

*Prohibition of Entry
Borough of Ilford*

The Minister of Transport proposes to make Regulations under the Road Traffic Act, 1960, as amended, to prohibit all vehicles, with the exception of London Transport Executive buses, from entering Eastern Avenue from Perth Road.

This restriction is at present in operation on an experimental basis.

Objections to the proposals may be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 18th May 1961, quoting RTC 16/328/010.

Dated 21st April 1961.

E. S. Ainley, An Assistant Secretary.

*Waiting Restrictions
County of Buckingham*

The Minister of Transport proposes to make Regulations under the Road Traffic Act, 1960, as amended, to restrict waiting by vehicles between the hours of 8 a.m. and midnight in the streets specified in the schedule hereto.

Exemptions would be provided in the Regulations to permit vehicles to wait in order to pick up and set down passengers, to load and unload goods, to carry out essential services, or while in use by local authorities in an emergency.

Representations about the proposals may be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 19th May 1961, quoting RTC. 15/3/014.

Dated 18th April 1961.

E. S. Ainley, An Assistant Secretary.

SCHEDULE

In the Urban District of Eton

1. *High Street*, from a point 6 yards south of Brocas Street to a point 35 yards north of the entrance to the Parish Church.
2. *Brocas Street*, from its junction with High Street westwards for a distance of 27 yards.
3. *Eton Court*
 - (a) the north side from its junction with High Street westwards for a distance of 73 yards;
 - (b) the south side, from its junction with High Street westwards for a distance of 110 yards.
4. *Eton Square*
 - (a) the north side, from its junction with High Street eastwards for a distance of 32 yards;
 - (b) the south side, from its junction with High Street eastwards for a distance of 56 yards.
5. *King Stable Street*
 - (a) the north side, from its junction with High Street eastwards for a distance of 62 yards;
 - (b) the south side, from its junction with High Street eastwards for a distance of 36 yards.

Highways Act, 1959

Hatfield Peverel By-Pass Improvements

The Minister of Transport hereby gives notice that he has made as modified an Order under section 9 of the above Act, providing:

- (a) for the re-alignment and regrading of a length of Bury Lane from its junction with the London—Great Yarmouth Trunk Road,
- (b) for the construction by the Minister of new roads from points respectively:
 - (i) on the existing Trunk Road near the south-western end of the By-Pass in a north-easterly, then an easterly and then a south-easterly direction over the north-western carriageway of the By-Pass to join the improved length of Bury Lane,
 - (ii) on the said Trunk Road near Maldon Road in a northerly direction over the By-Pass and thence in a north-easterly and then an easterly direction to rejoin the said Trunk Road near the north-eastern end of the By-Pass.
- (c) authority for the stopping up of:
 - (i) the whole of the Public Footpath No. 3 except those lengths traversed by the By-Pass,
 - (ii) that length of Public Footpath No. 2 which lies between its junction with the said Trunk Road and the south-eastern side of the route of the new trunk road.
- (d) that the Essex County Council shall become the highway authority for the new roads on the date

on which notice is given by the Minister to the Council that the new roads are opened for the purpose of through traffic.

Copies of the Order and of the relevant plan have been deposited at the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, and at the offices of the Essex County Council, County Hall, Chelmsford, and may be seen free of charge at all reasonable hours.

Copies of the Order, the title of which is "The London—Great Yarmouth Trunk Road (Hatfield Peverel By-Pass Improvements) Order, 1961" can be obtained from the Ministry of Transport, Stationery Section, St. Christopher House, Southwark Street, London S.E.1.

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 Highways Act, 1959, or on the ground that any requirement of that Act, or of regulations made thereunder, has not been complied with in relation to the Order, may, within six weeks of 5th May 1961, apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

A. P. Gardner, An Assistant Secretary.

Highways Act, 1959

The Darlington By-Pass (Variation), Barton By-Pass and Darlington Spur Special Roads Scheme

The Minister of Transport hereby gives notice that he proposes to make a Scheme under sections 11 and 286 of the above Act, authorising the Minister:

1. To vary the Darlington By-pass Special Road Scheme, 1957 (S.I. 1957 No. 1399) by deleting the proposal that the special road should start at a point on the Barton By-Pass approximately 150 yards east of Barton Railway Station Bridge and substituting the proposal that the said special road should start at a point on the route of the disused Merrybent Branch Railway approximately 1,600 yards north-east of Barton Railway Station Bridge in the North Riding of York.
2. (a) To provide special roads for the exclusive use of traffic of Classes I and II set out in the Fourth Schedule to the said Act as follows:
 - (i) from a point south-west of Barton approximately 917 yards north of the junction of the London—Edinburgh—Thurso Trunk Road A.1 with B.6275 and approximately 633 yards south-east of the junction of B.6275 with the unclassified road leading to Melsonby, to join the route of the proposed Darlington By-Pass Special Road at a point on the disused Merrybent Branch Railway approximately 1,600 yards north-east of Barton Railway Station Bridge;
 - (ii) from points on the special road to be provided in pursuance of the said Darlington By-Pass Special Road Scheme, 1957, approximately 1,700 and 1,330 yards south-west of the point where the said special road crosses the road leading from Manfield to Cleasby in a general north-easterly direction to join the route of the realigned London—Edinburgh—Thurso Trunk Road A.1 at Blackwell Bridge in the North Riding of York;
 - (iii) as means of giving entry to and exit from the Darlington By-Pass Special Road and the special road described in (i) above.
- (b) To provide for the special roads to become trunk roads when the Scheme comes into operation.

Copies of the draft Scheme and of the relevant plan may be inspected free of charge at all reasonable hours from 5th May 1961, to 5th August 1961, at the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, the North Riding of York C.C., County Hall, Northallerton, Yorks, the Durham C.C., Aykley Heads, Durham, the Darlington R.D.C., 51 Coniscliffe Road, Darlington, the Richmond R.D.C., Swale House, Richmond, Yorks, the Croft R.D.C., 51 Coniscliffe Road, Darlington, the Durham C.C. Motorway Survey Offices, Aycliffe, Co. Durham and the Divisional Road Engineer, 44 The Headrow, Leeds 1.

Any person may within three months from 5th May 1961, object to the making of the Scheme by notice to the Minister quoting HS 29/2/01 and stating the grounds of objection.

T. R. Newman, An Assistant Secretary.

3rd May 1961.