

## SCHEDULE 2

*Length of the Winchester-Preston Trunk Road (A.34) in the Borough of Newcastle-under-Lyme*

That length, known as London Road and Lower Street, from the south-westernmost point of the traffic island situated at the junction of London Road with Brook Lane (B.5043), Barracks Road (A.527) and High Street (A.34) to a point 20 yards north of the northernmost point of the northern traffic island situated at the junction of Lower Street with Knutton Lane.

## SCHEDULE 3

*Side of the Winchester-Preston Trunk Road (A.34) in the Borough of Newcastle-under-Lyme*

The western side of that length, known as London Road, from its junction with Refinery Street to the south-westernmost point of the traffic island situated at the junction of London Road with Brook Lane (B.5043) Barracks Road (A.527) and High Street (A.34).

*The Trunk Road (Harborough Road, Oadby) (Prohibition of Driving) Order*

The Minister of Transport 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 that:

- (1) no person shall cause any vehicle to proceed in that length of the London-Carlisle-Glasgow-Inverness Trunk Road (A.6) known as Harborough Road in the Urban District of Oadby in the county of Leicester:

(a) from the north-eastern carriageway to the south-western carriageway; or

(b) from the south-western carriageway to the north-eastern carriageway at its junction with any of the following roads in the said Urban District:

- (i) King Street;  
(ii) Queen Street;  
(iii) Waldron Drive; and

- (2) no person shall cause any vehicle proceeding in the south-western carriageway of that length of the trunk road aforesaid to enter King Street in the said Urban District.

A copy of the Order, together with a plan illustrating the proposal, may be inspected during all reasonable hours at the offices of the Leicestershire County Council, County Hall, Glenfield, Leicester or at the offices of the Oadby Urban District Council, Municipal Offices, Oadby.

Objections to the Order must be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 2nd January 1970, quoting the reference TTPA 5/12/081 and stating the reasons for objection.

*H. Hollingshead*, Ministry of Transport.

*The Trunk Road (Great Cambridge Road, Cheshunt) (Prohibition of Driving) Order 1969*

The Minister of Transport has made an Order under section(s) 1 (and 84D) of the Road Traffic Regulation Act 1967 the effect of which is to prohibit any person from causing any vehicle to proceed:—

(a) from the eastern carriageway to the western carriageway; or

(b) from the western carriageway to the eastern carriageway

of that length of the London-Cambridge-King's Lynn Trunk Road (A.10), known as Great Cambridge Road in the Urban District of Cheshunt, at its junction with Theobalds Lane in the said Urban District.

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 12th December 1969 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, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, quoting the reference TTPA 5/31/027.

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*The Trunk Road (Great Cambridge Road, Enfield and Cheshunt) (Prohibition of "U" Turns) Order 1969.*

The Minister of Transport has made an Order under section(s) 1 (and 84D) of the Road Traffic Regulation Act 1967 the effect of which is to prohibit any vehicle proceeding in either the eastern or the western carriageway of that length of the London-Cambridge-King's Lynn Trunk Road (A.10), known as the Great Cambridge Road in the London Borough of Enfield and in the Urban District of Cheshunt, which extends from its junction with Bullsmoor Lane in the London Borough to its junction with Watery Lane in the Urban District, to make a right-hand turn through any of the gaps in the central reservation of the trunk road so as to proceed in the opposite direction in the western or the eastern carriageway (as the case may be) of the trunk 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 12th December 1969 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, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, quoting the reference TTPA 5/31/021.

*The Trunk Road (High Street, Kings Langley) (Restriction of Waiting) Order 1970*

A Public Inquiry will be held by Mr. T. V. Burrows, C Eng. F.I.C.E. M.I. M.U.N.E. at the Community Centre, Kings Langley commencing at 10.30 a.m. on Wednesday 7th January 1970 to consider the proposal of the Minister of Transport to make the above-named Order the effect of which will be:—

to restrict the waiting of vehicles between the hours of 8 a.m. and 6 p.m. on any day other than a Sunday in that length of the London-Aylesbury-Warwick-Birmingham Trunk Road (A.41), known as High Street in the Parish of Kings Langley, which extends from its junction with Rectory Lane to a point 34 yards south of its junction with Church Lane.

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.

Any person interested is entitled to be heard in person or by Counsel, Solicitor or Agent and any person, whether he intends to appear at the Inquiry or not, may forward any objection to the proposals to Mr. Burrows, c/o The Divisional Road Engineer, at Heron House, Goldington Road, Bedford.

*H. Hollingshead*, Ministry of Transport.

*The Trunk Road (London Road and High Street, Redhill) (One-way Traffic) (Experimental) Order 1969.*

The Minister of Transport proposes to make an Order under section 9 of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, the effect of which will be to introduce one-way traffic restrictions on an experimental basis under which no vehicle may proceed in that length of the London-Brighton Trunk Road (A.23) known in part as London Road and in part as High Street, at Redhill in the Borough of Reigate, which extends from its junction with Queensway to its junction with Cromwell Road, in a direction other than from north to south.

A copy of the Order, together with a plan illustrating the proposal, may be inspected during all reasonable hours at the offices of the Reigate Borough Council, Town Hall, Reigate.

Objections to the Order must be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by 2nd January 1970, quoting the reference TTPA 6/5/01 and stating the reasons for objection.

*H. Hollingshead*, Ministry of Transport.