

2. an Order under section 9 of the above Act authorising the Minister—

- (a) to improve, raise, lower or otherwise alter highways,
- (b) to stop up highways, and
- (c) to construct a new highway all at Cadnam aforesaid,

and providing for the transfer of the said new highway to the County Council of Hampshire as from the date on which the Minister notifies the Council that the new highway has been completed and is open for through traffic.

Copies of the Draft Orders and of the relevant plans may be inspected free of charge at all reasonable hours from 21st March 1969, to 21st June 1969, at the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, and at the offices of Hampshire County Council, The Castle, Winchester, Hampshire, and their Divisional Surveyors at 12 Empress Road, Lyndhurst, Hampshire, and Alma Road, Romsey, Hampshire, and of the Divisional Road Engineer, "Edgeborough", Epsom Road, Guildford, Surrey.

Any person may not later than 21st June 1969 object to the making of the Orders, by notice to the Minister, St. Christopher House, Southwark Street, London S.E.1, quoting the title of the Order in full and stating the grounds of objection.

T. E. Hutton, Divisional Road Engineer,
Ministry of Transport.

3rd March 1969.

The King's Lynn—Newark Trunk Road (Fleet Hargate Diversion) Order 196

and

The King's Lynn—Newark Trunk Road (Fleet Hargate Diversion Side Roads) Order 196

The Minister of Transport hereby gives notice that he proposes to make the following Orders:—

1. an Order under sections 7 and 44 of the above Act providing—

(a) that a road which he proposes to construct at Fleet Hargate in the county of Lincoln, Parts of Holland shall become a trunk road as from the date when the Order comes into operation, and

(b) that the length of the King's Lynn—Newark Trunk Road to be superseded shall cease to be a trunk road as from the date on which notice is given by the Minister to the County Council of Lincoln, Parts of Holland (who will become the highway authority responsible for that length) that the new trunk road is opened for through traffic; and

2. an Order under section 9 of the above Act authorising the Minister—

(a) to improve, raise, lower or otherwise alter highways,

(b) to stop up highways, and

(c) to construct new highways,

all at Fleet Hargate aforesaid,

and providing for the transfer of each of the said new highways to the County Council of Lincoln, Parts of Holland as from the date on which the Minister notifies the Council that the new highways have been completed and are opened for through traffic.

Copies of the Draft Orders and of the relevant plans may be inspected free of charge at all reasonable hours from 21st March 1969 to 25th June 1969, at the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, and at the offices of County Council of Lincoln, Parts of Holland, County Hall, Boston, Lincolnshire, the Rural District Council of East Elloe, Mattimore House, Holland, Lincolnshire and of the Divisional Road Engineer, Cranbrook House, Cranbrook Street, Nottingham.

Any person may not later than 25th June 1969 object to the making of the Orders, by notice to the Minister, St. Christopher House, Southwark Street, London S.E.1, quoting the title of the Order in full and stating the grounds of objection.

G. Stockley, Divisional Road Engineer.

24th February 1969.

The London-Great Yarmouth Trunk Road (Lowestoft Inner Harbour Bridge Diversion) (No. 2) Order 196

and

The London-Great Yarmouth Trunk Road (Lowestoft Inner Harbour Bridge Diversion Side Roads) (No. 2) Order 196

The Minister of Transport hereby gives notice that he proposes to make the following Orders:—

1. An Order under sections 7 and 20 of the above Act providing—

(a) that a road which he proposes to construct at Lowestoft in the county of East Suffolk shall become a trunk road as from the date when the Order comes into operation, and

(b) that a length of the London—Great Yarmouth Trunk Road to be superseded shall cease to be a trunk road from the 1st April next after the date on which notice is given by the Minister to the Borough Council of Lowestoft (who will become the highway authority responsible for that length) that the new route is open for through traffic, and

(c) that he may construct as part of the Trunk Road and new trunk road a bascule bridge to replace the existing swing bridge at the entrance to Lowestoft Inner Harbour; and

2. an Order under section 9 of the above Act authorising the Minister—

(a) to carry out improvements to Commercial Road, and

(b) to stop up a length of the superseded Trunk Road at its junction with the southern end of the existing swing bridge,

all at Lowestoft aforesaid.

Copies of the draft Orders and of the relevant plans may be inspected free of charge at all reasonable hours from 21st March 1969 to 20th June 1969, at the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, and at the offices of the East Suffolk County Council, County Hall, Ipswich, the Lowestoft Borough Council, Town Hall, Lowestoft and of the Divisional Road Engineer, Ministry of Transport, Heron House, Goldington Road, Bedford.

Any person may not later than 20th June 1969 object to the making of the Orders, by notice to the Minister, St. Christopher House, Southwark Street, London S.E.1, quoting the titles of the Orders in full and stating the grounds of objection.

17th March 1969.

G. H. Oversby-Powell, Divisional Road Engineer,
Ministry of Transport.

Road Traffic Regulation Act, 1967—Section 12

Construction of Flyover at Hogarth Roundabout (A.4) Temporary Traffic Restrictions

The Minister of Transport hereby gives notice that to facilitate the construction of the temporary flyover at Hogarth Roundabout he intends to make an Order the effect of which will be to impose, between the hours of 00.01 and 06.00 on Tuesdays to Fridays, inclusive the following temporary traffic restrictions:—

(1) during the construction of that part of the flyover crossing the northern carriageway of the roundabout (between Devonshire Road and Mawson Lane) to close to vehicular traffic:

(i) that part of Hogarth Roundabout between the central refuge at its junction with Devonshire Road and the central reservation of Mawson Lane.

(ii) that part of the north-western carriageway of Mawson Lane (A.4) between Hogarth Roundabout and a point 405 feet north-eastwards; and

(2) during the period commencing with the completion of the works referred to at (1) above and ending with the completion of that part of the flyover crossing the southern carriageway of the roundabout (opposite Burlington Lane) to compel drivers:

(i) proceeding southwards in Hogarth Roundabout (adjacent to the eastern edge of the central island) either to turn left into Church Street or continue southwards into the eastern carriageway of Burlington Lane.