

within 30 minutes between 9 a.m. and 4.30 p.m. and 6 p.m. and 8 p.m. except Sundays.

1. *Sheep Street*, west side, from 26 yards north of its junction with George Street to its junction with Market Place.
2. *Market Place*, west side, from its junction with Sheep Street to its junction with High Street.
3. *High Street*, west side, from its junction with Market Place to 72 yards north of its junction with Walker's Lane.
4. *Gold Street*, north side, from 21 yards west of its junction with Meeting Lane to 96 yards west of its junction with Newland Street.
5. *Silver Street*, both sides, from 77 yards south of its junction with Montague Street to its junction with Dalkeith Place.
6. *Dalkeith Place*, both sides, from its junction with Silver Street to 54 yards north of its junction with Carrington Street.

#### ROAD TRAFFIC REGULATION ACT 1967— SECTIONS 72 (3) AND 73 (1)

##### *The Trunk Roads (Restricted Roads) (No. 3) Order 1972*

The Secretary of State for the Environment hereby gives notice that he has made the above-named Order under sections 72 (3) and 73 (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 the length of road specified in the Schedule to this notice shall become a restricted road for the purposes of section 71 of the Road Traffic Regulation Act, 1967, i.e., it will be subject to a speed limit of 30 m.p.h. The Order comes into operation on 12th July 1972.

A copy of the Order and a plan showing the length of trunk road involved are available for inspection between the hours of 9.30 a.m. and 4.30 p.m. on Mondays to Fridays inclusive at the offices of the Department of the Environment at St. Christopher House, Southwark Street, London, SE1 0TE, or at the offices of the London Borough of Redbridge at the Town Hall, Ilford, Essex.

#### SCHEDULE

The link road which is that length of the London-Norwich Trunk Road extending from a point 133 yards south of the junction of High Road, Woodford Green, with Woodford New Road (A.11) westwards for a distance of approximately 70 yards to its junction with Woodford New Road.

#### STATUTORY INSTRUMENT

1972 No.

##### ROAD TRAFFIC

*The Liverpool—Warrington—Stockport—Sheffield—Lincoln—Skegness Trunk Road (Prohibition of Waiting) (Clearways) Order 1972*

Made - - - 20th June 1972  
Coming into Operation 1st July 1972

The Secretary of State for the Environment in exercise of his powers under sections 1(1), (2), (3) and (6) and 84D(1) of the Road Traffic Regulation Act 1967 c. 76 as amended by Part IX of the Transport Act 1968 (1968 c. 73.) and of all other enabling powers hereby makes the following Order:

##### *Commencement and Citation*

1. This Order shall come into operation on 1st July 1972 and may be cited as the Liverpool—Warrington—Stockport—Sheffield—Lincoln—Skegness Trunk Road (Prohibition of Waiting) (Clearways) Order 1972.

##### *Interpretation*

2. (1) In this Order the following expressions have the meanings hereby respectively assigned to them:

“the Act of 1967” means the Road Traffic Regulation Act 1967 as amended by Part IX of the Transport Act 1968;

“the trunk road” means the Liverpool—Warrington—Stockport—Sheffield—Lincoln—Skegness Trunk Road (A57);

“main carriageway” in relation to the trunk road, means any carriageway of that road used primarily by through traffic, includes any carriageway of a slip road, but excludes any lay-by;

“lay by”, in relation to a main carriageway of the trunk road, means any area intended for use for the waiting of vehicles, lying at a side of the road and bounded partly by a traffic sign of the

type shown in diagram 1010 of the Traffic Signs Regulations 1964 (S.I. 1964/1857 (1964 III, p. 4053)), as amended by Regulations 2(14) of and Schedule 2 to the Traffic Signs (Amendment) Regulations 1966 (S.I. 1966/490 (1966 I, p. 1001)), and partly by the outer edge of that carriageway on the same side of the road as that on which the sign is placed;

“verge” means any part of a road which is not a carriageway.

(2) The Interpretation Act 1889 (1889 c. 63.) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

##### *Prohibition of waiting on main carriageways*

3. Save as provided in Article 4 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform, or traffic warden, cause or permit any vehicle to wait on any of those main carriageways forming part of the length of the trunk road specified in the Schedule to this Order.

##### *Exceptions to Article 3*

4. Nothing in Article 3 of this Order shall apply:

- (a) so as to prevent a vehicle waiting on any main carriageway specified in the Schedule to this Order for so long as may be necessary to enable the vehicle if it cannot be used for such purpose without waiting on that carriageway, to be used in connection with any building operation or demolition, the removal of any obstruction or potential obstruction to traffic, the maintenance, improvement or reconstruction of the road comprising that carriageway, or the erection, laying, placing, maintenance, testing, alteration, repair or removal of any structure, works or apparatus in, on, under or over that road;
- (b) to a vehicle being used for fire brigade; ambulance or police purposes;
- (c) to a vehicle being used for the purpose of delivering or collecting postal packets as defined in section 87 of the Post Office Act 1953 (1953 c. 36.);
- (d) so as to prevent a vehicle being used by or on behalf of a local authority from waiting on any main carriageway specified in the Schedule to this Order for so long as may be necessary to enable the vehicle, if it cannot be used for such a purpose without waiting on that carriageway, to be used for the purpose of the collection of household refuse from, or the clearing of cesspools at, premises situated on or adjacent to the road comprising that carriageway;
- (e) to a vehicle waiting on any main carriageway specified in the Schedule to this Order while any gate or other barrier at the entrance to premises to which the vehicle requires access or from which it has emerged is opened or closed, if it is not reasonably practicable for the vehicle to wait otherwise than on that carriageway while such gate or barrier is being opened or closed;
- (f) to a vehicle waiting in any case where the person in control of the vehicle:
  - (i) is required by law to stop;
  - (ii) is obliged to do so in order to avoid an accident; or
  - (iii) is prevented from proceeding by circumstances outside his control and it is not reasonably practicable for him to drive or move the vehicle to a place not on any main carriageway specified in the Schedule to this Order.

##### *Restriction of waiting on verges, etc.*

5. No person shall cause or permit any vehicle to wait on any verge or lay-by immediately adjacent to a main carriageway specified in the Schedule to this Order for the purpose of selling goods from that vehicle unless the goods are immediately delivered at or taken into premises adjacent to the vehicle from which sale is effected.

##### *Non-application of S.1(5) of Act of 1967*

6. The Secretary of State is satisfied that, for avoiding danger to persons or other traffic using the road to which this Order relates, it is requisite that section 1(5) of the Act of 1967 shall not apply in relation to this Order.

Signed by authority of the Secretary of State.

L. E. Dale, An Under Secretary in the Department of the Environment.

20th June 1972.

#### SCHEDULE

The main carriageways comprised in that length of the trunk road which lies in the County of Lancashire from the boundary with the Warrington County