

Cupro-nickel coins

- (a) We ascertained that of the cupro-nickel coins contained in the packets, those of each of the denominations of twenty and five pence weighed more and those of each of the denominations of fifty and ten pence weighed not more than one kilogram.
- (b) From each packet of coins of twenty and five pence we took out sufficient coins and grouped them into two lots so that each lot comprised coins of the same denomination and weighed not less than nine hundred and eighty grams nor more than one kilogram.
- (c) We then weighed each lot in bulk and found that it was on the whole within the permitted variation from standard weight, the variations being as follows:

for the coins of twenty pence:	one point eight (+1.8) and
for the coins of five pence:	also one point eight (+1.8) grams above standard weight.

- (d) We weighed in bulk the residue of the coins of twenty and five pence remaining in the packets and ascertained that they were on the whole within the permitted variation from standard weight, the variation being one hundred and twenty-eight point four (+128.4) grams above standard weight.
- (e) We took out all the coins of fifty pence and weighed them in bulk and found that they were on the whole within the permitted variation from standard weight, the variation being one point five (+1.5) grams above standard weight.
- (f) We also took out all the coins of ten pence and weighed them in bulk and found that they were on the whole within the permitted variation from standard weight, the variation being point five (+0.5) of a gram above standard weight.
- (g) We then assayed coins not weighing less in all than five hundred grams, comparing them with the standard trial plates of copper and nickel produced to us by an officer of the Department of Trade and Industry, and we ascertained that the metal of the coins was on the whole within the permitted variations from standard compositions, the only variations being as follows:

for the coins of fifty, ten and five pence:	minus point five (-0.5) per centum of copper and plus point three (+0.3) per centum of nickel; and
for the coins of twenty pence:	minus point two (-0.2) per centum of copper.

- (h) We measured the diameters of twenty of each of the coins of fifty, twenty, ten and five pence and ascertained that the average diameter of the coins of each denomination was within its permitted variation from standard diameter, the variations being for the coins of fifty pence point nought one (-0.01), for the coins of twenty pence point nought two (-0.02), for the coins of ten pence point nought three (-0.03) and for the coins of five pence point nought two (-0.02) of a millimetre less than the standard diameters.

Nickel brass coins

- (a) We ascertained that the nickel brass coins of one pound contained in the packets weighed more than one kilogram.
- (b) We took out from each packet sufficient coins and grouped them into two lots weighing not less than nine hundred and eighty grams nor more than one kilogram.
- (c) We then weighed each lot in bulk and ascertained that it was on the whole within the permitted variation from standard weight, the variations being as follows:

for the first lot:	point two (0.2) and
for the second lot	point eight (-0.8) of a gram below standard weight.

- (d) We weighed in bulk the residue of the coins remaining in the packets and ascertained that they were on the whole within the permitted variation from standard weight, the variation being thirty-nine point nine (-39.9) grams below standard weight.

- (e) We then assayed coins not weighing less in all than five hundred grams, comparing them with the standard trial plates of copper, nickel and zinc produced to us by an officer of the Department of Trade and Industry, and we ascertained that the metal of the coins was on the whole within the permitted variation from standard composition, the variations being minus point two (-0.2) per centum of copper, plus point six (+0.6) per centum of nickel and minus point four (-0.4) per centum of zinc.

- (f) Finally, we measured the diameters of twenty coins and found that the average diameter was within the permitted variation from standard diameter, the variation being point nought two (+0.02) of a millimetre more than the standard diameter.

Charles Ralph Clive Aston, Miss Halcyone Judith Banister, Brian Charles Beaumont-Nesbitt, Dr Frank William Bennett, Sir George Blunden, Dr Peter Cannon-Brookes, David Barnes Dalladay, John Malcolm Graham-Campbell, Robin Granville Hodgson, Sir Hugo Huntington-Whiteley, David Brand Inglis, Paul Vincent Alec Johnson, Christopher Nigel Lawrence, Christopher Richard Skottowe, Sir Anthony George Touche, Alderman Brian Edward Toye, Bryan Hamersley Woods.

6th May 1988.

(7 SI)

DEPARTMENT OF TRANSPORT

ROAD TRAFFIC REGULATION ACT 1984

The A16 Trunk Road (Louth Road, Grimsby) (Restricted Road) Order 1988

The Secretary of State for Transport hereby gives notice that he has made an Order under sections 82(2) and 83(1) of the Road Traffic Regulation Act 1984, which comes into force on 23rd May 1988.

The effect of the Order is as described in issue number 51154 of the *London Gazette* dated 16th December 1987 (ref: T9382 28R 0740).

Copies of the Order and the relevant plan have been deposited at the offices of Humberside County Council Administration Department, County Hall, Beverley; and at Great Grimsby Borough Council, Works Department, Devonshire House, The Bull Ring, Grimsby, where they may be inspected during normal office hours. Copies may also be seen at, or obtained by application to the office of the Director (Transport), Yorkshire and Humberside Regional Office, Department of Transport, 9th Floor, City House, New Station Street, Leeds LS1 4JD, quoting reference YHRT 5060/28/1/5.

C. Tillett, Department of Transport

City House,
Leeds LS1 4JD
Ref. LG2/28R/0740.

(1 SI)

TOWN AND COUNTRY PLANNING ACT 1971

The Secretary of State for Transport hereby gives notice that he has made an Order under section 209 of the above Act entitled "the Stopping-Up of Highways (county of South Yorkshire) (Sheffield No. 5) Order 1988", authorising the stopping-up of a length of Burngreave Bank, Sheffield.

Copies of the Order may be obtained, free of charge, on application to the Department of Transport, at the Office of the Director (Transport), Yorkshire and Humberside Region, 9th Floor, City House, New Station Street, Leeds LS1 4JD, (quoting YHRT5098/35/1/18) and may be inspected at all reasonable hours at the Office of the Administration and Legal Department, Sheffield City Council, Town Hall, Sheffield.

Any person aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the above Act or that any requirement of that Act or of an regulation made thereunder has not been complied with in relation to the Order, may, within 6 weeks of the 18th May 1988, apply to the High Court for the suspension or quashing of the Order or of any provision contained therein.

J. R. Wilkins, Deputy Director (Transport), Yorkshire and Humberside Regional Office of the Department of Transport. Ref. T526/28R/0740.

(2 SI)