

The addition of the following uncontrolled crossings:

- (a) over St. Helier Avenue north of Rosehill Roundabout;
- (b) over Bishopsford Road north-east of Rosehill Roundabout.

Any representations regarding this proposal should be sent to the Traffic Commissioner, the County Hall, London S.E.1, not later than 23rd July 1971, quoting reference PT/TD/LS.

A. W. Peterson, Director-General and Clerk to the Council (6146).

The County Hall,
London S.E.1.

1st July 1971. (362)

GREATER LONDON COUNCIL
ROAD TRAFFIC REGULATION ACT, 1967,
SECTION 21

Pedestrian Crossings

Notice is hereby given that the Greater London Council propose to submit for the approval of the Secretary of State for the Environment a scheme whereby the Pedestrian Crossing Scheme for the London Borough of Harrow approved by the Minister of Transport on 12th May 1952, will be varied by:

- (i) the omission of the uncontrolled crossing over Station Road (A.409) opposite Bridge Schools;
- (ii) the addition of an uncontrolled crossing over Station Road between its junction with Blawith Road and Rosslyn Crescent North.

Any representations regarding this proposal should be sent to the Traffic Commissioner, the County Hall, London S.E.1, not later than 23rd July 1971, quoting reference PT/TD/LS.

A. W. Peterson, Director-General and Clerk to the Council (6145).

The County Hall,
London S.E.1.

1st July 1971. (363)

GREATER LONDON COUNCIL
ROAD TRAFFIC REGULATION ACT, 1967,
SECTION 21

Pedestrian Crossings

Notice is hereby given that the Greater London Council propose to submit for the approval of the Secretary of State for the Environment a scheme whereby the Pedestrian Crossing Scheme for the London Borough of Lewisham approved by the Minister of Transport on 14th November 1951 will be varied by:

- The omission of the uncontrolled crossing over Lewisham High Street south of Albion Way.

Any representations regarding this proposal should be sent to the Traffic Commissioner, the County Hall, London S.E.1, not later than 23rd July 1971, quoting reference PT/TD/LS.

A. W. Peterson, Director-General and Clerk to the Council (6139).

The County Hall,
London S.E.1.

2nd July 1971.

Explanatory Note

Traffic signals are being installed at the junction of Lewisham High Street and Lewis Grove where pedestrians will be able to cross. (364)

GREATER LONDON COUNCIL
LONDON BOROUGH OF HAVERING

The Havering (Waiting and Loading Restriction) Order (Amendment No.) Order 197

The Havering (Prescribed Routes) (No.) Traffic Order 197

Notice is hereby given that the Greater London Council propose to make the above-mentioned Orders 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 Havering (Waiting and Loading Restriction) Order (Amendment No.)

Order 197 would be further to amend the Havering (Waiting and Loading Restriction) Order so that in the whole width of that length of Main Road which lies between a point 24 feet north-east of a point opposite the north-easternmost wall of No. 89 Main Road and the north-eastern boundary of No. 156 Main Road, except with the permission of a police constable in uniform and in addition to the existing restrictions on waiting by vehicles, waiting by vehicles for the purpose of delivering or collecting goods or unloading during the time 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 would be prohibited.

The prohibition referred to in paragraph 2 above would not apply in relation to vehicles waiting:

- (a) whilst being used for fire brigade, ambulance or police purposes;
- (b) for the purpose of collecting or delivering certain postal packets;
- (c) for purposes in connection with the statutory powers and duties of local authorities and the supply of gas, water and electricity;
- (d) where the person causing or permitting the vehicle to wait is licensed by the Havering Borough Council to sell goods from a vehicle in the place where it is waiting; or
- (e) where the person in control of the vehicle is required by law to stop or does so in order to avoid an accident.

The general effect of the Havering (Prescribed Routes) (No.) Traffic Order 197 would be, in the London Borough of Havering, to require that all vehicular traffic from Balgores Lane and Heath Drive should turn left into Main Road unless a police constable in uniform otherwise directs or permits.

A copy of each of the proposed Orders, the Council's statement of reasons for proposing to make the Orders and the Havering (Waiting and Loading Restriction) Order may be inspected during normal office hours on Mondays to Fridays inclusive within a period of 21 days from 9th July 1971 in

- (a) Room B.21, The County Hall, London S.E.1,
- (b) The Town Hall, Main Road, Romford, or
- (c) The Public Library, Balgores Lane, Gidea Park.

Further information may be obtained by telephoning the Department of Planning and Transportation, telephone No. 01-633 5000 Extension 6182.

Any person desiring to object to the making of either of the proposed Orders should send a statement in writing of his objection and the grounds thereof to the Traffic Commissioner and Director of Development, The County Hall, London S.E.1, by 30th July 1971, quoting reference PT/TD/NE.

Dated 28th June 1971.

A. W. Peterson, Director-General and Clerk to the Council. (6147) (368)

GREATER LONDON COUNCIL
LONDON BOROUGH OF HOUNSLOW

Waiting Restrictions

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 Hounslow.

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

High Street, Cranford (both sides)

between a point 60 feet north-east of the north-eastern kerb-line of Bath Road and a point opposite the north-eastern wall of No. 4 High Street.

Park Lane (both sides)

between the north-western kerb-line of High Street, Cranford and a point 23 feet south-east of a point opposite the party wall of Nos. 1 and 2 Park Lane.

Exemptions would be provided in the Order to permit vehicles to wait in order to pick up and set down passengers, to load or unload goods for limited periods to carry out essential services or