

the grounds thereof to the Director's address above, quoting HA41/07/036 This must be received no later than 6th August 1999
The Agency contact for any information about this notice is David Oxtoby, telephone 0113 2836446

A T Callan, Highways Agency

(812)

Highways Agency

ROAD TRAFFIC REGULATION ACT 1984

THE A63 TRUNK ROAD (MELTON) (BRICKYARD LANE JUNCTION) (PROHIBITION OF RIGHT TURN AND U-TURNS) ORDER

The Secretary of State for the Environment, Transport and the Regions hereby gives notice that he proposes to make an Order under sections 1(1) and 2(1) and (2) of the Road Traffic Regulation Act 1984, on the A63 trunk road known as Ferryby Bypass in the East Riding of Yorkshire

The effect of the Order will be that

(i) no person shall cause or permit any vehicle proceeding in either carriageway of the A63 trunk road to make a U-turn through the gap in the central reservation opposite Brickyard Lane, and

(ii) no person shall make a right turn into the A63 eastbound carriageway when entering the trunk road from Brickyard Lane

A copy of the proposed draft Order, the relevant plan and a statement explaining the Secretary of State's reasons for proposing to make the Order may be inspected at North Ferryby Post Office, 48 Church Road, North Ferryby HU14 3AA, at County Hall, Beverley, or may be seen at, or obtained by application to, the office of the Director, The Highways Agency, 9th Floor, City House, New Station Street, Leeds LS1 4UR

Any person wishing to object to the Secretary of State's proposal to make the Order, should send a written statement of their objection and the grounds thereof to the Director's address above, quoting HA41/07/035 This must be received no later than 6th August 1999

The Agency contact for any information about this notice is David Oxtoby, telephone 0113 2836446

A T Callan, Highways Agency

(813)

Royal Borough of Kingston upon Thames

ROAD TRAFFIC REGULATION ACT 1984, SECTION 23

BRIDGE ROAD CHESSINGTON—PROPOSED NEW "PELICAN" PEDESTRIAN CROSSING

Notice is hereby given that the Council of the Royal Borough of Kingston upon Thames intends to introduce a "Pelican" pedestrian crossing in Bridge Road, Chessington adjacent to its junction with Hook Road

Full details of the proposal are shown on a plan which may be inspected between the hours of 9 30 a m and 4 30 p m on Mondays to Fridays inclusive until 5th August 1999, at the 2nd floor reception area, Guildhall 2, Kingston upon Thames KT1 1EU

Further information may be obtained by telephoning the Directorate of Environmental Services, (Engineering and Transportation), telephone number 0181-547 5910 or 0181-547 5903

Any representation regarding the proposal should be sent by 5th August 1999 to the Director of Environmental Services (Engineering and Transportation), Guildhall 2, Kingston upon Thames KT1 1EU

K Huggett, Road Safety and Traffic Manager

16th July 1999

(498)

London Borough of Ealing

THE EALING (WAITING AND LOADING RESTRICTION) (AMENDMENT NO. 63) ORDER 1999

Notice is hereby given that the Council of the London Borough of Ealing, hereinafter called the Council, on 16th July 1999 made the above-mentioned Order, under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985 and the Road Traffic Act 1991

The general effect of the Order, will be to further amend the Ealing (Waiting and Loading Restriction) Order 1994, so as to impose waiting restrictions, operative at any time, on the lengths of streets specified in the Schedule to this Notice

Details of exemptions from the restrictions for certain vehicles and persons, together with restrictions on selling or advertising in a restricted street are contained in the original Order of 1994

A copy of the Order, which will come into operation on 19th July 1999, a copy of the Order being amended and the Council's statement of

reasons for making the Order and plans showing the locations and effects of the Order may be inspected during a period of 6 weeks from the date on which the Order was made, during normal office hours on Mondays to Fridays inclusive, at Parkman Reception, 24 Uxbridge Road, Ealing, London W5 2BP Copies of the Order may be purchased at this address

Any person desiring to question the validity of the Order or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant requirements thereof or of any relevant Regulations made thereunder has not been complied with in relation to the Order may, within 6 weeks of the making of the Order, make application for the purpose to the High Court

J Burch, Director of Environment Group

SCHEDULE

Brent Crescent, London N W 10

(a) the north-western most south-west to north-east arm

(i) the north-west side

(a) between the north-eastern kerb-line of Park Avenue and a point 15 metres north-east of that kerb-line,

(b) between the north-eastern kerb-line of the south-east to north-west arm of Brent Crescent and a point 15 metres south-west of that kerb-line

(ii) the south-east side

(a) between the north-eastern kerb-line of Park Avenue and a point 16 30 metres north-east of that kerb-line,

(b) between the south-western kerb-line of the south-east to north-west arm of Brent Crescent and a point 17 50 metres south-west of that kerb-line,

(c) the south-eastern most south-west to north-east arm

(i) the north-west side

(a) between the north-eastern kerb-line of Park Avenue and a point 17 50 metres north-east of that kerb-line,

(b) between the north-western kerb-line of the south-east to north-west arm of Brent Crescent and a point 9 70 metres south-west of that kerb-line,

(ii) the south-east side

(a) between the north-eastern kerb-line of Park Avenue and a point 19 50 metres north-east of that kerb-line,

(b) between the south-western kerb-line of the south-east to north-west arm of Brent Crescent and a point 9 30 metres south-west of that kerb-line,

(c) the south-east to north-west arm

(i) the north-east side

(a) between the north-western kerb-line of the north-western most south-west to north east arm of Brent Crescent and a point 17 30 metres south-east of that kerb-line,

(b) between the north-western kerb-line of the unnamed service road on the north-west side of North Circular Road situated opposite Waverly Gardens and a point 17 40 metres north-west of that kerb-line,

(ii) the south-west side

(a) between the south-eastern kerb-line of the north-western most south-west to north-east arm and a point 15 metres south-east of that kerb-line,

(b) between the north-western kerb-line of the unnamed service road on the north-west side of North Circular Road situated opposite Waverly Gardens and a point 10 metres north-west of the north-western kerb-line of the south-eastern most south-west to north-east arm of Brent Crescent

Park Avenue, London N W 10 the north-east side

(a) between a point 15 metres north-west of the north-western kerb-line of north-western most south-west to north-east arm of Brent Crescent and a point 10 metres south-east of the south-eastern kerb-line of that arm,

(b) between a point 13 metres north-west of the north-western kerb-line of south-eastern most south-west to north-east arm of Brent Crescent and a point 2 metres north-east of the south-western kerb-line at its south-eastern extremity

16th July 1999

(514)