

TOWN AND COUNTRY PLANNING ACT  
1990—SECTION 249

The Secretary of State for Transport hereby gives notice that he has made an Order revoking "The Conversion of Highways into Footpaths or Bridleways (County of Berkshire) (No. 1) Order 1982."

This Revocation Order comes into operation on 10th July 1992 and restores any right to use vehicles on the length of Market Place, Reading, from its junction with High Street (B3845) westwards for 30 metres to a point 3 metres east of its junction with Butler Market which was extinguished by virtue of the conversion into Footpaths or Bridleways (County of Berkshire) (No. 1) Order 1982.

The Revocation Order contains provisions requiring the Reading Borough Council to remove from Market Place, within a certain period after the Revocation Order comes into operation, three lockable bollards at the eastern edge of the area to be reinstated and five lockable bollards at the western edge.

Copies of the Revocation Order and of the original Order and plan may be obtained, free of charge, by applying to the Director, South East Network Management Division, Department of Transport, Senet House, Station Road, Dorking, Surrey RH4 1HJ (quoting ref. No. DSE/5128/24/4/L/05). It may also be inspected at all reasonable hours at Reading Borough Council, Civic Offices, Civic Centre, Reading, Berkshire.

If any person aggrieved by the Revocation Order desires to question its validity, or the validity of any provisions contained in it, on the ground that it is not within the powers conferred by the Act or that any requirements of that Act, or of any regulations made under it, has not been complied with in relation to the Order, he or she may, within 6 weeks from 10th July 1992, apply to the High Court for the suspension or quashing of the Order or of any provision contained in it.

C. E. Strang, a Senior Executive Officer in the Department of Transport. (Ref. T0498NL.) (14 SI)

TOWN AND COUNTRY PLANNING ACT 1990

A449 Stourton, Stourbridge

The Secretary of State for Transport hereby gives notice that he has made an Order under section 247 of the above Act entitled "The Stopping Up of Highways (County of Staffordshire) (No. 3) Order 1992" authorising the stopping up of a length of highway verge adjacent to the A449 Trunk Road, Stourton, Stourbridge, to enable residential development to take place.

Copies of the Order may be obtained, free of charge on application to the Department of Transport at the office of the Director (Network Management), West Midlands Regional Office, No. 5 Broadway, Broad Street, Birmingham B15 1BL (quoting ref. WMT 5372/35/1/3) and may be inspected at all reasonable hours at the offices of the South Staffordshire District Council, Codsall, Wolverhampton WV8 1PX and Kinver Parish Council, 85 High Street, Kinver, Stourbridge DY7 9HD.

Any person aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the grounds that it is not within the powers of the above Act or that any requirement of that Act or of any regulation made thereunder has not been complied with in relation to the Order, may, within 6 weeks of 10th July 1992, apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

W. S. C. Wadrup, Director (Network Management), West Midlands Regional Office, Department of Transport. (Ref. T0404RL.) (9 SI)

ROAD TRAFFIC REGULATION ACT 1984

The Secretary of State for Transport hereby gives notice that he had made an Order entitled the A19 Trunk Road (The A1058 Intersection, Wallsend) De-restriction Order 1992 under sections 82(2) and 83(1) of the Road Traffic Regulation Act 1984, the effect of which is that the length of trunk road specified in the Schedule to this notice shall cease to be subject to a speed limit of 30 m.p.h. which would automatically be imposed on that length of road by virtue of sections 81(1) and 82(1) of the Road Traffic Regulation Act 1984 when a system of street lighting is installed.

A copy of the Order, associated plan and a statement of the Secretary of State's reasons for making the Order, may be inspected at all reasonable hours at the offices of the Director, Network Management and Construction, Northern Region, Wellbar House, Gallowgate, Newcastle-upon-Tyne, Tyne and Wear NE1 4TD, and

at the North Tyneside Council's Offices, 14 Northumberland Square, North Shields, Tyne and Wear NE30 1PZ.

Department of Transport, Northern Region, Newcastle-upon-Tyne. (Ref. T0456RL.)

SCHEDULE

The East of Snaith—York—Thirsk—Stockton-on-Tees—Sunderland—Seaton Burn Trunk Road, (A19), from the north-western side of the roundabout under the bridge carrying the A1058 Coast Road north-westwards for a distance of 83 metres in the District of North Tyneside in the county of Tyne and Wear. (10 SI)

ROAD TRAFFIC REGULATION ACT 1984

*The A303 Trunk Road (Blackford Junction and Yarlinton Junction, Somerset) (Prohibition of Use of Gaps in Central Reservation) Experimental Order 1992.*

The Secretary of State for Transport hereby gives notice that he has made an Experimental Traffic Regulation Order under section 9(1) and (2) of the Road Traffic Regulation Act 1984 on the A303 Trunk Road between Chapel Cross Overbridge and its junction with the unclassified road leading to Higher Clapton Farm, at Dancing Cross, in the district of South Somerset. The Order will come into force on 16th July 1992. It is anticipated that the Order will remain in force for 6 months.

The effect of the Order will be to prohibit the use by vehicular traffic of the gaps in the central reservation at Blackford opposite the junction of the A303 trunk road with the short link road to the old A303 and at Yarlinton opposite the junction of the A303 trunk road with the unclassified road which leads to the A371. This proposal is intended to improve road safety to this length of trunk road by preventing right turns across the trunk road at these junctions. It is considered that such a manoeuvre will be unsafe in view of the volume of traffic using the A303 during the summer months. The junctions will allow left-on and left-off turns only, with traffic wishing to turn right continuing to use the existing road system, at the Chapel Cross, Dancing Cross or Wincanton Interchanges.

A copy of the Order and a plan illustrating the proposal may be inspected at the office of Somerset County Council, County Hall, Taunton; of South Somerset District Council, Brympton Way, Yeovil; and at Sparkford Post Office, Sparkford, Yeovil, until 21st August 1992, or obtained by application to the Department of Transport, South West Network Management Division, Falcon Road, Exeter EX2 7LOB, quoting ref. DSW507341/7/08.

Any person who desires to question the validity of, or 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 any Instrument made under any provision of that Act has not been complied with in relation to the Order may, within 6 weeks of the 10th July 1992, apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

R. S. Epps, a Senior Executive Officer, South West Network Management Division Department of Transport. (Ref. T0455RL.) (11 SI)

HIGHWAYS ACT 1980

*The Sandwell Metropolitan Borough Council (Hawes Lane Completion, Rowley Regis) (B4171 Classified Road) (Side Roads and Other Works) Order 1990.*

The Secretary of State for Transport hereby gives notice that he has confirmed the Sandwell Metropolitan Borough Council (Hawes Lane Completion, Rowley Regis) (B4171 Classified Road) (Side Road and Other Works) Order 1990 which was made by the Borough Council of Sandwell under sections 14 and 125 of the Highways Act 1980 and which as confirmed authorise the Council:

- to carry out the improvement of highways
- to stop up highways
- to construct new highways
- to stop up private means of access to premises, and
- to provide new means of access to premises

all on or in the vicinity of the route of the Classified Road which the Borough Council is proposing to improve from its junctions with Stanford Drive and Tippity Green, at Rowley Regis in the county of West Midlands.