

**Hammersmith Road**

- (a) the north-west side, between a point 130 feet north-east of the north-eastern kerbline of Blythe Road and a point 65 feet south-west of the south-western kerbline of Southcombe Street;
- (b) the south-east side, between a point opposite the party wall of No. 67 Hammersmith Road and Nos. 1 to 35 Argyll Mansions, Hammersmith Road and a point 65 feet south-west of the south-western kerbline of Southcombe Street.

**North End Road**

- (a) between the south-eastern kerbline of Hammersmith Road and a point 100 feet south-east of that kerbline;
- (b) the north-east side
- (i) between a point opposite the party wall of Nos. 153 and 155 North End Road and the north-western kerbline of Beaumont Avenue;
- (ii) between a point opposite the north-western wall of No. 297 North End Road and the north-western kerbline of Beaufort Mews;
- (c) the south-west side
- (i) between the south-eastern kerbline of Gwendwr Road and the north-western kerbline of Baron's Court Road;
- (ii) between a point opposite the north-western wall of No. 297 North End Road and a point opposite the party wall of No. 1 Clem Antlee Parade, North End Road and "The Crown" public house, North End Road.

To impose restrictions on waiting by vehicles, including waiting for the purpose of loading and unloading goods between 8 a.m. and 6.30 p.m. on Mondays, Tuesdays, Wednesdays, Fridays and Saturdays and between 8 a.m. and 1.30 p.m. on Thursdays in:

**North End Road**, the south-west side, between the south-eastern kerbline of Shorolds Road and a point opposite the party wall of No. 368 North End Road and St. John's Parish Hall, North End Road.

To impose restrictions on waiting by vehicles, including waiting 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 Saturdays inclusive in:

**Hammersmith Road**, the north-west side, between a point opposite the party wall of No. 67 Hammersmith Road and Nos. 1 to 35 Argyll Mansions, Hammersmith Road and a point 85 feet south-west of that point.

**North End Road**

- (a) the north-east side
- (i) between a point 100 feet south-east of the south-eastern kerbline of Hammersmith Road and a point opposite the party wall of Nos. 153 and 155 North End Road;
- (ii) between the south-eastern kerbline of Beaumont Avenue and a point opposite the north-western wall of No. 297 North End Road;
- (b) the south-west side
- (i) between a point 100 feet south-east of the south-eastern kerbline of Hammersmith Road and the north-eastern kerbline of Gunterstone Road;
- (ii) between the south-eastern kerbline of Baron's Court Road and a point opposite the north-western wall of No. 297 North End Road.

Any existing restrictions similarly imposed on waiting by vehicles for the purpose of loading and unloading goods in the road or lengths of road specified in paragraphs 6, 7 or 8 above and in the following length of road would be revoked:

**Gwendwr Road**, the south-east side, between the south-western kerbline of North End Road and a point 20 feet south-west of that kerbline.

Unless otherwise stated, the restrictions will apply to the whole width of the street.

Exemptions would be provided in the Order to permit vehicles to wait in order to pick up and set down passengers, to carry out essential services or when used by local authorities in pursuance of

statutory powers or duties, and, except as provided in paragraphs 6, 7 and 8, to load and unload goods for limited periods.

Any representations regarding the proposals should be sent to the Traffic Commissioner and Director of Development, The County Hall, London S.E.1, by 16th July 1971, quoting the reference PT/TD/LS.

Dated 23rd June 1971.

A. W. Peterson, Director-General and Clerk to the Council. (6137) (263)

**GREATER LONDON COUNCIL****SPEED LIMITS****London Borough of Bexley**

Notice is hereby given that, subject to the consent of the Secretary of State for the Environment, the Greater London Council intend to make an Order under sections 72, 73 and 74 of the Road Traffic Regulation Act 1967, the effect of which will be that, in the London Borough of Bexley,

- (a) the new dual carriageway road which extends from the roundabout at the junction of Maidstone Road and Sandy Lane to the roundabout south-east of No. 126 North Cray Road will be subject to a maximum speed limit of 50 m.p.h. and
- (b) the remainder of North Cray Road will be subject to a maximum speed limit of 30 m.p.h.

Dated 23rd June 1971.

A. W. Peterson, Director-General and Clerk to the Council (6138). (264)

**GREATER LONDON COUNCIL****LONDON BOROUGH OF BEXLEY AND BROMLEY****The Greater London (Clearways) (No. ) Traffic Order 197**

Notice is hereby given that the Greater London Council, with the consent of the Secretary of State for the Environment, propose to make the above-mentioned Order under sections 6 and 84D of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968.

The general effect of the proposed Order would be, in the London Boroughs of Bexley and Bromley,

- (a) to amend the London (Prohibition of Waiting) (Clearways) (Trunk Roads) Order 1965 so as to revoke the prohibition on waiting by vehicles in a specified length of the London-Folkestone-Dover Trunk Road (A.20);
- (b) to prohibit, except with the permission of a police constable in uniform, all vehicles from stopping or remaining at rest on the main carriageways of the roads or lengths of roads specified in items 1 to 5 inclusive in the Schedule to this notice or on the slip road specified in item 6 of that Schedule; and
- (c) to prohibit, wholly or mainly for the purpose of advertising, the use of any vehicle or of any animal or the wearing of fancy dress or other costume.

The prohibition referred to in paragraph 2(b) above would not apply in relation to vehicles waiting

- (a) at an authorised stopping place or at a turning or terminal point if such vehicles are stage carriages or express carriages operated by London Transport Executive, any subsidiary body of theirs or London Country Bus Service Limited or any vehicles being used under a road service licence or to provide a London bus service;
- (b) whilst being used for fire brigade, ambulance or police purposes;
- (c) for purposes in connection with the statutory powers or duties of local authorities or the supply of gas, water or electricity;
- (d) in connection with the removal of any obstruction to traffic;
- (e) whilst any gate or other barrier at the entrance to premises to which the vehicle requires access or from which it has emerged is being opened or closed, if it is not reasonable practicable for the vehicle to wait otherwise than on the carriageway while such a gate or barrier is being opened or closed;
- (f) where the person in control of the vehicle is required by law to stop or does so in order to avoid an accident.