

section 84A, 84B or 84C of the Act or of any regulations made under the said section 84C has not been complied with in relation to either of the Orders may, within 6 weeks of the date on which the Orders were made, make application for the purpose to the High Court.

Dated 20th November 1972.

A. W. Peterson, Director-General and Clerk to the Council (6357).

SCHEDULE 1

High Street, Harrow-on-the-Hill

- (a) the north-west side, between a point opposite the party wall of Nos. 5 and 7 High Street and a point opposite the party wall of Nos. 80/82 and No. 84 High Street;
- (b) the south-east side, between a point opposite the party wall of Nos. 5 and 7 High Street and a point opposite the southern boundary of "Flambards" High Street;
- (c) the south-east and east sides, between a point 15 feet north-east of a point opposite the north-eastern wall of No. 17 High Street and a point opposite the party wall of Nos. 43 and 45 High Street;
- (d) the west side of that part of the carriageway as lies to the east of the island site situated east of the junction of High Street with Byron Hill Road, between a point opposite the party wall of Nos. 43 and 45 High Street and a point opposite the party wall of Nos. 51 and 53 High Street.

SCHEDULE 2

Railway Approach, Wealdstone, the north-east side, between its junction with Marlborough Hill and a point opposite the northern wall of No. 26 Railway Approach.

SCHEDULE 3

High Street, Harrow-on-the-Hill, the east side, between a point opposite the party wall of Nos. 43 and 45 High Street and a point opposite the southernmost wall of Nos. 59-61 High Street.

London Road, Harrow, the east side, between a point 50 feet south of a point opposite the party wall of Nos. 7 to 11 and Nos. 15-17 London Road and its junction with Roxeth Hill.

SCHEDULE 4

1. *Blawith Road, between a point opposite the south-western wall of No. 31 Blawith Road and a point opposite the party wall of Nos. 41 and 43 Blawith Road.*
2. *College Avenue, between a point opposite the western boundary of No. 10 College Avenue and a point 85 feet west of that boundary.*
3. *Eastcote Lane, the south-west side, between a point 60 feet north-west of the north-western kerb-line of Northolt Road and a point opposite the party wall of Nos. 5 and 7 Eastcote Lane.*
4. *Marlborough Hill, between its junctions with Railway Approach and Station Road, Harrow and a point opposite the party wall of Nos. 23 and 25 Marlborough Hill.*
5. *Milton Road*
 - (a) the north-west and north-east sides;
 - (b) the south-east and south-west sides
 - (i) between its junction with Station Road, Harrow and a point 55 feet north-west of the south-western kerb-line of the un-named road linking Milton Road and Brawith Road;
 - (ii) between the south-eastern kerb-line of Marlborough Hill and a point 60 feet south-east of that kerb-line.
6. *The un-named road linking Milton Road and Blawith Road lying opposite Nos. 40 and 42 Blawith Road.*

SCHEDULE 5

Ferndale Terrace

Princes Drive

SCHEDULE 6

Milton Road, the west and south-west side, between a point 55 feet north-west of the south-western kerb-line of the un-named road linking Milton Road and Blawith Road and a point 60 feet south-east of the south-eastern kerb-line of Marlborough Hill.

SCHEDULE 7

Marlborough Hill

- (a) the east side, between a point 87 feet north of the northern kerb-line of the northern arm of Rosslyn Crescent and a point immediately below the eastern edge of the parapet of Railway Approach;
- (b) the west side
 - (i) between its junction with Railway Approach and a point 45 feet north of the northern kerb-line of Ferndale Terrace;
 - (ii) between a point 100 feet north of the northern kerb-line of Ferndale Terrace and a point immediately below the eastern edge of the parapet of Railway Approach. (320)

GREATER LONDON COUNCIL

The Ealing and Hounslow (40 m.p.h. Speed Limit) Traffic Order 197

Notice is hereby given that the Greater London Council proposed, subject to the consent of the Secretary of State for the Environment, to make the above-mentioned Order under section 74 of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968.

The effect of the Order would be, in the London Boroughs of Ealing and Hounslow, to impose a maximum speed limit of 40 miles per hour on the lengths of roads specified in the Schedule to this notice.

A copy of the proposed Order and of the Council's statement of reasons for proposing to make the Order can be inspected during normal office hours on Mondays to Fridays inclusive during a period of 28 days from 24th November 1972 in:

- (a) Room 18, The County Hall, London, SE1 7PB;
- (b) Room 410, Borough Engineer's Department, Hounslow House, 724-734 London Road, Hounslow, Middlesex, and
- (c) Room 314, Director of Technical Services Office, 22-24 Uxbridge Road, London, W5 2PB.

Further information may be obtained by telephoning the Department of Planning and Transportation, telephone No. 01-633 8520.

Any person desiring to object to the proposed Order 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, SE1 7PB, quoting the reference PT/TD/LS before the expiration of the period specified in paragraph 3 of this notice.

Dated 15th November 1972.

A. W. Peterson, Director-General and Clerk to the Council (6354).

SCHEDULE

Boston Manor Road, between its junction with Great West Road and its junction with Boston Road, a distance of approximately 1,277 yards.

Boston Road, between a point opposite the south-eastern wall of No. 221 Boston Road and its junction with Boston Manor Road, a distance of approximately 840 yards. (323)

GREATER LONDON COUNCIL

The Harrow (Prescribed Routes) (No. 2) Experimental Traffic Order 1972

Notice is hereby given that the Greater London Council on 16th November 1972, made the above-mentioned Order under section 9 of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968.

The effect of the Order will be, in the London Borough of Harrow, to prohibit the entry of vehicular traffic into the gaps in the central reservation in:

- (a) George V Avenue which are situated:
 - (i) approximately 400 yards south-east of the junction of Briants Close with St. Thomas' Drive;
 - (ii) approximately 50 yards north-west of the junction of the footpath which links George V Avenue and Wakehams Hill with George V Avenue;
 - (iii) approximately 45 yards north-west of the common boundary of Nos. 84 and 86 George V Avenue;