

and (ii) to make a new Order under section 31 (1) of the Road Traffic Regulation Act 1967, which will substantially repeat the provisions of the 1975 Order but amended by specifying that the charge per period of parking shall be increased from 5p to 10p.

A copy of the proposed Order, and a copy of the Council's statement of reasons for proposing to make the Order, may be inspected at the office of the undersigned at the Town Hall, Wimbledon, London, SW19 7NR, during normal office hours.

Objections to the proposal must be sent in writing to the undersigned by 1st December 1975.

*Alan Robinson*, Chief Executive and Town Clerk.

Town Hall,  
Wimbledon, London, SW19 7NR.  
7th November 1975.

(482)

#### MIDDLESBROUGH BOROUGH COUNCIL

*The Middlesbrough Borough Council (Nut Lane and Marton Road) (Prohibition of Right Turn) (Experimental) Order 1975.*

Notice is hereby given that Middlesbrough Borough Council propose to make an experimental Order under section 1, section 9 (1) and 69 (1) of the Road Traffic Regulation Act 1967 as agent for Cleveland County Council, the Highway Authority, and after consultation with the Chief Officer of Police, for road safety and environmental reasons.

When the Order comes into operation no person shall cause any vehicle proceeding in Nut Lane to make a right turn into Marton Road.

The alternative traffic route is as follows:

*Access to the following can be obtained from Marton Road*  
Griffin Road, Nut Lane, Ottawa Road, Boynton Road, Toronto Crescent, Highfield Road up to Nos. 52 and 55, Roseberry Road from Nos. 87 and 88 upwards, Lansdowne Road from Nos. 76 and 77 upwards, Belle Vue Grove, Stanhope Gardens, Farndale Road, Farndale Crescent, Yukon Gardens.

*Access to the following can be obtained from Longlands Road*

Bilsdale Road, Trenholme Road, Hutton Road, Lansdowne Road up to Nos. 72 and 75, Roseberry Road up to Nos. 85 and 86, Highfield Road from Nos. 54 and 57 upwards, Huron Close and Ingleby Road.

*Access onto Marton Road can be obtained from*

Belle Vue Grove, Farndale Road, Highfield Road, Boynton Road, Ottawa Road and Nut Lane.

Full details are contained in the draft Order, which, together with a map showing the restricted road, various alternative routes and a statement of the Council's reasons for making the Order, may be examined at:

The Secretary's Department, Middlesbrough Borough Council, Municipal Buildings, Middlesbrough, and  
The Middlesbrough Information Centre, 125 Albert Road, Middlesbrough.

Objections to this proposed experimental Order should be sent with the grounds for making them, in writing to the undersigned not later than 28th November 1975.

Dated 31st October 1975.

(770)

*S. Robinson*, Borough Secretary.

#### NEWPORT BOROUGH COUNCIL

*The Newport Borough Council (Various Roads) (Prohibition of Commercial Vehicles and Contract Carriages of over 3 tons) Order 1975*

Notice is hereby given that on the 31st October 1975, the Newport Borough Council made the above Order acting on behalf of the Gwent County Council in pursuance of arrangements made under section 101 of the Local Government Act 1972 and in exercise of the Gwent County Council's powers under section 1 (1), (2), (3) and (3AA) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, Schedule 19 to the Local Government Act 1972, Schedule 6 to the Road Traffic Act 1974 and section 1 of the Heavy Commercial Vehicles (Controls and Regulations) Act 1973.

2. The Order will come into operation on the 7th November 1975.

3. The effects of the Order are to prohibit heavy commercial vehicles and contract carriages the unladen weight of which exceeds 3 tons:

- (a) from proceeding in any of the following lengths of roads, viz: High Cross Lane, Rogerstone, All-yr-yn View (part), Spytty Lane, Belle Vue Lane, Dewland Park Road, Queen Street, Herbert Street, Mountjoy Place, Bishpool Lane, Witham Street, Feering Street (part), Ruperra Street, Western Avenue, Traston Road (part), Archibald Street, Beatty Road, Bristol Street, Carey Road, Conway Road, Dewstow Street (part), Dolphin Street (part), Gibbs Road (part), Hawthorn Avenue (part), Hendre Farm Drive, Hereford Street, Keene Street, Linden Road, Llanwern Road, London Street, Maesglas Avenue, Maesglas Road, Oakley Street, Old Cardiff Road, Ringland Circle, Sycamore Avenue (part), West Market Street (part);
- (b) from waiting between the hours of 11 p.m. on any day and 7 a.m. on the day next following on parts of Dewstow Street and Aberthaw Road;
- (c) from waiting between the hours of 7 a.m. and 7 p.m. on part of the northside of Chepstow Road (A.48) (opposite Aberthaw Road);
- (d) from waiting at any time on parts of Lilleshall Street and Clytha Crescent and the whole of Cardiff Road Service Road.

4. Exceptions will be included in the Order to permit such heavy commercial vehicles and contract carriages to proceed on any of the lengths of roads referred to in paragraph 2 (a) above for the purposes of:

- (a) Conveyance of goods or persons to or from any premises situated on or adjacent to those lengths of roads;
- (b) Agriculture on any land adjacent to those lengths of roads or for or in connection with the conveyance or haulage of timber felled upon such land;
- (c) Carrying out on or on premises situated on or adjacent to those lengths of road of any of the following operations:
  - (i) building, industrial or demolition operations;
  - (ii) removal of obstruction to traffic;
  - (iii) the maintenance, improvement or reconstruction of the roads;
  - (iv) the laying, erection or alteration or repair in, or in land adjacent to, the roads of any sewer, or any main, pipe or apparatus for the supply of water, gas or electricity, or any telegraphic line as defined in the Telegraph Act 1878.
- (d) Fire brigade, police or ambulance services;
- (e) Proceeding to or from any premises which are situated on or adjacent to those lengths of roads at which the vehicle is to be, or has been garaged, serviced or repaired;
- (f) The service of a local authority or water authority in pursuance of statutory powers or duties;
- (g) Conveyance of goods for sale from the vehicle.

5. Exceptions will also be included in the Order to permit such heavy commercial vehicles or contract carriages to wait on any of the sides of roads referred to in paragraph 2 (b), (c) and (d) above for the purposes as set out in paragraph 3 above and for so long as it may be necessary to enable (a) a person to board or alight from a vehicle; (b) goods to be loaded on to, or unloaded from the vehicle.

6. Various existing Orders imposing restrictions on vehicles over 2½ tons unladen weight have been revoked or amended to effect the proposals detailed in paragraph 2.

7. The Order, maps showing the affected lengths of roads and alternative routes may be inspected at my office between 8.30 a.m. and 4.30 p.m. Mondays to Fridays.

8. If you wish to question the validity of the Order or of any provisions contained in it on the grounds that it is not within the powers conferred by the Road Traffic Regulation Act 1967, as amended 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, you may, within 6 weeks from 31st October 1975, apply to the High Court for this purpose.

Dated 7th November 1975.

*J. R. Long*, Chief Executive.

Civic Centre, Newport,  
Gwent, NPT 4UR.

(769)

#### NORWICH CITY COUNCIL

*The City of Norwich (Bedding Lane/Quayside) (Prohibition of Driving) Order, 1975*

Notice is hereby given that Norwich City Council pursuant to an arrangement entered into under section 101 of the