

The Trunk Road (Church Road, Downham Market)
(Prohibition and Restriction of Waiting) Order, 1968.

This Notice supersedes a similar one published in this journal on 6th December 1968.

The Minister of Transport has made an Order under section 1 of the Road Traffic Regulation Act 1967 the effect of which is to:

- (a) prohibit waiting by any vehicle in the lengths and on the side of road specified in Schedule 1 to the notice; and
- (b) prohibit waiting any longer than 60 minutes in any 2 hours on the side of road specified in Schedule 2.

Exceptions have been 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, or to enable the vehicle to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance of the road or the services therein.

Copies of the Order can be obtained on application to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, quoting the reference UT. 5/31/019.

SCHEDULE 1

Lengths and side of the London—Cambridge—King's Lynn Trunk Road (A.10) known as Church Road in the Urban District of Downham Market

1. That length which extends from its junction with Bexwell Road (A.1122) to a point 100 yards north-east of its junction with Howdale Road (C.492).
2. The north-western side of that length which extends from a point 100 yards north-east of its junction with Howdale Road to a point 45 yards north-east of that junction.
3. That length which extends from a point 45 yards north-east of its junction with Howdale Road to that junction.

SCHEDULE 2

Side of the London—Cambridge—King's Lynn Trunk Road (A.10) known as Church Road in the Urban District of Downham Market

The south-eastern side of that length which extends from a point 100 yards north-east of its junction with Howdale Road to a point 45 yards north-east of that junction.

The Trunk Road (Various Roads, Matlock)
(Prohibition and Restriction of Waiting) Order, 1969

The Minister of Transport proposes to make an Order under sections 1 and 3 of the Road Traffic Regulation Act 1967, the effect of which will be to amend and extend the existing restrictions so that no person shall cause or permit any vehicle to wait:

- (a) at any time on any of the sides of road specified in Schedule 1 to this notice;
- (b) on either of the sides of road specified in Schedule 2 to this notice:
 - (i) for a longer period than one hour; or
 - (ii) if a period of less than one hour has elapsed since the termination of the last period of waiting (if any) of the vehicle on that side of road; or
- (c) on the side of road specified in Schedule 3 to this notice:
 - (i) for a longer period than twenty minutes; or
 - (ii) if a period of less than forty minutes has elapsed since the termination of the last period of waiting (if any) of the vehicle on that side of road.

Exceptions will be 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, or to enable the vehicle to be used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance of the road or the services therein. The Order will also exempt disabled drivers from the restrictions imposed on the sides of road specified in Schedules 2 and 3 to this notice.

Objections to the Order must be sent to the Secretary, Ministry of Transport, St. Christopher House,

Southwark Street, London S.E.1, by 24th January 1969, quoting the reference TTPA5/12/026 and stating the reasons for objection.

H. Hollingshead, Ministry of Transport.

SCHEDULE 1

Sides of lengths of the London—Carlisle—Glasgow—Inverness Trunk Road (A.6) (hereinafter referred to as "the trunk road") in the Urban District of Matlock in the County of Derby.

1. The eastern side of that length of the trunk road, known in part as Derby Road, in part as South Parade, in part as North Parade and in part as Dale Road, which extends from a point 215 yards south-east of the junction of Derby Road with Intake Lane to a point 115 yards south-west of the southern side of the junction of Dale Road with Olde Englishe Road, a distance of approximately 4,460 yards.
2. The eastern side of that length of the trunk road, known in part as Dale Road, in part as Matlock Bridge and in part as Bakewell Road, which extends from a point 15 yards south of the southern side of the junction of Dale Road with Olde Englishe Road to a point 170 yards north-west of the north-western side of the junction of Bakewell Road with Bank Road, a distance of approximately 500 yards.
3. The western side of that length of the trunk road, known in part as Derby Road and in part as South Parade, which extends from a point 215 yards south-east of the junction of Derby Road and Intake Lane to a point 83 yards south of the junction of South Parade with Waterloo Road, a distance of approximately 2,075 yards.
4. The western side of that length of the trunk road, known in part as North Parade and in part as Dale Road, which extends from a point 47 yards south-west of the junction of North Parade with Holme Road in a northerly direction for a distance of 375 yards.
5. The western side of that length of the trunk road, known in part as Dale Road, in part as Matlock Bridge and in part as Bakewell Road, which extends from a point 683 yards north of the junction of Dale Road with Holme Road to a point 170 yards north-west of the north-western side of the junction of Bakewell Road with Bank Road, a distance of approximately 1,790 yards.

SCHEDULE 2

Sides of lengths of the London—Carlisle—Glasgow—Inverness Trunk Road (A.6) (hereinafter referred to as "the trunk road") in the Urban District of Matlock in the County of Derby.

1. The western side of that length of the trunk road, known in part as South Parade and in part as North Parade, which extends from a point 83 yards south of the junction of South Parade with Waterloo Road to a point 47 yards south-west of the junction of North Parade with Holme Road, a distance of approximately 465 yards.
2. The western side of that length of the trunk road, known as Dale Road, which extends from a point 328 yards north of its junction with Holme Road in a northerly direction for a distance of 355 yards.

SCHEDULE 3

The eastern side of that length of the London—Carlisle—Glasgow—Inverness Trunk Road (A.6), known as Dale Road, in the Urban District of Matlock in the County of Derby, which extends from a point 115 yards south of the southern side of its junction with Olde Englishe Road in a northerly direction for a distance of 100 yards.

The Trunk Road (North Bar, Beverley) (Weight Restriction) Order 1969

The Minister of Transport proposes to make an Order under section 1 of the Road Traffic Regulation Act 1967 the effect of which will be to impose a weight restriction of 4 tons (unladen weight) on goods vehicles using that part of the A.1079 which passes beneath the North Bar at Beverley.

Objections to the Order must be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 24th January 1969, quoting the reference UT 5/70/07 and stating the reasons for objection.

H. Hollingshead, Ministry of Transport.