

ROAD TRAFFIC REGULATION ACT 1967, SECTION 9

The Trunk Road (A4) (Bath Road, Hounslow) (Prescribed Routes) (Experimental) Order 1982

The Secretary of State for Transport hereby gives notice that on 5th April 1982 he made the above-named Order, the effect of which will be:

- (a) to prohibit eastbound vehicles in Bath Road (A4) from making a U-turn through the gap in the central reservation opposite High Street, Cranford;
- (b) to prohibit all westbound vehicles from making a similar U-turn through the gap and also from making a right turn through the gap so as to enter High Street; and
- (c) to prohibit all vehicles emerging from High Street, other than buses and those being used for police, ambulance or fire brigade purposes, from entering or proceeding through the gap. The Order will come into operation on 16th April 1982.

Under the provisions of section 9 of the Road Traffic Regulation Act 1967, as amended, the Order may continue in force for a period not exceeding 18 months from the date it comes into operation. During that period the prohibitions will be reviewed and the Secretary of State may then publish proposals for the permanent retention of the prohibitions under section 6 of the Act.

A copy of the Order, a plan which illustrates the prohibitions and a statement of the Secretary of State's reasons for imposing them have been deposited at the offices of the Department of Transport, St. Christopher House, Southwark Street, London SE1 0TE, and at the offices of the Borough Engineer and Surveyor, London Borough of Hounslow, The Civic Centre, Lampton Road, Hounslow, London TW3 4DN, where they may be inspected between the hours of 0930 and 1600 on Mondays to Fridays inclusive until 17th May 1982.

Any person who desires to question the validity of the Order or of any provision contained therein on the grounds that it is not within the powers conferred by section 9 of the Road Traffic Regulation Act 1967, as amended, or on the grounds that any requirement of that section or of sections 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 the Order may, within 6 weeks from 5th April 1982, make application for the purpose to the High Court.

J. K. A. Bennett, A Senior Executive Officer, Greater London Roads and Traffic Division.

St. Christopher House,
Southwark Street, London SE1 0TE. (32 SI)

ROAD TRAFFIC REGULATION ACT 1967

Imposition of 30 m.p.h. Speed Limit

Notice is hereby given that the Secretary of State for Transport proposes to make an Order under sections 72 (3) and 73 (1) and (2) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, the effect of which will be to impose a 30 m.p.h. speed limit on the length of road specified in the Schedule to this notice.

The length of road specified in the Schedule to this notice is at present an unrestricted road, but is subject to the national speed limit of 60 m.p.h. for single carriageway roads.

A copy of the Order, together with a plan illustrating the proposal and a statement of reasons may be inspected during reasonable hours at the office of the County Solicitor and Secretary, Merseyside County Council, Metropolitan House, Old Hall Street, Liverpool, and at the offices of the St. Helens Borough Council, Town Hall, St. Helens.

Any person desiring to object to the Secretary of State's proposal to make the Order should send a written statement of his or her objection and of the grounds thereof, to the Office of the Director, Transport, Department of Transport, North West Region, Sunley Building, Piccadilly Plaza, Manchester M1 4BE, by 24th May 1982, quoting Ref. NWRT 5036/34/TR21/1.

I. S. Jamieson, A Principal in the Department of Transport, North West Region.

SCHEDULE

That length of the Liverpool-Leeds-Hull Trunk Road (A580) (known locally as the East Lancashire Road) which forms the service road which lies to the south of and

parallel to the westbound main carriageway of the trunk road and which extends in a westerly direction for a distance of 335 metres (366 yards) from its junction with the westbound main carriageway at a point approximately 52 metres (57 yards) west of the junction of the trunk road with Carr Mill Road. (26 SI)

ROAD TRAFFIC REGULATION ACT 1967,
SECTION 12

Notice is hereby given that the Secretary of State for Transport intends to make an Order affecting the A2 London-Dover Trunk Road (Lower Harbledown Bypass) in the District of Canterbury in the County of Kent.

The effect of the Order will be to prohibit vehicles using the westbound carriageway of the A2 Lower Harbledown Bypass between Church Hill Junction and Summer Hill Junction during the period commencing on Saturday, 1st May 1982, and ending when the works have been completed (the works are expected to end at the beginning of November 1982).

The Order is necessary to allow for major maintenance works to be carried out.

The alternative route for vehicles affected by the closure of the westbound carriageway is via Summer Hill and Church Hill through Lower Harbledown Village and to rejoin the A2 at Vernon House School.

Vehicles from Palmers Cross Hill and Hall Place wishing to turn right will be required to travel via the Rheims Way Roundabout.

P. J. Carter, Senior Executive Officer in the Department of Transport. (22 SI)

ROAD TRAFFIC REGULATION ACT 1967,
SECTION 12

Notice is hereby given that the Secretary of State for Transport intends to make an Order affecting the A2 London-Dover Trunk Road (Boughton Bypass) in the District of Swale in the County of Kent.

The effect of the Order is to prohibit vehicles from using the westbound and eastbound carriageways of the A2 Boughton Bypass, which extends from a point 1400 metres east of Brenley Corner Roundabout, eastwards for 2 kilometres during the period commencing on Saturday, 1st May 1982, and ending when the works have been completed (the works are expected to end in the beginning of November).

The Order is necessary to enable major maintenance works to be carried out.

Vehicles affected by the closure of the westbound carriageway will be able to use the eastbound carriageway which will be adapted to take two-way traffic and similarly vehicles affected by the closure of the eastbound carriageway will be able to use the westbound carriageway.

P. J. Carter, Senior Executive Officer in the Department of Transport. (23 SI)

The Liverpool-Leeds-Hull Trunk Road (A63) (Prohibition of U-turn) Order 1982

The Secretary of State for Transport hereby gives notice that he has made an Order under sections 1 (1), (2) and (3) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, on the Liverpool-Leeds-Hull Trunk Road (A63) at Welton in the Borough of Beverley in the County of Humberside.

The effect of the Order, which comes into operation on 20th April 1982 is to prohibit any vehicle (other than a vehicle being used for police, fire brigade or ambulance purposes) proceeding in either of the carriageways of the trunk road at Welton to make a U-turn through the gap in the central reservation at the junction of the trunk road with Gibson Lane.

Nothing in the Order shall render it unlawful for any person to cause or permit any vehicle proceeding in either of the carriageways of the trunk road to make a right turn at the said junction.

Any person who desires to question the validity of, or of any provision contained in, the Order, on the ground that it is not within the powers with respect to the Order conferred by the above Act, or on the ground that any requirement of, or of any instrument made under, any provision of that Act has not been complied with in relation to the Order may, within 6 weeks of 14th April