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1721/1039 A.3

STATUTORY INSTRUMENTS	
1963 No. 1247	CLERK'S OFFICE
25 JUL 1963	
LONDON TRAFFIC	
REGULATION OF TRAFFIC	
The London (Prohibition of Waiting) (Clearways) Regulations 1963	

Made	15th July 1963
Laid before Parliament	24th July 1963
Coming into Operation	26th July 1963

The Minister of Transport (hereinafter referred to as "the Minister"), after consulting the Secretary of State, in exercise of his powers under section 34 of the Road Traffic Act 1960(a), as amended by section 8 of the Road Traffic and Roads Improvement Act 1960(b) and by section 8 of and Schedule 1 to the Road Traffic Act 1962(c), and of all other powers him enabling in that behalf hereby makes the following Regulations:—

1. These Regulations shall come into operation on the 26th July 1963, and may be cited as The London (Prohibition of Waiting) (Clearways) Regulations 1963.

2. The Regulations specified in Schedule 2 are hereby revoked.

3.—(1) In these Regulations the following expressions have the meanings hereby respectively assigned to them:—

"the Act of 1960" means the Road Traffic Act 1960;

"main carriageway", in relation to a road, means any carriageway of that road used primarily by through traffic and excludes any lay-by;

"lay-by", in relation to a main carriageway of a 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 consisting of a yellow dotted line on the road, or of a white dotted line and the words "lay by" on the road, authorised by the Minister under section 51(2) of the Act of 1960, 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(d) shall apply for the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament, and as if for the purposes of section 38 of that Act these Regulations were an Act of Parliament and the Regulations revoked by Regulation 2 of these Regulations were Acts of Parliament thereby repealed.

4. Save as provided in Regulation 5 of these Regulations no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any vehicle to wait on any of those main carriageways forming part of roads which are specified in Schedule 1 to these Regulations.

(a) 8 & 9 Eliz. 2. c. 16.
(c) 10 & 11 Eliz. 2. c. 59.

(b) 8 & 9 Eliz. 2. c. 63.
(d) 52 & 53 Vict. c. 63.

5. Nothing in Regulation 4 of these Regulations shall apply—

- (a) so as to prevent a vehicle waiting on any main carriageway specified in Schedule 1 to these Regulations 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 stage carriage or express carriage;
- (d) 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(a);
- (e) so as to prevent a vehicle being used by or on behalf of a local authority from waiting on any main carriageway specified in Schedule 1 to these Regulations 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 for the purposes of the collection of household refuse from, or the clearing of cesspools at, premises situated on or adjacent to the road comprising that carriageway;
- (f) to a vehicle waiting on any main carriageway specified in Schedule 1 to these Regulations, while any gate or other barrier at the entrance to premises to which the vehicle requires access or from which it has emerged is being opened or closed, if it is not reasonably practicable for the vehicle to wait otherwise than on the carriageway while such gate or barrier is being opened or closed; or
- (g) 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 Schedule 1 to these Regulations.

6. No person shall cause or permit any vehicle to wait on any verge or lay-by immediately adjacent to a main carriageway specified in Schedule 1 to these Regulations 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.

7. The restrictions imposed by these Regulations shall be in addition to and not in derogation of any restriction or requirement imposed by any other Regulations made or having effect as if made under the Act of 1960, or by or under any other enactment.

Given under the Official Seal of the Minister of Transport the 15th July 1963.

(L.S.)

Ernest Marples,
The Minister of Transport.

SCHEDULE 1

MAIN CARRIAGEWAYS

In the County of Buckingham

1. The London—Fishguard Trunk Road (A.40)

The main carriageway in that length of the said Trunk Road which extends from a point 481 yards north-west of the centre line of its junction with Bulstrode Way, Gerrards Cross, in the Rural District of Eton, to a point 99 yards east of its junction with Burnham Avenue, in the Urban District of Beaconsfield, a distance of approximately $2\frac{1}{4}$ miles.

In the Counties of Buckingham and Middlesex

2. The London—Bristol Trunk Road (A.4)

The main carriageway in that length of the said Trunk Road which extends from a point 160 yards west of its junction with Sipson Road (A.408) in the Urban District of Yiewsley and West Drayton, to its western junction with Bath Road, Colnbrook, in the Borough of Slough (B.3378), a distance of approximately $3\frac{1}{4}$ miles.

3. The London—Fishguard Trunk Road (A.40)

The main carriageways comprised in that length of the said Trunk Road which extends from a point 280 yards west of its junction with Allan Way, in the Borough of Acton, to its junction with the Oxford Road (A.4020) at Denham Roundabout, in the Rural District of Eton, a distance of approximately $9\frac{1}{4}$ miles.

In the County of Essex

4. The London—Tilbury Trunk Road (A.13)

The main carriageway in that length of the said Trunk Road which extends from its junction with Lamb's Lane, Rainham, in the Urban District of Hornchurch, to its junction with Hogg Lane, Grays, in the Urban District of Thurrock (A.1012), a distance of approximately $6\frac{1}{4}$ miles.

5. The East of London—Southend Trunk Road (A.127)

The main carriageways comprised in that length of the said Trunk Road, which extends from its junction with Redden Court Road, Harold Wood, in the Urban District of Hornchurch, to a point $1\frac{1}{2}$ miles west of its junction with the Sheffield—Billericay—Rayleigh—Hadleigh road (A.129), at Rayleigh Weir in the Urban Districts of Rayleigh and Benfleet, a distance of approximately 15 miles.

In the County of Hertford

5. The London—Carlisle—Glasgow—Inverness Trunk Road (A.6)

(a) The main carriageways comprised in that length of the said Trunk Road which extends from its junction with the North Orbital Road (A.405) at London Colney, in the Rural District of St. Albans, to a point in the Rural District of Elstree, 450 yards north-west of the County Boundary, a distance of approximately 3 miles.

(b) The main carriageway comprised in that length of the said Trunk Road which extends from a point 680 yards north of the centre line of its junction with Green Lane, in the Rural District of St. Albans, to a point 437 yards south of the centre line of its junction with Station Road (B.652), in the Urban District of Harpenden, a distance of approximately $2\frac{1}{4}$ miles.

7. The London—Holyhead Trunk Road (A.5)

The main carriageway comprised in that length of the said Trunk Road which extends from a point 317 yards north of the centre line of its junction with Allam Lane (B.5378), in the Rural District of Elstree, to a point 857 yards south of the centre line of its junction with Theobald Street, Radlett, in the Rural District of Watford, a distance of approximately $1\frac{1}{4}$ miles.

8. The London—North Orbital Trunk Road (A.405)

The main carriageways in that length of the said Trunk Road which extends from a point 50 yards north of its junction with Highelms Lane, in the

Rural District of Watford, to its junction with the London—Edinburgh Trunk Road (A.1) in the Rural District of Hatfield, a distance of approximately $7\frac{1}{2}$ miles.

In the Counties of Hertford and Middlesex

9. The London—Edinburgh—Thurso Trunk Road (A.1)
The main carriageway in that length of the said Trunk Road which extends from its junction with Warrengate Lane, in the Urban District of Potters Bar, to its junction with the St. Albans—Hatfield Road (A.414) at the "Connet" roundabout, in the Rural District of Hatfield, a distance of approximately $4\frac{1}{2}$ miles.

10. The London—Aylesbury—Warwick—Birmingham Trunk Road (A.41)
The main carriageway in that length of the said Trunk Road which extends from a point 170 yards north-west of its junction with Spur Road, Edgware, in the Borough of Hendon, to its junction with the London—Yorkshire Motorway at the roundabout at Berrygrove, in the Urban District of Eushey, a distance of approximately 5 miles.

In the County of Kent

11. The London—Canterbury—Dover Trunk Road (A.2)
(a) The main carriageway in that length of the said Trunk Road which extends from a point 45 yards east of the centre line of its junction with Upton Road, in the Borough of Bexley, to a point 100 yards west of the centre line of its junction with Heather Drive, in the Borough of Dartford, a distance of approximately 2 $\frac{1}{2}$ miles.

- (b) The main carriageway in that length of the said Trunk Road which extends from a point 225 yards east of the centre line of its junction with Lowfield Street, in the Borough of Dartford, to its junction with Church Road, Singlewell, in the Borough of Gravesend, a distance of approximately $7\frac{1}{2}$ miles.

12. The London—Folkestone—Dover Trunk Road (A.20)
(a) The main carriageways comprised in that length of the said Trunk Road which extends from a point 75 yards south-east of its junction with the eastern link road with Main Road (A.211), in the Urban District of Chislehurst and Sidecup, to a point 150 yards north-west of its junction with Hockenden Lane, in the Urban District of Chislehurst and Sidecup, a distance of approximately $3\frac{1}{2}$ miles.

- (b) The main carriageway in that length of the said Trunk Road which extends from a point 50 yards east of its junction with Wested Lane, Swanley, in the Rural District of Dartford, to a point 255 yards north of its junction with Millfield Road, West Kingsdown, in the Rural District of Dartford, a distance of approximately 4 miles.

13. The London—Hastings Road (A.21)

- (a) The main carriageway in that length of the said road which extends from a point 20 yards east of the centre line of its junction with Starts Hill Road, Farnborough, in the Urban District of Orpington, to a point 30 yards west of the centre line of its junction with Hillside, Chelsfield, in the Urban District of Orpington, a distance of approximately $2\frac{1}{2}$ miles.

- (b) The main carriageway in that length of the said road which extends from a point 80 yards south of the centre of Halstead Roundabout at its junction with Orpington By-Pass (A.224) in the Rural District of Sevenoaks, to a point 50 yards north of the centre line of its junction with New Cut (B.2211) in the Rural District of Sevenoaks, a distance of approximately 2 miles.

14. The Orpington By-Pass (A.224)

The main carriageway in that length of the said road which extends from a point 80 yards south of its junction with The Highway, in the Urban District of Orpington, to a point 30 yards south of its junction with Sandersons Avenue, Badgers Mount, in the Rural District of Sevenoaks, a distance of approximately $2\frac{1}{2}$ miles.

In the County of Surrey

15. The London—Eastbourne Road (A.22)

The main carriageways comprised in that length of the said road which extends from a point 65 yards south of the centre of the roundabout at the northern end of Caterham By-Pass, in the Urban District of Caterham and Warlingham, to a point 470 yards north of the centre line of its junction with Oxted Road, Tylers Green, in the Rural District of Godstone, a distance of approximately 3 miles.

16. The London—Worthing Road (A.243 and A.24)

(a) The main carriageways comprised in that length of the said road which extends from a point 44 yards east of its junction with Copthorne Road in the Urban District of Leatherhead to a point 82 yards south of the Old Forge in the Urban District of Dorking, a distance of approximately 2½ miles.

(b) The north-western main carriageway comprised in that length of the said road which extends from a point 82 yards south of the Old Forge in the Urban District of Dorking to a point 53 yards west of its junction with Old London Road (B.2209) in the Urban District of Dorking, a distance of approximately ½ mile.

(c) The main carriageways comprised in that length of the said road which extends from a point 53 yards west of its junction with Old London Road (B.2209) in the Urban District of Dorking to a point 20 yards north of its junction with Pixham Lane (B.2938) in the Urban District of Dorking, a distance of approximately 2 miles.

17. The London—Penzance Trunk Road (A.30)

(a) The main carriageway in that length of the said Trunk Road which extends from a point 150 yards south-west of the centre line of its junction with Windsor Road (A.328), in the Urban District of Egham, to a point 160 yards west of its junction with West Drive, near Sunningdale, in the Urban District of Egham, a distance of approximately 2½ miles.

(b) The main carriageway in that length of the said Trunk Road which extends from its junction with Parkway in the Borough of Heston and Isleworth to its junction with the roundabout at Clockhouse Lane, East Bedfont in the Urban District of Feltham, a distance of approximately 2½ miles.

18. The London—Portsmouth Trunk Road (A.3)

(a) The main carriageways comprised in that length of the said Trunk Road which extends from a point 145 yards south-west of the centre of the roundabout at the junction with Tolworth Broadway (A.240), in the Borough of Surbiton, to a point 100 yards north-east of its junction with Manor Road North and Manor Road South, Hinchley Wood, in the Urban District of Esher, a distance of approximately 2½ miles.

(b) The main carriageway in that length of the said Trunk Road which extends from its junction with the private road leading to Hill House Farm, in the Urban District of Esher, to its junction with the private road leading to Norwood Farm, Cobham, in the Urban District of Esher, a distance of approximately 2½ miles.

(c) The main carriageways comprised in that length of the said Trunk Road which extends from a point 33 yards west of its junction with Gavel Road, Cobham, in the Urban District of Esher, to a point 380 yards north-east of the centre line of Bridgefoot Bridge, Ripley, in the Rural District of Guildford, a distance of approximately 3½ miles.

(d) The main carriageway in that length of the said Trunk Road which extends from a point 10 yards south-west of its junction with the road leading to Grove Heath, near Ripley, in the Rural District of Guildford, to a point 20 yards south-west of its junction with Wincerhill Way, in the Borough of Guildford, a distance of approximately 2½ miles.

(e) The main carriageways comprised in that length of the said Trunk Road which extends south-westwards from a point 50 yards west of its junction with Deerbarn Road, in the Borough of Guildford, to a point 70 yards south-west of the Guildford Borough Boundary, a distance of approximately 2½ miles.

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SCHEDULE 2

REGULATIONS REVOKED BY REGULATION 2

<i>Title</i>	<i>Year and Number</i>
The London (Prohibition of Waiting) (Clearways) Regulations 1961	S.I. 1961/1491.
The London (Prohibition of Waiting) (Clearways) (Amendment) Regulations 1962	S.I. 1962/572.
The London (Surrey) (Prohibition of Waiting) (Clearways) Regulations 1962	S.I. 1962/745.
The London (Prohibition of Waiting) (Clearways) (Amendment) (No. 2) Regulations 1962	S.I. 1962/913.
The London (Prohibition of Waiting) (Clearways) (Amendment) (No. 3) Regulations 1962	S.I. 1962/1153.
The London (Prohibition of Waiting) (Clearways) (Amendment) (No. 4) Regulations 1962	S.I. 1962/1154.

EXPLANATORY NOTE

(This Note is not part of the Regulations, but is intended to indicate their general purport.)

These Regulations revoke and re-enact with amendments the Regulations specified in Schedule 2.

The principal changes are that the restrictions now apply to an additional length of trunk road (A.30) and restrict the selling of goods from vehicles on the verges and lay-bys of clearways.

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