

Any person aggrieved by either of the Orders and desiring to question the validity thereof, or of any provision contained therein, on the ground that they are not within the powers of the Highways Act 1959 or the Highways Act 1971 or on the ground that any requirement of either of those Acts, or of regulations made thereunder, has not been complied with in relation to the Orders, may, within six weeks from 10th April 1973, apply to the High Court for the suspension or quashing of the Orders or of any provision contained therein.

L. R. Docker, Chief Administration Officer to the Regional Controller (Roads and Transportation) South Eastern, Department of the Environment.

26th March 1973.

#### HIGHWAYS ACTS 1959 to 1971

##### TOWN AND COUNTRY PLANNING ACT 1971

###### *The Acquisition of Land (Authorisation Procedure) Act 1946*

Notice is hereby given that Public Local Inquiries will be held by W. G. Onslow, Esq., C.B. (a person appointed by the Secretary of State for the Environment for the purpose), beginning at 10.30 a.m., on 22nd May 1973, at the Civic Centre, Barras Bridge, Newcastle upon Tyne, in connection with the Scheme and Orders mentioned below, when representations from persons who have objected to the Scheme and Orders and from any other persons who desire to appear, will be heard.

The Scheme and Orders which have been prepared under the above-mentioned Acts are:

(1) The City and County of Newcastle upon Tyne Coast Road Extension Scheme 1972 (notice of which was published on 3rd and 8th November 1972). This is a Scheme made and published by the Newcastle C.B.C. under section 11 of the Highways Act 1959, which, if confirmed by the Secretary of State, will authorise the Council to make the roads which they propose to provide for the purpose of extending the Coast Road westwards along the line of Jesmond Road in the City and County of Newcastle upon Tyne special roads for the exclusive use of traffic of Class I of the classes of traffic set out in Schedule 4 to the Highways Act 1959 as amended by the Special Roads (Classes of Traffic) Order 1971;

(2) The City and County of Newcastle upon Tyne Coast Road Extension Side Roads Order 1972 (notice of which was published on 3rd and 8th November 1972). This is an Order made and published by the Newcastle C.B.C. under section 13 of the Highways Act 1959, which, if confirmed by the Secretary of State, will authorise the Council:

- (a) to stop up highways;
- (b) to construct new highways; and
- (c) to stop up a private means of access to premises,

all on or in the vicinity of the routes of the special roads referred to at (1) above;

(3) The Coast Road Extension Road Scheme (Stopping-up) Order 1970 (notice of which was published on 9th November 1972). This is an Order proposed to be made by the Secretary of State under sections 209 and 211 of the Town and Country Planning Act 1971 which, if made, will authorise the stopping up of lengths of Churchill Gardens and Granville Gardens, Newcastle upon Tyne, in order as to part to enable development consisting of an extension to the Coast Road to be carried out in accordance with planning permission granted under Part III of that Act and in relation to the remainder in the interests of the safety of users of and in order to facilitate the movement of traffic on the Coast Road Extension which is a highway to be constructed in accordance with planning permission granted under Part III of that Act;

(4) The Newcastle upon Tyne (Jesmond Road/Stephenson Road (No. 2) Compulsory Purchase Order 1973 (notice of which was published on 16th February 1973). This is an Order made and published by the Newcastle C.B.C. under sections 214 and 215 of the Highways Act 1959 which, if confirmed by the Secretary of State, will authorise the Council to purchase compulsorily the land described therein for the purpose of:

- (i) the construction of special roads in the Jesmond Road area of the City and County of Newcastle upon Tyne in pursuance of the Coast Road Extension Scheme;
- (ii) the construction of highways in relation to the special roads in pursuance of the Side Roads Order;

(iii) the improvement of Rosebery Crescent and the construction of a new highway to connect Rosebery Crescent to new highway reference letter K in the Side Roads Order and

(iv) the improvement or development of certain of the frontages to the special roads and said highways to be construction in relation to the special roads.

Proceedings on the above-mentioned Scheme and Orders are being taken concurrently by virtue of section 53 of the Highways Act 1971 and section 219 of the Town and Country Planning Act 1971.

Copies of the above-mentioned Scheme and Orders and of the plans referred to therein may be seen at all reasonable hours free of charge at the Department of the Environment, 2 Marsham Street, London, SW1P 3EB, and at the offices of the Regional Controller (Roads and Transportation), Northern Region, Wellbar House, Gallowgate, Newcastle upon Tyne, and of the City Legal Adviser, Civic Centre, Barras Bridge, Newcastle upon Tyne.

The Secretary of State hereby directs by virtue of sections 14(5) and 54(2) of the Highways Act 1971 that any person who intends at the Inquiries to submit that any highway or proposed highway to which the Scheme or Orders under the Highways Act 1959 relate should follow an alternative route, or that, instead of diverting a highway to which the Orders relate, a new highway should be constructed on a particular route, shall send to him at the office of the Regional Controller (Roads and Transportation), Northern Region, not later than 1st May 1973, sufficient information about the alternative route or the route of the new highway as the case may be, to enable it to be identified. Failure to comply with this direction will entitle the Secretary of State and the person holding the Inquiries to disregard so much of any objection as consists of such a submission.

Dated 16th March 1973.

John D. Barber, Chief Administration Officer to the Regional Controller (Roads and Transportation), Northern Region, Department of the Environment.

##### ROAD TRAFFIC REGULATION ACT 1967

###### *The Trunk Road, High Street, Batheaston, Bathavon, Somerset (Prohibition of Right-hand Turn) Order 1973*

The Secretary of State for the Environment proposes to make an Order under section 1 of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968.

The effect of the Order will be to prohibit right-hand turns into the Batch at its south-western junction with that length of the London-Bristol Trunk Road (A.4), known as High Street which lies in the Parish of Batheaston in the Rural District of Bathavon, Somerset.

A copy of the Order, together with a plan illustrating the proposal, and a Statement of Reasons, may be inspected during all reasonable hours at the offices of the Bathavon Rural District Council at the Council Offices, Westgate Buildings, Bath.

Objections to the Order must be sent to the Secretary, Department of the Environment, 2 Marsham Street, London, SW1P 3EB, by 1st May 1973 quoting the reference TTP5/9/045 and stating the reasons for objection.

H. Hollingshead.

##### ROAD TRAFFIC REGULATION ACT 1967

###### *The Trunk Road (Oxford Western By-Pass, Abingdon, Berkshire) (Prohibition of "U" Turns) Order, 1973*

The Secretary of State for the Environment proposes to make an Order under section 1 of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968. The effect of the Order will be to prohibit U-Turns through the gap in the central reservation of that length of the Winchester-Preston Trunk Road (A.34), known as the Oxford Western By-Pass which lies in the Rural District of Abingdon, Berkshire, at its junction with Wytham Turning.

A copy of the Order, together with a plan illustrating the proposal and a Statement of Reasons, may be inspected during all reasonable hours at the offices of the Abingdon Rural District Council, 66 Bath Street, Abingdon, and at the offices of the Berkshire County Council, County Surveyor's Department, Kennet House, 80-82 Kings Road, Reading.