

specified below and consolidates therein the existing 40 m.p.h. speed limit on certain lengths of these roads:

- (i) *Ansty Road*, from a point 66 yards east of its junction with Dane Road to its junction with Woodway Lane.
- (ii) *Hinckley Road*, from its junction with Woodway Lane to a point 160 yards north-east of its junction with Wigston Road.
- (iii) *Holyhead Road*, from its junction with Birmingham Road to a point 55 yards west of its junction with Grayswood Avenue.

The effect of the Order will increase the speed limit from 30 m.p.h. to 40 m.p.h. on the length of Ansty Road from a point 66 yards east of its junction with Dane Road to its junction with Wyken Croft and on the whole length of Holyhead Road indicated in (iii) above.

Copies of the above Order may be inspected at the Council House (Room 10A), during normal office hours. If anyone wishes to question the validity of the Order or of any provision contained therein 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 or of any other relevant Act, has not been complied with in relation to the Order, you may, within 6 weeks of the date of publication of this notice apply to the High Court for the purpose.

A. H. Pitts, City Secretary

Council House,  
Coventry.

28th November 1980.

(738)

#### CRAWLEY BOROUGH COUNCIL

*The Crawley (Three Bridges Station Area) (Prohibition and Restriction of Waiting and One Way (No. 2) Order 1980.*

Notice is hereby given that on 27th November 1980 the Crawley Borough Council, acting as agents for the County Council of West Sussex, pursuant to an agreement made under the provisions of section 101 of the Local Government Act 1972, made an Order 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 which will be to prohibit or restrict waiting as indicated in Schedules 1, 2 and 3 below on the length of road described in those Schedules and to prohibit the passage of any vehicle in Mill Road other than as described in Schedule 4 below.

The Order will come into operation on 8th December 1980 and a copy of the Order and of the relevant map may be inspected in my department at the Town Hall, The Boulevard, Crawley, West Sussex, during normal office hours, viz: 8.45 a.m. to 5.20 p.m., Mondays to Thursdays and 8.45 a.m. to 4.25 p.m. on Fridays.

Any person who desires to question the validity of the Order or of any provision contained in the Order on the grounds that it is not within the powers of section (1) (2) or (3) of the Road Traffic Regulation Act 1967, as amended as aforesaid, 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 may, within 6 weeks from 27th November 1980, apply to the High Court for this purpose.

Arthur S. Challoner, Borough Secretary

Town Hall, Crawley,  
West Sussex RH10 1UZ.

#### SCHEDULE 1

##### *No Waiting at Any Time*

##### *Roads in the Borough of Crawley*

- St. Mary's Drive*, both sides, from its junction with the carriageway of Worth Park Avenue, northwards for approximately 14 metres.
- St. Mary's Drive*, west side, from a point approximately 14 metres south of the southern kerb-line of Park Way northwards to a point approximately 14 metres north of the northern kerb-line of Park Way.
- St. Mary's Drive*, east side, from a point approximately 14 metres south of the southern kerb-line of Park Way northwards to its junction with the carriageway of Park Way.

*St. Mary's Drive*, east side, from a point approximately 14 metres north of the northern kerb-line of Park Way southwards to its junction with the carriageway of Park Way.

*Park Way*, both sides, from its junction with the carriageway of St. Mary's Drive, eastwards for approximately 14 metres.

*St. Mary's Drive*, west side, from a point approximately 14 metres south of the southern kerb-line of Byron Close northwards to a point approximately 14 metres north of the northern kerb-line of Byron Close.

*St. Mary's Drive*, east side, from a point approximately 14 metres south of the southern kerb-line of Byron Close northwards to its junction with the carriageway of Byron Close.

*St. Mary's Drive*, east side, from a point approximately 14 metres north of the northern kerb-line of Byron Close southwards to its junction with the carriageway of Byron Close.

*Byron Close*, both sides, from its junction with the carriageway of St. Mary's Drive eastwards for approximately 14 metres.

*St. Mary's Drive*, west side, from a point approximately 14 metres south of the southern kerb-line of Wordsworth Close northwards to a point approximately 14 metres north of the northern kerb-line of Wordsworth Close.

*St. Mary's Drive*, east side, from a point approximately 14 metres south of the southern kerb-line of Wordsworth Close northwards to its junction with the carriageway of Wordsworth Close.

*St. Mary's Drive*, east side, from a point approximately 14 metres north of the northern kerb-line of Wordsworth Close southwards to its junction with the carriageway of Wordsworth Close.

*Wordsworth Close*, both sides, from its junction with the carriageway of St. Mary's Drive, eastwards for approximately 14 metres.

*St. Mary's Drive*, west side, from a point approximately 14 metres south of the southern kerb-line of Tennyson Close northwards to a point approximately 14 metres north of the northern kerb-line of Tennyson Close.

*St. Mary's Drive*, east side, from a point approximately 14 metres south of the southern kerb-line of Tennyson Close northwards to its junction with the carriageway of Tennyson Close.

*St. Mary's Drive*, east side, from a point approximately 14 metres north of the northern kerb-line of Tennyson Close southwards to its junction with the carriageway of Tennyson Close.

*Tennyson Close*, both sides, from its junction with the carriageway of St. Mary's Drive, eastwards for approximately 14 metres.

*St. Mary's Drive*, west side, from a point approximately 14 metres south of the southern kerb-line of Chaucer Road northwards to a point approximately 14 metres north of the northern kerb-line of Chaucer Road.

*St. Mary's Drive*, east side, from a point approximately 14 metres south of the southern kerb-line of Chaucer Road northwards to its junction with the carriageway of Chaucer Road.

*St. Mary's Drive*, east side, from a point approximately 14 metres north of the northern kerb-line of Chaucer Road southwards to its junction with the carriageway of Chaucer Road.

*Chaucer Road*, both sides, from its junction with the carriageway of St. Mary's Drive, eastwards for approximately 14 metres.

*Mill Road*, both sides, from its junction with the carriageway of The Birches, southwards for approximately 14 metres.

*Mill Road*, east side, from a point approximately 14 metres north of the northern kerb-line of Crabbet Road, southwards to a point approximately 14 metres south of the southern kerb-line of Crabbet Road.

*Mill Road*, west side, from a point approximately 14 metres north of the northern kerb-line of Crabbet Road southwards to its junction with the carriageway of Crabbet Road.

*Mill Road*, west side, from a point approximately 14 metres south of the southern kerb-line of Crabbet Road northwards to its junction with the carriageway of Crabbet Road.

*Crabbet Road*, both sides, from its junction with the carriageway of Mill Road westwards for approximately 14 metres.

*The Birches*, south side, from a point approximately 10 metres east of the eastern kerb-line of Mill Road westwards to its junction with the carriageway of Mill Road.