

(i) the rate of charge will be 20p for 6 minutes (maximum initial period 2 hours);

(ii) the excess charge payable to the City Corporation will be £30, the excess period will be 30 minutes, the unexpired time shown on a parking meter may be used free of charge and the period during which a vehicle may not return to a parking place will be 1 hour;

(iii) the vehicles which may be left in the parking places shall be passenger vehicles (12 seats or less), goods carrying vehicles, motor cycles and invalid carriages;

(iv) the parking places will operate between 8.30 a.m. and 6.30 p.m. on Mondays to Fridays inclusive and between 8.30 a.m. and 1.30 p.m. on Saturdays (Christmas Day, Good Friday and Bank Holidays excepted);

(v) certain vehicles may wait free of charge in certain circumstances, e.g. to allow persons to board or alight (maximum 2 minutes), to load or unload (maximum 20 minutes) and vehicles left by specific disabled persons (no time limit).

(vi) vehicles may not wait in a parking bay in a parking place when the parking meter relating to that parking bay is "out of order".

A copy of the Order, which will come into operation for the purpose of placing traffic signs etc., on 30th June and for all other purposes on 2nd July 1990, of the City of London (Parking Places) (No. 1) Order 1990, and of a plan indicating the affected lengths of streets can be inspected during normal office hours on Mondays to Fridays inclusive, until the end of 6 weeks from the date on which the Order was made in Room 123 West, The Guildhall, London EC2P 2EJ.

A copy of the Order may be purchased from the City Engineer's Department, The Guildhall, London E.C.2.

Any person desiring to question the validity of the Order or of any provisions contained therein on the grounds that it is not within the powers of the relevant sections of the Road Traffic Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to the Order, may within 6 weeks of the date on which this Order was made, make application for the purpose to the High Court.

G. W. Rowley, Town Clerk

18th June 1990.

(790)

CITY OF LONDON

Increase in the Excess Charge/Increase in Charges at Metered Parking Places in "Area 1"/Increase in Charges at Smithfield "Pay and Display" Zone.

Notice is hereby given, that the Common Council of the City of London on 14th June 1990 made the City of London (Parking Places) (No. 2) Order 1990 and the City of London (Coach Parking Places) (No. 3) Order 1990 under sections 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985.

Notice of the Common Council's intention to make the Orders, was first given in Issue No. 52212 of the *London Gazette* on 26th April 1990, ref. 785, Page 8374/5 and the effect of the Orders is the same as described in that notice.

The effect of the Parking Places Order will be:

(a) in respect of the parking places in the Smithfield "Pay and Display" Zone to increase the charge for leaving a vehicle from £1.50 to £3;

(b) to increase the initial charges and vary the initial periods during which vehicles may be left at all of the 2-hour metered parking places in the streets specified in the Schedule to this notice, so that:

(i) where the present initial charge is at the rate of 20p for 10 minutes the initial charge be at the rate of 20p for 6 minutes;

(ii) the excess charge will be increased from £12 to £30.

(c) in respect of all other 2-hour metered parking places in the City to increase the excess charge from £12 to £30.

The effect of the Coach Parking Places Order will be in respect of the coach parking places in the Barbican Area and in St. Paul's Churchyard to increase the excess charge from £12 to £30.

The classes of vehicles for which the parking places are available, the permitted hours for parking and except as provided above all other time limits will remain unchanged.

A copy of each of the Orders, which will come into operation on 2nd July 1990, of the City of London (Parking Places) Order 1972, The City of London (Parking Places) (No. 1) Order 1981, the City of London (Parking Places) (No. 1) Order 1990, the City of London (Coach Parking Places) (No. 1) Order 1989 and of the City of

London (Coach Parking Places) (No. 2) Order 1990 can be inspected during normal office hours on Mondays to Fridays inclusive, until the end of 6 weeks from the date on which the Order was made in Room 123 West, The Guildhall, London EC2P 2EJ.

Copies of the Orders may be purchased from the City Engineer's Department, The Guildhall, London E.C.2.

Any person desiring to question the validity of either of the Orders or of any provisions contained therein on the grounds that it is not within the powers of the relevant sections of the Road Traffic Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder have not been complied with in relation to either of the Orders, may within 6 weeks of the date on which these Orders were made, make application for the purpose to the High Court.

G. W. Rowley, Town Clerk

SCHEDULE

Ave Maria Lane, Blackfriars Lane, Bridewell Place, Carmelite Street, Deans Court, Dorset Rise, East Harding Street, Farringdon Street, Fetter Lane, Furnival Street, Godliman Street, Gough Square, Holborn, John Carpenter Street, Kingscote Street, Knightrider Court, New Fetter Lane, Old Bailey, Plough Place, Plumtree Court, Queen Victoria Street, Rolls Buildings, St. Andrew Street, St. Bride Street, Salisbury Court, Seacoal Lane, Shoe Lane, Stonecutter Street, Tallis Street, Temple Avenue, Thavies Inn, Tudor Street, Victoria Embankment, Warwick Lane, Watergate, Watling Street.

18th June 1990.

(789)

CLEVELAND COUNTY COUNCIL

The County Council of Cleveland (A66 Middlesbrough By-Pass Stage III) (Secondary Road Network) (Traffic Regulations) Order 1990

Notice is hereby given that the County Council of Cleveland propose to make an Order under the Road Traffic Regulation Act 1984.

The effect of the Order will be as follows:

(1) To prohibit any vehicle from waiting at any time on the following lengths of road:

(A) *Marlon Road:*

The west side:

(a) From a point approximately 63 metres north of its junction with Russell Street in a southerly direction for approximately 51 metres.

(b) From a point approximately 12 metres south of its junction with Russell Street in a southerly direction to a point approximately 12 metres north of its junction with Grange Road.

(c) From a point approximately 12 metres south of its junction with Grange Road in a southerly direction to a point approximately 12 metres north of its junction with Fife Street.

(d) From a point approximately 12 metres south of its junction with Fife Street in a southerly direction to a point approximately 42 metres north of its junction with Borough Road.

(e) From a point approximately 12 metres south of its junction with Newlands Road in a southerly direction to a point approximately 12 metres north of Stamford Street.

(f) From a point approximately 12 metres south of its junction with Stamford Street in a southerly direction to a point approximately 41 metres north of its junction with Southfield Road.

(g) From a point approximately 36 metres south of its junction with Southfield Road in a southerly direction to its junction with Clairville Road.

The east side:

(a) From a point approximately 21 metres south of the projection of the kerb-line on the south side of Russell Street in a southerly direction to a point approximately 15 metres north of its junction with Grange Road.

(b) From a point approximately 12 metres south of its junction with Grange Road in a southerly direction to a point approximately 42 metres north of its junction with Borough Road.

(c) From a point approximately 20 metres south of its junction with Borough Road in a southerly direction to a point approximately 65 metres north of its junction with Wellesley Road.