

ROTHERHAM BOROUGH COUNCIL

The Rotherham Borough Council (The South Yorkshire County Council (Meter Parking Places and Controlled Parking Zone) (Rotherham) Order 1985) (Amendment No. 4) Order 1988

Notice is hereby given that the Rotherham Borough Council proposes to make an Order under sections 1(1) and (2), 2(1) and (2), 4(1), 45 and 46 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, the effects of the Order being:

1. To provide a stand (operational for 24 hours a day on all days) for 4 hackney carriages on part of the western side of Corporation Street, Rotherham (from a point 29 metres north of the north-western kerb-line (splayed) of Market Street for a distance of 22 metres in a northerly direction) (reducing from 6 to 2 the number of parking bays authorised at the area indicated by item number 3 in the Schedule to this notice, such reduction resulting in the appearance of the figure 11 instead of the figure 42 in the said item 3).
2. To eliminate a stand for 5 hackney carriages on part of the south side of Upper Millgate, Rotherham (from a point 8 metres east of its junction with Corporation Street for a distance of 25 metres in an easterly direction) (this part of Upper Millgate, like the remainder of Upper Millgate, to be subject to waiting restrictions for 24 hours a day on all days (subject to exemptions specified in the 1985 Order mentioned above)).
3. To provide a stand for 3 hackney carriages on part of the south-west side of Ship Hill, Rotherham (from a point 20 metres south-east of its junction with the eastern kerb-line of Westgate for a distance of 16 metres in a south-easterly direction), to be operational between 10 p.m. and 6 a.m. on all days. (This part of the south-west side of Ship Hill is not currently subject to waiting restrictions between 10 p.m. and 6 a.m. under any Traffic Regulation Order.)
4. To reduce from 5 to 4 the number of parking bays authorised at the area indicated by item number 9 in the Schedule to this notice (resulting in the appearance in the said item 9 of the figures 27 and 27 instead of the figures 25 and 29 respectively) (the deleted portion to be subject to waiting restrictions for 24 hours on all days (subject to exemptions specified in the 1985 Order mentioned above)). (The figures 27 and 27 reflect adjustments for the purpose of accuracy.)
5. To reduce from 7 to 6 the number of parking bays authorised at the area indicated by item number 12 in the Schedule to this notice (resulting in the appearance in the said item 12 of the figures 25 and 36 instead of 20 and 41 respectively) (the deleted portion to be subject to waiting restrictions for 24 hours on all days (subject to exemptions specified in the 1985 Order mentioned above)).
6. To increase from 10 pence to 20 pence (to be payable by a coin of the denomination of 20 pence) the initial charge (for a period of not more than 1 hour) for leaving a vehicle in a parking bay in any of the lengths of highway at Rotherham designated as parking places and specified by the Schedule to this notice between 8 a.m. and 6 p.m. on Mondays to Saturdays inclusive (any such day not being Christmas Day, or a Bank Holiday being a public holiday other than Good Friday). (Permitted vehicles in these parking bays will continue to be certain motor cycles (as defined in the 1985 Order mentioned above), certain invalid carriages (as defined in the said 1985 Order), certain passenger vehicles (other than the said motor cycles and invalid carriages) (as defined in the 1985 Order) adapted to carry not more than 12 passengers exclusive of the driver, and certain goods vehicles (as defined in the 1985 Order)).
7. To increase from £5 to £8 the additional amount to be paid if a vehicle is left in any such area of highway designated as a parking place and indicated by the Schedule to this notice (during the times when the initial charge is payable on the days when it is payable) for longer than the initial period for which payment is made by the initial charge.
8. To replace the figure 9 by figure 12 (for the purpose of accuracy) in item number 14 of the areas of highway designated as parking places by the 1985 Order (as indicated by item number 14 of the Schedule to this notice).
9. To replace the figure 52 by the figure 51 (for the purpose of accuracy) in a description in the 1985 Order of a length of the western side of Corporation Street, Rotherham as being subject to waiting restrictions for 24 hours on all days (subject to exemptions specified in the 1985 Order) (to correspond with the figures 29 and 22 in paragraph numbered 1 above).

10. To amend (for the purpose of accuracy) the 1985 Order mentioned above by confirming that the whole of a 56 metres (in a south-westerly direction) length of the south-east side of Frederick Street, Rotherham commencing at a point 69 metres south-west of the south-western kerb-line of Effingham Square is subject to waiting restrictions for 24 hours on all days (subject to exemptions specified in the 1985 Order).

11. To remove (for the purpose of accuracy) 24 hours a day waiting restrictions from a 16 metres length of the south-east side of Frederick Street, Rotherham from its junction with the south-western kerb-line of Effingham Square in a south-westerly direction.

A copy of the proposed Order, a copy of the 1985 Order (mentioned above) proposed to be varied by it, copies of Orders already made and varying the 1985 Order, a map showing the areas of highway affected, and a statement of the Council's reasons for proposing to make the new Order, may be inspected during normal office hours at the offices of the Rotherham Borough Council at the Civic Building, Walker Place, Rotherham.

Objections to the proposal, together with the grounds on which they are made, must be sent in writing to the undersigned by 4th May 1988.

T. C. Mumford, Director of Legal and Administrative Services
Civic Building,
Walker Place,
Rotherham.

SCHEDULE

1. Part of the south-western side of Catherine Street (from a point 7 metres south-east of its junction with Percy Street for a distance of 36 metres in a south-easterly direction).
2. Part of the eastern side of Corporation Street (from a point 22 metres north of the northern kerb-line of Upper Millgate for a distance of 50 metres in a northerly direction).
3. Part of the western side of Corporation Street (from a point 10 metres north of the north-western kerb-line (splayed) of Market Street for a distance of 11 metres in a northerly direction).
4. Part of the western side of Corporation Street (from a point 36 metres south of its junction with the southern kerb-line of Bridge Street for a distance of 41 metres in a southerly direction).
5. Part of the eastern side of Corporation Street (from a point 17 metres north of the northern kerb-line of Market Street (east) for a distance of 35 metres in a northerly direction).
6. Part of the north-eastern side of The Crofts (North-eastern Leg) (from a point 14 metres south-east of the projection of the north-western kerb-line of The Crofts (North-west Leg) for a distance of 27 metres in a south-easterly direction).
7. Part of the northern side of Domine Lane (from a point 13 metres east of the south-eastern kerb-line of Market Street for a distance of 35 metres in an easterly direction).
8. Part of the southern side of Domine Lane (from a point 16 metres east of the eastern kerb-line of Market Street for a distance of 41 metres in an easterly direction).
9. Part of the south-eastern side of Frederick Street (from a point 27 metres north-east of the south-western frontage to Howard Street of the Town Hall for a distance of 27 metres in a north-easterly direction).
10. Part of the eastern side of Howard Street (from a point 4 metres south of the south-eastern kerb-line of Eastwood Lane for a distance of 47 metres in a southerly direction).
11. Part of the northern side of Main Street (from a point 18 metres east of the eastern kerb-line of Market Street for a distance of 47 metres in an easterly direction).
12. Part of the southern side of Main Street (from a point 25 metres east of the projection of the eastern kerb-line of Market Street for a distance of 36 metres in an easterly direction).
13. Part of the eastern side of Market Street (from a point 10 metres north of the northern kerb-line of Main Street (east) for a distance of 35 metres in a northerly direction).
14. Part of the northern side of Market Street (from a point 12 metres west of the south-western kerb-line of Market Place for a distance of 17 metres in a westerly direction).
15. Part of the north-eastern side of Moorgate Street (from a point 10 metres north-west of the north-western kerb-line of The Crofts (South-east Leg) for a distance of 17 metres in a north-westerly direction).