

last period of waiting (if any) of the vehicle in that length of road;

(e) between the hours of 8 a.m. and 6 p.m. Mondays to Saturdays (inclusive) in the lengths of road on the side of the road specified in the fourth Schedule hereto:

- (i) for a longer period than one half hour, or
- (ii) if a period of less than one hour has elapsed since the termination during the said hours of the last period of waiting (if any) of the vehicle in that length of road.

The usual exemptions for loading and unloading vehicles boarding and alighting from vehicles, using vehicles for works on or adjoining these lengths of roads and for allowing vehicles to take on petrol, oil, water or air from garages, will be included in the Order.

The Order will come into operation on the 19th June 1975 and a copy of the Order and a plan showing the roads and lengths of roads to which the Order relates may be inspected at the County Deeds Office (Room 119), County Hall, Kingston upon Thames, during normal business hours.

If you wish to question the validity of the 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 1967, as amended by Part IX of the Transport Act 1968, 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 the Order apply to the High Court for this purpose.

Dated 20th June 1975.

F. A. Stone, Clerk and Chief Executive.

County Hall,
Kingston upon Thames.

THE FIRST SCHEDULE

(No Waiting at any Time)

Roads and sides of roads in Horley and lengths of road along which waiting is prohibited

High Street (both sides), from a point in line with the north-eastern kerb of Victoria Road north-eastwards for a distance of 51 metres.

Victoria Road (both sides), from a point 106 metres south-east of the centre line of Kings Road south-eastwards to a point in line with the south-eastern wall of Number 77 Victoria Road (the Midland Bank).

Victoria Road (north side), from a point 30 metres west of the centre line of Station Approach eastwards for a distance of 30 metres east of that centre line.

Massetts Road (both sides), from a point in line with the south-western kerb of Victoria Road south-westwards for a distance of 55 metres.

Massetts Road (north-west side), from a point 30 metres south-west of the centre line of Ringley Avenue north-eastwards to the north-eastern boundary of Massetts Lodge.

Ringley Avenue (both sides), from a point in line with the north-western kerb of Massetts Road north-westwards for a distance of 25 metres.

The Grove (both sides), from its junction with Victoria Road north-westwards to a point 30 metres north-west of the centre line of Fairlawns.

The Grove (east side), from its junction with Station Approach southwards to a point 11 metres south of the northern boundary of the property known as "Withycombe".

The Grove (west side), from its junction with Station Approach southwards to a point 15 metres south of a point in line with the northern boundary of the property known as "Withycombe".

Fairlawns (both sides), from a point in line with the north-eastern kerb line of The Grove for a distance of 15 metres.

Station Approach (east side), from a point 5 metres north of the northern boundary of the property known as "Aurun", southwards for a distance of 55 metres and from its junction with The Grove southwards for a distance of 20 metres.

Station Approach (both sides), from a point in line with the northern kerb of Victoria Road northwards for a distance of 25 metres.

Povey Cross Road (both sides), from the give way line at the junction with London-Brighton Road A.23 (Longbridge Roundabout) south-westwards for a distance of 162 metres.

SECOND SCHEDULE

(No Waiting—8 a.m. to 6 p.m. Monday-Saturday)

High Street and Yattendon Road (north-west and west side), from a point 51 metres north-east of the north-eastern kerb of Victoria Road north-eastwards and northwards to its junction with Oakwood Road.

High Street and Yattendon Road (south-east and east side), from a point 15 metres south-west of Lumley Road north-eastwards and northwards to a point in line with the party wall of Numbers 1A and 2 Yattendon Road.

Victoria Road (both sides), from a point 18.3 metres north-west of the centre line of Kings Road south-eastwards to a point 106 metres south-east of the centre line.

Victoria Road (south-west side), from a point in line with the southern wall of No. 77 Victoria Road (the Midland Bank) south-eastwards to its junction with Russell Crescent.

Massetts Road (north-west side), from the north-eastern boundary of Massetts Lodge north-eastwards to a point 55 metres south-west of the south-western kerb of Victoria Road.

Massetts Road (south-east side), from a point 30 metres south-west of the centre line of Ringley Avenue north-eastwards to a point 55 metres south-west of the south-western kerb of Victoria Road.

Access to Car Park from Massetts Road (both sides), whole length.

Albert Road (south-west side), from a point in line with the north-western kerb of High Street north-westwards for a distance of 140 metres.

Albert Road (north-east side), from a point in line with the north-western kerb of High Street north-westwards for a distance of 73 metres.

Lumley Road (south-west side), from a point in line with the north-western kerb of High Street north-westwards for a distance of 69.5 metres.

Lumley Road (north-east side), from a point in line with the north-western kerb of High Street westwards for a distance of 19 metres.

Russells Crescent (both sides), from its junction with Victoria Road south-westwards to a point 52 metres south-west of the centre line of Massetts Crescent (The Drive).

Massetts Crescent and The Drive (both sides), from its junction with Russells Crescent southwards to a point 54 metres south of The Arches.

Cheyne Walk (both sides), from its junction with Massetts Crescent and The Drive south-westwards to a point in line with the boundary of Numbers 2 and 4 Cheyne Walk.

Station Road (north-west side), from a point in line with the south-western kerb of Balcombe Road south-westwards for a distance of 14 metres.

Station Road (north-west and west side), from a point 109 metres south-west of the south-western kerb of Balcombe Road south-westwards and southwards to a point 59 metres north of the centre line of Crewdson Road.

Station Road (south-east and east side), from its junction with Balcombe Road south-westwards and southwards to a point 59 metres north of Crewdson Close.

Balcombe Road (west side), from a point in line with the northern boundary of Number 8 Balcombe Road southwards to a point 58 metres south of the centre line of Station Road.

Balcombe Road (east side), from a point in line with the northern boundary of the "Kings Head" P.H. southwards to a point 58 metres south of the centre line of Station Road.

Smallfield Road (both sides), from its junction with Balcombe Road north-eastwards to a point 20 metres north-east of the centre line of Smallmead.

Smallmead (both sides), from a point in line with the southern kerb of Smallfield Road southwards for a distance of 15 metres.

Service Road off Balcombe Road and Smallfield Road (south and east sides), from its junction with Balcombe Road to a point 44 metres west of the centre line of Smallmead and from the centre line of Smallmead westwards for a distance of 8 metres.

Service Road off Balcombe Road and Smallfield Road (north and west side), for a distance of 5 metres along the kerb line at each access to the service road excluding that part of the service road from a point 8 metres west of the centre line of Smallmead westwards for a distance of 36 metres.

Horley Row (both sides), from its junction with the London-Brighton Trunk Road (A.23) to a point 25 metres west of the centre line of Benhams Drive.