

3. *South Undercliff*

- (a) from its junction with The Strand Quay to a point 1,307 feet south-west of its junction with Fishmarket Road ;
- (b) north and north-west side, from a point 1,307 feet south-west of its junction with Fishmarket Road to a point 260 feet south-west of that junction ;
- (c) from a point 260 feet south-west of its junction with Fishmarket Road to that junction.

SCHEDULE 2

Sides of lengths of the Folkestone-Brighton-Southampton-Dorchester-Honiton Trunk Road (A.27) in the Borough of Rye.

1. *Winchelsea Road*, west and south-west side, from its junction with Rye Harbour Road to a point 159 feet south-west of its junction with The Strand Quay ;
2. *South Undercliff*, south and south-east side, from a point 1,307 feet south-west of its junction with Fishmarket Road to a point 260 feet south-west of that junction.

SCHEDULE 3

Sides of a length of the Folkestone-Brighton-Southampton-Dorchester-Honiton Trunk Road (A. 27) in the Borough of Rye.

The Strand Quay

- (a) south-west side, from a point 190 feet north-west of its junction with The Deals to a point 40 feet north-west of that junction ;
- (b) north-east side, from a point 100 feet south-east of its junction with The Deals to a point 250 feet south-east of that junction.

SCHEDULE 4

Side of a length of the Folkestone-Brighton-Southampton-Dorchester-Honiton Trunk Road (A.27) in the Borough of Rye.

Winchelsea Road, south-west and west side, from a point 159 feet south-west of its junction with The Strand Quay to that junction.

The Trunk Road (London Road, Sittingbourne) (Prohibition of Waiting) 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 prohibit the waiting of vehicles on either of the sides of road specified in the Schedule hereto.

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.

Objections to the Order must be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 30th May 1969, quoting the reference TTPA 5/34/035 and stating the reasons for objection.

H. Hollingshead, Ministry of Transport.

SCHEDULE

Sides of lengths of the London-Canterbury-Dover Trunk Road (A.2) (hereinafter referred to as "the trunk road"), in the Urban District of Sittingbourne and Milton in the County of Kent.

1. The north side of that length of the trunk road, known as London Road, which extends from the eastern side of its junction with Staplehurst Road in an easterly direction for a distance of 128 yards.
2. The south side of that length of the trunk road, known as London Road, which extends from a point 36 yards west of its junction with Cryalls Lane to a point 50 yards east of its junction with Adelaide Drive.

The London-Holyhead Trunk Road (Diversion at Whittington Rectory) Order 1969

The Minister of Transport hereby gives notice that he has made an Order under section 7 of the above Act, the effect of which is that a road which he proposes to construct at Whittington 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 London-Holyhead 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 Order, the title of which is "The London-Holyhead Trunk Road (Diversion at Whittington Rectory) Order 1969", (S.I. 1969 No. 543), can be purchased, price 6d. either through any bookseller, or direct from any branch of Her Majesty's Stationery Office.

Copies of the Order and of the relevant plan have been deposited at the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, where they are open to inspection free of charge at all reasonable hours. Copies have also been deposited at the offices of the County Council of Salop, Shirehall, Shrewsbury, Salop; Salop County Council, Division 1 Depot, Park Hall, Whittington; the Rural District Council of Oswestry, Castle View, Oswestry; and of the Divisional Road Engineer, Five Ways House, Islington Row, Edgbaston, Birmingham 15, where they are similarly open to inspection.

Any person aggrieved by the Order 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 grounds that any requirement of that Act, or of regulations made thereunder, has not been complied with in relation to the Order, may, within six weeks from 9th May 1969 apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

D. C. Haselgrove, An Under-Secretary.

The Carlisle-Sunderland Trunk Road (Bardon Mill Diversion Side Roads) Order 196

The Minister of Transport hereby gives notice that he proposes, in relation to the new trunk road to be constructed by him as a by-pass to Bardon Mill in the County of Northumberland, to make under section 9 of the above Act an Order which will—

- (a) authorise the Minister—
 - (i) to improve, raise, lower or otherwise alter highways,
 - (ii) to stop up highways, and
 - (iii) to construct new highways,
 all on or in the vicinity of the route of the above-mentioned new trunk road and
- (b) provide for the transfer of each of the said new highways to the County Council of Northumberland as from the date on which the Minister notifies the Council that the new highway has been completed and is open for through traffic.

Copies of the draft Order and of the relevant plans may be inspected free of charge at all reasonable hours from the 9th May 1969 to the 9th August 1969, at the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, and at the offices of Northumberland C.C., County Hall, Newcastle upon Tyne 1; Haltwhistle R.D.C., Council Offices, Haltwhistle, Northumberland; and of the Divisional Road Engineer, Wellbar House, Gallowgate, Newcastle upon Tyne 1.

Any person may not later than the 9th August 1969 object to the making of the Order, by notice to the Minister of Transport, St. Christopher House, Southwark Street, London S.E.1, quoting the title of the Order in full and stating the grounds of objection.

C. W. Gair, Divisional Road Engineer, Ministry of Transport.

5th May 1969.

The M.62 (Lancashire—Yorkshire) Motorway (River Calder, Clifton-Gildersome Street) Connecting Roads Scheme 1969.

The Minister of Transport hereby gives notice that he has made a Scheme under section 11 of the above Act, the effect of which is to authorise the Minister to provide for the exclusive use of the traffic of Classes I and II of the classes of traffic set out in Schedule 4 to the said Act (as amended), two systems of special roads on routes described in the Scheme, as means of entry to and exit from the M.62 Motorway at Clifton and Chain Bar, Cleckheaton in the county of the West Riding of Yorkshire and providing for the special roads to become trunk