

Street, Little Mason Street, Princes Street, Canon Street, Green Lane, Cooper Street, Carroll Place, Trippett Street, and Charles Street.
Zone F Salthouse Lane, Charlotte Street, Wincolmlee (south of George Street), Dock Office Row and High Street (north of Alfred Gelder Street).

The purpose of this Order is to encourage the use of the City Centre car parks for long term parking and increase the amount of short term on-street parking.

A copy of the Order and relevant map may be examined during normal office hours at the Reception and Enquiries Office, Guildhall, Kingston-upon-Hull (JG/39800(479)).

If you wish to question the validity of this 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, 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 7th May 1996, apply to the High Court for this purpose.

P. Barker, Town Clerk

30th April 1996.

(806)

CITY OF LONDON

Designation of additional Motor Cycle Parking Places in Finsbury Circus

Notice is hereby given that the Common Council of the City of London, propose to make:

- (a) the City of London (Free Parking Places) (Motor Cycles) (No.) Order 1996, under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985;
- (b) the City of London (Parking Places) (No.) Order 1996 under sections 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 as amended.

The effect of the Order would be to provide additional parking places for motor cycles in Finsbury Circus by converting part of existing metered parking places. The motor cycle parking places would be free of charge and would be available for use at any time.

A copy of the proposed Order, of the City of London (Free Parking Places) (Motor Cycles) Order 1994, the City of London (Parking Places) (No. 5) Order 1994, the Common Council's statement of reasons for proposing to make the Order and of a plan showing the affected street can be inspected during normal office hours on Mondays to Fridays inclusive, within a period of 21 days from the date on which this notice is published, in The Guildhall, London EC2P 2EJ.

Further information may be obtained from the City Engineer's Department, telephone 0171 332 1108.

Persons desiring to object to the proposals should send a statement in writing of their objection and the grounds thereof, to the Town Clerk, The Guildhall, London EC2P 2EJ, within the aforementioned period of 21 days.

Persons objecting to the proposals should be aware that under the local Government (Access to Information) Act 1985, this Authority would be legally obliged to make any comments received in response to this Notice, available for inspection by the Press and the Public who would be entitled to make copies if they wish.

R. F. V. Aylott, City Engineer

29th April 1996.

(496)

CITY OF LONDON

Provision of a Bus Lane in Aldgate/Reversal of One Way Working in Creechurch Lane and Mitre Street

Notice is hereby given that the Common Council of the City of London propose to make the City of London (Bus Lane) (No.) Order 1996, the City of London Waiting and Loading Restriction) (Special Parking Area) (Amendment No.) Order 1996 and the City of London (Prescribed Routes) (No.) Traffic Order 1996 under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended by the Local Government Act 1985.

The effect of the bus lane Order would be to prohibit any vehicle from entering or proceeding in the area of carriageway (known as "the bus lane") lying within or adjacent to the length of Aldgate, specified in the Schedule to this notice and between the south-eastern edge of the carriageway and a longitudinal single white line marked on the carriageway (which will be broken by a gap opposite Jewry

Street and by a gap at traffic signs which are light signals for controlling the movement of pedestrians and vehicular traffic) marked on the carriageway of that length of road at any time throughout the week.

The prohibition would not apply, in relation to:

- (a) a vehicle being used to provide an authorised bus service;
- (b) a vehicle being used for ambulance, fire brigade or police purposes in an emergency;
- (c) a pedal cycle;
- (d) any vehicle being used in connection with the removal of any obstruction in the bus lane;
- (e) a vehicle being used in the service of a local authority for the purpose of cleansing or for the purpose of collecting refuse from premises adjacent to the bus lane, in connection with the improvement or reconstruction of the highway in or adjacent to the bus lane, the laying, erection, alteration or repair in or adjacent to the bus lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telecommunication system, or the placing, maintenance or removal of any traffic sign, provided that in all the circumstances it is reasonably necessary for the vehicle to enter the bus lane;
- (f) a vehicle:
 - (i) while postal packets addressed to premises adjacent to the bus lane are being unloaded from that vehicle or, having been unloaded therefrom, are being delivered; or
 - (ii) while postal packets are being collected for loading on the vehicle from remises or posting boxes adjacent to the bus lane or, having been so collected, are being loaded thereon.

R. F. V. Aylott, City Engineer

SCHEDULE

Aldgate, the south-east side, between the south-western kerb-line of Minories and a point 10 metres south-west of the western kerb-line of Jewry Street.

29th April 1996.

(497)

NEWCASTLE UPON TYNE CITY COUNCIL

The Newcastle upon Tyne (Back Breamish Street) Prohibition of Driving Order 1996

Notice is hereby given that Newcastle City Council propose to make an Order under sections 1 and 2 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order is to prohibit any vehicle from proceeding on Back Breamish Street past a point 40 metres north of City Road.

Full details are contained in the draft Order which, together with a plan showing the restriction and a statement of the Council's reasons for proposing to make the Order may be examined at the offices of The Department of Highways and Transportation, Civic Centre, Newcastle upon Tyne at 8.30 a.m. to 4.30 p.m., Mondays to Fridays. Further information may be obtained by telephoning the Department of Highways and Transportation, Tel. (0191) 2328520 ext. 6027.

If you wish to object to the proposed Order you should send the grounds for your objection in writing to the undersigned quoting ref. GH/P44/216 by 24th May 1996.

R. H. Warne, Head of Administration

Civic Centre,

Newcastle upon Tyne NE99 2BN.

30th April 1996.

(483)

NORTH TYNESIDE COUNCIL

North Tyneside Council (A188 Benton Lane) (Reserved Bus Lane) Order 1996

Notice is hereby given that the Council of the Borough of North Tyneside have made an Order under sections 1(1) and (2), 2(1) and (2) and 4(1) of the Road Traffic Regulation Act 1984.

The effect of the Order will be:

1. To prohibit vehicles with the exception of public service vehicles engaged in operating a "local service" and pedal cycles from proceeding in that length of Benton Lane which extends from its junction with Goathland Avenue to its junction with the access road to Four Lane Ends Metro Interchange, a total distance of approximately 200 metres.