

WESTMINSTER CITY COUNCIL

HIGHWAYS ACT 1959, SECTION 108

Notice of Proposal to apply for an Order authorising the Stopping-Up of a Highway

Take notice that the Lord Mayor, Aldermen and Citizens of the City of Westminster being the highway authority for the highway hereinafter mentioned intend to apply to the Magistrates' Court sitting at 181 Marylebone Road, London N.W.1 on Tuesday the 29th July 1975 at the hour of 2 in the afternoon for an Order under section 108 of the Highways Act 1959, authorising the stopping-up of part of the highway known as St. Stephen's Gardens, London W.2, situate within the said City of Westminster on the ground that it is unnecessary.

The effect of the proposed Order is shown on a plan deposited at Westminster City Hall (City Solicitor's Department), Victoria Street, London S.W.1, where it may be inspected free of charge between the hours of 10 a.m. and 4.30 p.m. on weekdays (excluding Saturdays).

Dated 27th June 1975.

(801) Alan Dawtry, Chief Executive.

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The effect of the proposed Order is shown on a plan deposited at Westminster City Hall (City Solicitor's Department), Victoria Street, London S.W.1, where it may be inspected free of charge between the hours of 10 a.m. and 4.30 p.m. on weekdays (excluding Saturdays).

Dated 27th June 1975.

(802) Alan Dawtry, Chief Executive.

NORTH YORKSHIRE COUNTY COUNCIL

NOTICE OF CONFIRMATION OF EXTINGUISHMENT OF PUBLIC RIGHT OF WAY ORDER

ACQUISITION OF LAND (AUTHORISATION PROCEDURE) ACT, 1946

HIGHWAYS ACT, 1959
COUNTRYSIDE ACT, 1968*North Yorkshire County Council (Kirby and Great Broughton School Site) Extinguishment of Public Right of Way Order, 1975.*

Notice is hereby given that on the 20th June 1975, the Council of the County of North Yorkshire confirmed the above-named Order.

Its effect is to extinguish the public right of way running for approximately 392 feet in a southerly direction from a point 260 feet or thereabouts from the line of the northern field boundary of O.S. Field Number 3212 at Kirby and Great Broughton in the County of North Yorkshire.

A copy of the Order as confirmed, and the map contained in it has been deposited and may be inspected free of charge at the offices of the North Yorkshire County Council at County Hall, Northallerton between the hours of 8.30 a.m. and 5 p.m. Mondays to Thursdays and 8.30 a.m. to 4.30 p.m. on Fridays.

The Order becomes operative as from 27th June 1975, but if a person aggrieved by the Order desires to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the Highways Act 1959, as amended, or on the ground that any requirement of the Act, as amended, or any regulation made thereunder has not been complied with in relation to the Order he may under Schedule 2 to the Act, as applied by paragraph 5 of Schedule 7 to the Act, within

6 weeks from 27th June 1975, make an application for the purpose to the High Court.

Dated 27th June 1975.

W. A. Harrison, County Solicitor, North Yorkshire County Council.

County Hall,
Northallerton, North Yorkshire.

(804)

GREATER LONDON COUNCIL
NOTICES

GREATER LONDON COUNCIL

LONDON BOROUGHS OF BARNET AND BRENT

*The Barnet and Brent (Bus Lane) (No.)
Traffic Order 197*

Notice is hereby given that the Greater London Council, subject to the consent of the Secretary of State for the Environment, propose to make the above-mentioned Order under section 6 of the Road Traffic Regulation Act 1967, as amended by the Transport Act 1968 and the Road Traffic Act 1974.

2. The general effect of the Order would be

(a) to prohibit all vehicles from entering or proceeding in the area of the carriageway (to be known as "the bus lane") lying within or adjacent to the length of Cricklewood Broadway specified in the Schedule to this notice and between the north-eastern kerb-line of that road and a single white line (which will be broken by gaps opposite adjoining roads) marked on the carriageway of that road during the times between 8 a.m. and 9.30 a.m. and between 4.30 p.m. and 6.30 p.m. on Mondays to Fridays inclusive.

The prohibition would not apply to:

(a) a stage or express carriage on a scheduled service;

(b) a pedal cycle;

(c) a cab licensed under section 6 of the Metropolitan Public Carriage Act 1869, section 37 of the Town Police Clauses Act 1847 or any similar local enactment;

(d) a vehicle being used for fire brigade, ambulance or police purposes if it is reasonably necessary for that vehicle to enter or proceed in the bus lane;

(e) any vehicle being used in connection with the removal of any obstruction in the bus lane;

(f) a vehicle being used for purposes in connection with the statutory powers or duties of a local authority or the supply of gas, water or electricity or in connection with any building operation, demolition or excavation in or adjacent to the bus lane, provided that in all the circumstances it is reasonably necessary for the vehicle to enter the bus lane;

(g) any vehicle which enters the bus lane for the sole purpose of waiting for a period not exceeding two minutes to enable a person suffering from any disability or injury (including blindness) which seriously impairs his ability to walk, to board or alight from that vehicle;

(h) any vehicle which enters or proceeds in the bus lane

(i) from any road if that vehicle forthwith leaves the bus lane through the gap in the single white line situated opposite and adjacent to the junction of that road with the bus lane; or

(ii) from any part of Cricklewood Broadway which does not comprise the bus lane through any gap in the single white line if that vehicle forthwith enters the road which lies opposite that gap; or

(iii) from any vehicular accessway or carriage crossing over the footway adjoining the bus lane if that vehicle forthwith leaves the bus lane at a point opposite that vehicular accessway or carriage crossing; or

(iv) from any part of Cricklewood Broadway which does not comprise the bus lane at a point opposite that vehicular accessway or carriage crossing over the footway adjoining the bus lane if that vehicle forthwith enters that vehicular accessway or carriage crossing;

(j) any vehicle if the driver thereof is obliged to enter or proceed in the bus lane in order to avoid an