ROAD TRAFFIC REGULATION ACT 1967

The Trunk Road (London Road, Camberley, Surrey) Prohibition and Restriction of Waiting, Loading and Unloading) Order, 1973.

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 the Order will be to impose waiting, loading and unloading restrictions in the service road, which lies adjacent to and on the south side of the London–Penzance Trunk Road (A.30), known as London Road, in the Urban District of Frimley and Camberley in the County of Surrey, from the junction with High Street to its junction with Park Street.

The restrictions are as follows:

(1) *Waiting, Loading/Unloading Prohibited At All Times*
(*a*) from its junction with Park Street to a point 33 yards east of that junction;
(*b*) from a point 20 yards west of its junction with High Street to that junction.

(2) *Waiting Prohibited At All Times*
North side, from a point 33 yards east of its junction with Park Street to a point 20 yards west of its junction with High Street.

(3) *Waiting for more than 1 hour Prohibited and No Return within 1 hour between the hours of 8 a.m. and 6 p.m. on any day other than a Sunday*
South side, from a point 33 yards east of its junction with Park Street to a point 20 yards west of its junction with High Street.

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, except as specified in paragraph (1) above, 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.

A copy of the Order, together with a plan illustrating the proposal, and a statement of reasons may be inspected during all reasonable hours at the offices of the Frimley and Camberley Urban District Council at the Municipal Buildings, London Road, Camberley.

Objections to the Order must be sent to the Secretary, Department of the Environment, 2 Marsham Street, London, SW1P 3EB by 24th July 1973, quoting the reference TTP 5/8/094 and stating the reasons for objection.

H. Hollingshead.

ROAD TRAFFIC REGULATION ACT 1967

The Trunk Road (Great North Road, Stannington, Northumberland) (Prohibition of Right-Hand Turns) Order 1973

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 the Order will be to prohibit right-hand turns from the London–Edinburgh–Thurso Trunk Road (A.1) known as the Great North Road at Stannington which lies in the Rural District of Castle Ward, Northumberland, into the unclassified road (U.9065) leading in a south-easterly direction to the Ridley Arms Public House.

A copy of the Order, together with a plan illustrating the proposal and a statement of reasons, may be inspected during all reasonable hours at the Stannington Post Office, Stannington, Northumberland.

Objections to the Order must be sent to the Secretary, Department of the Environment, 2 Marsham Street, London, SW1P 3EB by 24th July 1973, quoting the reference TTP 5/1/071 and stating the reasons for objection.

H. Hollingshead.

ROAD TRAFFIC REGULATION ACT 1967

The Trunk Road (Kidlington Silo, Oxfordshire) (Prohibition of Right-Hand Turn) Order, 1973

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, on the North of Oxford–South of Coventry Trunk Road (A.423) in the Rural District of Ploughley in the County of Oxford.

The effect of the Order is to prohibit drivers travelling in a northerly direction in the trunk road from making a right-hand turn into Kidlington Silo Railway Approach Road.

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 26th June 1973 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 TTP 5/114/08.

ROAD TRAFFIC REGULATION ACT 1967

For the purpose of section 13 (5) and all other relevant provisions of the above Act, the Secretary of State for the Environment hereby gives notice in accordance with the Special Roads (Notice of Opening) Regulations 1962 that the 5th July 1973 will be the date on which the length of special road and the special roads described in the Schedule hereto are open for use as special roads.

20th June 1973.

W. L. C. Honey, Controller of Administration, South Western Road Construction Unit, Department of the Environment.

THE SCHEDULE

The M.5 Motorway (Edithmead–Huntworth) Scheme 1970 (*S.I. No.* 1753)

(i) A length of special road (the M.5 Motorway) provided by the Secretary of State in pursuance of the above Scheme, being a length beginning at Edithmead in the Parish of Burnham Without at a point about 680 yards north-east of the junction of Burnham Moor Lane with the Exeter–Leeds Trunk Road (A.38) in the County of Somerset, and proceeding therefrom generally southwards for about 5 miles and ending at the interchange roundabout in the Parish of Puriton in the County of Somerset, the centre of which is a point about 705 yards north-east of the centre of the roundabout constructed by the Secretary of State as part of the Exeter–Leeds Trunk Road (A.38) at Dunball;

(ii) Two special roads given the reference letters A and B in paragraph 1 of Schedule 2 to the above Scheme to connect the northbound and southbound carriageways of the motorway with a link road to a roundabout constructed as part of the Trunk Road (A.38) at Edithmead; and two special roads given the reference letters B and D in paragraph 2 of Schedule 2 to the above Scheme to connect the northbound and southbound carriageways of the motorway with a link road to a roundabout constructed as part of the Trunk Road (A.38) at Dunball in the County of Somerset.

HIGHWAYS ACT 1959

The M.56 Motorway (Sharston By Pass and Interchange) (Variation) Scheme, 1973

The Secretary of State for the Environment hereby gives notice that he has made a Scheme under section 11 of the Highways Act 1959, the effect of which is to authorise him:

(i) To vary the provisions of the "M.56 Motorway (Sharston By Pass and Interchange) Scheme 1970" by providing that the southernmost 130 yards of the slip road conecting the M.63 Motorway with the southbound carriageway of Kingsway (A.34) (lying south of where the slip road joins the Kingsway service road in Gatley) shall forthwith cease to be special road for the exclusive use of traffic of classes I and II of the classes of traffic set out in Schedule 4 to the Highways Act 1959, as amended, and

(ii) To provide for the exclusive use of those classes of traffic a special road (33 yards in length) connecting the slip road referred to above to the Kingsway service road, and to provide for the said special road to become trunk road on the date when this Scheme comes into operation.

Copies of the Scheme and of the relevant plan have been deposited at the Department of the Environment, 2 Marsham Street, London S.W.1, and at the offices of the North