

to a point 485 feet west of the western side of that junction.

The Order contains provisions for permitting the use of that highway by:

1. Vehicles being used in accordance with a special permission given for that use by the Council of the City of Manchester or by the Chief Constable of that City;
2. Invalid Carriages (or vehicles issued in lieu); or
3. Vehicles being used by Statutory Undertakers in performance of their Statutory duties.

Copies of the Order may be obtained, free of charge, on application to the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1 (quoting reference TTPA7/175/02) and may be inspected at all reasonable hours at the Town Hall, Manchester.

Any person aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the above Acts or that any requirement of those Acts or of any regulations made thereunder has not been complied with in relation to the Order may, within 6 weeks of the 8th July 1970, apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

Any person who, at the time of the coming into force of the Order, has an interest in the land lawful access to a highway to which the Order relates may claim compensation from the Manchester City Council in respect of any depreciation in the value of his interest which is directly attributable to the Order and of any other loss or damage which is so attributable.

H. Hollingshead.

ROAD TRAFFIC REGULATION ACT 1967 —SECTION 6

Fiveways Flyover, Barnet—Traffic Restrictions

The Minister of Transport hereby gives notice that on 6th July 1970 he made an Order to provide for the regulation of traffic on those parts of the above-named flyover which, pending the extension of the Hendon Urban Motorway (M.1) southwards towards the London North Circular Trunk Road (A.406), are to be used as all purpose trunk roads namely:

- (a) that part of the flyover (hereinafter called "the southern approach") between its junction with Great North Way (A.1) (at a point opposite the north-western boundary of No. 7 Hilltop Gardens) and the commencement of the reservation separating that part of the flyover leading to the northbound carriageway of the Hendon Urban Motorway (M.1) from that part of the flyover which leads to the northbound carriageway of Watford Way (A.1) north of Fiveways Corner; and
- (b) that part of the flyover (hereinafter called "the north-eastern carriageway") being the carriageway leading from the north-western end of the southern approach to the northbound carriageway of Watford Way (A.1) north of Fiveways Corner.

The effect of the Order, entitled the Trunk Road (Fiveways Flyover, Barnet) (Restriction of Traffic) Order 1970, is as follows:

- (a) to impose one-way working from south-east to north-west in the southern approach;
- (b) to prohibit vehicles from proceeding in the north-eastern carriageway in a direction other than towards Watford Way (A.1);
- (c) subject to the usual exceptions and exemptions, to prohibit vehicles from stopping or remaining at rest on either the southern approach or the north-eastern carriageway;
- (d) to compel pedestrians proceeding from Great North Way (A.1) to Watford Way (A.1) and vice-versa to proceed by way of roads other than the southern approach or the north-eastern carriageway.

The Order, which came into operation on 7th July 1970, will continue in force until such time as the Hendon Urban Motorway (M.1) is extended southwards and the whole of the flyover is declared to be open for use as a motorway.

Any person who desires to question the validity of the Order or of any provision contained therein on the ground that it is not within the powers conferred by section 6 of the Road Traffic Regulation

Act 1967 (as amended), or on the ground that any requirement of that section or of section 84A, 84B or 84C of the Act or any regulation made under the said section 84C had not been complied with in relation to the Order, may, within 6 weeks from 6th July 1970, make application for the purpose to the High Court.

ROAD TRAFFIC REGULATION ACT 1967— SECTION 13 (1)

Fiveways Flyover, Barnet—Temporary Speed Limits

The Minister of Transport hereby gives notice that he has made an Order the effect of which is to impose a speed limit of 40 m.p.h. on all the roads comprised in the above-named Flyover with the exception of 960 yards at the north-western end of the south-western carriageway of the Flyover (leading to the northbound carriageway of the Hendon Urban Motorway M.1) where the speed limit imposed is one of 50 miles per hour.

The Order came into operation on 7th July 1970 when the Flyover was opened to traffic and will continue in force for a period of sixteen weeks until 26th October 1970. During that period the Minister will be giving consideration to permanent speed limits for the Flyover.

ROAD TRAFFIC REGULATION ACT 1967

For the purposes of section 13 (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 20th July 1970 will be the date on which the special roads and lengths of special roads described in the Schedule hereto are open for use as special roads.

R. J. Bridle, Director, Midland Road Construction Unit.

26th June 1970.

THE SCHEDULE

1. *A length of the Castle Bromwich—Dunston Motorway (M.6) between Great Barr and Ray Hall.*

Approximately 2 miles of special road provided by the Minister of Transport in pursuance of the Castle Bromwich—Dunston Special Road Scheme 1960 (S.I. 1960/2454) along a length of the route described in the First Schedule to that Scheme beginning at the junctions with the special roads described in paragraph 2 of this Schedule and extending westwards and then north-westwards to a point about 345 yards north-west of Walsall Road (A.4031).

2. *Connecting Roads at Great Barr*

The two special roads provided by the Minister in pursuance of the Castle Bromwich—Dunston Motorway Connecting Roads (Great Barr) Special Roads Scheme 1966 (S.I. 1966/824) along the routes described in paragraph (2) sub-paragraphs (a) and (b) of the Schedule to that Scheme, being the westernmost two of the connecting roads at the junction with the Winchester—Preston Trunk Road (A.34) (Birmingham Road) at Great Barr.

3. *Parts of the Ray Hall Interchange at West Bromwich.*

The special roads provided by the Minister in pursuance of the South of Quinton—Great Barr Special Roads Scheme 1963 (S.I. 1963/1191) along the routes described in paragraphs 4, 5 and 6 of Schedule 1 to that Scheme.

ROAD TRAFFIC REGULATION ACT 1967

Imposition of 40 m.p.h. Speed Limit

Notice is hereby given that the Minister of Transport intends to make an Order under section 74 (1) of the Road Traffic Regulation Act 1967 prohibiting the driving of motor vehicles at a speed exceeding 40 m.p.h. on the length of the London North Circular Trunk Road A.406 through Epping Forest from Pentire Road to Grove Road.

Any objection to the making of this Order should be sent to London Highways Division, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, not later than the 31st July 1970, quoting the reference LH 24/L13/2/01.

Dated the 23rd June 1970.

G. E. Rowland, An Assistant Chief Engineer.