

SOUTHAMPTON CITY COUNCIL

*The Parking Places (Southampton) (First Controlled Zone) (Amendment No. 7) Order 1980**The Parking Places (Southampton) (Second Controlled Zone) (Amendment No. 3) Order 1980*

Notice is hereby given that Southampton City Council has made the above Orders on Monday, 20th October 1980, pursuant to arrangements made under section 101 of the Local Government Act 1972 with Hampshire County Council and in exercise of the powers of the said County Council under sections 35, 36, 37, 39 and 84 D(1) of the Road Traffic Regulation Act 1967, as amended.

The effect of these Orders will be as follows:

1. To increase the excess charge payable at parking meters from £5 to £6. The excess charge is that charge payable when a vehicle is left in a parking place without payment or after the period for which payment has been made has expired. This provision of the Orders will come into operation on 9th January 1981.
2. To amend the existing Orders to allow larger cars to park in meter bays without the danger of incurring a fixed penalty ticket for not parking wholly within the limits of the bays. These cars must park with either the front or back wheels close to the edge of the parked bay and so that the other end of the vehicle does not protrude into another parking bay. This provision of these Orders will come into operation on 24th October 1980.
3. To replace the existing charging structure for parking meters with the following:

Zone A (Central Zone): 10p for 20 minutes (or equivalent) with a maximum period of waiting of 1 hour.

Zone B: 5p per 30 minutes with a maximum period of waiting of 2 hours.

Zone C: 10p per hour with no maximum period for waiting.

These Zones have been slightly altered to provide more all day meters.

Zone A

This will consist of those parking meters situated in the following roads or lengths of road: Above Bar Street, Bargate Street, Bernard Street (from its junction with High Street to a point just east of its junction with Market Place), Brunswick Place (from its junction with London Road to a point just west of its junction with King's Park Road), Colleve Place, Commercial Road (from its junction with Above Bar to its western closed end), East Street, Hanover Buildings, High Street (from its junction with Briton Street northwards to the Bargate), Houndwell Place, London Road, Ogle Road, Palmerston Road (from its junction with Pound Tree Road southwards to its junction with Queen's Way), Park Walk, Portland Street, Pound Tree Road, Queen's Way (from its junction with Houndwell Place southwards to its junction with East Street), Regent Street, St. Michael's Street, Sussex Road, West Marlands Road, West Street, the unnamed road adjoining the Civic Centre between Commercial Road and Havelock Road, the service road off Sussex Road, the service road to the rear of 5-13 Civic Centre Road and the service road to the rear of Windsor Terrace.

Zone B

This will consist of those parking meters situated in the following roads or lengths of road: Bell Street, Briton Street, Broad Green, Brunswick Square, Canal Walk, Castle Square, Castle Way (from a point outside St. Michael's Church northwards to its junction with Albion Place), Cement Terrace, Clifford Street, Commercial Road (from its junction with Cumberland Place to a point west of its junction with Morris Road), Cosack Green, Eastgate Street, King Street, Maddison Street, Morris Road, North Front, Orchard Lane, Palmerston Road (from its junction with Pound Tree Road northwards to its junction with New Road), Queen's Way (from its junction with East Street to its junction with Briton Street), St. Mary Street, St. Michael's Square, Terminus Terrace (from its closed end northwards to its junction with Marsh Lane), Upper Bugle Street, Winton Street, the service road to the rear of numbers 85-89 Commercial Road, Oxford Street (from its junction with Bernard Street to its junction with Latimer Street), the service road to the rear of numbers 115-120 East Street, the service road to the rear of numbers 25-35 Castle Way, Bedford Place, Bellevue Road, Carlton Place,

Carlton Crescent, Carlton Road, Handford Place, King's Park Road, Lower Banister Street, Upper Banister Street, Ordnance Road, Wilton Avenue, Winchester Street/Salisbury Street, the service road to the rear of numbers 2-22 Bedford Place, the service road to the rear of numbers 31-51 Bedford Place, the service off Winchester Street, Kingsfield Road, Everton Street, South Front (north side only) and Western Esplanade.

Zone C

This will consist of those parking meters situated in the following roads or lengths of road: Blechynden Terrace, Fitzhugh Street, Platform Road, Bernard Street (from its junction with Orchard Lane eastwards to its junction with Terminus Terrace), Canute Road, John Street, Oxford Street (from its junction with Latimer Street to its junction with Terminus Terrace), Terminus Terrace (from its junction with Bernard Street to its junction with Queens Terrace), the service road off Blechynden Terrace behind Wyndham Court, Grosvenor Square, Chapel Road, South Front (south side only), Marsh Lane, Threefield Lane, Bugle Street, French Street, the service road on the east side of St. Marys Place, the service road to the rear of numbers 5 and 9 East Street, Henstead Road, Rockstone Place and Latimer Street.

The provisions of these Orders relating to Zone A shall come into operation on 24th October 1980. The provisions of the Orders relating to Zones B and C shall come into operation on 9th January 1981. Between 24th October 1980 and the 9th January 1981 the following meters which are to be transferred from Zone A to Zones B or C will remain at their existing charges of 5p for 15 minutes with a maximum period of waiting of one hour: Queen's Way (from its junction with East Street to its junction with Briton Street), the service road to the rear of 115-120 East Street, the service road to the rear of 25-35 Castle Way, Grosvenor Square, and the service road to the rear of numbers 5 and 9 East Street.

Copies of the Orders may be inspected in Room 18 of my Office during normal working hours.

If you wish to question the validity of these Orders or of any of the provisions contained in them on the grounds that they are not within the powers conferred by the Road Traffic Regulation Act 1967, as amended or on the grounds that any of the requirements of that Act or of any instrument made under it has not been complied with in relation to these Orders you may, within 6 weeks from 20th of October 1980 apply to the High Court for this purpose.

M. Reynolds, City Secretary and Solicitor

Civic Centre,

Southampton SO9 4XR.

21st October 1980.

(765)

WEST YORKSHIRE METROPOLITAN COUNTY COUNCIL

The West Yorkshire Metropolitan County Council (Leeds) (Traffic Regulation) (No. 13) Order 1980

Notice is hereby given that the West Yorkshire Metropolitan County Council propose to make the above Order under their powers in the Road Traffic Regulation Act 1967, as amended, the effect of which will be to close the two gaps in the central reservation of Scott Hall Road, at Chapel Allerton, Leeds, between Potternewton Lane and Scott Hall Crescent.

Full details of the proposal are in the draft Order which, together with a plan showing the restricted roads and a statement of reasons for proposing to make the Order, may be examined during normal office hours at the Reception Desk at the main entrance to the County Hall, Wakefield and at the County Council's DoPET Traffic Unit, 5th Floor East, Merrion House, Merrion Way, Leeds.

If you wish to object to the proposed Order you should send the grounds for your objection in writing to reach the undersigned by not later than 12 noon on 14th November 1980, quoting Ref. TRO/L/80/13.

R. G. Brooke, Director of Administration

County Hall,

Wakefield WF1 2QW.

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