

at The Town Hall, Marlborough, in the said County, at 10.30 a.m. on Thursday, 23rd January 1986, for Orders authorising:

(a) The diversion of lengths of highway in the Parishes of Fyfield and Preschute as follows:

The stopping-up of unclassified road No. 5060 from its junction with right of way (r.o.w.) No. 12 Preschute in a north-westerly direction to its junction with r.o.w. No. 8 Preschute and the stopping-up of r.o.w. No. 8 Preschute from this junction north-west for approximately 470 metres.

The stopping-up of r.o.w. No. 6 Preschute from the Fyfield Parish boundary, north-east to the junction with r.o.w. No. 4A Preschute, the stopping-up of r.o.w. No. 4A Preschute from this junction to the junction with road 5060, the stopping-up of the un-numbered bridleway from road 5060 at its junction with r.o.w. No. 8 Preschute to its junction with r.o.w. No. 2 Preschute. The stopping-up of r.o.w. No. 2 Preschute up to the junction of r.o.w. No. 3 Preschute and the stopping-up of r.o.w. No. 3 Preschute to a point approximately 300 metres north-north-east.

The stopping-up of r.o.w. No. 5 Preschute from the junction with r.o.w. No. 4A Preschute for approximately 1210 metres north-west up to r.o.w. No. 8 Preschute.

The stopping-up of r.o.w. No. 10 Preschute from the junction with r.o.w. No. 1 Preschute in a southerly direction to the parish boundary with Fyfield and in the Parish of Fyfield the stopping-up of r.o.w. No. 10 Fyfield from the Preschute parish boundary in a southerly direction to r.o.w. No. 6 Fyfield.

And the provision in substitution thereof of:

A by-way open to all traffic from road 5060 in the Parish of Preschute along r.o.w. No. 12 Preschute for approximately 40 metres then generally in a west-north-west and north and north-westerly direction for about 2260 metres to r.o.w. No. 8 Preschute and along r.o.w. No. 8 Preschute for a distance of 90 metres to the junction with r.o.w. No. 5 Preschute.

A bridleway from the Fyfield parish boundary at the south-west extremity of r.o.w. No. 6 Preschute (which r.o.w. is intended to be diverted by this Order) in an east-north-easterly direction for about 530 metres to the proposed new byway open to all traffic.

A substitute bridleway in the Parish of Fyfield from the junction of r.o.w. No. 10 Fyfield with r.o.w. No. 6 Fyfield in an east-north-easterly direction to the parish boundary and continuing in the same direction in the Parish of Preschute to a junction with r.o.w. No. 8 Preschute and then continuing for about 415 metres then north-north-west and north-east to r.o.w. No. 1 Preschute.

A substitute bridleway from r.o.w. No. 1 Preschute from a point approximately 130 metres north-west of the junction with r.o.w. No. 2 Preschute in a north-easterly direction to join the remaining section of r.o.w. No. 3 Preschute.

The stopping-up of r.o.w. No. 2 Preschute for a distance of approximately 140 metres south-west of its junction with road No. C18 and the provision of a bridleway in substitution therefor along the existing estate road from road No. C18 to join the remaining section of r.o.w. No. 2 Preschute.

The stopping-up of r.o.w. No. 27 Preschute from a point approximately 70 metres south-west of its junction with the road C18 to the most westerly corner of Ordnance Survey plot No. 4217 and the provision of a public footpath in substitution therefor between the same two points outside the north-west side of O.S. plot No. 4217 to join the remaining section of r.o.w. No. 27 Preschute.

The stopping-up of part of r.o.w. No. 8 Preschute from a point approximately 20 metres south-south-east of r.o.w. No. 9 Preschute in an east-north-easterly direction and south-south-easterly direction for approximately 150 metres and the provision of a substitute bridleway between the same two points in a south-south-easterly and east-north-easterly direction.

(b) The stopping-up of a length of highway in the Parish of Preschute as follows:

The stopping-up of the whole of r.o.w. No. 4 Preschute.

The application is being made on the ground that the lengths of highway referred to in (a) above can be diverted

so as to make them nearer or more commodious to the public and that the highway referred to in (b) is unnecessary for public use.

A copy of a plan showing the effect of the Orders applied for may be inspected free of charge, during normal office hours at the Chief Executive's Department (Environment Section), County Hall, Trowbridge; or at the office of the Clerk and Chief Executive, Kennet District Council, The Cedars, Bath Road, Devizes; or at the office of Marlborough Town Council, Council Offices, 1 The Green, Marlborough.

A copy of the plan is also on public display on the Manton House Estate near the junction of r.o.w. No. 12 Preschute and u/c road No. 5060.

N. A. Smith, County Secretary and Solicitor

NOTE: In connection with this application the rights of way network will be improved by the dedication of additional footpath, bridleway and byway rights which are also indicated on the above-mentioned plan.

19th December 1985.

(492)

## GREATER LONDON COUNCIL NOTICES

### GREATER LONDON COUNCIL

#### ROAD TRAFFIC REGULATION ACT 1984, SECTION 23

#### LONDON BOROUGH OF BARNET

#### *Pedestrian Crossing*

Notice is hereby given that the Greater London Council has recently approved, subject to the giving of public notice, a proposal to convert the existing zebra crossing on Barnet Hill (A1000) by Station Approach, to pelican operation.

Any representations regarding the proposal should be sent to the Controller of Transportation and Development, The County Hall, London SE1 7PB, by 3rd January 1986, quoting ref. TD/T/LS.

S. J. F. Starling, Acting Clerk to the Council. (1205).

17th December 1985.

(732)

### GREATER LONDON COUNCIL

#### LONDON BOROUGH OF GREENWICH

#### *The Greenwich (Prescribed Routes) (No. 2) Experimental Traffic Order 1985*

Notice is hereby given that the Greater London Council on 12th December 1985 made the above-mentioned Order under section 9 of the Road Traffic Regulation Act 1984.

2. The general effect of the Order will be to:

(a) impose one-way working for vehicles from east to west in:

(i) Shortway;

(ii) that length of Wendover Road which lies between its junction with Whynyates Road and a point 12 metres east of the eastern wall of No. 2 Wendover Road, excluding the cycle lane on the north side of that length of Wendover Road;

(b) impose one-way working for pedal cycles from west to east in the cycle lane referred to in sub-paragraph (a) (ii) above;

(c) prohibit vehicles (except pedal cycles proceeding in an easterly direction) from entering, proceeding or waiting in the cycle lane referred to in sub-paragraph (a) (ii) above;

(d) prohibit vehicles from entering that length of the carriageway of:

(i) Birdbrook Road which lies between a point 4 metres north-east of the north-eastern parapet of the railway bridge over Birdbrook Road and a point 6 metres north-east of that north-eastern parapet;

(ii) Shawbrooke Road which lies between a point 4 metres north-east of the north-eastern parapet of the railway bridge over Shawbrooke Road and a point 6 metres north-east of that north-eastern parapet.

(Barriers will be erected in those lengths of carriageways.)