

The Trunk Road (Roads Restriction) (Menai Bridge) Order 1963

On the 29th April 1963 the Minister of Transport made the above-mentioned Order under the Road Traffic Act 1960 which will come into operation on the 20th May 1963.

The effect of the Order is that, unless permission has been obtained from the Chief Constable of the Gwynedd Constabulary, no person shall drive or cause or permit to be driven any vehicle the width of which, inclusive of any load on the vehicle exceeds 9 feet or the height of which, inclusive of any load on the vehicle, exceeds 15 feet 6 inches on that length of the London—Holyhead Trunk Road (A.5) which is carried by the Menai Bridge.

Copies of the Order may be obtained from the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, quoting GT 3/11/06.

The Trunk Road (Barnstaple) (Prohibition of Waiting) Order, 1963

The Minister of Transport proposes to make an Order under section 26 of the Road Traffic Act, 1960, the effect of which will be that no person shall cause or permit any vehicle to wait between the hours of 9 a.m. and 5 p.m. in that length of the Taunton—Barnstaple—Bude—Fradon Trunk Road (A.361) known as Newport Road, New Road and Taw Vale in the Borough of Barnstaple which extends between its junction with South Street (A.377) and its junction with Barnstaple Long Bridge (A.39).

Exceptions will be provided in the Order to enable a vehicle to wait for so long as may be necessary for a person to board or alight from the vehicle, to enable goods to be loaded on to or unloaded from the vehicle, or to enable the vehicle to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance of the road or the services therein.

Objections to the Order must be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 7th June 1963, quoting the reference GT 3/41/02.

R. H. Lawrence, An Assistant Secretary.

*Road Traffic Act 1960**Road Traffic and Roads Improvement Act 1960*

Notice is hereby given that the Minister of Transport has made "The London (Waiting and Loading) (Restriction) (Amendment) (No. 4) Regulations 1963" (S.I. 1963/917) coming into operation on 21st May 1963.

These Regulations amend the London (Waiting and Loading) (Restriction) Regulations 1963 (which impose restrictions on vehicles with regard to waiting, on methods of loading and unloading vehicles, on the sale of goods from vehicles and on the use of streets for advertising activities); the restrictions now apply additionally in certain lengths of streets in West Ham and the days of operation of unilateral waiting restrictions in various streets in Wimbledon is altered.

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Road Traffic Act, 1960

For the purposes of section 37 (5) and all other relevant provisions of the above Act, The Minister of Transport hereby gives notice in accordance with the Special Roads (Notice of Opening) Regulations, 1962, that the 29th May 1963, will be the date on which the length of special road and the special roads described in the Schedule hereto are open for use as special roads.

L. E. Dale, An Assistant Secretary.

THE SCHEDULE

(a) That length of special road provided by the Minister of Transport in pursuance of the Medway Towns By-Pass Special Road Scheme, 1958 (as varied by the Medway Towns By-Pass Special Road (Variation) Scheme, 1962), on a part of the route described in the First Schedule to the said Scheme of 1958, being a length of special road, which extends from points on the London—Canterbury—Dover Trunk Road (A.2) in the Parish of Cobham in the County of Kent approximately 720 and 515 yards

west of its junction with Roman Road (Watling Street) in a general south-easterly, then north-easterly and then south-easterly direction for a distance of approximately 12 miles 1,140 yards to a point approximately 180 yards south-east of the point where it intersects the Key Street—Maidstone Road (A.249) in the Parish of Stockbury in the County of Kent.

(b) The special roads provided by the said Minister in pursuance of the said Scheme of 1958 on the routes described in paragraphs 1 (a) to (d), 2 (a) to (d) and 3 (a) and (d) of the Second Schedule thereto, that is to say the connecting roads which connect the length of special road described in paragraph (a) of this Schedule with:

- (i) Cuxton Road (A.228) at Cuxton in the County of Kent;
- (ii) the Chatham—Maidstone road (A.229) at Bluebell Hill in the County of Kent; and
- (iii) the Maidstone—Sheerness road (A.249) near Stockbury in the County of Kent.

The London Traffic (Prescribed Routes) (Fulham, Hammersmith and Kensington) Regulations, 1963 (S.I. 1963/915).

Under the Road Traffic Act, 1960, as amended, the Minister of Transport has made Regulations, coming into operation on 20th May 1963 which prohibit certain right-hand turns in the West-Cromwell Road area of Fulham, Hammersmith and Kensington.

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The London Traffic (Prescribed Routes) (Battersea) Regulations 1963 (S.I. 1963/914)

Under the Road Traffic Act 1960, as amended, the Minister of Transport has made Regulations, coming into operation on 17th May 1963, which institute one-way traffic working in the Avenue and Clapham Common (North and West Sides) in the Metropolitan Borough of Battersea.

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The Experimental Traffic (Prescribed Routes) (St. Marylebone and Westminster) Order 1963

The Minister of Transport hereby gives notice that he intends to make an Order under section 28 of the Road Traffic Act 1962 the effect of which will be to:

1. institute one-way working in the roads in either or both of the Metropolitan Borough of St. Marylebone and the City of Westminster listed in the Schedule hereto; and
2. prohibit the right-hand turn from Oxford Street in the Metropolitan Borough of St. Marylebone and the City of Westminster into Old Cavendish Street and from Regent Street in the City of Westminster into Maddox Street;
3. remove the ban of the right-hand turn from Great Portland Street into Oxford Street, from Princes Street into Regent Street and from John Princes Street into Oxford Street;
4. re-introduce two-way working in Great Castle Street between Regent Street and Great Portland Street.

The Order will come into operation on 2nd June.

Dated the 14th May 1963.

J. N. Wood, An Under Secretary of the Ministry of Transport.

SCHEDULE

*Roads and lengths of roads and Direction**Metropolitan Borough of Marylebone*

1. Cavendish Place. From west to east.
2. Cavendish Square;
 - (a) northern arm between Harley Street and Cavendish Place. From west to east.
 - (b) eastern arm. From north to south.
 - (c) southern arm:
 - (i) between Holles Street and Margaret Street. From west to east.
 - (ii) between Holles Street and the western arm. From east to west.
 - (iii) between Henrietta Place and the western arm. From west to east.
 - (d) western arm. From south to north.