

ANNEX 3

**A66 NORTHERN TRANS-PENNINE PROJECT (THE PROJECT)
AMENDMENTS REQUIRED TO ARTICLES 41 AND 42 OF, AND SCHEDULE 8
TO, THE DRAFT DCO, TO PROVIDE THE CLARITY REQUESTED BY THE
SECRETARY OF STATE**

Clearways

41.—(1) From such day or days as the undertaker may determine, except as provided in paragraph (2) below, no person is to cause or permit any vehicle to wait on any part of the lengths of road described in column (2) of ~~Part 2~~ any of the tables headed “traffic regulation measures (clearways and prohibitions) of” contained in Schedule 8 (traffic regulation measures etc.) where it is identified that such lengths of road are to become a clearway in the corresponding row of column (3) of that ~~Part~~ table, except upon the direction of, or with the permission of, a uniformed constable or uniformed traffic officer.

(2) Nothing in paragraph (1) applies—

- (a) to render it unlawful to cause or permit a vehicle to wait on any part of a road, for so long as may be necessary to enable that vehicle to be used in connection with—
 - (i) the removal of any obstruction to traffic;
 - (ii) the maintenance, improvement, reconstruction or operation of the road;
 - (iii) the laying, erection, inspection, maintenance, alteration, repair, renewal or removal in or near the road of any sewer, main pipe, conduit, wire, cable or other apparatus for the supply of gas, water, electricity or any electronic communications apparatus as defined in Schedule 3A (the electronic communications code) to the Communications Act 2003^(a); or
 - (iv) any building operation or demolition;
- (b) in relation to a vehicle being used—
 - (i) for police, ambulance, fire and rescue authority or traffic officer purposes;
 - (ii) in the service of a local authority, safety camera partnership or Driver and Vehicle Standards Agency in pursuance of statutory powers or duties;
 - (iii) in the service of a water or sewerage undertaker within the meaning of the Water Industry Act 1991; or
 - (iv) by a universal service provider for the purposes of providing a universal postal service as defined by the Postal Service Act 2000; or
- (c) in relation to a vehicle waiting when the person in control of it is—
 - (i) required by law to stop;
 - (ii) obliged to stop in order to avoid an accident; or
 - (iii) prevented from proceeding by circumstances outside the person’s control.

(3) No person is to cause or permit any vehicle to wait on any part of the roads described in paragraph (1) for the purposes of selling, or dispensing of, goods from that vehicle, unless the goods are immediately delivered at, or taken into, premises adjacent to the land on which the vehicle stood when the goods were sold or dispensed.

(4) Paragraphs (1), (2) and (3) have effect as if made by order under the 1984 Act, and their application may be varied or revoked by an order made under that Act or any other enactment which provides for the variation or revocation of such orders.

(5) In this article, “traffic officer” means an individual designated under section 2 (designation of traffic officers) of the Traffic Management Act 2004.

Traffic regulation measures

42.—(1) Subject to the provisions of this article, and from any such day or days as the undertaker may determine—

- (a) no person is to drive any motor vehicle at a speed exceeding the limit in miles per hour specified in column (3) of ~~Part 1~~ (any of the tables headed “speed limits) of” contained

(a) Schedule 3A was inserted by section 4(2) of, and Schedule 1 to, the Digital Economy Act 2017 (c. 30).

in Schedule 8 (traffic regulation measures etc.) along the lengths of road identified in the corresponding row of column (2) of that ~~Part~~table;

- (b) subject to paragraph (2) and article 41 (clearways), the ~~restriction~~restrictions (other than clearway) specified in column (3) of ~~Part 2~~any of the tables headed “traffic regulation measures (clearways and prohibitions) ~~of”~~ contained in Schedule 8 ~~is~~are to apply to the length of road identified in the corresponding row of column (2) of that ~~Part~~table; and
- (c) the orders specified in column (3) of ~~Part 3~~(any of the tables headed “revocations and variations of existing traffic regulation orders) ~~of”~~ contained in Schedule 8 are to be varied or revoked as specified in the corresponding row of column (4) of that ~~Part~~table in respect of the lengths of roads specified in the corresponding row of column (2) of that ~~Part~~table.

(2) No speed limit imposed by or under this Order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3(5) of those regulations.

(3) Without limiting the scope of the specific powers conferred by paragraph (1) but subject to the provisions of this article and consent of the traffic authority in whose area the road concerned is situated, which consent must not be unreasonably withheld, the undertaker may, in so far as necessary or expedient for the purposes of, in connection with, or in consequence of the construction, maintenance and operation of the authorised development—

- (a) revoke, amend or suspend in whole or in part any order made, or having effect as if made, under the 1984 Act;
- (b) permit, prohibit or restrict the stopping, waiting, loading or unloading of vehicles on any road;
- (c) authorise the use as a parking place of any road;
- (d) make provision as to the direction or priority of vehicular traffic on any road; and
- (e) permit or prohibit vehicular access to any road,

either at all times or at times, on days or during such periods as may be specified by the undertaker.

(4) The power conferred by paragraph (3) may be exercised at any time prior to the expiry of 24 months from the opening of the authorised development for public use, but subject to paragraph (8), any prohibition, restriction or other provision made under paragraph (3) may have effect both before and after the expiry of that period.

(5) The undertaker must not exercise the powers conferred by paragraph (3), unless the undertaker has—

- (a) given not less than—
 - (i) 12 weeks’ notice in writing of the undertaker’s intention so to do in the case of a prohibition, restriction or other provision intended to have effect permanently; or
 - (ii) 4 weeks’ notice in writing of the undertaker’s intention so to do in the case of a prohibition, restriction or other provision intended to have effect temporarily,to the chief officer of police and to the traffic authority in whose area the road is situated; and
- (b) advertised the undertaker’s intention in such manner as the traffic authority may specify in writing within 28 days of its receipt of notice of the undertaker’s intention in the case of sub-paragraph (a)(i), or within 7 days of its receipt of notice of the undertaker’s intention in the case of sub-paragraph (a)(ii).

(6) Any prohibition, restriction or other provision made by the undertaker under paragraph (1) or (3)—

- (a) has effect as if duly made by, as the case may be—
 - (i) the traffic authority in whose area the road is situated, as a traffic regulation order under the 1984 Act; or

(ii) the local authority in whose area the road is situated, as an order under section 32 (power of local authorities to provide parking places)(a) of the 1984 Act, and the instrument by which it is effected may specify savings and exemptions to which the prohibition, restriction or other provision is subject; and

(b) is deemed to be a traffic order for the purposes of Schedule 7 (road traffic contraventions subject to civil enforcement) to the Traffic Management Act 2004.

(7) Any prohibition, restriction or other provision made under this article may be suspended, varied or revoked by the undertaker from time to time by subsequent exercise of the powers conferred by paragraph (1) or (3) within a period of 24 months from the opening of the authorised development.

(8) Before exercising the powers conferred by paragraph (1) or (3) the undertaker must consult such persons as the undertaker considers necessary and appropriate and must take into consideration any representations made to the undertaker by any such person.

(9) Expressions used in this article and in the 1984 Act have the same meaning in this article as in that Act.

PART 5

MISCELLANEOUS AND GENERAL

Benefit of the Order

43.—(1) Subject to article 44 (consent to transfer benefit of Order) and paragraph (2), the provisions of this Order conferring functions on the undertaker have effect solely for the benefit of the undertaker.

(2) Paragraph (1) does not apply to the works for which the consent is granted by this Order for the express benefit or accommodation of owners and occupiers of land, statutory undertakers and other persons affected by the authorised development.

Consent to transfer benefit of Order

44.—(1) The undertaker may, regardless of any provision in any enactment, with the consent of the Secretary of State—

(a) transfer to another person (“the transferee”) any or all of the benefits of the provisions of this Order that apply to the undertaker and such statutory rights as may be agreed between the undertaker and the transferee; or

(b) grant to another person (“the grantee”) for a period agreed between the undertaker and the grantee any or all of the benefit of the provisions of this Order that apply to the undertaker and such related statutory rights as may be so agreed.

(2) Where an agreement has been made in accordance with paragraph (1), references in the provisions of this Order and any document certified under it that apply to the undertaker are to be read as references to the transferee or the grantee, or any other person who may exercise, enjoy or be responsible for any functions of the undertaker pursuant to that agreement, as the case may be.

(3) The exercise by a person of any benefits or rights conferred in accordance with any transfer or grant under paragraph (1) is subject to the same restrictions, liabilities and obligations as would apply under this Order if those benefits or rights were exercised by the undertaker.

(a) Section 32 was amended by section 102 of, and Schedule 17 to, the Local Government Act 1985 (c. 51) and section 168(1) of, and paragraph 39 of Schedule 8 to, the 1991 Act.

SCHEDULE 8

~~Article~~ [Articles 41 and 42](#)

TRAFFIC REGULATION MEASURES ETC.

Note 1: Where roads are to become subject to the national speed limit as indicated in the tables headed “speed limits” in this Schedule and as shown on the plans relating to this Schedule (the traffic regulation measures (speed limits) plans), speed limits are to apply in accordance with the applicable national speed limit for such roads in accordance with the provisions of the 1984 Act and which are indicated in parenthesis for information only and such speed limits are not effected by article 42(1)(a) of this Order.

Note 2: Where existing speed limits (to be retained) are shown on the traffic regulation measures (speed limits) plans which relate to this Schedule, this is for information only and such speed limits are not subject to this Order.

PART 1

SCHEME 0102 – M6 J40 TO KEMPLAY BANK

~~Note 1: Where roads are to become restricted roads as indicated in this Schedule (Part 1) and as shown on the plans relating to this Schedule (the traffic regulation measures (speed limits) plans); speed limits are to apply in accordance with the provision of the Road Traffic Regulation Act 1984 (which defines speed limits of 30mph on ‘restricted’ roads by reference to street lighting).~~

~~Note 2: Where existing speed limits (to be retained) are shown on the traffic regulation measures (speed limits) plans which relate to Part 1 of this Schedule, this is for information only and such speed limits are not subject to this Order.~~

SPEED LIMITS AND RESTRICTED ROADS

(1) Area	(2) Road name number and length	(3) Speed limit and restricted roads status
<i>Scheme 0102 – The traffic regulation measures (speed limits) plans – sheet 1</i>		
In the administrative area of Westmorland and Furness Council and the parish of Penrith	Improved length of existing A66 trunk road (dual carriageway) From a point 380 metres south-west of the M6 J40 roundabout in a north-easterly direction to where the A66 meets the M6 J40 roundabout.	50 miles per hour
	Improved existing circulatory carriageway of the M6 J40 roundabout.	National speed limit (30 miles per hour)
	Improved M6 southbound diverge slip road A length from its diverge point on the southbound carriageway of the M6 for a distance of 115 metres in a south-easterly direction along its approach to the M6 J40 roundabout.	National speed limit (70 miles per hour)
	Improved M6 southbound merge slip road	National speed limit (70 miles per hour)

	A length from its merge point on the southbound carriageway of the M6 for a distance of 200 metres in a north-westerly direction along its approach to the M6 J40 roundabout.	
	Improved M6 northbound diverge slip road A length from its diverge point on the northbound carriageway of the M6 for a distance of 227 metres in a north-westerly direction along its approach to the M6 J40 roundabout.	National speed limit (70 miles per hour)
	Improved M6 northbound merge slip road A length from its merge point on the northbound carriageway of the M6 for a distance of 150 metres in a south easterly direction along its approach to the M6 J40 roundabout.	National speed limit (70 miles per hour)
	Improved A592 From the point where the A592 meets the M6 J40 roundabout for a distance of 112 metres in a north-westerly direction, to a point 80 metres west of the North Lakes Hotel & Spa.	National speed limit (30 miles per hour)
	New improved A592 From a point 112 metres to the northwest of the M6 J40 roundabout for a distance of 164 metres in a north-westerly direction to a point 230 metres northwest of the North Lakes Hotel & Spa.	National speed limit (30 miles per hour)
	New (realigned) A66 trunk road From the point where the A66 connects with the eastern side of the M6 J40 roundabout, for a distance of 180 metres in an easterly direction to a point 125 metres north of Skirsgill Depot.	National speed limit (30 miles per hour)
	New (realigned) A66 trunk road From a point where the A66 connects with the western side of the M6 J40 roundabout, for a distance of 71 metres in a westerly direction.	National speed limit (30 miles per hour)
<i>Scheme 0102 – The traffic regulation measures (speed limits) plans – sheets 1 and 2</i>		
In the administrative area of Westmorland and Furness Council and the parish of Penrith	New (realigned) A66 trunk road From a point 164 metres to the east of the junction of the A66 with the circulatory carriageway of the M6 J40,	50 miles per hour

	in a generally north-easterly direction for a distance of 1.6km, to a point 235 metres to the north-east of the existing Police Station.	
<i>Scheme 0102 – The traffic regulation measures (speed limits) plans – sheet 2</i>		
In the administrative area of Westmorland and Furness Council and the parish of Penrith	Improved circulatory carriageway of the Kemplay Bank Roundabout and a length of the approaches of the A66, the A6 and the A686 to the circulatory carriageway of the Kemplay Bank Roundabout.	National speed limit (30 miles per hour)
	New (realigned) A66 trunk road eastbound diverge slip road to the Kemplay Bank Roundabout A length from its diverge point on the eastbound carriageway of the A66 for a distance of 247 metres in a north-easterly direction along its approach to the Kemplay Bank Roundabout.	50 miles per hour
	New (realigned) A66 trunk road eastbound merge slip road from the Kemplay Bank Roundabout A length from its merge point on the eastbound carriageway of the A66 for a distance of 380 metres in a westerly direction along its approach to the Kemplay Bank Roundabout.	50 miles per hour
	New (realigned) A66 trunk road westbound diverge slip road for the Kemplay Bank Roundabout A length from its diverge point on the westbound carriageway of the A66 for a distance of 345 metres in a south-westerly direction along its approach to the Kemplay Bank Roundabout.	50 miles per hour
	New (realigned) A66 trunk road westbound merge slip road from the Kemplay Bank Roundabout A length from its merge point on the westbound carriageway of the A66 for a distance of 292 metres in a north-easterly direction along its approach to the Kemplay Bank Roundabout.	50 miles per hour
	New (realigned) A6 From the point where the A6 meets the north side of the Kemplay Bank Roundabout, for a distance of 40 metres in a north-westerly direction to a point 72 metres south west of the Hospital.	National speed limit (30 miles per hour)
	New (realigned) A6	30 miles per hour

	From a point 85 metres north of the point where the A6 meets the Kemplay Bank Roundabout, north-westwards for a distance of 44 metres.	
	New (realigned) A6 From the point where the A6 meets the south side of the Kemplay Bank Roundabout, to a point 65 metres south of this.	National speed limit (30 miles per hour)
	New (realigned) A6 From a point 82 metres south of the point where the A6 meets the Kemplay Bank Roundabout, southwards for a distance of 24 metres.	30 miles per hour
	New (realigned) A686 From the point where the A686 joins the Kemplay Bank Roundabout for a distance of 95 metres in a north-easterly direction.	National speed limit (30 miles per hour)
	New (realigned) A686 From a point 95 metres north-east of where the A686 joins the Kemplay Bank Roundabout for a distance of 125 metres in a north-easterly direction.	40 miles per hour

TRAFFIC REGULATION MEASURES (CLEARWAYS AND PROHIBITIONS)

(1) <i>Area</i>	(2) <i>Road name number and length</i>	(3) <i>Measures</i>
<i>Scheme 0102 – The traffic regulation measures (clearways and prohibitions) plans – sheet 1</i>		
In the administrative area of Westmorland and Furness Council and the parish of Penrith	Improved length of existing A66 trunk road (dual carriageway) From a point 380 metres south-west of the M6 J40 roundabout in a north-easterly direction to the point where the A66 meets the M6 J40 roundabout.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	Improved circulatory carriageway of the M6 J40 roundabout.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	Improved M6 southbound diverge slip road From its junction with the M6 J40 roundabout for a distance of 225 metres in a north-westerly direction.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	Improved M6 southbound merge slip road From its junction with the M6 J40	Clearway (to include verges, hard shoulders and

	roundabout for a distance of 260 metres in a south-easterly direction.	slip roads; and to exclude laybys)
	Improved M6 northbound diverge slip road From its junction with the M6 J40 roundabout for a distance of 285 metres in a south-easterly direction.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	Improved M6 northbound merge slip road From its junction with the M6 J40 roundabout for a distance of 185 metres in a north-westerly direction.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	Improved A592 From the point where the A592 meets the M6 J40 roundabout to a point 112 metres north-west of this.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
<i>Scheme 0102 – The traffic regulation measures (clearways and prohibitions) plans – sheets 1 to 2</i>		
In the administrative area of Westmorland and Furness Council and the parish of Penrith	New (realigned) A66 trunk road From the point where the A66 connects with the eastern side of the M6 J40 roundabout for a distance of 1.7km in an easterly direction.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
<i>Scheme 0102 – The traffic regulation measures (clearways and prohibitions) plans – sheet 2</i>		
In the administrative area of Westmorland and Furness Council and the parish of Penrith	Improved circulatory carriageway of the Kemplay Bank Roundabout and merge and diverge lane approaches from the A66.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	New (realigned) A66 trunk road eastbound diverge slip road to the Kemplay Bank Roundabout From a point 373 metres south-west of the centre point of the Kemplay Bank Roundabout for a distance of 320 metres in a generally north-easterly direction.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	New (realigned) A66 trunk road eastbound merge slip road from the Kemplay Bank Roundabout From a point 60 metres north-east of the centre point of the Kemplay Bank Roundabout for a distance of 418 metres in a generally north-easterly direction.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	New (realigned) A66 trunk road westbound diverge slip road to the Kemplay Bank Roundabout From a point 75 metres east of the centre point of the Kemplay Bank Roundabout for a distance of 403 metres	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)

	in a generally north-easterly direction.	
	New (realigned) A66 trunk road westbound merge slip road from the Kemplay Bank Roundabout From a point 70 metres south-west of the centre point of the Kemplay Bank Roundabout for a distance of 330 metres in a generally south-westerly direction.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	New (realigned) A6 From the point where the A6 meets the north side of the Kemplay Bank Roundabout, northwards for a distance of 85 metres.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	New (realigned) A6 From the point where the A6 meets the south side of the Kemplay Bank Roundabout. Southwards for a distance of 82 metres.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	New (realigned) A686 From the point where the A686 joins the Kemplay Bank Roundabout for a distance of 155 metres in a north-easterly direction.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)

REVOCATIONS AND VARIATIONS OF EXISTING TRAFFIC REGULATION ORDERS

(1) Area	(2) Road Name, number and length	(3) Order	(4) Revocations or Variations
<i>Scheme 0102 – The traffic regulation measures (clearways and prohibitions) plans – sheets 1 to 2</i>			
In the administrative area of Westmorland and Furness Council and the parish of Penrith	The existing A66 trunk road From a point 311 metres south-east of the North Lakes Hotel & Spa for a distance of 690 metres in a north-easterly direction to a point 182 metres west of the Fire Station.	Order name not known	Order to be revoked between the points stated in column (2) as shown on sheets 1 and 2 by the dashed red line.
	The existing A6 From a point 95 metres south-west of the Hospital for a distance of 45 metres in a north-westerly direction to a point 70 metres south-west of the hospital.	Order name not known	Order to be revoked between the points stated in column (2) as shown on sheet 2 by the dashed red line.

	The existing A686 From a point 87 metres south-east of the Hospital for a distance of 131 metres in an easterly direction to a point 125 metres to the east of the Hospital.	Order name not known	Order to be revoked between the points stated in column (2) as shown on sheet 2 by the dashed red line.
	The existing A66 trunk road From a point 115 metres north-west of the Fire Station for a distance of 390 metres in a north-easterly direction to a point 75 metres north of the Police Station.	Order name not known	Order to be revoked between the points stated in column (2) as shown on sheet 2 by the dashed red line.

PART 2

SCHEME 03 – PENRITH TO TEMPLE SOWERBY

~~Note 1: Where roads are to become restricted roads as indicated in this Schedule (Part 1) and as shown on the plans relating to this Schedule (the traffic regulation measures (speed limits) plans), speed limits are to apply in accordance with the provision of the Road Traffic Regulation Act 1984 (which defines speed limits of 30mph on ‘restricted’ roads by reference to street lighting).~~

~~Note 2: Where existing speed limits (to be retained) are shown on the traffic regulation measures (speed limits) plans which relate to Part 1 of this Schedule, this is for information only and such speed limits are not subject to this Order.~~

SPEED LIMITS AND RESTRICTED ROADS

SPEED LIMITS

(1) Area	(2) Road name number and length	(3) Speed limit and restricted roads status
<i>Scheme 03 – The traffic regulation measures (speed limits) plans – sheets 1,2,3 and 4</i>		
In the administrative area of Westmorland and Furness Council	New A66 (dual carriageway) trunk road From a point beginning 115 metres to the south-east of the centre of Brougham Castle Bridge for a distance of 5.2 km to a point 430 metres to the west of the existing junction on the westbound carriageway at Temple Sowerby.	National speed limit (70 miles per hour)
<i>Scheme 03 – The traffic regulation measures (speed limits) plans – sheet 1</i>		
In the administrative area of Westmorland and Furness Council	New (realigned) B6262 From a point beginning 490 metres to	National speed limit (60 miles per hour)

	the east of Brougham Castle for a distance of 130 metres in a south-westerly direction.	
<i>Scheme 03 – The traffic regulation measures (speed limits) plans – sheet 2</i>		
In the administrative area of Westmorland and Furness Council	New access road for access to byway (BOAT 311/013) From a point beginning 200 metres to the north of the centre Whinfell Park, for a distance of 125 metres in a north-easterly direction.	National speed limit (60 miles per hour)
<i>Scheme 03 – The traffic regulation measures (speed limits) plans – sheet 3</i>		
In the administrative area of Westmorland and Furness Council	New Junction at Center Parcs The new connector road from the eastbound carriageway of the new A66, crossing over the A66 (on a bridge) to connect to the realigned side road to Center Parcs on the south side of the A66.	National speed limit (60 miles per hour)
	New side road (Link from New Junction at Center Parcs to existing Roman Road) From a point 117 metres north-east of the new junction at Center Parcs on the north side of the A66 for a distance of 253 metres in a generally easterly direction.	National speed limit (60 miles per hour)
	Realigned side road (A66 to Center Parcs) From the westbound carriageway of the A66 at the new junction at Center Parcs, southwards towards the existing access to Center Parcs, for a distance of 125 metres.	National speed limit (60 miles per hour)

TRAFFIC REGULATION MEASURES (CLEARWAYS AND PROHIBITIONS)

(1) Area	(2) Road name number and length	(3) Measures
<i>Scheme 03 – The traffic regulation measures (clearways and prohibitions) plans – sheets 1 to 4</i>		
In the administrative area of Westmorland and Furness Council	New A66 (dual carriageway) trunk road From a point beginning 115 metres to the south-east of the centre of Brougham Castle Bridge for a distance of 5.2 km to a point 430 metres to the west of the existing junction on the westbound carriageway at Temple Sowerby.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
<i>Scheme 03 – The traffic regulation measures (clearways and prohibitions) plans – sheet 3</i>		
In the administrative area of Westmorland and Furness Council	New Junction at Center Parcs The new connector road from the	Clearway (to include verges, hard shoulders and

	eastbound carriageway of the new A66, crossing over the A66 (on a bridge) to connect to the realigned side road to Center Parcs on the south side of the A66.	slip roads; and to exclude laybys)
	New side road (Link from New Junction at Center Parcs to existing Roman Road) From a point 117 metres north-east of the new junction at Center Parcs on the north side of the A66 for a distance of 253 metres in a generally easterly direction.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	Realigned side road (A66 to Center Parcs) From the westbound carriageway of the A66 at the new junction at Center Parcs, southwards towards the existing access to Center Parcs, for a distance of 125 metres.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)

REVOCATIONS AND VARIATIONS OF EXISTING TRAFFIC REGULATION ORDERS

(1) Area	(2) Road Name, number and length	(3) Order	(4) Revocations or Variations
<i>Scheme 03 – The traffic regulation measures (clearways and prohibitions) plans – sheet 1</i>			
In the administrative area of Westmorland and Furness Council	B6262 A length of the existing B6262 from a point 460 metres to the east of Brougham Castle for a distance of 46 metres in a northerly direction to a point 731 metres south-west of Whinfell Holme Sewage Works.	Order name not known	Order to be partially revoked between the points stated in column (2) as shown on sheet 1 by the dashed red line
<i>Scheme 03 – The traffic regulation measures (clearways and prohibitions) plans – sheet 2</i>			
–	–	–	–
<i>Scheme 03 – The traffic regulation measures (clearways and prohibitions) plans – sheet 3</i>			
In the administrative area of Westmorland and Furness Council	A66 A length of the existing A66 from a point 454 metres to the south-west of High Barn, for a distance of 32 metres in a north-westerly direction to a point 450 metres to the	Order name not known	Order to be partially revoked between the points stated in column (2) as shown on sheet 3 by the dashed red line

	south-west of High Barn.		
	A66 A length of the existing A66 from a point 454 metres to the south-west of High Barn, for a distance of 474 metres in a westerly direction to a point 50 metres to the south of High Barn.	Order name not known	Order to be partially revoked between the points stated in column (2) as shown on sheet 3 by the dashed red line
<i>Scheme 03 – The traffic regulation measures (clearways and prohibitions) plans – sheet 3 and 4</i>			
In the administrative area of Westmorland and Furness Council	A66 A length of the existing A66 from a point 140 metres to the south-east of Lane End, for a distance of 970 metres in a south-easterly direction to a point 400 metres to the south-west of Lower Woodside.	Order name not known	Order to be revoked between the points stated in column (2) as shown on sheets 3 and 4 by the dashed red line

PART 3

SCHEME 0405 – TEMPLE SOWERBY TO APPLEBY

~~Note 1: The naming conventions used in this Schedule to describe roads, junctions and structures relate to the naming conventions used in the labels on the traffic regulation measures plans.~~

~~Note 2: Where roads are to become restricted roads as indicated in this Schedule (Part 1) and as shown on the plans relating to this Schedule (the traffic regulation measures (speed limits) plans), speed limits are to apply in accordance with the provision of the Road Traffic Regulation Act 1984 (which defines speed limits of 30mph on ‘restricted’ roads by reference to street lighting).~~

~~Note 3: Where existing speed limits (to be retained) are shown on the traffic regulation measures (speed limits) plans which relate to Part 1 of this Schedule, this is for information only and such speed limits are not subject to this Order.~~

SPEED LIMITS ~~AND RESTRICTED ROADS~~

(1) Area	(2) Road name number and length	(3) Speed limit and restricted roads status
<i>Scheme 0405 – The traffic regulation measures (speed limits) plans – sheets 1, 2, 3, 4, 5, 6 and 7</i>		
In the administrative area of Westmorland and Furness Council, Temple Sowerby Parish, Kirkby Thore Parish, Crackenthorpe Parish, Long	New A66 eastbound carriageway The full 8.2 km length of the new A66 eastbound carriageway commencing from a point on the existing A66, 300	National speed limit (70 miles per hour)

Marton Parish and Appleby in Westmorland Parish	metres to the east of the existing Spitals Underpass and continuing in a generally south-easterly direction for a distance of 8.2 km, to a point 45 metres to the east of the existing Railway bridge.	
	New A66 westbound carriageway The full 8.2 km length of the new A66 westbound carriageway from a point on the existing A66, 300 metres to the east of the existing Spitals Farm Underpass and continuing in a generally south-easterly direction for a distance of 8.2 km, to a point 45 metres to the east of the existing Railway bridge.	National speed limit (70 miles per hour)
<i>Scheme 0405 – The traffic regulation measures (speed limits) plans – sheets 2 and 4</i>		
In the administrative area of Westmorland and Furness Council, Kirkby Thore Parish, Crackenthorpe Parish	Existing A66 carriageway (to be de-trunked) A 315 metre length of existing road, from a point 110 metres to the south-east of the access to Eden View, and continuing in a generally south-easterly direction (on the existing alignment of the A66) for a distance of 315 metres, to a point 29 metres to the east of its existing junction with Piper Lane.	National speed limit (60 miles per hour)
	Existing A66 carriageway (to be de-trunked) A 683 metre length of existing road from a point 29 metres south-east of its existing junction with Piper Lane, to a point 50 metres south-east of the eastern-most access to the filling station.	30 miles per hour
	Existing A66 carriageway (to be de-trunked) A 217 metre length of existing road from a point 50 metres south-east of the eastern-most access to the filling station to a point 36 metres south-east of the existing access into Old Station Yard.	National speed limit (60 miles per hour)
<i>Scheme 0405 – The traffic regulation measures (speed limits) plans – sheet 1</i>		
In the administrative area of Westmorland and Furness Council, Temple Sowerby Parish, Kirkby Thore Parish	New B6542 A 1.1 km length of new road from its junction with the existing Morland Road, continuing in an easterly direction for a distance of 1.1 km, to a point 58 metres to the west of the entrance to Low Moor Caravan Park.	National speed limit (60 miles per hour)
In the administrative area of Westmorland and Furness Council, Temple Sowerby Parish	New C3057 (south) A 154 metre length of improved road commencing at a point 317 metres south	National speed limit (60 miles per hour)

	of the point where it passes beneath the existing A66 and continuing in a generally northerly direction for a distance of 154 metres.	
	New C3057 (north) A 69 metre length of improved road commencing at the existing Morland Road Underpass and continuing in a generally southerly direction for a distance of 69 metres.	National speed limit (60 miles per hour)
	Temple Sowerby Westbound Connector Road A 65 metre length of improved road from its junction with the existing Morland Road, continuing in a generally westerly direction for a distance of 65 metres.	National speed limit (60 miles per hour)
<i>Scheme 0405 – The traffic regulation measures (speed limits) plans – sheets 1 and 2</i>		
In the administrative area of Westmorland and Furness Council, Kirkby Thore Parish	New (Realigned) Cross Street A 806 metre length of new road, commencing from a point 128 metres to the south of the entrance to Halefield Farm, and continuing in a generally south-easterly direction to its junction with the existing Priest Lane.	30 miles per hour
	New Priest Lane A 720 metre length of new road, commencing at a point 1.2 km to the east of the existing junction of Priest Lane with the existing Roman Road, and continuing in a generally easterly direction for a distance of 720 metres to its junction with the realigned Cross Street.	National speed limit (60 miles per hour)
<i>Scheme 0405 – The traffic regulation measures (speed limits) plans – sheets 2 and 3</i>		
In the administrative area of Westmorland and Furness Council, Kirkby Thore Parish	Kirkby Thore Junction eastbound compact connector road A 178 metre length of new compact connector road, commencing from the eastbound carriageway of the new A66 and continuing in a north-easterly direction to its junction with the existing Fell Lane C3065.	National speed limit (60 miles per hour)
	Kirkby Thore Junction westbound compact connector road A 218 metre length of new compact connector road commencing from its junction with the westbound carriageway of the new A66 and continuing in a south-easterly direction	National speed limit (60 miles per hour)

	to its junction with the new Fell Lane C3065.	
	New C3065 – Fell Lane A 482 metre length of new road commencing at a point 76 metres to the south-west of the existing access into the industrial estate, continuing in a north-easterly direction following the alignment of the existing road.	30 miles per hour
	New C3065 – Realigned Main Street A 608 metre length of new road, commencing from its junction with the realigned Fell Lane, continuing in south-easterly direction for a distance of 608 metres to a point 105 metres to the north of the existing access to Green Barn.	30 miles per hour
In the administrative area of Westmorland and Furness Council, Kirkby Thore Parish	Existing Main Street A 242 metre length of existing road, from a point 87 metres to the east of the existing junction of Fell Lane with Main Street and continuing on its existing alignment for a distance of 242 metres.	30 miles per hour
<i>Scheme 0405 – The traffic regulation measures (speed limits) plans – sheets 3 and 4</i>		
In the administrative area of Westmorland and Furness Council, Kirkby Thore Parish	Existing and realigned Sleastonhow Lane A 1.2 km length of existing road and new road, from a point on the existing Sleastonhow Lane, 25 metres to the south of its junction with Main Street, continuing on the existing alignment of Sleastonhow Lane for a distance of 225 metres, then continuing in a south-easterly direction on its new alignment, and passing over the new A66 trunk road via the new Sleastonhow Lane bridge, and reconnecting with the existing alignment of Sleastonhow Lane at a point 954 metres to the south of its junction with Main Street, then continuing for a distance of 235 metres to the end of the existing (adopted) road.	30 miles per hour
<i>Scheme 0405 – The traffic regulation measures (speed limits) plans – sheet 5</i>		
In the administrative area of Westmorland and Furness Council, Kirkby Thore, Long Marton Parish	Realigned Long Marton A 1.2 km length of new road, from a point 85 metres to the west of the junction of the existing Long Marton Road with Footpath 341/003, in a generally south-westerly direction for a distance of 1.2 km, until its junction with the existing A66.	National speed limit (60 miles per hour)

	<p>Long Marton Junction eastbound compact connector road</p> <p>A 220 metre length of new compact connector road, commencing from the eastbound carriageway of the new A66 and continuing in a north-westerly direction to its junction with the new C3063.</p>	National speed limit (60 miles per hour)
	<p>Long Marton Junction westbound compact connector road</p> <p>A 200 metre length of new compact connector road, commencing from its junction with the westbound carriageway of the new A66 and continuing in a south-westerly direction to its junction with the new C3063.</p>	National speed limit (60 miles per hour)
	<p>Realigned Long Marton</p> <p>A 152 metre length of new road, commencing at its junction with the new C3063 and linking into the alignment of the existing Long Marton (Road).</p>	National speed limit (60 miles per hour)
	<p>Existing A66</p> <p>A 246 metre length of existing road, commencing 317 metres to the west of its junction with the existing Long Marton Road, and continuing to a point 132 metres to the west of its junction with the new C3063.</p>	National speed limit (60 miles per hour)

Scheme 0405 – The traffic regulation measures (speed limits) plans – sheets 6 and 7

In the administrative area of Westmorland and Furness Council, Crackenthorpe Parish, Appleby in Westmorland Parish	<p>New B6542</p> <p>A 1.1 km length of new road, commencing at a distance of 134 metres to the east of its junction with the access road leading to Roger Head Farm, continuing for a distance of 1.02 km on the alignment of the existing B6542 road, to a point 277 metres to the west of the junction of the existing B6542 road with the existing Long Marton Road.</p>	National speed limit (60 miles per hour)
--	---	--

TRAFFIC REGULATION MEASURES (CLEARWAYS AND PROHIBITIONS)

(1) Area	(2) Road name number and length	(3) Measures
<i>Scheme 0405 – The traffic regulation measures (clearways and prohibitions) plans – sheets 1, 2, 3, 4, 5, 6 and 7</i>		
In the administrative area of Westmorland and Furness Council, Temple Sowerby Parish, Kirkby Thore Parish,	<p>New A66 eastbound carriageway</p> <p>The full 8.2 km length of the new A66 eastbound carriageway commencing</p>	Clearway (to include verges, hard shoulders and slip roads; and to

Crackenthorpe Parish, Long Marton Parish and Appleby in Westmorland Parish	from a point on the existing A66, 300 metres to the east of the existing Spitals Underpass and continuing in a generally south-easterly direction for a distance of 8.2 km, to a point 45 metres to the east of the existing railway bridge.	exclude laybys)
	New A66 westbound carriageway The full 8.2 km length of the new A66 westbound carriageway from a point on the existing A66, 300 metres to the east of the existing Spitals Underpass and continuing in a generally south-easterly direction for a distance of 8.2 km, to a point 45 metres to the east of the existing railway bridge.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
<i>Scheme 0405 – The traffic regulation measures (clearways and prohibitions) plans – sheets 2 and 3</i>		
In the administrative area of Westmorland and Furness Council, Temple Sowerby Parish, Kirkby Thore Parish, Crackenthorpe Parish, Long Marton Parish and Appleby in Westmorland Parish	Kirkby Thore Junction eastbound compact connector road A 178 metre length of new compact connector road, commencing from the eastbound carriageway of the new A66 and continuing in a north-easterly direction to its junction with the existing Fell Lane.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	Kirkby Thore Junction westbound compact connector road A 218 metre length of new compact connector road commencing from the westbound carriageway of the new A66 and continuing in a south-westerly direction to its junction with the new Fell Lane C3065.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
<i>Scheme 0405 – The traffic regulation measures (clearways and prohibitions) plans – sheet 5</i>		
In the administrative area of Westmorland and Furness Council, Crackenthorpe Parish, Long Marton Parish	Long Marton Junction eastbound compact connector road A 220 metre length of new compact connector road, commencing from the eastbound carriageway of the new A66 and continuing in a north-westerly direction to its junction with the realigned Long Marton.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	Long Marton Junction westbound compact connector road A 200 metre length of new compact connector road, commencing from its junction with the westbound carriageway of the new A66 and continuing in a south-westerly direction to its junction with the new C3063.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)

REVOCATIONS AND VARIATIONS OF EXISTING TRAFFIC REGULATION ORDERS

(1) Area	(2) Road Name, number and length	(3) Order	(4) Revocations or Variations
<i>Scheme 0405 – The traffic regulation measures (clearways and prohibitions) plans – sheet 1</i>			
In the administrative area of Westmorland and Furness Council, Temple Sowerby Parish, Kirkby Thore Parish	The existing A66 Trunk Road The existing A66 eastbound and westbound from the point where the existing Morland Road passes beneath the existing A66 and terminating 66 metres east of the Spitals Farm Underpass.	The A66 Trunk Road (Cumbria County Council) Appleby Bypass (24 hours clearway) Order 2003-145	Order to be partially revoked between the points stated in column (2) as shown on sheet 1 by a red dashed line
	The existing A66 Trunk Road Temple Sowerby westbound connector road from its junction with the existing A66 to its junction with the existing Morland Road.	The A66 Trunk Road (Cumbria County Council) Appleby Bypass (24 hours clearway) Order 2003-145	Order to be partially revoked between the points stated in column (2) as shown on sheet 1 by a red dashed line
<i>Scheme 0405 – The traffic regulation measures (clearways and prohibitions) plans – sheet 7</i>			
In the administrative area of Westmorland and Furness Council, Crackenthorpe Parish, Long Marton Parish and Appleby in Westmorland Parish	The existing A66 Trunk Road The existing A66 eastbound carriageway commencing at a point 347 metres to the east of the existing access leading to Roger Head Farm and terminating 51 metres to the east of the existing railway bridge.	The A66 Trunk Road (Cumbria County Council) Appleby Bypass (24 hours clearway) Order 2003-145	Order to be partially revoked between the points stated in column (2) as shown on sheet 7 by a red dashed line
	The existing A66 Trunk Road The existing A66 westbound carriageway commencing 347 metres to the east of the existing access leading to Roger Head Farm and terminating 51 metres to the east of the existing railway bridge.	The A66 Trunk Road (Cumbria County Council) Appleby Bypass (24 hours clearway) Order 2003-145	Order to be partially revoked between the points stated in column (2) as shown on sheet 7 by a red dashed line

PART 4

SCHEME 06 – APPLEBY TO BROUGH

~~Note 1: Where roads are to become restricted roads as indicated in this Schedule (Part 1) and as shown on the plans relating to this Schedule (the traffic regulation measures plans (speed limits and restricted roads)), speed limits are to apply in accordance with the provision of the Road Traffic Regulation Act 1984 (which defines speed limits of 30mph on ‘restricted’ roads by reference to street lighting).~~

~~Note 2: Where existing speed limits (to be retained) are shown on the traffic regulation measures plans (speed limits and restricted roads) which relate to Part 1 of this Schedule, this is for information only and such speed limits are not subject to this Order.~~

SPEED LIMITS AND RESTRICTED ROADS

(1) Area	(2) Road name number and length	(3) Speed limit and restricted roads status
<i>Scheme 06 – The traffic regulation measures (speed limits) plans – sheets 1, 2, 3, 4, 5 and 6</i>		
In the administrative area of Westmorland and Furness Council, Parish of Warcop, Parish of Musgrave, Parish of Brough and Parish of Helbeck	New A66 eastbound carriageway The full 8.2 km length of the new and improved A66 eastbound carriageway commencing from a point on the existing A66, 202 metres to the west of Café Sixty Six and continuing in a generally south-easterly direction for a distance of 8 km to a point 385 metres to the west of the Musgrave Lane Overbridge at Brough.	National speed limit (70 miles per hour)
	New A66 westbound carriageway The full 8.2 km length of the new and improved A66 westbound carriageway commencing from a point on the existing A66, 202 metres to the west of Café Sixty Six and continuing in a generally south-easterly direction for a distance of 8 km to a point 385 metres to the west of the Musgrave Lane Overbridge at Brough.	National speed limit (70 miles per hour)
<i>Scheme 06 – The traffic regulation measures (speed limits) plans – sheet 2</i>		
In the administrative area of Westmorland and Furness Council, and Parish of Warcop	New Sandford Junction Link Road A length of new highway from its diverge point on the new A66 eastbound carriageway, in a north-westerly, south-westerly and then an easterly direction passing under the new A66 to its connection with the new realigned B6259 for a distance of 504 metres.	National speed limit (60 miles per hour)
In the administrative area of Westmorland and Furness Council, and Parish of Warcop	The new realigned B6259 A length of new highway from a point	National speed limit (60 miles per hour)

	32 metres to the east of the existing B6259, to the north of Sandford, and extending in a generally southerly direction to a point 224 metres to the south of the existing junction of the B6259 and the A66, for a distance of 224 metres.	
<i>Scheme 06 – The traffic regulation measures (speed limits) plans – sheet 3</i>		
In the administrative area of Westmorland and Furness Council, and Parish of Warcop	New Warcop Eastbound Junction A length of new highway from its diverge point on the new A66 eastbound carriageway, in a north-easterly direction to its merge point on the old A66 (new and improved C3077) 107 metres to the west of Hayber Lane, for a distance of 237 metres.	50 miles per hour
	De-trunked A66 A 890 metre length of the existing A66 from a point 280 metres to the west of its junction with the existing Moorhouse Lane, to a point 110 metres to the west of its junction with Hayber Lane.	30 miles per hour
<i>Scheme 06 – The traffic regulation measures (speed limits) plans – sheets 3 and 4</i>		
In the administrative area of Westmorland and Furness Council, and Parish of Warcop and Parish of Musgrave	De-trunked A66 (new and improved C3077) A length of new highway from a point 156 metres to the east of the junction of Hayber Lane with the existing A66, following the alignment of the existing A66 for a distance of 1.3 km in a generally south-easterly direction to a point 635 metres to the west of the junction of the existing A66 with Flitholme Road.	50 miles per hour
<i>Scheme 06 – The traffic regulation measures (speed limits) plans – sheets 3 and 4</i>		
In the administrative area of Westmorland and Furness Council, and Parish of Warcop	New Warcop Westbound Junction A length of new highway from its diverge point on the new A66 westbound carriageway 90 metres to the west of the existing road to Warcop, and continuing in a south-westerly, easterly and then north-easterly and easterly direction over the new A66 to its connection with the new local road on the north side of the new A66, for a distance of 663 metres.	National speed limit (60 miles per hour)
<i>Scheme 06 – The traffic regulation measures (speed limits) plans – sheets 4 and 5</i>		
In the administrative area of Westmorland and Furness Council, Parish of Warcop and Parish of Musgrave	De-trunked A66 (new and improved) C3077 A length of new highway from a point	30 miles per hour

	635 metres to the west of the junction of the existing A66 with Flitholme Road, following the alignment of the existing A66 for a distance of 985 metres in a generally easterly direction to a point 350 metres to the east of the junction of the existing A66 with Flitholme Road.	
<i>Scheme 06 – The traffic regulation measures (speed limits) plans – sheet 5</i>		
In the administrative area of Westmorland and Furness Council, Parish of Warcop and Parish of Musgrave	Flitholme to Langrigg Link (U1066/02) A length of new highway commencing from a point 145 metres to the north-east of the Low Gill Beck near Flitholme village and continuing for a distance of 666 metres in a generally easterly direction to connect with the existing Langrigg Lane.	30 miles per hour
	Re-aligned Flitholme Road A length of new highway commencing from its junction with the new Flitholme to Langrigg Link (U1066/02) and continuing for a distance of 126 metres in a generally north-easterly direction to its junction with the de-trunked A66.	30 miles per hour
<i>Scheme 06 – The traffic regulation measures (speed limits) plans – sheet 6</i>		
In the administrative area of Westmorland and Furness Council, Parish of Musgrave, Parish of Brough and Parish of Helbeck	Existing A66 Trunk Road (new and improved C3077) A length of new highway from a point 686 metres to the east of the new overbridge at West View Farm, following the alignment of the existing A66 for a distance of 1.1 km in a generally easterly direction to a point 270 metres to the east of the junction of the existing A66 with Main Street.	50 miles per hour

TRAFFIC REGULATION MEASURES (CLEARWAYS AND PROHIBITIONS)

(1) <i>Area</i>	(2) <i>Road name number and length</i>	(3) <i>Measures</i>
<i>Scheme 06 – The traffic regulation measures (clearways and prohibitions) plans – sheets 1, 2, 3, 4, 5 and 6</i>		
In the administrative area of Westmorland and Furness Council, Parish of Warcop, Parish of Musgrave, Parish of Brough and Parish of Helbeck	New A66 eastbound carriageway The full 8.2 km length of the new and improved A66 eastbound carriageway commencing from a point on the existing A66, 202 metres to the west of Café Sixty Six and continuing in a generally south-easterly direction for a distance of 8 km to a point 385 metres to the west of the Musgrave Lane Overbridge at Brough.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	New A66 westbound carriageway	Clearway

	The full 8.2 km length of the new and improved A66 westbound carriageway commencing from a point on the existing A66, 202 metres to the west of Café Sixty Six and continuing in a generally south-easterly direction for a distance of 8 km to a point 385 metres to the west of the Musgrave Lane Overbridge at Brough.	(to include verges, hard shoulders and slip roads; and to exclude laybys)
<i>Scheme 06 – The traffic regulation measures (clearways and prohibitions) plans – sheet 2</i>		
In the administrative area of Westmorland and Furness Council and Parish of Warcop	New Sandford Junction Link Road A length of new highway from its diverge point on the new A66 eastbound carriageway, in a north-westerly, south-westerly and then an easterly direction passing under the new A66 to its connection with the new realigned B6259 for a distance of 504 metres.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
<i>Scheme 06 – The traffic regulation measures (clearways and prohibitions) plans – sheets 3 and 4</i>		
In the administrative area of Westmorland and Furness Council and Parish of Warcop	New Warcop Westbound Junction A length of new highway from its diverge point on the new A66 westbound carriageway 90 metres to the west of the existing road to Warcop, and continuing in a south-westerly, easterly and then north-easterly and easterly direction over the new A66 to its connection with the new local road on the north side of the new A66, for a distance of 663 metres.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)

REVOCATIONS AND VARIATIONS OF EXISTING TRAFFIC REGULATION ORDERS

(1) Area	(2) Road Name, number and length	(3) Order	(4) Revocations or Variations
<i>Scheme 06 – The traffic regulation measures (clearways and prohibitions) plans – sheet 1</i>			
In the administrative area of Westmorland and Furness Council, and Parish of Warcop	Existing A66 trunk road From a point on the existing A66 202 metres to the north-west of Café Sixty Six, in a generally south-easterly direction to a point 308 metres to the west of Café Sixty Six.	(Order 2003/45) Road Traffic The A66 Trunk Road (Appleby Bypass) (24 hour clearway and prohibition of waiting) Order 2003 Made 22/01/2003 Coming into force 25 January 2003	Parts 1, 2, 3 and 4 of Order to be partially revoked between the points stated in column (2) as shown on sheet 1 by a red dashed line
<i>Scheme 06 – The traffic regulation measures (clearways and prohibitions) plans – sheets 2, 3, 4, 5 and 6</i>			
In the administrative area of Westmorland	Existing A66 trunk road	The A66 Trunk Road (Sandford/Warcop,	Order to be revoked in respect of the

and Furness Council, Parish of Warcop, Parish of Musgrave, Parish of Brough and Parish of Helbeck	From a point on the existing A66 2.1 km to the north-west of the point where Footpath 372/027 meets the existing A66, in a generally south-easterly direction to a point 41 metres to the north-west of the point at which Bridleway 309/031 meets the existing A66.	Cumbria) (50 mph speed limit) Order (S.I./.....) [not known]	length of highway extending from sheet 2 to sheet 6, between the two pairs of blue squared symbols marking the start and end points of the part of the Order to be revoked
---	--	--	--

PART 5

SCHEME 07 – BOWES BYPASS

~~Note 1: Where roads are to become restricted roads as indicated in this Schedule (Part 1) and as shown on the plans relating to this Schedule (the traffic regulation measures (speed limits) plans), speed limits are to apply in accordance with the provision of the Road Traffic Regulation Act 1984 (which defines speed limits of 30mph on 'restricted' roads by reference to street lighting).~~

~~Note 2: Where existing speed limits (to be retained) are shown on the traffic regulation measures (speed limits) plans which relate to Part 1 of this Schedule, this is for information only and such speed limits are not subject to this Order.~~

SPEED LIMITS AND RESTRICTED ROADS

(1) Area	(2) Road name number and length	(3) Speed limit and restricted roads status
<i>Scheme 07 – The traffic regulation measures (speed limits) plans – sheets 1, 2 and 3</i>		
In the administrative area of Durham County Council	New A66 eastbound carriageway For a length of approximately 3.6 km, from a point approximately 550 metres to the west of the existing Clint Lane Overbridge, along the existing and new A66 eastbound dual carriageway, to a point approximately 363 metres east of the access to Hulands Quarry.	National speed limit (70 miles per hour)
	New A66 westbound carriageway For a length of approximately 3.6 km, from a point approximately 550 metres to the west of the existing Clint Lane Overbridge, along the existing and new A66 westbound dual carriageway, to a point approximately 363 metres east of the access to Hulands Quarry.	National speed limit (70 miles per hour)
<i>Scheme 07 – The traffic regulation measures (speed limits) plans – sheet 2</i>		
In the administrative area of	New A66 eastbound diverge slip road	National speed limit

Durham County Council	connecting to the A67 A length from its diverge point on the eastbound carriageway of the improved A66, for a distance of 427 metres in a north-easterly direction along its approach to the A67.	(70 miles per hour)
	New A66 eastbound merge slip road from the A67 A length from its merge point on the eastbound carriageway of the improved A66 for a distance of 452 metres in a north-westerly direction along its approach to the A67.	National speed limit (70 miles per hour)
	New A66 westbound diverge slip road connecting to the A67 A length from its diverge point on the westbound carriageway of the improved A66 for a distance of 540 metres in a generally westerly direction along its approach to the A67.	National speed limit (70 miles per hour)
	A66 westbound merge slip road from the A67 A length from its merge point on the westbound carriageway of the improved A66 for a distance of 280 metres in a generally easterly direction along its approach to the A67.	National speed limit (70 miles per hour)
	A67 A length of the existing A67 to be widened to facilitate a right turn lane, from the existing A66 overbridge for a distance of 209 metres in a generally northerly direction along the A67.	National speed limit (60 miles per hour)
<i>Scheme 07 – The traffic regulation measures (speed limits) plans – sheet 3</i>		
In the administrative area of Durham County Council	Improved side road – “The Street” A 733 metre length of new unclassified side road, commencing 420 metres to the west of the existing junction of “The Street” with the improved A66 and continuing in an easterly direction for approximately 340 metres, then turning and continuing in a generally northerly direction and crossing the A66 via the East Bowes Accommodation Overbridge, then curving eastwards and southwards before terminating at the new private means of access to Low Broats Farm and High Broats Farm, on the eastern side of the existing Low Broats Farm property.	National speed limit (60 miles per hour)

TRAFFIC REGULATION MEASURES (CLEARWAYS AND PROHIBITIONS)

(1) Area	(2) Road name number and length	(3) Measures
<i>Scheme 07 – The traffic regulation measures (clearways and prohibitions) plans – sheets 1, 2 and 3</i>		
In the administrative area of Durham County Council	<p>New A66 eastbound carriageway</p> <p>For a length of approximately 3.6 km, from a point approximately 550 metres to the west of the existing Clint Lane Overbridge, along the existing and new A66 eastbound dual carriageway, to a point approximately 363 metres east of the access to Hulands Quarry.</p>	<p>Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)</p>
	<p>New A66 westbound carriageway</p> <p>For a length of approximately 3.6 km, from a point approximately 550 metres to the west of the existing Clint Lane Overbridge, along the existing and new A66 westbound dual carriageway, to a point approximately 363 metres east of the access to Hulands Quarry.</p>	<p>Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)</p>
<i>Scheme 07 – The traffic regulation measures (clearways and prohibitions) plans – sheet 2</i>		
In the administrative area of Durham County Council	<p>New A66 eastbound diverge slip road connecting to the A67</p> <p>A length from its diverge point on the eastbound carriageway of the improved A66, for a distance of 427 metres in a north-easterly direction along its approach to the A67.</p>	<p>Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)</p>
	<p>New A66 eastbound merge slip road from the A67</p> <p>A length from its merge point on the eastbound carriageway of the improved A66 for a distance of 452 metres in a north-westerly direction along its approach to the A67.</p>	<p>Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)</p>
	<p>New A66 westbound diverge slip road connecting to the A67</p> <p>A length from its diverge point on the westbound carriageway of the improved A66 for a distance of 540 metres in a generally westerly direction along its approach to the A67.</p>	<p>Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)</p>
	<p>A66 westbound merge slip road from the A67</p> <p>A length from its merge point on the westbound carriageway of the improved A66 for a distance of 280 metres in a</p>	<p>Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)</p>

	generally easterly direction along its approach to the A67.	
<i>Scheme 07 – The traffic regulation measures (clearways and prohibitions) plans – sheet 3</i>		
In the administrative area of Durham County Council	–	–

REVOCATIONS AND VARIATIONS OF EXISTING TRAFFIC REGULATION ORDERS

(1) Area	(2) Road Name, number and length	(3) Order	(4) Revocations or Variations
<i>Scheme 07 – The traffic regulation measures (clearways and prohibitions) plans – sheets 1, 2 and 3</i>			
In the administrative area of Durham County Council	–	–	–

PART 6

SCHEME 08 – CROSS LANES TO ROKEBY

~~Note 1: Where roads are to become restricted roads as indicated in this Schedule (Part 1) and as shown on the plans relating to this Schedule (the traffic regulation measures plans (speed limits and restricted roads)), speed limits are to apply in accordance with the provision of the Road Traffic Regulation Act 1984 (which defines speed limits of 30mph on ‘restricted’ roads by reference to street lighting).~~

~~Note 2: Where existing speed limits (to be retained) are shown on the traffic regulation measures plans (speed limits and restricted roads) (sheets 1 to 3) which relate to Part 1 of this Schedule, this is for information only and such speed limits are not subject to this Order.~~

SPEED LIMITS AND RESTRICTED ROADS

(1) Area	(2) Road name number and length	(3) Speed limit and <i>restricted roads</i> <i>status</i>
<i>Scheme 08 – The traffic regulation measures (speed limits) plans – sheets 1, 2 and 3</i>		
In the administrative area of Durham County Council	New A66 eastbound carriageway The full length of the new A66 eastbound carriageway commencing from a point on the existing A66, 325 metres to the west of the existing junction of the A66 with Rutherford Lane, in a generally easterly direction for 4.5 km to a point 620 metres south-east of the existing junction of the A66 with the C165 Barnard Castle Road.	National speed limit (70 miles per hour)
	New A66 westbound carriageway The full length of the new A66 westbound carriageway commencing from a point on the existing A66, 325 metres to the west of the existing	National speed limit (70 miles per hour)

	<p>junction of the A66 with Rutherford Lane, in a generally easterly direction for 4.5 km to a point 620 metres south-east of the existing junction of the A66 with the C165 Barnard Castle Road.</p>	
<p><i>Scheme 08 – The traffic regulation measures (speed limits) plans – sheet 1</i></p>		
<p>In the administrative area of Durham County Council</p>	<p>New A66 /B6277 eastbound connector road (Cross Lanes Junction)</p> <p>Full length of the new A66 eastbound carriageway compact connector road commencing from its intersection with the A66, curving in a northerly and then an easterly direction, and connecting to the new B6277 Moorhouse Lane.</p>	<p>National speed limit (60 miles per hour)</p>
	<p>New A66 / B6277 westbound connector road (Cross Lanes Junction)</p> <p>Full length of the new A66 westbound carriageway compact connector road, commencing from its intersection with the A66 and continuing in a southerly direction to connect with the new B6277 Moorhouse Lane.</p>	<p>National speed limit (60 miles per hour)</p>
	<p>New realigned B6277 Moorhouse Lane connecting to Rutherford Lane</p> <p>A 1.1 km length of new carriageway commencing 70 metres to the south-west of its junction with the realigned Rutherford Lane, at a point 240 metres south of the existing junction of the A66 with Rutherford Lane; continuing in a north-easterly direction and re-joining the existing B6277 Moorhouse Lane, at a point 410 metres north of the existing junction of the A66 with the B6277 Moorhouse Lane.</p>	<p>National speed limit (60 miles per hour)</p>
	<p>New realigned Moorhouse Lane connection to realigned B6277 Moorhouse Lane (north)</p> <p>A 170 metre length of new road, commencing from its junction with the new B6277 Moorhouse Lane at a point 235 metres north of the existing junction of the A66 with the B6277 Moorhouse Lane and continuing in a southerly direction for a distance of 170 metres.</p>	<p>National speed limit (60 miles per hour)</p>
	<p>Realigned Rutherford Lane</p> <p>A 78 metre length of new road, commencing from its junction with the new B6277 Moorhouse Lane link road, 225 metres south of the existing junction of the A66 with Rutherford</p>	<p>National speed limit (60 miles per hour)</p>

	Lane, and continuing in a northerly direction before connecting into the existing Rutherford Lane.	
	<p>Realigned Moorhouse Lane (south)</p> <p>A 332 metre length of new road, commencing from its junction with the new B6277 Moorhouse Lane link road and continuing eastwards, passing to the north of the Cross Lanes Organic Farm Shop and Café before curving southwards to connect to the existing Moorhouse Lane (south).</p>	National speed limit (60 miles per hour)
<i>Scheme 08 – The traffic regulation measures (speed limits) plans – sheets 2 and 3</i>		
In the administrative area of Durham County Council	<p>New A66 (Rokeby) westbound compact connector road and length of existing reclassified A66 (now C165)</p> <p>Full length of the new A66 westbound compact connector road and its link to a length of the former A66 (reclassified as the C165). Commencing at its intersection with the new A66 and continuing in a southerly direction, then connecting with the new C165 Barnard Castle Road. Then continuing northwards under the new A66 via a new underbridge, then curving in an easterly direction to join the existing alignment of the A66 and continuing eastwards to the existing junction of the A66 with the C165 Barnard Castle Road.</p>	National speed limit (60 miles per hour)
	<p>New A66 (Rokeby) eastbound diverge slip road connecting to reclassified A66 (C165)</p> <p>Full length of the new A66 eastbound diverge slip road connecting to the existing A66 (now C165 Barnard Castle Road); commencing at its intersection with the new A66 and continuing in a generally northerly direction until connecting to the existing A66 (now C165 Barnard Castle Road).</p>	National speed limit (60 miles per hour)
<i>Scheme 08 – The traffic regulation measures (speed limits) plans – sheet 3</i>		
In the administrative area of Durham County Council	<p>New C165 Barnard Castle Road roundabout</p> <p>Full circulatory carriageway of the new C165 Barnard Castle Road roundabout situated at the existing junction of the A66 with the C165 Barnard Castle Road.</p>	National speed limit (60 miles per hour)
	C165 Barnard Castle Road	National speed limit (60 miles per hour)

	Length of the existing C165 Barnard Castle Road commencing 160 metres to the north of the existing junction of the A66 with the C165 and continuing southwards to form a junction with the new roundabout.	
	New A66 eastbound merge slip road from existing A66 (now C165 Barnard Castle Road) Length of new carriageway commencing at the new roundabout (located at the existing junction of the A66 with the C165 Barnard Castle Road) and continuing in a south-easterly direction until connecting to the new A66.	National speed limit (70 miles per hour)

TRAFFIC REGULATION MEASURES (CLEARWAYS AND PROHIBITIONS)

(1) <i>Area</i>	(2) <i>Road name number and length</i>	(3) <i>Measures</i>
<i>Scheme 08 – The traffic regulation measures (clearways and prohibitions) plans – sheets 1, 2 and 3</i>		
In the administrative area of Durham County Council	New A66 eastbound carriageway For a length of 4.5 km, from a point 325 metres to the west of the existing junction of Rutherford Lane with the A66, continuing along the existing and new A66 westbound dual carriageway, to a point 620 metres south-east of the existing junction of the C165 Barnard Castle Road with the A66.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	New A66 westbound carriageway For a length of 4.5 km, from a point 325 metres to the west of the existing junction of Rutherford Lane with the A66, continuing along the existing and new A66 westbound dual carriageway, to a point 620 metres south-east of the existing junction of the C165 Barnard Castle Road with the A66.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
<i>Scheme 08 – The traffic regulation measures (clearways and prohibitions) plans – sheet 1</i>		
In the administrative area of Durham County Council	New A66 / B6277 eastbound connector road (Cross Lanes Junction) A length from its diverge point on the A66, curving in a northerly and then an easterly direction for a distance of 427 metres, and connecting to the new B6277 Moorhouse Lane.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	New A66 / B6277 westbound connector road (Cross Lanes Junction)	Clearway (to include verges, hard shoulders and

	A length from its diverge point on the A66, continuing in a southerly direction until connecting with the new B6277 Moorhouse Lane.	slip roads; and to exclude laybys)
--	---	------------------------------------

Scheme 08 – The traffic regulation measures (clearways and prohibitions) plans – sheet 2

In the administrative area of Durham County Council	New A66 (Rokeby) westbound compact connector road and length of existing reclassified A66 (now C165) A 1.3 km length of the new A66 westbound compact connector road and existing A66 (now C165), from its diverge point on the westbound carriageway of the A66, 948 metres southwest of the existing A66 junction with the C165 Barnard Castle Road, continuing in a southerly direction, connecting with the new C165 Barnard Castle Road. Then continuing northwards under the new A66 via a new underbridge, then curving in an easterly direction to join the existing alignment of the A66 and continuing eastwards to the existing junction of the A66 with the C165 Barnard Castle Road.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	New A66 (Rokeby) eastbound diverge slip road connecting to reclassified A66 (C165) A 90 metre length from its diverge point on the A66 eastbound diverge slip road, commencing at its intersection with the new A66, 130 metres south-east of the existing A66 access to Rokeby Grange, and continuing in a generally northerly direction, until connecting to the existing A66 (now C165 Barnard Castle Road).	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)

Scheme 08 – The traffic regulation measures (clearways and prohibitions) plans – sheet 3

In the administrative area of Durham County Council	–	–
---	---	---

REVOCATIONS AND VARIATIONS OF EXISTING TRAFFIC REGULATION ORDERS

(1) Area	(2) Road Name, number and length	(3) Order	(4) Revocations or Variations
<i>Scheme 08 – The traffic regulation measures plans (clearways and prohibitions) – sheets 1, 2 and 3</i>			
In the administrative area of Durham County Council	–	–	–

PART 7

SCHEME 09 – STEPHEN BANK TO CARKIN MOOR

~~Note 1: Where roads are to become restricted roads as indicated in this Schedule (Part 1) and as shown on the plans relating to this Schedule (the traffic regulation measures (speed limits) plans), speed limits are to apply in accordance with the provision of the Road Traffic Regulation Act 1984 (which defines speed limits of 30mph on ‘restricted’ roads by reference to street lighting).~~

~~Note 2: Where existing speed limits (to be retained) are shown on the traffic regulation measures (speed limits) plans which relate to Part 1 of this Schedule, this is for information only and such speed limits are not subject to this Order.~~

SPEED LIMITS AND RESTRICTED ROADS

(1) Area	(2) Road name number and length	(3) Speed limit and restricted roads status
<i>Scheme 09 – The traffic regulation measures (speed limits) plans – sheets 1, 2, 3 and 4</i>		
In the administrative area of the North Yorkshire Council	New A66 eastbound carriageway The full length of the new A66 eastbound carriageway commencing from a point on the existing A66, 674 metres to the west of the existing junction of the A66 with the access to Browson Bank, and continuing in a generally easterly direction for a distance of 6.2 km to a point 775 metres to the east of the existing junction of the A66 with Warrener Lane.	National speed limit (70 miles per hour)
	New A66 westbound carriageway The full length of the new A66 westbound carriageway commencing from a point on the existing A66, 674 metres to the west of the existing junction of the A66 with the access to Browson Bank and continuing in a generally easterly direction for 6.2 km to a point 775 metres to the east of the existing junction of the A66 with Warrener Lane.	National speed limit (70 miles per hour)
<i>Scheme 09 – The traffic regulation measures (speed limits) plans – sheet 1</i>		
In the administrative area of the North Yorkshire Council	New A66 westbound merge slip road A length of new carriageway connecting the existing A66 to the westbound carriageway of the new A66, from a point 205 metres to the east of the existing junction of the A66 with the access to Browson Bank and continuing in an easterly direction for 240 metres.	National speed limit (70 miles per hour)
	A length of new realigned carriageway connecting the new A66 merge slip road	50 miles per hour

	<p>to the de-trunked A66 (C108)</p> <p>A length of new carriageway connecting the new A66 westbound merge slip road to the de-trunked A66 (now C108), from a point 445 metres to the east of the existing junction of the A66 with the access to Browson Bank and continuing in an easterly direction for 326 metres.</p>	
<i>Scheme 09 – The traffic regulation measures (speed limits) plans – sheet 2</i>		
In the administrative area of the North Yorkshire Council	<p>New realigned carriageway on the de-trunked A66</p> <p>A length of new realigned carriageway commencing 300 metres to the west of the existing junction of the A66 with Old Duns Bank, continuing in an easterly direction for 993 metres to the existing junction of the A66 with the access to Ravensworth Lodge.</p>	50 miles per hour
	<p>Collier Lane overbridge</p> <p>A length of the new realigned Collier Lane from a point 174 metres to the north of the existing junction of the A66 with Collier Lane, in a generally south-westerly direction for a distance of 190 metres until it meets the new realigned length of the de-trunked A66.</p>	50 miles per hour
<i>Scheme 09 – The traffic regulation measures (speed limits) plans – sheet 2</i>		
In the administrative area of the North Yorkshire Council	<p>Mains Gill Junction Eastbound compact connector road</p> <p>A length of new carriageway forming part of the new Mains Gill Junction. Commencing from the new A66 eastbound carriageway, continuing first in a northerly direction, then in an easterly direction, and then in a southerly direction and crossing over the new A66 via a new overbridge (comprising part of the new Mains Gill Junction) before connecting with the existing A66, at a point 178 metres to the west of the existing junction of the A66 with Moor Lane.</p>	National speed limit (60 miles per hour)
	<p>Mains Gill Junction westbound compact connector road</p> <p>A 225-metre length of new carriageway forming part of the new Mains Gill Junction. Commencing from the new A66 westbound carriageway, continuing in a southerly direction and then in an easterly direction, before terminating at its junction with the new eastbound</p>	National speed limit (60 miles per hour)

	compact connector road.	
	Moor Lane link road A 192-metre length of new road commencing from its junction with the A66 eastbound compact connector road, at a point 50 metres north of the new overbridge carrying the eastbound connector road over the A66 (at the new Mains Gill Junction) then continuing in a generally north-easterly direction to connect into the existing Moor Lane at a point 317 metres to the north of the exiting junction of the A66 with Moor Lane.	National speed limit (60 miles per hour)
<i>Scheme 09 – The traffic regulation measures (speed limits) plans – sheets 3 and 4</i>		
In the administrative area of the North Yorkshire Council	A length of new carriageway on the alignment of the de-trunked A66, connecting to Warrener Lane A 1.7 km length of new carriageway commencing from a point 370 metres to the west of the existing junction of the A66 with Moor Lane, continuing in an easterly direction and then departing southwards from the existing A66 alignment to connect with Warrener Lane.	50 miles per hour

TRAFFIC REGULATION MEASURES (CLEARWAYS AND PROHIBITIONS)

(1) <i>Area</i>	(2) <i>Road name number and length</i>	(3) <i>Measures</i>
<i>Scheme 09 – The traffic regulation measures (clearways and prohibitions) plans – sheets 1, 2, 3 and 4</i>		
In the administrative area of the North Yorkshire Council	New A66 eastbound carriageway The full length of the new A66 eastbound carriageway commencing from a point on the existing A66, 674 metres to the west of the existing junction of the A66 with the access to Browson Bank and continuing in a generally easterly direction for a distance of 6.2 km to a point 775 metres to the east of the existing junction of the A66 with Warrener Lane.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	New A66 westbound carriageway The full length of the new A66 westbound carriageway commencing from a point on the existing A66, 674 metres to the west of the existing junction of the A66 with the access to Browson Bank and continuing in a generally easterly direction for 6.2 km	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)

	to a point 775 metres to the east of the existing junction of the A66 with Warrener Lane.	
<i>Scheme 09 – The traffic regulation measures (clearways and prohibitions) plans – sheet 1</i>		
In the administrative area of the North Yorkshire Council	None	None
<i>Scheme 09 – The traffic regulation measures (clearways and prohibitions) plans – sheet 2</i>		
In the administrative area of North Yorkshire Council	New Local Road C108 (on the alignment of the de-trunked A66) and Waitlands Lane From the eastbound carriageway of the new local road C108 into Waitlands Lane, at the junction of the new local road C108 with Waitlands Lane.	Prohibition of entry (no right turn)
<i>Scheme 09 – The traffic regulation measures (clearways and prohibitions) plans – sheet 3</i>		
In the administrative area of the North Yorkshire Council	Mains Gill Junction eastbound connector road A 480-metre length of new road, commencing from the eastbound carriageway of the new A66, continuing first in a northerly direction, then in an easterly direction, and then in a southerly direction and crossing the new A66 via a new overbridge (comprising part of the new Mains Gill Junction), before terminating at its junction with the existing A66, 178 metres west of the existing A66 junction with Moor Lane.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
	Mains Gill Junction westbound connector road A 255-metre length of new road, commencing from the westbound carriageway of the new A66, continuing in a southerly direction, then in an easterly direction before terminating at its junction with the new A66 eastbound compact connector road.	Clearway (to include verges, hard shoulders and slip roads; and to exclude laybys)
<i>Scheme 09 – The traffic regulation measures (clearways and prohibitions) plans – sheet 4</i>		
In the administrative area of Durham County Council	None	None

REVOCATIONS AND VARIATIONS OF EXISTING TRAFFIC REGULATION ORDERS

(1) Area	(2) Road Name, number and length	(3) Order	(4) Revocations or Variations
<i>Scheme 09 – The traffic regulation measures plans (clearways and prohibitions) – sheets 1, 2 and 3</i>			
In the administrative area of the North Yorkshire Council	Junction of Waitlands Lane with the existing A66 trunk road At the intersection of	The A66 Trunk Road (Waitlands Lane, Ravensworth) (Prohibition of Right Turns) Order 2004	Order to be revoked. Location of the revocation is as stated in column (2) and as shown on sheet 2 by

	Waitlands Lane and the existing A66 trunk road, prohibition on right turn movements into Waitlands Lane from the eastbound carriageway of the existing A66 trunk road		the blue squared symbol
--	---	--	-------------------------