

Exemptions would be provided in the Order to permit vehicles to wait in order to pick up and set down passengers to load and unload goods for limited periods, to carry out essential services or when used by local authorities in pursuance of statutory powers or duties.

Any representations regarding the proposal should be sent to the Traffic Commissioner and Director of Development, The County Hall, London S.E.1 by 28th October 1970, quoting the reference PT/TD/LS.

Dated 28th September 1970.

A. W. Peterson, Director-general and clerk to the Council. (6278). (099)

GREATER LONDON COUNCIL

The Redbridge (Prescribed Route) Experimental Traffic Order 1970

The Greater London Council give notice that, subject to the consent of the Minister of Transport, they are about to make an Order under section 9 of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, the effect of which will be, in the London Borough of Redbridge, to prohibit vehicles from entering or leaving Woodford Bridge Road at its junction with that length of the London North Circular Trunk Road (A.406) known as Woodford Avenue.

The Order will come into operation not earlier than 23rd October 1970.

Dated 25th September 1970.

A. W. Peterson, Director-general and clerk to the Council (6273).

NOTE. Any person who wishes to make representations during the operation of the Order should do so, in writing, to the Traffic Commissioner and Director of Development, The County Hall, London, S.E.1, quoting reference PT/TD/LS. (104)

GREATER LONDON COUNCIL

ROAD TRAFFIC REGULATION ACT 1967—SECTION 12

The Temporary Restriction of Traffic (Camden) (No. 2) Order 1970

Notice is hereby given that the Greater London Council have made an Order dated 2nd October 1970 under section 12 of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, the effect of which will be, in the London Borough of Camden, commencing on 5th October 1970:

- (a) to prohibit the right turn from Gate Street into Kingsway;
- (b) to prohibit vehicles proceeding in a north-westerly direction in Kingsway from executing any right-turning movement between the north-western kerb-line of Parker Street and a point 250 feet north-west of that kerb-line.

The respective alternative routes will be by way of Kingsway, Parker Street and Newton Street, and by way of that length of Kingsway which lies immediately north-west of a point 250 feet north-west of the north-western kerb-line of Parker Street.

Dated 2nd October 1970.

A. W. Peterson, Director-General and clerk to the Council (6285). (106)

GREATER LONDON COUNCIL

LONDON GOVERNMENT ACT 1963

INITIAL DEVELOPMENT PLAN FOR GREATER LONDON

Area bounded by Milson Road, Hofland Road, Ceylon Road, Masbro Road, Blythe Road, Spring Vale Terrace and Redan Street, Hammersmith.

Notice is hereby given that proposals for alterations or additions to the above Development Plan comprising the deletion of (a) the Second Period programming (1960-72) from the properties in Milson Road, Hofland Road, Ceylon Road, Masbro Road, Spring Vale Terrace, Redan Street, Faroe Road, and some of the properties in Blythe Road; and (b) the deletion of the Third Period programming (1972-2005) from the remainder of the properties in Blythe Road comprised in the above area were on the 2nd October 1970 submitted to the Minister of Housing and Local Government.

A certified copy of the proposals as submitted has been deposited for public inspection in Room 592,

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Main Building at The County Hall, London S.E.1, and at the Borough Architect and Planning Officer's Department, 233 Hammersmith Road, London W.6.

The copies of the proposals so deposited, together with copies or relevant extracts of the Development Plan, and an Explanatory Statement, are available for inspection free of charge by all persons interested at the places mentioned above during the usual office hours.

Any objection or representation with reference to the proposals may be sent in writing to the Secretary, Ministry of Housing and Local Government at Whitehall, London S.W.1, before the 23rd November 1970 and any such objection or representation should state the grounds on which it is made. Persons making an objection or representation may register their names and addresses with the Greater London Council (Reference LP/H.1) and will then be entitled to receive notice of any amendment of the Development Plan made as a result of the proposals.

Dated this 9th October 1970.

A. W. Peterson, Director-general and clerk to the Council (6266).

The County Hall,
London S.E.1. (105)

GREATER LONDON COUNCIL

WAITING AND LOADING RESTRICTIONS

London Borough of Southwark

Notice is hereby given that the Greater London Council are about to consider a proposal that they should make an Order under section 6 of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, the effect of which would be, in the London Borough of Southwark:

1. To impose restrictions on waiting by vehicles between 8 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive in:

Dunton Road, the north-western arm

The south-east side, between the south-western kerb-line of Earl Road and a point 90 feet south-west of the south-western kerb-line of Lynton Road.

Dunton Road, the south-eastern arm

Between its junction with Earl Road and the common boundary of Nos. 119 and 121 Dunton Road.

2. To impose restrictions on waiting by vehicles for the purpose of loading or unloading goods between 8 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive in:

Trafalgar Avenue between its junction with Old Kent Road and the common boundary of Nos. 388A Old Kent Road and 1A Trafalgar Avenue.

3. To impose restrictions on waiting by vehicles for the purpose of loading or unloading goods between 8 a.m. and 9.30 a.m. and between 4.30 p.m. and 6.30 p.m. on Mondays to Fridays inclusive in:

Dunton Road, the north-western arm

Between a point 60 feet north-east of the north-eastern kerb-line of Old Kent Road and the common boundary of Nos. 90 and 92 Dunton Road.

Dunton Road, the south-eastern arm

Between its junction with Earl Road and the common boundary of Nos. 119 and 121 Dunton Road.

Earl Road between its junction with the north-western arm of Dunton Road and the common boundary of No. 129 Dunton Road and No. 2 Earl Road.

Trafalgar Avenue between the common boundary of No. 388A Old Kent Road and No. 1A Trafalgar Avenue and the northern kerb-line of Nile Terrace.

Any existing restrictions similarly imposed on waiting by vehicles including waiting for the purpose of loading or unloading goods in the lengths of road specified above would be revoked.

Unless otherwise stated the restrictions would apply to the whole width of the lengths of roads.

Exemptions would be provided in the Order to permit vehicles to wait in order to pick up and set