

- (b) so as to prevent a vehicle from being used in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance of the road or of any of the services therein;
- (c) to a vehicle being used for fire brigade, ambulance or police purposes;
- (d) to a vehicle being used for the purpose of delivery or collecting postal packets;
- (e) to a vehicle being used by or on behalf of a local authority for the purpose of collecting household refuse or clearing cesspools;
- (f) to a vehicle waiting while any gate or other barrier at the entrance to premises to which the vehicle requires access or from which it has emerged is being opened or closed, if it is not reasonably practicable for the vehicle to wait elsewhere; and
- (g) to a vehicle waiting in any case where the person in control of it:
- (i) is required by law to stop;
 - (ii) is obliged to stop to avoid an accident; or
 - (iii) is prevented from proceeding by circumstances outside his control and cannot remove the vehicle from the main carriageway.

3. A copy of the draft Order, which together with a map showing the length of road concerned and a statement of the Secretary of State's reasons for proposing to make the Order, may be examined at:

The Divisional Road Engineer, South Eastern Division, "Edgeborough", 74 Epsom Road, Guildford. Monday to Friday, 10 a.m. to 4.30 p.m.

4. If you wish to object to the proposed Order you should send the grounds for your objections in writing to the Secretary, Department of the Environment, St. Christopher House, Southwark Street, London S.E.1, not later than the 3rd December 1971, quoting ref GT 3/37/034.

Dated 19th October 1971.

S. T. Garrish, As Assistant Secretary in the Department of the Environment.

SCHEDULE

The main carriageways including the slip roads connecting those carriageways with Stoney Lane roundabout, comprised in that length of the trunk road which lies in the County of West Sussex and which extends from a point 140 yards east of Hoe Court Junction to a point 50 yards west of the intersection of the main carriageways of the trunk road with the outer circle of Stoney Lane roundabout, a distance of approximately 2½ miles.

ROAD TRAFFIC REGULATION ACT 1967— SECTION 6

The Trunk Road (Eastern Avenue, Redbridge) (Prescribed Route) (No.) Order 1972

The Secretary of State for the Environment hereby gives notice that he intends to make the above-named Order the effect of which will be to make permanent the existing experiment prohibiting all movements through the gap in the central reservation of Eastern Avenue (A.12), Redbridge opposite Springfield Drive.

A copy of the proposed Order, a plan illustrating the restriction it will impose and a copy of a statement of the Secretary of State's reasons for the proposal may be inspected between the hours of 9.30 a.m. and 4 p.m. on Mondays to Fridays inclusive at the offices of the Department at: St. Christopher House, Southwark Street, London S.E.1, or at the Information Centre, Room 1A, London Borough of Redbridge, Town Hall, Ilford, Essex.

Any person who desires to object to the making of the Order should do so in writing to the Assistant Chief Engineer, London Highways Division, Department of the Environment, St. Christopher House, Southwark Street, London S.E.1, stating the grounds of his objection and quoting the reference LH 30/L14/4/03. The closing date for the receipt of objections is 29th November 1971.

J. E. Sexton (Miss), A Principal, London Highways Division.

The Trunk Road (Coleshill Road, Hartshill and Camp Hill Road, Nuneaton) (Prohibition of Waiting) Order 1971.

The Secretary of State for the Environment has made an Order under section 1 of the Road Traffic Regulation Act 1967 as amended by Part IX of the Transport Act 1968, the effect of which is to prohibit the waiting of vehicles in the length and on the sides of the Birmingham—Great Yarmouth Trunk Road A.47, known in part as Coleshill Road, Hartshill and in part as Camp Hill Road, Nuneaton in the County of Warwickshire as follows:

- (1) the north side from a point 62 yards west of the junction with Victoria Road to a point 57 yards west of the junction with Bucks Hill;
- (2) both sides from a point 57 yards west of the junction with Bucks Hill to a point 85 yards east of that junction; and
- (3) the north side from a point 85 yards east of the junction with Bucks Hill to a point 121 yards east of the junction with Victoria Road.

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.

Any person who desires to question the validity of, or of any provision contained in, the Order, on the ground that it is not within the powers with respect to the Order conferred by the above Act, or on the ground that any requirement of, or of any instrument made under, any provision of that Act has not been complied with in relation to the Order, may within 6 weeks of the 4th November 1971 apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

Copies of the Order may be obtained by application to the Secretary, Department of the Environment, 2 Marsham Street, London, SW1P 3EB, quoting the reference TTPA 5/15/023.

The Trunk Road (Belper) (Restriction of Waiting) Order 1971

The Secretary of State for the Environment has made an Order under sections 1 and 84D of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, the effect of which is to revoke, re-enact and extend the restrictions relating to the waiting of vehicles on the A.6 Trunk Road in the Urban District of Belper, Derbyshire, so that waiting is also prohibited between 9 a.m. and 7 p.m. in Derby Road from the northern side of its junction with New Road to a point 100 yards south of that side of junction.

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, 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.

Any person who desires to question the validity of, or of any provision contained in, the Order, on the ground that it is not within the powers with respect to the Order conferred by the above Act, or on the ground that any requirement of, or of any instrument made under, any provision of that Act has not been complied with in relation to the Order, may within 6 weeks of the 1st November 1971 apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

Copies of the Order may be obtained by application to the Secretary, Department of the Environment, 2 Marsham Street, London S.W.1, quoting the reference TTPA 5/12/0108.

The Trunk Road (High Street and High Road, Epping) (Bus Stops) (Clearway) Order 1971

The Secretary of State for the Environment proposes to make an Order under section 1 of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, the effect of which will be to create bus stops clearways in the London—Norwich Trunk Road (A.11) known in part as High Road and in part as High Street in the Urban District of Epping in the County of Essex. The proposed