

south carriageway of the A45 and the westbound slip road onto the south carriageway of the A45 at the A142 interchange will both be closed.

Traffic will be diverted along the A1304 and the A1303 to join or leave the A45 trunk road by using the slip roads at the A11 northbound interchange overbridge.

During phase 8 the nearside and centre lanes on the north carriageway of the A45 will be closed from a point 300 metres east of the A142 interchange overbridge to a point 170 metres west of the A11 northbound interchange overbridge.

During phase 9 the north carriageway of the A45 Trunk Road will be closed from a point 1,010 metres west of the A11 northbound interchange overbridge to a point 20 metres west of the B1506 overbridge.

During phase 10 the south carriageway of the A45 Trunk Road will be closed from a point 670 metres west of the A11 interchange overbridge to a point 450 metres east of the B1506 overbridge.

S. C. Harrison, a Higher Executive Officer in the Department of Transport, Eastern Regional Office (Transport), Heron House, 49-53 Goldington Road, Bedford MK40 3LL. (Ref. T3114RL.) (2 SI)

ROAD TRAFFIC REGULATION ACT 1984

The Trunk Road (A31) (Picket Post) (Prohibition of use of gaps in the central reservation) Order 1990

The Secretary of State for Transport made this Order on 6th July, coming into force on 13th July 1990. Its effect is to authorise the closure of the gap in the central reservation of the Folkestone-Honiton Trunk Road (A31), opposite its junction with Burley Road (C10) at Picket Post in the New Forest.

A copy of the made Order may be inspected at the offices of Hampshire County Council, The Castle, Winchester and at those of New Forest District Council, Appletree Court, Lyndhurst. It may also be obtained by application to the Department of Transport, South East Network Management Division, Federated House, London Road, Dorking, Surrey RH4 1SZ, quoting ref. DSE 5057/41/7/TR.5/01.

Any person aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the above Act, 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 from 6th July 1990, apply to the High Court for the suspension or quashing of the Order or any provision contained therein.

C. E. Strang, a Senior Executive Officer in the Department of Transport. (Ref. T3127RL.) (3 SI)

HIGHWAYS ACT 1980

ACQUISITION OF LAND ACT 1981

Notice is hereby given that a public local inquiry in connection with the Orders mentioned below will be held by Air Vice Marshal N. S. Howlett CB FBIM (a person appointed for the purpose by the Secretaries of State for the Environment and Transport on the nomination of the Lord Chancellor) beginning at 10 a.m. on Tuesday, 11th September 1990 at the Savoy Hotel, Bayshill Road, Cheltenham to hear representations from statutory objectors (as defined in the Highways (Inquiries Procedure) Rules 1976 in respect of the Orders at 1 and 2 below, and the Compulsory Purchase by Ministers (Inquiries Procedure) Rules 1967 in respect of the Order at 3 below) and at his discretion, from any other persons who may desire to appeal and be heard.

The Orders, which have been prepared in draft by the Secretary of State for Transport under the above-mentioned Acts, are:

(1) The A40 Trunk Road (Sandford Road/Bath Road Junction Improvement) Order 19 , notice of which was published on 3rd November 1988. This is an Order under sections 10 and 12 of the Highways Act 1980 which, if made, will provide that a new highway which the Secretary of State for Transport proposes to construct between a point on the north side of Sandford Road (50 metres east of its junction with Bath Road) and proceeding north-westwards to terminate at a point on the eastern side of Bath Road (opposite its junction with Montpellier Terrace) at Cheltenham shall become a trunk road, and the length of Bath Road which lies between its junction with Sandford Road and its junction with Montpellier Terrace shall

cease to be a trunk road and shall be classified as a principal road as from the date on which the Secretary of State notifies the County Council of Gloucestershire that the new trunk road is open for through traffic.

(2) The A40 Trunk Road (Sandford Road/Bath Road Junction Improvement Side Roads) Order 19, notice of which was published on 3rd November 1988. This is an Order under sections 14 and 125 of the Highways Act 1980 which, if made, will authorise the Secretary of State for Transport:

- (i) to improve, raise, lower or otherwise alter parts of Bath Road and Olio Lane,
- (ii) to stop up a length of Olio Lane,
- (iii) to stop up private means of access to premises, and
- (iv) to provide new means of access to premises,

all at Cheltenham in the County of Gloucestershire.

(3) The A40 Trunk Road (Sandford Road/Bath Road Junction Improvement) Compulsory Purchase Order (SW) 19 , notice of which was published on 17th and 24th November 1988. This is an Order under sections 239 and 240 of the Highways Act 1980, as extended and supplemented by section 250 of that Act, and under section 2 of the Acquisition Land Act 1981 which, if made, will authorise the Secretary of State for Transport to purchase compulsorily the land and rights described therein for the purpose of the construction of the new trunk road referred to at 1 above, the improvement of highways and the provision of new means access to premises in pursuance of the Order at 2 above and use by the Secretary of State in connection with the works mentioned above.

Copies of the above-mentioned draft Trunk Road Order, Side Roads Order and Compulsory Purchase Order and of the plans referred to therein, together with a copy of the statement to be made at the inquiry by the Secretary of State for Transport's representative and a statement of the Government's policy for trunk roads, have been deposited and may be seen at all reasonable hours, free of charge, at the Department of Transport, 2 Marsham Street, London SW1P and at the offices of the Director (Transport) South West Region, Room 402, Tollgate House, Houlton Street, Bristol BS2 9DJ; Gloucestershire County Council, Shire Hall, Gloucester and Bamfurlong Lane, Cheltenham; and Cheltenham Borough Council, Municipal Offices, Cheltenham.

Proceedings on the above-mentioned draft Orders are being taken concurrently by virtue of section 257 of, and paragraph 20 of schedule 1 to, the Highways Act 1980.

Objectors are reminded that the substance of their objections or representations may be communicated to other people who may be affected by them; that they will be passed to the Inspector holding the inquiry; and that in the event the Inspector may be required to disclose the objections or representations at the inquiry and, unless there are special reasons to the contrary, the identity of the authors.

E. C. Campbell, Principal for Regional Director, South-West Region, Departments of the Environment and Transport. (Ref. T3113RL.) (1 SI)

HOME-GROWN CEREALS AUTHORITY

Statement Issued Pursuant to the Corn Returns Act 1882, as Amended, and the Corn Returns (Delegation of Functions) Order 1981 (No. 142).

The following are the quantities sold and average prices of British corn per tonne of 1,000 kilograms computed from returns received by the Home-Grown Cereals Authority in the week ended 13th July 1990. They are based on purchases from growers during the week ended 5th July 1990, by merchants carrying on business in prescribed areas in England and Wales.

British Corn	Quantities sold (tonnes)	Average price per tonne (£)
Wheat	39903.5	117.50
Barley	22073.5	108.80
Oats	242.1	114.20
Rye	—	—
Maize	—	—

Home-Grown Cereals Authority,
Hamlyn House, Highgate Hill,
London N19 5PR.

(11 SI)