

## SCHEDULE

The main carriageways comprised in that length of the trunk road which lies in the County of Derbyshire and which extends from its junction with the non-principal county road known locally as Doles Lane to its junction with the A5111 Derby Ring Road at the Kingsway Round—about a distance of approximately 3 miles 493 yards.

*The Trunk Road (Dover Eastern Bypass and Slip Road)  
(Traffic Regulation) Order 1977*

The Secretary of State for Transport has made an Order under section 1 of the Road Traffic Regulation Act 1967 as amended by Part IX of the Transport Act 1968 and Schedule 6 to the Road Traffic Act 1974 on that length of the London-Canterbury-Dover Trunk Road (A2) known as Dover Eastern Bypass, in the District of Dover in the county of Kent.

The effect of the Order, which comes into operation on 14th March 1977, is to:

- (a) prohibit vehicles proceeding in the eastbound carriageway of the trunk road from making a right-hand turn into Geddinge Lane;
- (b) prohibit vehicles from travelling in a direction other than from east to west in the Dover Eastern Bypass slip road from its junction with the south-east bound carriageway of Lydden Hill to its junction with the north-west bound carriageway of Lydden Hill.

Any person aggrieved by the Order and desiring to question the validity thereof, or of any provisions contained therein, on the ground that it is not within the powers of the above Acts, or on the ground that any requirement of those Acts, or of regulations made thereunder, has not been complied with in relation to the Order may within 6 weeks from 8th March 1977 apply to the High Court for the suspension or quashing of the Order or any provision contained therein.

A copy of the Order may be inspected during office hours at the offices of the Dover District Council at New Bridge House, Dover and at those of the Kent County Council, Kent House, Lower Stone Street, Maidstone, or obtained by application to the offices of the Department's Regional Controller (Roads and Transportation) South Eastern, "Edgeborough", 74 Epsom Road, Guildford, Surrey, quoting the reference DSE 5062/41/1/TR 34/05.

R. J. Harman, A Senior Executive Officer in the Department of Transport.

*The London-Carlisle-Glasgow-Inverness Trunk Road  
(Prohibition of Waiting) (Clearways) Order 1977*

The Secretary of State for Transport has made an Order under section 1 (1), (2), (3) and (6) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968.

The effect of the Order, which comes into operation on 14th March 1977, is:

1. to prohibit waiting on any of those main carriageways forming part of the London—Carlisle—Glasgow—Inverness Trunk Road (A5111) which are specified in the Schedule hereto; and
2. to prohibit waiting by any vehicle for the purpose of trading, unless the goods are immediately delivered at or taken into premises adjacent to the vehicle, on any verge or lay-by adjacent to the said main carriageway.

The prohibition imposed by the Order will not apply:

- (a) to a vehicle waiting upon the direction or with the permission of a police constable in uniform, or of a traffic warden;
- (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 delivering 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 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.

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 8th March 1977 apply to the High Court for the suspension of or quashing of the Order or of any provision contained therein.

A copy of the Order may be inspected during office hours at the following addresses:

Department of Transport, East Midlands Region,  
Cranbrook House, Cranbrook Street, Nottingham;  
Derbyshire CC, County Offices, Matlock, Derbys;  
Derby BC, The Council House, Corporation Street,  
Derby.

W. Johnson, Regional Controller (Roads and Transportation) East Midlands Region Department of Transport.

## SCHEDULE

The main carriageways comprised in that length of the trunk road which lies in the County of Derbyshire and is known locally as the Derby Ring Road and which extends from its junction with the south side of Uttoxeter Road (A516) to its junction with the south side of Ashbourne Road (A52) a distance of approximately 1 mile 657 yards.

*The Nottingham-Derby-Stoke-on-Trent Trunk Road  
(Prohibition of Waiting) (Clearways) Order 1977*

The Secretary of State for Transport has made an Order under section 1 (1), (2), (3) and (6) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968.

The effect of the Order, which comes into operation on 14th March 1977, is:

1. to prohibit waiting on any of those main carriageways forming part of the Nottingham-Derby-Stoke-on-Trent Trunk Road (A516) which are specified in the Schedule hereto; and
2. to prohibit waiting by any vehicle for the purpose of trading, unless the goods are immediately delivered at or taken into premises adjacent to the vehicle, on any verge or lay-by adjacent to the said main carriageway. The prohibition imposed by the Order will not apply:

- (a) to a vehicle waiting upon the direction or with the permission of a police constable in uniform, or of a traffic warden;
- (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 delivering 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.

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