27. Rowoley Drive (both sides)

From its junction with St. Mary's Square for a distance of approximately 164 yards in a westerly direction.
28. St. Mary's Square (both sides)

From its junction with Rowley Drive to its junction with Wellington Street.
29. St. Philip's Road (north-west side)

From a pointit approximately 55 yards south-west of the centre line of its junction with Exning Road to its junction with Edinburgh Road.
30. St. Philip's Road (south-west side)

From a point approximately 55 yards south-west of the centre line of its junction with Exning Road for a distance of 9 yards in a south-westerly direction.
31. Edinburgh Road (both sides)

From its junction with St. Philip's Road for a distance of approximately 200 yards in a southwesterly direction.
32. Wellington Street (south-west side)

From the centre line of its junction with St. Mary's Square for a distance of approximately 27 yards, in a south-easterly direction.
33. Mill Hill (south-west side)

From the centre line of its junction with St. Mary's Square for a distance of approximately 22 yards in a north-westerly direction.
Prohibition of Waiting from Mondays to Saturdays (inclusive) in each week
34. All Saints Road (both sides)

From its junction with Sun Lane for a distance of approximately 78 yards in a south-easterly direction.
35. Park Lane (both sides)

From its junction with All Saints Road for a distance of approximately 70 yards in a southerly direction.

## Schedule IV

1. Freshfields from its junction with Millbank (North) for a distance of 241 yards approximately (from north-west to south-east).
2. Freshfields for a further distance of 108 yards approximately (from generally north-east to generally south-west).
3. Freshfields for a further distance of 259 yards approximately to its junction with Millbank (South) (from south-east to north-west).
4. Millbank (from south-west to north-east).

Alan F. Skinner, Clerk of the County Council. Shire Hall,
Bury St. Edmunds.
9th February 1968.
(371)

## SURREY COUNTY COUNCIL

The Surrey County Council (Various Streets, Cranleigh) Waiting Restriction Order, 1967
Notice is hereby given that the Surrey County Council have made an Order under sections 26 and 27 of the Road Traffic Act 1960, the effect of which is to:
(a) Prohibit the waiting of yehicles-
(i) at all times in the lengths of roads specified in the First part of the Schedule hereto
(ii) for any period longer than one hour in any two hours between $8.30 \mathrm{a} . \mathrm{m}$, and $6.30 \mathrm{p.m}$. Mondays to Saturdays (inclusive) in the lengths of roads specified in the Second part of the Schedule hereto
(iii) between 8.30 a.m. and $6.30 \mathrm{p} . \mathrm{m}$. Mondays to Saturdays (inclusive) in the lengths of roads specified in the Third part of the Schedule hereto.
The usual exemptions for loading and unloading vehicles, boarding and alighting from vehicles, using vehicles for works on or adioining the said lengths of roads and for allowing vehicles to take on petrol, oil, water or air from garages have been applied.
The Order will come into operation on the 10th February 1968.

## The Schedule

First Part
(No Waiting at any time)
Cranleigh-Whonersh Road (B.2128)
North side:
(a) From a point 90 yards west of Common Road West, eastwards and northwards to the junction with Rowland Road.
(b) The perimeter of the island site opposite Knowle Lane.
(c) From a point 120 yards east of Rowland Road eastwards to a point 70 yards west of Bridge Road.
War Memorial "Service" Road
South side:
From the junction with Rowland Road westwards for a distance of 15 yards:
Service Road East of Rowland Road
North side:
From the junction with Rowland Road eastwards for a distance of 5 yards.
Post Office "Service" Road
Both sids, bur excluding that part of the north side for the length of the Post Office building.
Cranleigh-Wonersh Road (B.2128)
South side:
(a) From a point 90 yards west of the junction with the Cranleigh-Hascombe-Godalming Road (B.2130) eastwards to a point 33 yards east of the western arm of St. James's Place.
(b) From a point 15 yards west of the eastern arm of St. James's Place to a point 15 yards east of that road.
(c) From a point 165 yards east of the junction with the eastern arm of St. James's Place eastwards for a distance of 118 yards.
(d) From a point 15 yards west of Knowle Lane eastwards to a point 15 yards east of that road.
(e) From a point 92 yards east of Knowle Lane eastwards to a point 70 yards west of the junction with Bridge Road.
Cranleigh-Hascombe-Godalming Road (B.2130)
Both sides, from the junction with B. 2128 southwards for a distance of 55 yards.
Common Road West
Both sides, from the junction with B. 2128 northwards for a distance of 40 yards.
Common Road East
Both sides, from the junction with B. 2128 northwards for a distance of 25 yards.
St. James's Place (eastern and western arms)
Both sides, from the junction with B. 2128 southwards for a distance of 15 yards.
Knowle Lane
Both sides, from the iunction with $\mathbf{B} .2128$ southwards for a distance of 115 yards.
Rozoland Road
Both sides, from the junction with Memorial "Service" Road northwards to a point 15 yards north of the junction with Victoria Road.

## Entrance Road to Public Car Park

Both sides, for the entire length from the junction with B. 2128 .
Village Hall Access Road and Car Park Exit Road
(a) East side for the entire length.
(b) West side from the junction with B. 2128 southwards for 15 yards and including the perimeter of the island site opposite Village Hall.

## Access Road to Lady Peak Institute

Both sides, from the iunction with B. 2128 northwards for a distance of 43 yards.

## Bridge Road

Both sides, from a point 15 yards south of Mead Road northwards to a point 15 yards north of that road.
Ewhurst-Cranleigh Road (B.2127)
Both sides, from the junction with B. 2128 northeastwards to a point 15 yards north-east of Dewlands Lane.

## Dewlands Lane

Both sides, from the junction with B. 2127 northwards for a distance of 110 yards.

## Mead Road

Both sides:
(a) From the junction with B. 2127 eastwards to the stream, a distance of 75 yards.

