

(b) to impose a speed limit of 40 m.p.h. on part of the above length namely:

- (i) northern carriageway Rochester Way from Greenwich/Bexley Borough Boundary near Crown Woods Way eastwards for 200 yards; and
- (ii) southern carriageway Rochester Way from Greenwich/Bexley Borough Boundary near Crown Woods Way eastwards for 400 yards; and

(c) to derestrict the remainder of the said length.

Any objections to the Order should be made in writing, stating the grounds, to the Secretary, Ministry of Transport, London Highways Division, St. Christopher House, Southwark Street, London S.E.1, quoting reference LH 24/L18/01, not later than 27th November 1970.

G. E. Rowland, An Assistant Chief Engineer.

*The Trunk Road (Lincoln Road, Peterborough)  
(Prohibition of Waiting) Order 1970*

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 no person shall cause or permit any vehicle to wait between the hours of 8 a.m. and 6.30 p.m. in the lengths or on the sides of the Norman Cross-Grimsby Trunk Road (A.15), known as Lincoln Road in the City of Peterborough, specified in the schedule to this notice.

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 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.

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

Objections to the Order must be sent to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, by the 20th November 1970, quoting the reference TTPA 5/23/014 and stating the reasons for objection.

This notice replaces that published on 21st August 1970.

H. Hollingshead, Ministry of Transport.

SCHEDULE

*Lengths and sides of a length of the Norman Cross-Grimsby (A.15) Trunk Road, known as Lincoln Road in the City of Peterborough.*

1. the western side of that length which extends from a point 100 feet north of its junction with Walpole Street to a point 65 feet south of its junction with Thistlemoor Road.
2. that length which extends from a point 65 feet south of its junction with Thistlemoor Road to a point 65 feet north of that junction.
3. the western side of that length which extends from a point 65 feet north of its junction with Thistlemoor Road to a point 65 feet south of its junction with Burner Road.
4. that length which extends from a point 65 feet south of its junction with Burner Road to a point 65 feet north of that junction.
5. the western side of that length which extends from a point 65 feet north of its junction with Burner Road to a point 60 feet south of its junction with Crown Street.
6. that length which extends from a point 60 feet south of its junction with Crown Street to a point 60 feet north of that junction.
7. the western side of that length which extends from a point 60 feet north of its junction with Crown Street to a point 60 feet south of its junction with Scotney Street.
8. that length which extends from a point 60 feet south of its junction with Scotney Street to a point 60 feet north of that junction.
9. the western side of that length which extends from a point 60 feet north of its junction with Scotney Street to a point 65 feet south of its junction with Willesden Avenue.
10. that length which extends from a point 65 feet south of its junction with Willesden Avenue to a point 65 feet north of that junction.

11. the western side of that length which extends from a point 65 feet north of its junction with Willesden Avenue to a point 75 feet south of its junction with Paston Lane.

12. that length which extends from a point 75 feet south of its junction with Paston Lane to a point 75 feet north of that junction.

13. the western side of that length which extends from a point 75 feet north of its junction with Paston Lane to a point 80 feet south of its junction with South View Road.

14. that length which extends from a point 80 feet south of its junction with South View Road to a point 60 feet north of that junction.

15. the western side of that length which extends from a point 60 feet north of its junction with South View Road to a point 65 feet south of its junction with Marne Avenue.

16. that length which extends from a point 65 feet south of its junction with Marne Avenue to a point 65 feet north of that junction.

17. the western side of that length which extends from a point 65 feet north of its junction with Marne Avenue to a point 75 feet south of its junction with Mountsteven Avenue.

18. that length which extends from a point 75 feet south of its junction with Mountsteven Avenue to a point 100 feet north of that junction.

19. the western side of that length which extends from a point 100 feet north of its junction with Mountsteven Avenue to a point 120 feet north of its junction with Marholm Road.

HIGHWAYS ACT, 1959

*The Chilworth Link Trunk Roads  
(Revocation) Order 197*

The Minister of Transport hereby gives notice that he proposes to make an Order under sections 7 and 286 of the above Act to revoke The Chilworth Link Trunk Roads Order 1963, confirmed by the Minister on 21st August 1963 (this being an Order which authorised the Minister to provide a length of trunk road between the then proposed Chandlers Ford and Otterbourne By-pass trunk road and the then proposed South Coast Road).

Copies of the draft Order, together with copies of the Order and associated plan, which it is proposed to revoke, may be inspected free of charge at all reasonable hours from 30th October 1970 to 1st February 1971 at the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, and at the offices of the South Eastern Road Construction Unit, Federated House, London Road, Dorking, Surrey; the Hampshire C.C., The Castle, Winchester, Hampshire; the Romsey & Stockbridge R.D.C., Duttons Road, Romsey; and of the Eastleigh B.C., Town Hall, Eastleigh, Hampshire.

Any person may not later than 1st February 1971 object to the making of the Order, by notice to the Minister at his address at the South Eastern Road Construction Unit, quoting reference CSE 427/2/26/015 and stating the grounds of objection.

R. G. Clubleby, Controller of Administration,  
South Eastern Road Construction Unit,  
Ministry of Transport.

HIGHWAYS ACT, 1959

*The M.11 London-Cambridge Motorway (Cambridge Western By-Pass Section) Connecting Roads Scheme 197*

The Minister of Transport hereby gives notice that he proposes to make a Scheme under section 11 of the above Act, authorising the Minister to provide, for the exclusive use of traffic of Classes I and II set out in Schedule 4 to the said Act as amended by the Special Roads (Classes of Traffic) Order 1961, a system of special roads on routes described in the proposed Scheme as means of entry to and exit from the above motorway at Duxford, Hauxton and Rectory Farm, Cambridge, all in the County of Cambridgeshire and Isle of Ely and to provide for the said special roads to become trunk road on the date when the Scheme comes into operation.

Copies of the draft Scheme and the relevant plans may be inspected free of charge at all reasonable hours from 30th October 1970 to 30th January, 1971 at the Ministry of Transport, St.