

These Regulations prohibit the driving of motor vehicles on a motorway at a speed greater than 70 miles per hour during the period commencing on 13th June 1966 and ending on 3rd September 1967.

Copies may be obtained from H.M. Stationery Office at the addresses shown on the last page of this Gazette, or through any bookseller, price 5d.

70 m.p.h. Speed Limit

Notice is hereby given that the Minister of Transport has made the 70 miles per hour (Temporary Speed Limit) (England) (No. 2) Order 1966 (S.I. 1966/639).

This Order continues the provisions of the 70 miles per hour (Temporary Speed Limit) (England) Order 1965, as continued by the 70 miles per hour (Temporary Speed Limit) (England) Order 1966 (which imposed a maximum speed limit of 70 m.p.h. on the driving of motor vehicles on roads (other than motorways) in England excluding Monmouthshire for a period expiring on 12th June 1966) for the period commencing on 13th June 1966 and ending 3rd September 1967.

Copies may be obtained from H.M. Stationery Office at the addresses shown on the last page of this Gazette, or through any bookseller, price 3d.

The Trunk Road (Various Roads, Dover) (Experimental Prohibition of Waiting) Order 1965

The Minister of Transport has made an experimental Order under section 28 of the Road Traffic Act 1962 the effect of which is to prohibit waiting on the sides and lengths of road specified in the Schedule hereto.

Exceptions are provided in the Order to enable a vehicle to wait for so long as may be necessary for a person to board or alight from the vehicle, to enable goods to be loaded on to or unloaded from the vehicle, to enable the vehicle to be used in connection with any building operation or demolition, the movement of any obstruction to traffic, the maintenance of the road or services therein, or to enable the vehicle to be used in the service of the local authority in pursuance of statutory powers or duties.

Copies of the Order may be obtained by application to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, quoting the reference GT.31/4/01.

SCHEDULE

Sides and Lengths of the London—Folkestone—Dover Trunk Road (A.20) in the Borough of Dover

1. Both main carriageways of that length of Townwall Street which lies between a point 20 yards north-east of its junction with Wellesley Road and its junction with New Bridge.

2. The service road which lies on the north-western side of the main carriageway of Townall Street south-west of its junction with Mill Lane.

3. Northampton Street and that length of Snargate Street which lies between its junction with Northampton Street and a point 75 yards south-west of that junction. (Waiting is already prohibited on this length between the hours of 8 a.m. and 11 p.m.)

4. The south-east side only of that length of Snargate Street which lies between a point 75 yards south-west of its junction with Northampton Street and its junction with Limekiln Street. (The prohibition of waiting on the north-west side of a 57 yard length of Snargate Street will remain, but the street parking place on the south-east side will be abandoned.)

5. That length of Limekiln Street which lies between its junction with Snargate Street and its junction with the Viaduct.

6. The south-west side only of The Viaduct.

HIGHWAYS ACT 1959

The Newport—Shrewsbury Trunk Road (Stokesay Bridge Diversion) Order 1966

The Minister of Transport hereby gives notice that she proposes to make an Order under section 7 of the above Act, providing that a road which she proposes to construct at Stokesay in the County of Salop shall become a trunk road on the date when the Order comes into operation and that the length of the Newport—Shrewsbury 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 Salop (who will become the highway authority responsible for that length) that the new trunk road is opened for through traffic.

Copies of the draft Order and of the relevant plan may be inspected free of charge at all reasonable hours from 10th June 1966 to 10th September 1966 at the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, and at the offices of the Salop C.C., Shirehall, Shrewsbury, of the Ludlow R.D.C., Stone House, Corve Street, Ludlow, and of the Divisional Road Engineer, Windsor House, Temple Row, Birmingham 2.

Any person may not later than 10th September 1966, object to the making of the Order, 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.

R. J. F. Sansome, Divisional Road Engineer.
2nd June 1966.

The East of Carnforth—West of Killington Reservoir Special Road Scheme 1966

The Minister of Transport hereby gives notice that she has made a Scheme under sections 11, 12 and 14 of the above Act, the effect of which is:

- to authorise the Minister to provide in the counties of Lancaster and Westmorland for the exclusive use of traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the said Act (as amended by the Special Roads (Classes of Traffic Order 1961)) a special road along a route which starts at a point on the Hampson Green—North of Carnforth Special Road (Lancaster By-pass) about 430 yards north of the point where that road crosses the Carnforth—Over Kellet Road (B.6254) near to Carnforth in the County of Lancaster and proceeds in a general northerly direction therefrom for a distance of about 15 miles passing Burton, Holme, and Old Hutton and ending at a point on Hog House Road (D.47) about 1,166 yards south-west of its junction with the Kendal—Sedbergh Road (A.684) west of Killington Reservoir in the County of Westmorland;
- to provide for the special road to become a trunk road on the date when this Scheme comes into operation.

Copies of the Scheme, the title of which is "The East of Carnforth—West of Killington Reservoir Special Road Scheme" (S.I. 1966/594) can be purchased, price 5d., either through any bookseller or direct from any branch of Her Majesty's Stationery Office.

Copies of the Scheme and of the relevant plan have been deposited at the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, and at the offices of the Lancashire C.C., County Hall, Preston, and the Westmorland C.C., County Hall, Kendal, and may be seen free of charge at all reasonable hours.

Any person aggrieved by the Scheme and desiring to question the validity thereof, or of any provision contained therein, on the grounds that it is not within the powers of the Highways Act 1959, or on the ground that any requirement of that Act, or of any regulations made thereunder, has not been complied with in relation to the Scheme, may, within six weeks from 10th June 1966, apply to the High Court for the suspension or quashing of the Scheme or of any provision contained therein.

T. R. Newman, An Assistant Secretary.
8th June 1966.

The King's Lynn—Sleaford—Newark Trunk Road (Manor House Diversion, Saracen's Head) Order, 1966.

The Minister of Transport hereby gives notice that she has made an Order under section 7 of the above Act, the effect of which is to provide that a road which she proposes to construct at Saracen's Head in the county of Lincoln, Parts of Holland shall become a trunk road as from the date when the Order comes into operation and that the length of the King's Lynn—Sleaford—Newark Trunk Road to be superseded shall cease to be a trunk road as from the 1st April next after the date on which notice is given by the Minister to the county council of