

3. To provide for the following scale of charges at the parking places indicated hereunder:

<i>Car Park</i>	<i>Scale of Charges</i>
Ely Lane, Grosvenor (off Goods Station Road), Great Hall (off Mount Pleasant Avenue), Frances Terrace (off Victoria Road), Varney Street (off Victoria Road), Alma (off Varney Street), Multi-Storey (off Crescent Road), Car Parks.	10p up to 2 hours; 20p 2-4 hours; 30p over 4 hours. (At the Multi-Storey car park, the fixed 10p charge for vehicles leaving between 8 p.m. and 10 a.m. the following day on weekdays and all day on Sunday will continue to apply.)

Vale Road Car Park (intended for long-term users). 30p for any period.

Union House Car Park (off Eridge Road). 10p for any period.

4. Where, in relation to any pay and display car park, no parking fee is paid by a driver, then an excess charge of £5 will be payable and where an insufficient charge is paid, a charge of £2 will be payable.

5. So far as pay and display car parks are concerned, tickets issued on payment of the initial charge will be valid for any other pay and display car park in Tunbridge Wells up to the expiration of the time purchased.

6. A copy of the Order, a map showing the location of the Alma Car Park, together with the statement of reasons for proposing to make the Order, may be examined at:

Room 107 (Administrative Services), Town Hall, Tunbridge Wells

Council Offices, Dower House, 8 Tonbridge Road, Pembury

Council Offices, Cranbrook

Room 1.97, County Hall, Maidstone during normal office hours.

7. If you wish to object to the proposed Order, you should send the grounds for your objection in writing to the undersigned to be received not later than Friday 3rd March 1978.

W. E. Battersby, Chief Executive.

Town Hall,
Tunbridge Wells.
10th February 1978.

(789)

TYNE AND WEAR COUNTY COUNCIL

Tyne and Wear Act 1976

Notice is hereby given that Tyne and Wear County Council have represented in writing to the Secretary of State for Transport pursuant to Section 13(i) (a) (ii) of the Tyne and Wear Act 1976 that under the circumstances now existing the tolls authorised to be charged in respect of traffic passing through or into the Tyne Tunnel should be revised as follows:—

<i>Classification of Vehicles</i>	<i>Toll</i>	
	<i>Present</i>	<i>Proposed</i>
(i) For each motor cycle (with or without side-car) or power assisted cycle	5p	10p
(ii) For each motor car (including car with three wheels), taxi vehicle in weight unladen not exceeding 30 cwt. and constructed solely for the carriage of not more than 14 passengers (excluding the driver) and their effects, and light goods vehicles not exceeding 30 cwt. unladen weight with or without trailer in each case	15p	20p
(iii) For each goods vehicle or passenger carrying vehicle not included in classification (i) or (ii) above with or without trailer	40p	50p

Nothing in the representation prejudices or affects any other provisions of the Tyne Tunnel Tolls Order 1967 Confirmation Instrument 1967 as revised by the Tyne Tunnel Tolls (Revision) Order 1975.

Copies of the representation may be inspected free of charge at the offices of the County Solicitor, Tyne and Wear County Council, Sandyford House, Archbold Terrace, Newcastle upon Tyne between the hours of 9.00 a.m. and 5.00 p.m. Mondays to Fridays. Copies of the representations may also be purchased at the same office on payment of a fee of 10p for each copy.

Any objection to the proposed revision of tolls must be made in writing before 1st April, 1978 to The Secretary of State for Transport, Department of Transport, 2, Marsham Street, London, SW1P 3FB, and should state the grounds of objection. A copy of the objection should also be sent to the County Solicitor, Tyne and Wear County Council, Sandyford House, Archbold Terrace, Newcastle upon Tyne, NE2 1ED.

Dated 10th February, 1978.

J. E. Hancock, County Solicitor.
(792)

TYNE AND WEAR COUNTY COUNCIL

Tyne and Wear County Council (Holmeside/Park Lane, Sunderland) Traffic Regulation Order 1978

Having duly considered the Report of the Inspector who heard the Public Inquiry held in January 1977, Tyne and Wear County Council determined to accept the recommendation made and that the Order advertised be amended to exclude the Holmeside Bus Lane.

Notice is hereby given that:

1. Tyne and Wear County Council made the above-named Order in exercise of their powers under sections 1 and 84(D) of the Road Traffic Regulation Act 1967 (as amended) and of all other enabling powers.

2. The general nature and effect of the Order which comes into operation on Sunday, 12th February 1978, is:

(a) To revoke existing Traffic Regulation Orders in so far as they apply to Park Lane and Holmeside (from the bus depot in Park Lane, to the junction of Holmeside and Waterloo Place).

(b) To provide a bus-only lane (in sections) on the western part of the carriageway of Park Lane from the junction with Olive Street to the junction with Vine Place. The direction of travel in such lane to be northbound only.

(c) The carriageway of Holmeside from its junction with Waterloo Place to its junction with Park Lane, shall be available to all traffic. The direction of travel shall be westbound only, as at present.

(d) The eastern part of the carriageway of Park Lane, from its junction with Holmeside to the junction with Olive Street, shall be available to all traffic. The direction of travel shall be southbound only, as at present.

(e) To prohibit the waiting of vehicles at any time on:

(i) The western kerblines of Park Lane from its junction with Vine Place to its junction with South Back Olive Street.

(ii) The eastern kerblines of Park Lane from its junction with Holmeside to a point opposite its junction with South Back Olive Street.

(iii) The southern kerblines of Holmeside from its junction with Park Lane to its junction with Waterloo Place.

(iv) The northern kerblines of Holmeside from its junction with Crowtree Road to its junction with Waterloo Place.

(v) The northern kerblines at the junction of Vine Place with Crowtree Road.

(f) To prohibit peak hour loading and unloading (8 a.m. to 9.30 a.m. and 4 p.m. to 6 p.m.) Mondays to Fridays inclusive on the lengths of road mentioned in paragraph 2 (e) above.

3. The Order contains a number of exemptions. In particular, exemptions are made which permit vehicles of all classes which are being driven in the permitted direction Park Lane to enter the proposed bus lanes (except during peak hours as mentioned above) when vehicular access is required to premises adjacent to the proposed bus lanes,