

The general effect of the Order would be further to amend the Wandsworth (Parking Places) (No. 1) Order 1977, so that at the 2-hour and 4-hour metered parking places—

- (a) the initial charge and initial period would be altered so that the rate would be ten pence for twelve minutes;
- (b) the excess charge would be increased to fifteen pounds.

A copy of the proposed Order, of the Wandsworth (Parking Places) (No. 1) Order 1977 (and of the Orders which have amended that Order) and of the Council's statement of reasons for proposing to make the Order can be inspected during normal office hours on Mondays to Fridays inclusive until the expiration of a period of 21 days from the date on which this notice is published in The Concourse, The Town Hall, Wandsworth High Street, London, SW18 2PU.

Further information may be obtained by telephoning the Administration Department, telephone number 01-871 7520.

Any person wishing to object to the proposed Order should send a statement in writing of their objection and the grounds thereof to the Chief Executive and Director of Administration, Room 153, The Town Hall, Wandsworth High Street, London, SW18 2PU, by 18th May 1990.

G. K. Jones, Chief Executive and Director of Administration
27th April 1990. (489)

NEWCASTLE-UPON-TYNE CITY COUNCIL

City of Newcastle-upon-Tyne (Off-Street Parking Places) Order 1986 (Quayside/Manor Chare/Broad Chare Variation) Order 1990

Notice is hereby given that on 26th April 1990 Newcastle City Council made an Order under sections 35 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984.

The effect of the Order, which will come into operation on 30th April 1990, is to increase the parking charges applicable at Quayside, Manor Chare and Broad Chare off-street car parks from 10p to 20p per hour.

Full details together with a statement of the Council's reasons for making the Order may be examined at the offices of the Acting City Engineer, Civic Centre, Newcastle-upon-Tyne, Mondays to Fridays, 8.30 a.m. to 4.30 p.m.

Further information may be obtained by telephoning the Acting City Engineer's Department, telephone 2328520, ext. 5428.

If you wish to question the validity of the Order or of any provision contained in it on the grounds that any requirement of that Act or of any Instrument made under it has not been complied with in relation to the Order you may, within 6 weeks from 26th April 1990, apply to the High Court for this purpose.

R. A. A. Brockington, Director of Administration
Civic Centre, Newcastle-upon-Tyne NE99 2BN.
27th April 1990. (490)

NORFOLK COUNTY COUNCIL

Norfolk County Council (Weight Restriction) Variation Order 1990

Notice is hereby given that the Norfolk County Council has made an Order under the Traffic Regulation Act 1984, the effect of which will be to amend or to vary the Orders or parts of Orders described in the Schedule below, so as to replace the existing imperial weight restriction with the metric equivalent.

A copy of the Order, which comes into force on 27th April 1990 may be inspected at County Hall, Norwich, during office hours.

Any person who desires to question the validity of the Order or of any provision contained in it on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1984, or on the grounds that any requirement of that Act, or of any Instrument made under it, has not been complied with in relation to the Order, may within 6 weeks from 20th April 1990 apply to the High Court for this purpose.

T. D. W. Molander, County Solicitor

County Hall,
Martineau Lane, Norwich NR1 2DH.

SCHEDULE

- (i) The County of Norfolk (Mayton Bridge, Buxton with Lammas) (Axle Weight Restriction) Order 1979.
- (ii) The County of Norfolk (Bridge No. 85, Dunton) (Weight Restriction) Order 1968.
- (iii) The County of Norfolk (Various Bridges) (Weight Restriction) Order 1967 in respect of:

East Dereham, Bridges Nos. 1695 and 1698;
Great Ryburgh, Bridge No. 1711;
East Harling, Bridge No. 1612.

- (iv) The County Council of Norfolk (Church Street) and Sunk Road Bridges, Little Walsingham (Weight Restriction) Order 1967 in respect of:

the bridges on the B1105 and B1388.

- (v) The County of Norfolk (Potter Heigham Bridge) (Weight Restriction) Order 1966.

- (vi) The County of Norfolk (Various Bridges) (Weight Restriction) Order 1968 in respect of:

Briggate, Bridge No. 9/188;
Costessey, Bridge No. 8/216;
Margham Heath, Bridge No. 3/139.

- (vii) The County of Norfolk (Various Bridges) (Weight Restriction) (No. 2) Order 1968 in respect of:

Narford, Bridge No. 2/122;
Tuttington, Bridge No. 7/87;
Honing, Bridge No. 9/144;
Spa Common, Bridge No. 9/149.

- (viii) The County of Norfolk (Dunton Bridge) (Weight Restriction) Order 1972.

- (ix) The County of Norfolk (Bridges No. 1/223 and 1/225) (Weight Restriction) Order 1969.

- (x) The County of Norfolk (Nuns Bridges, Thetford) (Weight Restriction) Order 1972.

- (xi) The County of Norfolk (South Creake Bridge No. 2/33) (Weight Restriction) Order 1972.

- (xii) The County of Norfolk (Various Bridges) (Axle Weight Restriction) Order 1973.

- (xiii) The County of Norfolk (Syleham Bridge) (Axle Weight Restriction) Order 1974.

- (xiv) The County of Norfolk (Well Creek Bridge, Outwell) (Weight Restriction) Order 1974.

- (xv) The County of Norfolk (Bernard Avenue Bridge, Great Yarmouth) (Axle Weight Restriction) Order 1975.

- (xvi) The County of Norfolk (Ellingham Mill Bridge) (Weight Restriction) Order 1977. (735)

OXFORD CITY COUNCIL

West Oxford Residents' Parking Zone: Duke Street, Ferry Hinksey Road, Henry Road

Notice is hereby given that, the Oxford City Council, as agent for the Oxfordshire County Council, has made an Order entitled "The City of Oxford (West Oxford) (Parking Places and Controlled Parking Zone) Order 1990".

When the Order comes into operation on 29th April 1990, its effect in the roads mentioned below will be as follows:

- (a) *Duke Street*, The residents'-only parking place on the west side of the road will be removed on a permanent basis and replaced at the south end of the road by two additional areas of residents'-only parking which will allow more vehicles to be parked. The existing residents'-only parking place on the west side will be replaced by a prohibition of waiting. The residents'-only parking place on the east side of the road will remain.

- (b) *Ferry Hinksey Road*, The three areas of general public parking will be removed and replaced by a prohibition of waiting. Three areas of residents'-only parking will be provided on the east side of the road in place of the one length of such parking which exists at present. A peak hour clearway (during which no vehicles other than residents' vehicles in the residents'-only parking areas will be permitted to wait) will be introduced on Monday to Saturday between 7.30 a.m. and 9.30 a.m. and between 4 p.m. and 6.30 p.m. throughout the road between its junction with Botley Road and the southern boundaries of the West Oxford School and the houses on the west side of the road.

- (c) *Henry Road*, The area of general public parking on the west side of the road at the south end will be removed and replaced by an area of residents'-only parking. The new development on the site of the former Co-op Dairy will be excluded from the West Oxford Residents' Parking Zone.

The Order may be inspected at my office at the address given below between 9 a.m. and 4 p.m. on Mondays to Fridays. If you wish to question the validity of the Order or any of the provisions contained within it on the grounds that they are not within the powers