass meet).
- (b) a length of the southern carriageway of the said By-Pass extending in a westerly direction for a distance of approximately 410 yards from the Huntercombe intersection, and
- (c) a length of the western carriageway of the Huntercombe Spur extending in a northerly direction for a distance of approximately 453 yards from the Huntercombe intersection (the Huntercombe Spur being the part of the Maidenhead By-Pass which is situated between the Huntercombe intersection and the said junction at Burnham).

(3) *The Huntercombe (near Slough) Special Roads Scheme, 1961 (S.I. 1961/876)*

The following special roads, provided by the said Minister in pursuance of the above Scheme and intended to form another part of the special road system linking the Maidenhead By-Pass with the Slough By-Pass, namely:

- (a) the special road along the route described in paragraph 2 of the Schedule to the above Scheme, that is to say, the special road which connects the northern carriageway of the Slough By-Pass with the eastern carriageway of the Huntercombe Spur, and
- (b) the special road, along the route described in paragraph 3 (b) of the said Schedule, that is to say, which connects the western carriageway of the Huntercombe Spur (the length of special road referred to in paragraph (2) (c) above) with the southern carriageway of the Maidenhead By-Pass (the length of special road referred to in paragraph (2) (b) above).

(4) *The Slough By-Pass Connecting Roads Special Roads Scheme, 1961 (S.I. 1961/237)*

The special roads provided by the said Minister in pursuance of the above Scheme, that is to say, the four connecting roads which join the Slough By-Pass with the new Class I road provided as a southern extension of Tuns Lane at Chalvey in the county of Buckingham.

(5) *The Slough By-Pass Connecting Roads (No. 2) Special Roads Scheme, 1962 (S.I. 1962/1039)*

The special roads provided by the said Minister in pursuance of the above Scheme, that is to say, the two connecting roads which join the Slough By-Pass with the London-Bristol Trunk Road (A.4) at Langley in the county of Buckingham.

*Speed Limit—Welwyn Garden City*

The Minister of Transport hereby gives notice that he proposes to give a direction under the Road Traffic Act, 1960, the effect of which will be that the length of Chequers, Welwyn Garden City, from 73 yards south of Howlands to 70 yards south of Woodhall Lane will cease to be subject to a speed limit of 30 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, not later than 19th April 1963, quoting LT9/1305/04 (SPG. 1115).

Dated 19th March 1963.

*E. S. Ainley, An Assistant Secretary.*

*Speed limit—Hatfield, Herts.*

The Minister of Transport hereby gives notice that he proposes to make an Order under section 11 (1) of the Road Traffic Act 1962 prohibiting the driving of motor vehicles at a speed exceeding 40 m.p.h. on the length of the Hatfield—St. Albans Road (A.414), Hertfordshire, from the Comet Roundabout, Hatfield, to 1,320 yards south-west of Station Road, Oaklands, St. Albans.

Parts of this length of road, i.e. from the Comet Roundabout westwards for 1,200 yards, and from 50 yards west of the crossroads at Smallford Village eastwards for 300 yards, are at present subject to a speed limit of 30 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, not later than 19th April 1963, quoting LT9/15/046. (SPG. 1103.)

Dated the 18th March 1963.

*E. S. Ainley, An Assistant Secretary.*

*Speed Limit—Hertford*

The Minister of Transport hereby gives notice that he proposes to make an Order under section 11 (1) of the Road Traffic Act, 1962, prohibiting the driving of motor vehicles at a speed exceeding 40 m.p.h. on the length of the Hertford—Ware Road (A.119), Hertfordshire, from the Nags Head Public House, Hertford, to Scotts Road, Ware.

This length of road is at present subject to a speed limit of 30 m.p.h.

Representations about this proposal already received in response to the earlier notice about the same lengths of road published on 24th August in the *London Gazette* and on 24th and 31st August in the *Hertfordshire Mercury and County Press* will be considered with any further representations, which may be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, not later than 19th April 1963, quoting reference LT9/15/044 (SPG. 1101).

Dated the 19th March 1963.

*E. S. Ainley, An Assistant Secretary.*

*Speed Limit—Egham*

The Minister of Transport hereby gives notice that he proposes to make an Order under section 11 (1) of the Road Traffic Act, 1962, prohibiting the driving of motor vehicles at a speed exceeding 40 m.p.h. on the length of Chertsey Lane (A.320), Egham, from 60 yards south of Cooper's Close to the Urban District Boundary.

Part of this length of road, i.e., from 60 yards south of Cooper's Close to Norlands Lane is at present subject to a speed limit of 30 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, not later than 19th April 1963, quoting LT9/803/05 (SPG. 1116).

Dated 19th March 1963.

*E. S. Ainley, An Assistant Secretary.*

*Speed Limit—Romford*

The Minister of Transport hereby gives notice that he proposes to give a direction under the Road Traffic Act, 1960, the effect of which will be that Broxhill Road, Romford, Essex, will cease to be subject to a speed limit of 30 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, not later than 19th April 1963 quoting LT9./346/04. (SPG.1099).

Dated 21st March 1963.

*E. S. Ainley, An Assistant Secretary.*

*Removal of 30 m.p.h. Speed Limit—Beckington Somerset*

Notice is hereby given that the Minister of Transport intends to make an Order, under the Road Traffic Act, 1960, the effect of which will be that the lengths of road specified in the Schedule to this notice shall cease to be subject to a speed limit of 30 m.p.h.