

under the said Section 84C have not been complied with in relation to the Order, may, within 6 weeks of the date on which the Order was made, being 19th August 1983, make application for the purpose to the High Court.

Alan G. Owen, Chief Executive and Director of Finance
Civic Offices,
Merrill Street,
Newcastle,
Staffs ST5 2AG. (774)

OXFORD CITY COUNCIL

*The City of Oxford (Central Area) (Traffic Control)
(Variation) (No. 3) Order 1983.*

Notice is hereby given that The Oxford City Council, as duly authorised agent of Oxfordshire County Council, has made an Order under the above title.

When the Order comes into operation on 1st September 1983, the closure of the length of road known as Gloucester Green East will be made permanent. The road is at present closed to all traffic on an experimental basis.

Full details of the proposal are in the Order which may be examined at the City Secretary and Solicitor's office, St. Aldate's Chambers, St. Aldate's, Oxford, and the City Engineer's Drawing Office, 117-119 St. Aldate's, Oxford, between the hours of 9 a.m. and 4 p.m. on Mondays to Fridays.

If you wish to question the validity of the Order or of any provisions contained within 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 any instrument made under it has not been complied with in relation to the Order, you may, within 6 weeks of the date of this notice, apply to the High Court for this purpose.

D. M. S. Taylor, City Secretary and Solicitor
St. Aldate's Chambers,
Oxford. (481)

OXFORD CITY COUNCIL

*The City of Oxford (Bus Stops) (Clearway)
Order 1983.*

Notice is hereby given that the Oxford City Council, as duly authorised agent for Oxfordshire County Council, has made an Order under the above title.

When the Order comes into effect on 1st September 1983, it will enable waiting, loading and unloading of vehicles, other than by buses, to be prohibited between 7 a.m. and 7 p.m. on any day at bus stops on roads in the City which are used as bus routes.

The Order therefore enables every bus stop on every bus route in the City to be subject to the prohibition on waiting, loading and unloading described above. The provisions will only apply however, where the Council has provided the requisite road markings, namely, bus stop carriageway markings indicating the extent of the bus stop area and a broad yellow line adjacent to the edge of the carriageway within the bus stop area. The Council will, subject to financial considerations and any specific requirements of the County Council, be permitted by this Order to provide or remove the requisite markings at or from any bus stop in the City as traffic conditions require.

Full details of the Order may be examined at the City Secretary and Solicitor's Office, St. Aldate's Chambers, St. Aldate's, Oxford, and the City Engineer's Drawing Office, 117-119 St. Aldate's, Oxford, between the hours of 9 a.m. and 4 p.m. on Mondays to Fridays.

If you wish to question the validity of the Order or of any provision contained within 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 of the date of this notice, apply to the High Court for this purpose.

D. M. S. Taylor, City Secretary and Solicitor
St. Aldate's Chambers,
Oxford.
31st August 1983. (482)

OXFORD CITY COUNCIL

*The City of Oxford (Summertown Lay-by) (Traffic Regulation)
Experimental Order No. 2 1983.*

Notice is hereby given that the Oxford City Council, with the consent of Oxfordshire County Council, has made an Order under the above title.

When the Order comes into operation on 1st September 1983, its effect will be to introduce a new experiment in the Summertown service road-layby and Banbury Road at the Summertown shopping area.

The effect of the new experiment will be to widen the service road-layby on the west side of the road, to remove the bus lane on the East side of the road between Portland Road and Marston Ferry Road and, as a result, to enable a wider northbound and a wider southbound traffic lane to be provided for all classes of traffic between these two points.

The existing parking and waiting arrangements and 30-minute time period for waiting in the lay-by will remain in force.

Full details are in the Order which may be examined at the City Secretary and Solicitor's Office, St. Aldate's Chambers, St. Aldate's, Oxford, and the City Engineer's Drawing Office, 117-119 St. Aldate's, Oxford, between the hours of 9 a.m. and 4 p.m. on Mondays to Fridays.

If you wish to question the validity of the Order of any provisions contained in it 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 requirement of that Act or any instrument made under it has not been complied with in relation to the Order, you may, within 6 weeks from the date of this notice, apply to the High Court for this purpose.

D. M. S. Taylor, City Secretary and Solicitor
St. Aldate's Chambers,
Oxford.
31st August 1983. (483)

SANDWELL METROPOLITAN BOROUGH COUNCIL

The Sandwell Borough Council (Brickhouse Lane Link Road and Richmond Street, West Bromwich) (One-Way Traffic and Prohibition of Right-Turning Traffic) Order 1982.

Notice is hereby given that the Sandwell Borough Council, pursuant to arrangements made under section 101 of the Local Government Act 1972, with the County Council of West Midlands in exercise of the powers of the said County Council under section 1(1), (2) and (3) of the Road Traffic Regulation Act 1967, as amended, have made an Order, the effect of which is:—

- (a) to prohibit any vehicle from travelling other than in a northerly direction in a certain length of Richmond Street, West Bromwich;
- (b) to prohibit any vehicle travelling in Brickhouse Lane Link Road, West Bromwich, from making a right-hand turn into Richmond Street, West Bromwich.

The Order was made on 30th August 1983, and comes into effect on 1st September 1983.

A copy of the Order and map showing the restrictions, are available at the Town Hall, West Bromwich, where they may be examined during normal office hours.

If you wish to question the validity of the Order or of any provision contained in it on the grounds that any requirement of the 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 August 1983, apply to the High Court for this purpose.

G. A. Hadley, Town Clerk
Town Hall,
West Bromwich,
West Midlands.
31st August 1983. (772)

SOUTH YORKSHIRE COUNTY COUNCIL

*The South Yorkshire County Council
(Mawson Green Lane and Tideworth Hague Lane, Sykehouse)
(Prohibition of Commercial Vehicles)
Order 1983*

*The South Yorkshire County Council
(Green Lane, Skellow)
(Prohibition of Commercial Vehicles)
Order 1983*

Notice is hereby given that the South Yorkshire County Council propose to make two Orders under section 1 (1), (2) and (3) 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 and Schedule 6 to the Road Traffic Act 1974.

The effect of the proposed Order is to prohibit heavy commercial vehicles of over 7.5 tonnes gross weight from proceeding in the lengths of road specified in the Schedule to this Notice.