

Particulars of the proposals are contained in the Wages Council's Notice HL (85) copies of which may be obtained on application to the Secretary of the Wages Council at the address given below. The Wages Council will consider any written representation with respect to the proposals if made within 14 days from 29th June 1976. Any such representation should bear the writer's address and signature and be sent to the Secretary, Linen and Cotton Handkerchief and Household Goods and Linen Piece Goods Wages Council (Great Britain), 12 St. James's Square, London SW1Y 4LL. It is desirable that persons making objections should state the precise nature of their objections and quote the number of the Wages Council's Notice of Proposals HL (85).

*Yvonne M. Simmons, Secretary.*

28th June 1976.

## DEPARTMENT OF THE ENVIRONMENT

### ROAD TRAFFIC REGULATION ACT 1967

For the purpose of section 13 (5) and all other relevant provisions of the above Act, The Secretary of State for the Environment hereby gives notice in accordance with Special Roads (Notice of Opening) Regulations 1962 that the 8th July 1976 will be the date on which the length of special road and the special roads described in the Schedule hereto are open for use as special roads.

*R. A. Herbert, Controller of Administration, South Western Road Construction Unit, Department of the Environment.*

10th June 1976.

#### THE SCHEDULE

#### Part 1 *The M5 Motorway (Huntworth-Willand) Scheme 1971 (S.I. 1971/641)*

- (i) A length of special road (the M5 Motorway) provided by the Secretary of State in pursuance of the above Scheme, being a length beginning at a point about 400 metres south-west from the centre of the M5 Motorway/A373 Waterloo Cross Road interchange roundabout at Sampford Peverell, in the County of Devon and proceeding generally south-westwards for about 4.4 kms to a point about 201 metres south-east of Stoneshall Bridge, near Willand in the County of Devon (this being the northern commencement point of the special road being provided on the route described in Part 2 of this Schedule).
- (ii) Two special roads given the reference letters A and D respectively in paragraph 4 of Schedule 2 to the above Scheme to connect the south-west bound and north-east bound carriageways of the motorway with the A.373 Waterloo Cross Road the south-west bound connecting road running for about 690 metres south-westwards from its junction with the A.373 Waterloo Cross Road and the north-east bound connecting road running for about 530 metres south-westwards from its junction with the A.373 Waterloo Cross Road, near Willand in the County of Devon.

#### Part 2 *The M5 Motorway (Willand to South of Cullompton and Connecting Roads) Scheme 1975 (S.I. 1975/945)*

- (i) A length of special road (the M5 Motorway) provided by the Secretary of State in pursuance of the above Scheme being a length beginning at a point about 201 metres south-east of Stoneshall Bridge (this being the southern termination point of the special road to be provided on the route described in Part 1 of this Schedule), and proceeding generally southwards for about 840 metres to a point about 360 metres north-east of the M5 Motorway/A.373 Cullompton-Honiton Road interchange roundabout near Cullompton in the County of Devon.
- (ii) Two special roads given the reference numbers 2 and 4 respectively in paragraph 1 of Schedule 2 to the above Scheme to connect the north-bound and south-bound carriageways of the motorway with the A.373 Cullompton-Honiton Road the north-bound connection road running for about 500 metres northwards from its junction with the A.373 Cullompton-Honiton Road and the south-bound connecting road running for about 500 metres northwards from its junction with the A.373 Cullompton-Honiton Road.

### ROAD TRAFFIC REGULATION ACT 1967

#### *The Trunk Road (Amesbury, Wiltshire) (Prohibition of Turns) Order 1976*

The Secretary of State for the Environment has made an Order under section 1 of the Road Traffic Regulation Act 1967 as amended by Part IX of the Transport Act 1968 on the London-Penzance Trunk Road (A.303) in the District of Salisbury in the County of Wiltshire.

The effect of the Order, which comes into operation on 1st July 1976, is to prohibit vehicles from:

- (i) making a left hand turn into A.3028 from the east-bound carriageway of the Trunk Road
- (ii) making a right-hand turn into A.3028 from the westbound carriageway of the Trunk Road
- (iii) making a 'U' turn between a point 55 yards west of Bulford Camp Road (C.11) and a point 1 mile east of that point.

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 23rd June 1976 apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

A copy of the Order may be inspected during office hours at the offices of the Salisbury District Council at either the Council House, Bourne Hill, Salisbury or Redworth House, Amesbury, or obtained by application to the Regional Controller (Roads and Transportation) Froomsgate House, Rupert Street, Bristol, quoting the reference DSW 507941/7/TR8/02.

*L. Callicott.*

Department of the Environment,

Froomsgate House, Rupert Street, Bristol, BS1 2QN.

### ROAD TRAFFIC REGULATION ACT 1967

#### *The Trunk Road (Hogs Back Junction, Guildford) (Traffic Regulation) Order, 1976*

The Secretary of State for the Environment proposes to make an Order under sections 1 and 84D of the Road Traffic Regulation Act, 1967, as amended by Part IX of the Transport Act, 1968 on that part of the London-Portsmouth Trunk Road (A3) in the district of Guildford in the County of Surrey known as the Guildford and Godalming By-pass.

The effect of the Order will be to:

- (a) prohibit right turns and "U" turns at the existing junction of the trunk road with the slip road leading to the A31;
- (b) require westerly movement only along the new slip road now being constructed to carry traffic from the trunk road to the A31; and
- (c) prohibit traffic proceeding west along the trunk road from turning left into Down Lane, or making a "U" turn at the end of the central reservation 40 metres west of the Down Lane junction.

A copy of the Order, together with a plan illustrating the proposal and a statement explaining the Secretary of State's reasons for proposing to make the Order may be inspected during office hours at the offices of the Guildford District Council, Municipal Offices, 207 High Street, Guildford or those of Surrey County Council, Highway House, 21 Chessington Road, West Ewell, Epsom.

Objections to the Order must be sent to the Department's Regional Controller (Roads and Transportation), South Eastern, "Edgeborough", 74 Epsom Road, Guildford, Surrey by 20th July 1976 quoting the reference DSE/5076/41/7/TR6/04 and stating the reasons for objection.

*R. J. Harman, a Senior Executive Officer in the Department of the Environment.*

### ROAD TRAFFIC REGULATION ACT 1967

#### *The Trunk Road (Lower Street Junction with Enderley Street) (Prohibition of Driving) Order, 1976*

The Secretary of State for the Environment 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 by Schedule 6 to the Road Traffic Act, 1974 on the Winchester-Preston Trunk Road (A34) in the Borough of Newcastle-under-Lyme in the County of Staffordshire.