Proposed inclusion of Matisse Road, Laurence Road and Prince Regent Road to London Borough of Hounslow road network

A. The London Borough of Hounslow (Waiting and Loading Restriction) (Amendment No.**) Order 20**
C. The London Borough of Hounslow (Prohibition of Stopping on Taxi Ranks) (Amendment No.**) Order 20**
D. The London Borough of Hounslow (Prescribed Routes) (2015, No.1) (Amendment No.**) Order 20**
E. The London Borough of Hounslow (20mph Speed Limit) (No.**) Order 20**


2. The general effect of Orders would be to incorporate the existing no loading, no waiting, loading bay, and taxi rank restrictions, along with the 20mph speed limit and prohibition on access, which are in Matisse Road, Laurence Road and Prince Regent Road, into a London Borough of Hounslow traffic management order to comply with road traffic law and enable the effective enforcement of them.

3. Additionally, the Loading Places Order would restrict the loading bays to a maximum stay of 40 minutes with a no return period of 1 hour.

4. Documents giving further information of the proposed Orders, including detailed descriptions and plans, can be viewed for a period of 21 days from the date of this Notice:
   (a) online at hounslow.gov.uk by typing in the term “traffic notices” in the search bar; or
   (b) at the Forms and Documents Counter, Civic Centre, Lampton Road, Hounslow TW3 4DN, between the hours of 9am and 4.15pm, Mondays to Fridays.

5. Any person wishing to object to the proposed Orders should send a statement in writing stating the grounds of the objection to the Head of Traffic & Transport at the address above or by email to trafficorders@hounslow.gov.uk quoting the reference TMO/P045/17, to be received by no later than Friday, 27 October 2017.

Dated 6 October 2017

Mark Frost
Head of Traffic & Transport
Proposed inclusion of Prince Regent Road and Laurence Road to London Borough of Hounslow road network

Statement of Reasons

Matisse Road, Laurence Road and Prince Regent Road in Hounslow are to be adopted by the London Borough of Hounslow as highway maintainable at public expense. As a result is necessary for the Council to introduce Traffic Management Orders to incorporate the existing no waiting, loading bay, and taxi rank restrictions, along with the 20mph speed limit and prohibition on access in order to comply with road traffic law and enable the effective enforcement of them.

Additionally, the Loading Places Order would restrict the loading bays to a maximum stay of 40 minutes with a no return period of 1 hour. These additional restrictions are considered necessary to ensure that the loading bays remain available for their intended purpose.
Traffic Management Order

2012 No.**

The London Borough of Hounslow (Waiting and Loading Restriction) (Amendment No.**) Order 20**

Made on ** ***** 20**
Coming into operation on ** ***** 20**

The Council of the London Borough of Hounslow, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of the Road Traffic Regulation Act 1984¹ as amended, and of all other powers thereunto enabling hereby make the following Order:

1 This Order shall come into operation on ** ***** 20** and may be cited as the London Borough of Hounslow (Waiting and Loading Restriction) (Amendment No.**) Order 20**.

2 In this Order, the expression “enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of any enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

3 Without prejudice to the validity of anything done or to any liability incurred by the coming into operation of this Order, The Hounslow (Waiting and Loading Restriction) Order 2008² shall have effect as though:
   (a) the item in Schedule 1 to that Order numbered 425 were substituted with the items similarly numbered and set out in Schedule 1 to this Order;
   (b) the item numbered *** was added to Schedule 1 to that Order as set out in Schedule 1 to this Order.
   (c) the items numbered *** and *** were added to Schedule 2 to that Order as set out in Schedule 2 to this Order.

Dated this ***** day of ***** 20**

Mark Frost
Head of Traffic & Transport
(the officer appointed for the purpose)

¹ 1984 c.27
² 2008/24
## SCHEDULE 1

<table>
<thead>
<tr>
<th>1. Item Number</th>
<th>2. Street</th>
<th>3. Prescribed hours</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>425</strong></td>
<td><strong>Prince Regent Road, Hounslow</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) north-east &amp; north-west side,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) From its junction with Alexandra Road to a point 17 metres north-east of the south-western wall of The Blenheim Centre</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>(ii) From a point 41 metres north-east of the south-western wall of The Blenheim Centre to its junction with Cecil Road</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>(b) south-east &amp; south-west side,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) From its junction with Alexandra Road to a point 64.5 metres north-west of the extended north-western kerb line of Matisse Road</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>(ii) from a point 18.5m north-west of the extended north-western kerb line of Matisse Road to its junction with Cecil Road</td>
<td>A</td>
</tr>
<tr>
<td>***</td>
<td><strong>Laurence Road, Hounslow</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) south-west side,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) from its junction with Prince Regent Road to its junction with High Street</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>(b) north-east side,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) from its junction with Prince Regent Road to a point 19 metres south-east of the south-eastern kerb line of Prince Regent Road</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td>(ii) from a point 21 metres north-west of the south-eastern wall of No.54/66 High Street to its junction with High Street</td>
<td></td>
</tr>
<tr>
<td>***</td>
<td><strong>Matisse Road, Hounslow</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) both sides;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) from its junction with Holloway Street to its junction with Prince Regent Road</td>
<td>A</td>
</tr>
</tbody>
</table>
### SCHEDULE 2

<table>
<thead>
<tr>
<th>1. Item Number</th>
<th>2. Street</th>
<th>3. Restricted Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>***</td>
<td><strong>Prince Regent Road, Hounslow</strong>&lt;br&gt;(a) north-east &amp; north-west side,&lt;br&gt;  (i) From its junction with Alexandra Road to a point 17 metres north-east of the south-western wall of The Blenheim Centre&lt;br&gt;  (ii) From a point 41 metres north-east of the south-western wall of The Blenheim Centre to its junction with Cecil Road</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>(b) south-east &amp; south-west side,&lt;br&gt;  (i) From its junction with Alexandra Road to a point 64.5 metres north-west of the extended north-western kerb line of Matisse Road&lt;br&gt;  (ii) from a point 18.5m north-west of the extended north-western kerb line of Matisse Road to its junction with Cecil Road</td>
<td>1</td>
</tr>
<tr>
<td>***</td>
<td><strong>Laurence Road, Hounslow</strong>&lt;br&gt;(a) south-west side,&lt;br&gt;  (i) from its junction with Prince Regent Road to its junction with High Street</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>(b) north-east side,&lt;br&gt;  (i) from its junction with Prince Regent Road to a point 19 metres south-east of the south-eastern kerb line of Prince Regent Road&lt;br&gt;  (ii) from a point 21 metres north-west of the south-eastern wall of No.54/66 High Street to its junction with High Street</td>
<td>1</td>
</tr>
<tr>
<td>***</td>
<td><strong>Matisse Road, Hounslow</strong>&lt;br&gt;(a) both sides;&lt;br&gt;  (i) from its junction with Holloway Street to its junction with Prince Regent Road</td>
<td>1</td>
</tr>
</tbody>
</table>
### SCHEDULE 3
**PRESCRIBED/RESTRICTED HOURS**

<table>
<thead>
<tr>
<th></th>
<th>2</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Prescribed hours - see Schedule 1 or 4</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Times</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Prescribed hours - see Schedule 2</td>
<td></td>
</tr>
</tbody>
</table>

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>At any time</td>
<td>1</td>
</tr>
</tbody>
</table>

---

**EXPLANATORY NOTE**

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order further amends the Hounslow (Waiting and Loading Restriction) Order 2008 so that the restrictions imposed by that Order on vehicles with regard to waiting and loading in certain streets in the London Borough of Hounslow now apply in additional lengths of Matisse Road, Laurence Road and Prince Regent Road, Hounslow.
Traffic Management Order

The London Borough of Hounslow (Loading Places) (2009, No.1) (Amendment No.**) Order 20**

Made on ** ***** 20**
Coming into operation on ** ***** 20**

The Council of the London Borough of Hounslow, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 and 124 of the Road Traffic Regulation Act 1984\(^a\), and of all other powers thereunto enabling hereby make the following Order:

1. This Order may be cited as the London Borough of Hounslow (Loading Places) (2009, No.1) (Amendment No.**) Order 20** and shall come into operation for all purposes on ** ***** 20**.

2. In this Order,
   “the Order of 2009” means the London Borough of Hounslow (Loading Places) Order 2009\(^b\); and
   the expression “enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

3. Without prejudice to the validity of anything done or to any liability incurred by the coming into operation of the Order, the Order of 2009 shall have affect as though:
   (a) The item numbered **, ** and ** were added to Schedule 1 to that Order as set out in the Schedule to this Order.

Dated this ***** day of ***** 20**

Mark Frost
Head of Traffic & Transport
(the officer appointed for the purpose)

---

\(a\) 1984 c.27
\(b\) LBH 2009/04
## SCHEDULE
(loading place for passenger and goods vehicles only)

<table>
<thead>
<tr>
<th>Item</th>
<th>Designated loading place</th>
<th>3. Permitted hours</th>
<th>4. Maximum stay</th>
<th>5. No return within</th>
</tr>
</thead>
<tbody>
<tr>
<td>**</td>
<td><strong>Laurence Road, Hounslow</strong>, north-east side, from a point 21 metres north-west of the south-eastern wall of No.54/66 High Street for a distance of 27.5 metres in a north-westerly direction.</td>
<td>at any time</td>
<td>40 minutes</td>
<td>1 hour</td>
</tr>
<tr>
<td>**</td>
<td><strong>Prince Regent Road, Hounslow</strong>, north-west side, from a point 17 metres north-east of the south-western wall of The Blenheim Centre for a distance of 24 metres in a north-easterly direction.</td>
<td>at any time</td>
<td>40 minutes</td>
<td>1 hour</td>
</tr>
<tr>
<td>**</td>
<td><strong>Prince Regent Road, Hounslow</strong>, south-west side, from a point 18.5m north-west of the extended north-western kerbline of Matisse Road for a distance of 46 metres in a north-westerly direction.</td>
<td>at any time</td>
<td>40 minutes</td>
<td>1 hour</td>
</tr>
</tbody>
</table>

---

**EXPLANATORY NOTE**
(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order amends the Order of 2009 by introducing a loading vehicle loading bays in Laurence Road and Prince Regent Road.
Traffic Management Order

20** No.**

The London Borough of Hounslow (Prohibition of Stopping on Taxi Ranks) (Amendment No.**) Order 20**

Made on ** ***** 20**
Coming into operation on ** ***** 20**

The Council of the London Borough of Hounslow, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 of the Road Traffic Regulation Act 1984\(^a\), and of all other powers thereunto enabling hereby make the following Order:

1. This Order shall come into operation on ** ***** 20** and may be cited as the London Borough of Hounslow (Prohibition of Stopping on Taxi Ranks) (Amendment No.**) Traffic Order 20**.

2. In this Order:-

   “the Order of 2012\(^b\)” means the London Borough of Hounslow (Prohibition of Stopping on Taxi Ranks) Traffic Order 2012.

3. Without prejudice to the validity of anything done or to any liability incurred by the coming into operation of the Order, the Order of 2012 shall have affect as though:
   (a) The item numbered ** was added to the Schedule to that Order as set out in the Schedule to this Order.

Dated this ***** day of ***** 20**

Mark Frost
Head of Traffic & Transport
(the officer appointed for the purpose)

\(^a\) 1984 c.27
\(^b\) LBH 2012/25
# SCHEDULE
(Location of Taxi Ranks)

<table>
<thead>
<tr>
<th>1. Item No.</th>
<th>2. Length of road</th>
<th>3. Prohibited hours</th>
<th>4. Special manner of standing</th>
</tr>
</thead>
<tbody>
<tr>
<td>**</td>
<td>** Prince Regent Road, Hounslow, From a point 41 metres north-east of the south-western wall of The Blenheim Centre for a distance of 18 metres in a north-easterly direction.</td>
<td>At any time</td>
<td>All taxis to rank facing north-east</td>
</tr>
</tbody>
</table>

---

**EXPLANATORY NOTE**

(This note is not part of the Order, but is intended to indicate its general purport)

This Order amends London Borough of Hounslow (Prohibition of Stopping on Taxi Ranks) Traffic Order 2012 by introducing a taxi rank in Prince Regent Road.)
Traffic Management Order

20** No.**

The London Borough of Hounslow (Prescribed Routes) (2015, No.1) (Amendment No.**) Order 20**

Made on ** ***** 20**
Coming into operation on ** ***** 20**

The Council of the London Borough of Hounslow, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 of the Road Traffic Regulation Act 1984\(^a\), as amended, and of all other enabling powers hereby make the following Order:

1. This Order shall come into operation on ** ***** 20** and may be cited as The London Borough of Hounslow (Prescribed Routes) (2015, No.1) (Amendment No.**) Order 2017.

2. In this Order,
   “the Order of 2015” means the London Borough of Hounslow (Prescribed Routes) (No.1) Traffic Order 2015\(^b\).

3. Without prejudice to the validity of anything done or to any liability incurred by the coming into operation of this Order, the Order of 2015 shall have affect as though:
   (a) the items numbered ** and ** were added to Schedule 9 to that Order as set out in the Schedule to this Order.

Dated this ***** day of ***** 20**

Mark Frost
Head of Traffic & Transport
(the officer appointed for the purpose)

\(^a\) 1984 c.27
\(^b\) LBH 2015/53
## SCHEDULE

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road</th>
<th>Exemptions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2</strong></td>
<td><strong>Alexandra Road, Hounslow</strong>, from its junction with Lansdowne Road to a point 20 metres south of that junction.</td>
<td>Pedal cycles and goods vehicles accessing only for the purpose of accessing The Blenheim Centre's western service yard.</td>
</tr>
<tr>
<td><strong>2</strong></td>
<td><strong>Prince Regent Road, Hounslow</strong>, from its junction with Alexandra Road to its junction with The Blenheim Centre's eastern service access road</td>
<td>Pedal cycles, local buses, taxis.</td>
</tr>
</tbody>
</table>

### EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

The London Borough of Hounslow (Prescribed Routes) (No.1) Traffic Order 2015 imposes restrictions on moving traffic in various location of the borough.

This Order amends the Order of 2015 by introducing prohibitions in lengths of Alexandra Road and Prince Regent Road, Hounslow.
Traffic Management Order

The London Borough of Hounslow (20mph Speed Limit) (No.**) Order 20**

Made on ** ***** 20**
Coming into operation on ** ***** 20**

The Council of the London Borough of Hounslow, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 84(1) and 84(2) of the Road Traffic Regulation Act 1984 as amended, and of all other powers thereunto enabling hereby make the following Order:

1 This Order shall come into operation on and may be cited as the London Borough of Hounslow (20 mph Speed Limit) (No.**) Order 20**.

2 Item 3 under the heading "Kingsley Academy area (Hounslow)" in the Schedule of the London Borough of Hounslow (20mph Speed Limit) (No.1) Order 2017b is herby revoked.

3 No person shall drive a motor vehicle exceeding the speed of 20 miles per hour in Prince Regent Road, Hounslow.

4 No person shall drive a motor vehicle exceeding the speed of 20 miles per hour in Matisse Road, Hounslow

Dated this ***** day of ***** 20**

Mark Frost
Head of Traffic & Transport
(the officer appointed for the purpose)

---

a 1984 c.27
b LBH 2017/39
Traffic Management Order

2008 No.24

The London Borough of Hounslow (Waiting and Loading Restriction) (Civil Enforcement Area) Order 2008

Made on 4 August 2008
Coming into operation on 11 August 2008

ARRANGEMENT OF ARTICLES

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</tr>
</thead>
<tbody>
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<td>1</td>
</tr>
<tr>
<td>Revocation</td>
<td>2</td>
</tr>
<tr>
<td>Interpretation</td>
<td>3</td>
</tr>
<tr>
<td>Application of Order</td>
<td>4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PART II</th>
<th>RESTRICTIONS</th>
<th>Article</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restrictions applicable to streets specified in Schedule 1, Schedule 2 or Schedule 6</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Restrictions applicable to restricted streets Specified in Schedule 4, 4A and 4B</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Restrictions applicable to streets specified in Schedule 5</td>
<td>7</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PART III</th>
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<th>Article</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restriction on vehicles</td>
<td>8</td>
<td></td>
</tr>
<tr>
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<td>9</td>
<td></td>
</tr>
<tr>
<td>Manner of payment of penalty charge</td>
<td>10</td>
<td></td>
</tr>
<tr>
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<td>11</td>
<td></td>
</tr>
</tbody>
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The London Borough of Hounslow, after consulting the Commissioner of Police of the Metropolis, in exercise of powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended by section 8 and Schedule 5 of the Local Government Act 1985, the Road Traffic Act 1991 and Part 6 of the Traffic Management Act 2004 and of all other powers thereunto enabling hereby make the following Order:

---

\(^a\) 1984 c.27
\(^b\) 1985 c.51
\(^c\) 1991 c.40
\(^d\) 2004 c.18
PART I

Commencement and citation

1. This Order shall come into operation on 11 August 2008 and may be cited as the London Borough of Hounslow (Waiting and Loading Restriction) (Civil Enforcement Area) Order 2008.

Revocation

2. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Hounslow (Waiting and Loading Restriction) Order 1977 is hereby revoked.

Interpretation

3. (1) In this Order, except where the context otherwise requires:
   “bus” has the same meaning as in Regulation 22 of the Traffic Signs Regulations and General Directions 2002;
   “civil enforcement officer” means a person appointed by or on behalf of the Council to enforce the restrictions imposed by this Order;
   “Council” means the Council of the London Borough of Hounslow;
   “enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;
   “goods” means goods of any kind whether animate or inanimate and includes postal packets of any description; and “delivering” and “collecting”, in relation to any goods, include checking the goods for the purpose of their delivery or collection;
   “goods vehicle” has the same meaning as in the Traffic Signs Regulations and General Directions 2002;
   “motor cycle parking area” means that part of a restricted street specified in Schedule 8;
   “parking contravention” has the meaning assigned to it in Part 1 of Schedule 7 of the Traffic Management Act 2004;
   “penalty charge and reduced penalty charge” means the charge set by the Council under the provisions of the Road Traffic Act 1991 or Part 6 of the Traffic Management Act 2004 and following approval of the Secretary of State or the Mayor of London, which is to be paid to the Council, which in the case of a penalty charge is to be paid within 28 days beginning on the date of the Notice, or in the case of a reduced penalty charge is to be paid following the issue of a penalty charge notice within 14 or 21 days of the issue or service of that notice;
   “prescribed hours”, in relation to a restricted street, means the time specified in column 2 of Schedule 3 in relation to the letter set out in column 1 of the Schedule and which letter is the letter set out in column 3 of Schedule 1 or 4 in relation to that street;
   “provision of a universal postal service” and “universal service provider” have the same meanings as in Section 126 of the Postal Services Act 2000;
   “restricted hours”, in relation to any street specified in Schedule 2 means the time specified in column 2 of Schedule 3 and which number set out in column 3 of Schedule 2 in relation to that street;

a GLC1977/642 – including all amendments up to 2008/15
b SI.2002/3113 (as amended)
c 2000 c.26
"restricted street" means any street within the London Borough of Hounslow specified in Schedule 1 or 4 (hereinafter referred to as a "scheduled street") and includes, except where the context otherwise requires, so much of every other street within that London Borough which is not a scheduled street or a street specified in Schedule 5 and which joins any scheduled street specified in Schedule 1 as lies between the kerb-line of the schedule street and a point 18.29 metres distant there from, and any reference in this Order to any restricted street specified in Schedule 1 shall be construed accordingly:

Provided that the expression "restricted street" shall not for the purpose of this Order include:

(a) any area on a highway or any place within the London Borough of Hounslow for the time being designated or described as a parking place by any Order made or having effect as if made or having effect as if made under section 6, section 32 (as extended by section 63 thereof) or section 45 of the Road Traffic Regulation Act 1984; or

(b) in its application to a street specified in column 1 of Schedule 7, that the length of street which extends 18.29 metres measured in the direction specified in column 2 of that Schedule from the kerb-line of the scheduled street specified in column 3 of that Schedule,

and in this definition the expression "kerb-line" in relation to a scheduled street shall mean that imaginary line which is the projection of the lines formed by the edge of the main carriageway of the scheduled street adjacent to its junction with the side in question of any other street”;

"Scheduled" means a Schedule to this Order;

"street" includes any part of the street;

"telecommunications system" has the same meaning as in the Telecommunications Act 1984.

(2) For the purpose of this order a vehicle shall be deemed to wait:

(a) in a restricted street if any point in that street is below the vehicle or its load (if any) and the vehicle is stationary; or

(b) for more than a specified period in the same place in a restricted street if any one point in that street is below the vehicle or its load (if any) throughout a period exceeding the specified period whether or not that vehicle is moved during that period.

(3) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

(4) Any reference in this Order to a length of street shall, unless otherwise specified, be construed as a reference to the whole width of that length of street.

(5) The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament

(6) The restrictions, prohibitions and requirements imposed by this Order are in addition to and not in derogation of any restrictions, prohibitions or requirement imposed by any other enactment and any exception for exemption from the provisions of this Order is without prejudice to the provisions of any other enactment.

---

* 1984 c.12(b)
* 1978 c.30
(7) For the purposes of this Order a vehicle shall be regarded as displaying a disabled persons’ badge and parking disc in the relevant position when it is so regarded for purposes of Regulation 3(1) of the Local Authorities’ Traffic Orders (Exemption for Disabled Persons) (England and Wales) Regulations 2000 and “relevant position” has the same meaning as in Regulation 4 of those Regulations.

Application of Order

4. The restrictions imposed by Part II of this Order are subject to the exceptions and exemptions set out in Part III of this Order, and any such exceptions or exemptions are subject to the provisions of Part IV of this Order.

PART II

RESTRICTIONS

Restrictions applicable to streets specified in Schedule 1, Schedule 2 or Schedule 6

5. (1) No person shall cause or permit any vehicle to wait during the prescribed hours in any restricted street specified in Schedule 1 except, subject to the provisions of the next paragraph, for so long as may be necessary for the purpose of delivering or collecting goods or loading or unloading the vehicle at premises adjacent to the street.

(2) No person shall cause or permit any vehicle to wait for the purpose of delivering or collecting goods or loading or unloading the vehicle –

(a) in any of the streets specified in Schedule 2 (which consist of restricted streets or parts thereof specified in Schedule 1) during the restricted hours, or

(b) without prejudice to the provisions of the last fore-going sub-paragraph –

(i) for a period of more than forty minutes in the same place during the prescribed hours in any part of the street in the London Borough of Hounslow specified in Schedule 6 which is a restricted street; or

(ii) for a period of more than forty minutes in the same place during the prescribed hours in any other restricted streets specified in Schedule 1.

Restrictions applicable to restricted streets specified in Schedules 4, 4A and 4B

6. (1) No person shall cause or permit any vehicle to wait during the prescribed hours in any restricted street specified in Schedule 4 -

(a) for a longer period than 20 minutes or,

(b) if a period of less than 20 minutes has elapsed since the termination during the prescribed hours of the last period of waiting (if any) of the vehicle in that street;

(2) No person shall cause or permit any vehicle to wait during the prescribed hours in any restricted street specified in Schedule 4A -

(a) for a longer period than 30 minutes or,

(b) if a period of less than 1 hour has elapsed since the termination during the prescribed hours of the last period of waiting (if any) of the vehicle in that street;

(3) No person shall cause or permit any vehicle to wait during the prescribed hours in any restricted street specified in Schedule 4B -

\[SI.2000/683\]
(a) for a longer period than 1 hour or,
(b) if a period of less than an 1 hour has elapsed since the termination during the prescribed hours of the last period of waiting (if any) of the vehicle in that street,

Provided that

(i) for the purposes of sub-paragraphs 1(b), 2(b) or 3(b) of this Article no account shall be taken of any period during which a vehicle is waiting in that street for any purpose specified in Part IV of this Order;

(ii) nothing in sub-paragraphs 1(b), 2(b) or 3(b) of this Article shall apply in respect of a disabled person’s vehicle which displays in the relevant position a disabled person’s badge issued by any local authority.

Restrictions applicable to streets specified in Schedule 5

7. No person shall cause or permit any vehicle to stop or remain at rest in any street specified in Schedule 5

PART III
CONTRAVENTION OF WAITING RESTRICTIONS

Restriction on vehicles

8. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, no person shall cause or permit any motor vehicle to wait in any prescribed or restricted street during the prescribed hours.

Contravention of waiting restrictions

9. Except as provided in Article 13 of this Order, if a vehicle waits in any street referred to in the Schedules to this Order during the prescribed hours a parking contravention shall have occurred and a penalty charge shall be payable. A penalty charge notice may then be issued by a civil enforcement officer or served by the Council.

Manner of payment of the penalty charge

10. The penalty charge shall be paid to the Council by cash, cheque, postal order or other accepted means which shall be delivered or sent by post to the Finance Department of the Council at the address indicated on the penalty charge notice and in accordance with instructions on that notice, to arrive during the hours when such office is open, or to be paid by credit card or debit card by telephone or other means as the Council may from time to time allow -

(a) on the fourteenth day in the case of a reduced penalty charge where the notice was issued under Regulation 9 of the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 beginning on the date the notice was served;

(b) on the twenty-first day in the case of a reduced penalty charge where the notice was issued under Regulation 10 of those Regulations beginning on the date the notice was served; or

(c) on the twenty-eighth day in the case of a penalty charge, beginning on the date the notice was served:-

Provided that, if the said fourteenth, twenty-first or twenty-eighth day falls upon a day on which the said payment office is closed, the period within which payment of the said charge
shall be payable to the Council shall be extended until the next day on which the office is open.

Removal of a vehicle from waiting restrictions

11. Where a civil enforcement officer is of the opinion that any of the provisions contained in Articles 8 or 9 of this Order have been contravened or not complied with they may, under the provisions of the Road Traffic Act 1991, the Traffic Management Act 2004 and the Removal and Disposal of Vehicles Regulations 1986, remove or cause to be removed the vehicle from the waiting restriction and, where it is so removed, shall provide for its safe custody of the vehicle.

PART IV

EXCEPTIONS AND EXEMPTIONS FROM RESTRICTIONS

Persons boarding or alighting from vehicles

12. Nothing in Article 5 or 6 of this Order shall render it unlawful to cause or permit a vehicle to wait in any restricted street for so long as may be necessary for the purpose of enabling any person to board or alight from the vehicle or to load thereon or unload therefrom his personal luggage:

Exempted Vehicles

13. The restrictions imposed by Part II of this Order shall not apply in relation to the following vehicles, that is to say –

(a) public service vehicles operated by Transport for London whilst waiting at an authorised stopping place or at a terminal or turning point;
(b) vehicles when used for fire brigade, ambulance or police purposes;
(c) vehicles when used in the service of a local authority in pursuance of statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or the performance of such duties for the vehicle to wait in the place in which it is waiting;
(d) hackney carriages whilst waiting upon any duly authorised cab rank;
(e) vehicles whilst waiting in any restricted street for so long as may be necessary in connection with the taking in of petrol, oil, water or air, if such taking in cannot be effected unless the vehicle waits in that place where it is waiting.
(f) a motor cycle propelled by mechanical power, not being an invalid carriage, with less than four wheels and the weight of which does not exceed 410 kilograms whilst waiting wholly within the limits of a motor cycle parking area.

Furniture removals and other exceptional loading or unloading

14 (1) Nothing in Article 5 or 6 of this Order shall apply so as to restrict the loading or unloading of any vehicle while the vehicle is in actual use in any restricted street in connection with the removal of furniture to or from one office, dwelling-house or depository adjacent to that restricted street from or to another office, dwelling-house or depository:

Provided that this paragraph shall not apply to a vehicle waiting in any restricted street to which the provisions of Article 5(2)(a) or 6 of this Order apply unless notice is given twenty-four hours in advance to the London Borough of Hounslow, their consent is obtained, and such reasonable conditions as they may impose are complied with.

(2) Without prejudice to the provisions of the last foregoing paragraph, nothing in Article 5 or 6 of this Order shall apply so as to restrict the loading or unloading of any vehicle
while the vehicle is in actual use in any restricted street in connection with the collection or delivery of goods from or to premises in or adjacent to that street if those goods cannot reasonably be loaded or unloaded outside the prescribed hours or within the time (if any) allowed in relation to that street, as the case may be, if notice is given twenty-four hours in advance to the London Borough of Hounslow, their consent is obtained, and such reasonable conditions as the may impose are complied with.

**Miscellaneous exemptions**

15 (1) Nothing in Part II of this Order shall render it unlawful to cause or permit a vehicle to wait in any restricted street or remain at rest in any street specified in Schedule 5 –

(a) while postal packets addressed to premises adjacent to any such street in which a vehicle bearing a livery which is used by a universal service provider and which is waiting for as long as may be necessary for the purpose of the provision of a universal postal service;

(b) while the vehicle is being used in connection with any building operation, demolition or excavation in or adjacent to any such street, the removal of any obstruction to traffic in any street, the maintenance, improvement, reconstruction, cleansing or lighting of any street, the laying, erection, alteration or repair in or adjacent to any street of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telegraphic line, or the placing, maintenance or removal of any traffic sign, if the vehicle cannot conveniently and lawfully be used for that purpose in any street not being a street specified in Schedule 5 or a restricted street or outside the prescribed hours;

(c) while any gate or other barrier at the entrance to premises, to which the vehicle requires access or from which it has emerged is being opened or closed, if it is not reasonably practicable for the vehicle to wait in any other place while such gate or barrier is being opened or closed.

(2) Nothing in Part II of this Order shall apply to anything done with the permission or at the direction of a police constable in uniform or where the person in control of the vehicle is required by law to stop, or wait or remain at rest, or is obliged to do so in order to avoid an accident.

(3) Nothing in Article 5 or 6 of this Order shall render it unlawful for a person who is licensed by the Council of the London Borough of Hounslow to sell goods from a stationary vehicle on a pitch in any restricted street to cause or permit a vehicle to wait on that pitch for that purpose.

(4) Nothing in Article 7 of this Order shall render it unlawful to cause or permit a vehicle to stop in any street specified in Schedule 5 if that vehicle thereupon remains at rest for any reason specified in paragraph (1) of this Article.

**PART V**

**ADDITIONAL PROVISIONS**

**Duty to move on**

16. Notwithstanding any exception or exemption contained in this Order, the person in control of a vehicle waiting during the prescribed hours in any restricted street or in any street specified in Schedule 5 shall move the vehicle on the instructions of a police constable in uniform whenever such moving may be reasonably necessary for the purpose of preventing or removing obstructions.
Restriction on methods of loading or unloading vehicles

17. (1) No person shall cause any goods to be loaded on to or unloaded from any vehicle in any street in the London Borough of Hounslow otherwise than in accordance with the following conditions, that is to say—

(d) no such goods shall be deposited on any carriageway or footway except on the carriageway immediately at the rear of the vehicle and no goods shall remain on any carriageway before the arrival of or after the departure of the vehicle;

(b) no part of any rope, chain, wire, apparatus or machinery used in connection with such loading or unloading and no load suspended therefrom, shall be less than 4.88 metres above a carriageway, except when over any vehicle being loaded or unloaded, or less than 2.74 metres above the footway;

(c) no such goods shall be passed from hand to hand across any part of any carriageway or footway;

Provided that nothing in this Article shall apply in relation to—

(i) any vehicle specified in sub-paragraph (b) or sub-paragraph (c) of Article 13 of this Order or any vehicle while it is being used as mentioned in paragraph (1)(c) or Article 15 of this Order; or

(ii) anything done with the permission or at the direction of a police constable in uniform.

(2) Nothing in sub-paragraph (b) of paragraph (1) of this Article shall apply to any pipe, apparatus or machinery being used in connection with loading or unloading of any petrol, water, oil or liquid fuel on to or from any vehicle in any street or from any premises adjacent to any street, provided that all necessary means are taken to give adequate warning of any possible obstruction.

Restriction on street trading

18. No person shall, on any day other than on Sunday, sell, offer or expose for sale goods from a vehicle which is in any restricted street unless—

(a) that person is licensed by the Council of the London Borough of Hounslow to sell goods from a stationary vehicle on a pitch in that street and sells goods from that pitch; or

(b) the goods are immediately delivered at or taken into premises adjacent to the vehicle from which the sale is affected.

Restriction on advertising

19. No person shall in any restricted street or in any street specified in Schedule 5, either wholly or mainly for the purposes of advertisement, ride, drive, conduct, use or employ or cause to be ridden, driven, conducted, used or employed any animal or vehicle of any kind, or wear or cause to be worn any fancy dress or other costume.

Power to suspend the use of a motor cycle parking area

20. (1) Notwithstanding any other provision of this Order, the council of the London Borough of Hounslow or the Commissioner of Police of the Metropolis, on the occasion of any public procession or for other good and sufficient reason, or a civil enforcement officer or a police constable or traffic warden in uniform, in case of an emergency, may suspend the use of any motor cycle parking area or any part thereof during such period as may be reasonably necessary;

(2) the Council of the London Borough of Hounslow or the Commissioner of Police of the Metropolis, or a civil enforcement officer or a police officer or traffic warden in
uniform suspending the use of a motor cycle parking area or any part thereof in accordance with the provisions of paragraph (1) of this Article, shall thereupon place or cause to be placed in or adjacent to that motor cycle parking area or that part thereof, as the case may be, the use of which is suspended, a traffic sign indicating that the waiting of vehicles is prohibited;

(3) no person shall cause or permit a vehicle to wait in a motor cycle parking area or any part thereof during such period that there is in or adjacent to that motor cycle parking area or that part thereof, as the case may be, a traffic sign placed in pursuance of paragraph (2) of this Article:

Provided that nothing in this paragraph shall apply to anything done with the permission of the Council of the London Borough of Hounslow or the Commissioner of Police of the Metropolis or a civil enforcement officer or a police constable or traffic warden in uniform or in relation to any vehicle being used for fire brigade, ambulance or police purposes or to any vehicle which is waiting for any reason specified in Article 15(2)

Dated this fourth day of August 2008.

[Signature]

[Initial] Director of Environment
(The officer appointed for this purpose)
Traffic Management Order

2009 No.4

The London Borough of Hounslow (Loading Places) Order 2009

Made on 27 April 2009
Coming into operation on 4 May 2009

ARRANGEMENT OF ARTICLES

PART I - PRELIMINARY
Citation and commencement
Revocation
Interpretation

PART II - DESIGNATION OF LOADING PLACES
Designation of loading places
Vehicles for which loading places are designated
Contraventions

PART III - SUPPLEMENTARY PROVISIONS
Manner of standing in a loading place
Power to suspend
Restriction on the use of a loading place
The moving of a vehicle in an emergency
Exemptions
Placing of traffic signs

Schedule 1 Loading places for passenger vehicles and goods vehicles
Schedule 2 Loading places for goods vehicles

The Council of the London Borough of Hounslow, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 of the Road Traffic Regulation Act 1984, and of all other powers thereunto enabling hereby make the following Order:

\[a\] 1984 c.27
PART I - PRELIMINARY

Citation and Commencement

1. This Order may be cited as the London Borough of Hounslow (Loading Places) Traffic Order 2009 and shall come into operation on 4 May 2009.

Revocation

2. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order the following Orders are hereby revoked:

   The London Borough of Hounslow (Loading Places) (No.1) Traffic Order 1997
   The London Borough of Hounslow (Loading Places) (No.1) Traffic Order 1998
   The London Borough of Hounslow (Loading Places) (No.2) Traffic Order 1998
   The London Borough of Hounslow (Loading Places) (No.1) Traffic Order 1999
   The London Borough of Hounslow (Loading Places) (No.1) Traffic Order 2000
   The London Borough of Hounslow (Loading Places) (No.2) Traffic Order 2000
   The London Borough of Hounslow (Loading Places) (No.1) Traffic Order 2001
   The London Borough of Hounslow (Loading Places) (No.2) Traffic Order 2001
   The London Borough of Hounslow (Loading Places) (No.1) Traffic Order 2002
   The London Borough of Hounslow (Loading Places) (No.2) Traffic Order 2002
   The London Borough of Hounslow (Loading Places) (No.1) Traffic Order 2003
   The London Borough of Hounslow (Loading Places) (No.2) Traffic Order 2003
   The London Borough of Hounslow (Loading Places) (No.3) Traffic Order 2003
   The London Borough of Hounslow (Loading Places) (No.1) Traffic Order 2004
   The London Borough of Hounslow (Loading Places) (No.2) Traffic Order 2004
   The London Borough of Hounslow (Loading Places) (No.2) Traffic Order 2005
   The London Borough of Hounslow (Loading Places) (No.1) Traffic Order 2006
   The London Borough of Hounslow (Loading Places) (No.2) Traffic Order 2006
   The London Borough of Hounslow (Loading Places) (No.3) Traffic Order 2006
   The London Borough of Hounslow (Loading Places) (No.4) Traffic Order 2006
   The London Borough of Hounslow (Loading Places) (No.1) Traffic Order 2007
   The London Borough of Hounslow (Loading Places) (No.2) Traffic Order 2007

Interpretation

3. (1) In this Order, except where the context otherwise requires:

   "civil enforcement officer" has the same meaning as in the Traffic Management Act 2004;

   "Council" means the Council of the London Borough of Hounslow;

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b 2004 c.18
"driver" in relation to a vehicle waiting in a loading place means the person driving the vehicle at the time it was left in the loading place;

"enactment" means any enactment, whether public, general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

"goods" means goods of any kind whether animate or inanimate and includes postal packets of any description; and "delivering" and "collecting" in relation to any goods includes checking the goods for the purpose of their delivery or collection;

"goods vehicle" means a motor vehicle or trailer constructed or adapted for use for the carriage or haulage of goods or burden of any description;

"loading place" means any area on a highway designated as such by Article 3 of this Order;

"owner", has the same meaning as in the Civil Enforcement of Parking Contraventions (England) General Regulations 2007⁵;

"parking contravention" has the meaning as assigned to it in Part 1 of Schedule 7 of the Traffic Management Act 2004;

"passenger vehicle" means a motor vehicle (other than a motor cycle or invalid carriage) constructed or adapted solely for the carriage of not more than eight passengers (exclusive of the driver) and their effects and not drawing a trailer;

"permitted hours", in relation to a loading place, means the days and hours relating to that loading place as are specified in column 3 of Schedule 1 and 2;

"telecommunications system" has the same meaning as in the Telecommunications Act 1984⁶;

(2) Any reference in this Order to a numbered Article or Schedule shall, unless the context otherwise requires, be constructed as a reference to the Article or Schedule bearing that number in this Order.

PART II - DESIGNATION OF LOADING PLACES

Designation of loading places

4. (1) The areas of highway as described in column 2 of Schedule 1 and 2 are designated as a loading places during the permitted hours.

(2) The limits of each loading place shall be indicated by means of road markings and road signs in accordance with the Traffic Signs Regulations and General Directions 2002.

⁵ SI.2007/3483
⁶ 1984 c.21
Vehicles for which loading places are designated

5. (1) Each loading place in Schedule 1 may be used, subject to the provisions of the Order, by such class of vehicles as are passenger vehicles or goods vehicles.

(2) Each loading place in Schedule 2 may be used, subject to the provisions of the Order, by such class of vehicles as are goods vehicles.

Contravention

6. (1) If a vehicle is left in a loading place in Schedule 1 and 2 without complying with the requirements of this Order, then a contravention of this Order and a parking contravention shall be deemed to have occurred.

PART III - SUPPLEMENTARY PROVISIONS

Manner of standing in a loading place

7. (1) Every vehicle using a loading place shall stand so that:

(a) that the longitudinal axis of the vehicle stands parallel to the edge of the carriageway; and

(b) that the distance between the edge of the carriageway and the nearest wheel of the vehicle is not more than 300mm.

Power to suspend the use of a loading place

8. (1) Any person duly authorised by the Council may suspend the use of a loading place or any part thereof whenever they consider such suspension reasonably necessary:

(a) for the purpose of facilitating the movement of traffic or promoting its safety;

(b) for the purpose of any building operation, demolition or excavation adjacent to the loading place, the maintenance, improvement or reconstruction of the highway or the cleansing of gullies in or adjacent to the loading place, the laying, erection, alteration or repair in or adjacent to the loading place of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or any telecommunication system or the placing, maintenance or removal of any traffic sign;

(c) for the convenience of occupiers of premises adjacent to the loading place on any occasion of the removal of furniture to or from one office or dwelling house adjacent to the loading place from or to a depository, another office or dwelling house;

(d) on any occasion on which it is likely by reason some special attraction that any street will be thronged or obstructed; or

(e) for the convenience of occupiers of premises adjacent to the loading place at times of weddings or funerals, or on other special occasions.
(2) A police constable in uniform may suspend for not longer than seven days the use of a loading place or any part thereof whenever he considers suspension reasonably necessary for the purposes of facilitating the movement of traffic or promoting its safety.

(3) Any person or police constable suspending the use of a parking place or any part thereof in accordance with the provisions of paragraph (1) or (2) of this Article shall place or cause to be placed in or adjacent to that loading place or that part thereof, as the case may be, a traffic sign indicating that the waiting and loading of vehicles is prohibited.

(4) The driver of a vehicle shall not cause or permit it to wait in a loading place during such period as there is in or adjacent to that loading place a traffic sign placed in pursuance of paragraph (3) of this Article, provided that nothing in this paragraph shall apply to:

(a) in respect of any vehicle being used for Fire Brigade, Ambulance or Police purposes: or

(b) to anything done with the permission of the person suspending the use of the loading place thereof in pursuance of paragraph (1) or (2) of this Article.

Restriction on the use of a loading place

9. (1) The driver of a vehicle shall not cause or permit it to wait in the loading place for longer than is necessary for the purpose of loading or unloading goods only and in any event for no longer than the maximum period permitted relating to that loading place as is specified in column 4 of Schedule 1 and 2.

(2) The driver of a vehicle which has left a loading place, after waiting thereon, shall not, during the permitted hours relating to that loading place, cause or permit such vehicle to wait again in that loading place within the period of time relating to that loading place as is specified in column 5 of Schedule 1 and 2.

(3) During the permitted hours, no person shall use any loading place or any vehicle while it is in a loading place in connection with the sale or offering or exposure for sale of any goods to any person, in or near the loading place or in connection with the selling or offering for sale of his or her skill in handicraft or their services in any other capacity.

The moving of a vehicle from a loading place in an emergency

10. (1) Any person duly authorised by the Council, a Police Constable in uniform or a Traffic Warden may move or cause to be moved, in case of an emergency, to any placed considered fit, any vehicle left unattended in a loading place.

Exemptions

11. (1) Notwithstanding the foregoing provisions of this Order any vehicle may wait in a loading place if:

(b) the vehicle is being used for fire brigade, ambulance or police purposes;
(c) the vehicle, not being a passenger vehicle, is being used in the service of
a local authority in pursuance of statutory powers or duties provided that
in all circumstances it is reasonably necessary in the exercise of such
powers or in the performance of such duties for the vehicle to wait in the
loading place.

(d) the vehicle is waiting because the driver is prevented from proceeding by
circumstances beyond their control or the vehicle is waiting because it is
necessary to do so in order to avoid an accident; or

(e) the vehicle is waiting only for so long as may be necessary to enable it to
be used in connection with the removal of any obstruction to traffic.

Placing of traffic signs, etc.

12. (1) The Council shall:

(a) place and maintain traffic signs indicating the limits of each loading place;

(b) place and maintain in or in the vicinity of each loading place referred to in
Schedule 1 and 2 traffic signs indicating that the loading place may be
used during the permitted hours relating to that loading place by vehicles
specified in Article 5; and

(c) carry out such other work as is reasonably required for the purposes of
the satisfactory operation of the loading place.

Dated this twenty-seventh day of April 2009.

[Signature]

Director of Environment
(The Officer appointed for this purpose)

SCHEDULE 1

(loadings places for passenger vehicles and goods vehicles)

<table>
<thead>
<tr>
<th></th>
<th>1. Item</th>
<th>2. Designated loading place</th>
<th>3. Permitted hours</th>
<th>4. Maximum stay</th>
<th>5. No return within</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Chiswick High Road, Chiswick the north side from a point 17 metres east of a point opposite the party wall of Nos. 476 and 478 Chiswick High Road eastwards for a distance of 16 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Chiswick High Road, Chiswick the north side from a point 2 metres east of a point opposite the party wall of Nos. 488 and 490 Chiswick High Road eastwards for a distance of 10.5 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Spring Grove Road, Isleworth the south-west side from a point 10 metres south-east of a point opposite the common boundary of No. 233 Spring Grove Road and No. 1 Clifton Road south-eastwards for a distance of 12 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
</tbody>
</table>
## SCHEDULE 2
(loading places for goods vehicles)

<table>
<thead>
<tr>
<th>Item</th>
<th>1. Item</th>
<th>2. Designated loading place</th>
<th>3. Permitted hours</th>
<th>4. Maximum stay</th>
<th>5. No return within</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bath Road, Hounslow the north-east side between the western wall of Yates Wine Lodge, No. 1 Bath Road, Hounslow south-eastwards for a distance of 29 metres.</td>
<td>at any time</td>
<td>40 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Bath Road, Hounslow the south-west side in the lay-by of the road fronting Nos. 266 and 272 Bath Road, Hounslow, from a point 9.6 metres north-west of the south-eastern flank wall of No. 266 Bath Road, Hounslow north-westwards for a distance of 22 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Boston Park Road, Brentford the north-west side from a point 9.5 metres south-west of the north-eastern wall of &quot;The Globe&quot; public house, Windmill Road, Brentford south-westwards for a distance of 6 metres.</td>
<td>Mon-Fri 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Chiswick High Road, Chiswick the north side from a point 2 metres east of a point opposite the western wall of No. 560 Chiswick High Road westwards for a distance of 16 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Chiswick High Road, Chiswick the south side from a point 1 metre west of the eastern boundary wall of No. 305 Chiswick High Road westwards for a distance of 7 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Chiswick High Road, Chiswick the south side between a point 7.4 metres east of the eastern kerb-line of Airedale Avenue and a point 19.4 metres east of that kerb-line.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Chiswick High Road, Chiswick the north side from a point opposite the party wall of Nos. 164 and 166 Chiswick High Road eastwards for a distance of 15 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Chiswick High Road, Chiswick the north side of the service road linking Devonshire and Linden Gardens, from a point 3 metres east of a point opposite the party wall of Nos. 175 and 179 Chiswick High Road eastwards for a distance of 3 metres - vehicles to stand at 45 degrees to the kerb.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Chiswick High Road, Chiswick the southeast side of the service road fronting Nos. 155 to 165 Chiswick High Road, W4 between a point opposite the north-eastern wall of No. 155 Chiswick High Road and a point opposite the south-western wall of No. 165 Chiswick High Road, W4.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Chiswick High Road, Chiswick the north side from a point 4.00 metres east of the a point opposite the party wall of Nos. 464 and 466 Chiswick High Road eastwards for a distance of 9.00 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Chiswick High Road, Chiswick the north side from a point 3 metres east of the eastern kerb-line of Thorney Hedge Road eastwards for a distance of 12 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Chiswick Lane, Chiswick the west side from a point in-line with the north-western wall of No.2 Chiswick Lane southwards for a distance of 17 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Clarence Road, Chiswick the south-west side from a point 2 metres south-east of the north-western wall of No. 525 Chiswick High Road to a point 3 metres south-east of the south-eastern wall of No 525 Chiswick High Road.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Devonshire Road, Chiswick the north-east side from a point opposite the party wall of Nos. 13/15 Devonshire Road south-eastwards for a distance of 17.9 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>2. Designated loading place</td>
<td>3. Permitted hours</td>
<td>4. Maximum stay</td>
<td>5. No return within</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-----------------------------</td>
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<td>-----------------</td>
<td>---------------------</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Devonshire Road, Chiswick the south-west side from a point 1 metre north-west of a point opposite the party wall of No. 167 Chiswick High Road and No. 1b Devonshire Road to a point 1 metre south-east of a point opposite the party wall of Nos. 1a/3a Devonshire Road.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Fair Street, Hounslow the east side from a point 2 metres north of a point opposite the southern boundary wall of Nos. 147 to 149 High Street, Hounslow northwards for a distance of 16 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>High Street, Brentford the north-east side from a point opposite the party wall of Nos. 406 and 407 High Street, Brentford north-eastwards for a distance of 12 metres.</td>
<td>Mon-Sat 10am-4pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>High Street, Brentford the north-east side from a point opposite the north-eastern wall of No. 411 High Street, Brentford south-westwards for a distance of 7 metres.</td>
<td>Mon-Sat 10am-4pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>High Street, Hounslow the south side from a point opposite the party wall of Nos. 131 and 133 High Street, Hounslow eastwards for a distance of 20 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>High Street, Hounslow the south side from a point opposite the party wall of Nos. 177 and 179 High Street, Hounslow eastwards for a distance of 20 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Hounslow Road, Feltham the north-west side from a point opposite the south-western boundary of No. 17 Station Parade, Hounslow Road, Feltham north-eastwards for a distance of 12 metres.</td>
<td>Mon-Sat 10am-4pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Kingsley Road, Hounslow the south-west side between a point opposite the common boundary of Nos. 4 and 6 Kingsley Road and a point opposite the common boundary of Nos. 8a/8 Kingsley Road.</td>
<td>7am-midnight</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>Lampton Road, Hounslow the north-east side from a point 27 metres north-east of the north-eastern wall of No. 4 Lampton Road north-westwards for a distance of 15 metres.</td>
<td>at any time</td>
<td>40 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>Linden Gardens, Chiswick the north-east side of the south-west arm, between a point 600 millimetres south-east of the north-western wall of No. 225a Chiswick High Road south-eastwards for a distance of 9.4 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>London Road, Brentford the south-east side between a point 5 metres south-west of the south-western wall of No. 11 London Road, Brentford and a point 12 metres south-west of that wall.</td>
<td>Mon-Sat 10am-4pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>London Road, Isleworth the north-west side from a point opposite the party wall of Nos. 542/544 London Road, Isleworth north-eastwards for a distance of 15 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>Market Place, Brentford the south-west side from a point 5 metres south-east of the north-western wall of Brentford Magistrates Court, south-eastwards for a distance of 16 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Rosemary Avenue, Hounslow the south-east side from a point 6 metres north-east of a point opposite the south-western boundary of No. 302 Bath Road, Hounslow north-eastward for a distance of 18 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>Item</td>
<td>Designated loading place</td>
<td>Permitted hours</td>
<td>Maximum stay</td>
<td>No return within</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>-----------------------------------------------------------------------------------------</td>
<td>-----------------</td>
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<td></td>
</tr>
<tr>
<td>29</td>
<td>South Street, Isleworth the south-east side from a point 5 metres east of the eastern wall of Nos.28 and 30 Shrewsbury Walk, South Street eastwards for a distance of 20 metres.</td>
<td>Mon-Sat 8am-6.30pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>South Street, Isleworth the north-west side between a point 6 metres south-west of the party wall of No.2 South Street and No.1 Upper Square and a point opposite the south-western wall of No.6 South Street.</td>
<td>Mon-Sat 8am-6.30pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>Stile Hall Gardens, Chiswick the north-east side from a point 4 metres south-east of the north-western wall of No. 10 Stile Hall Parade to a point opposite the south-eastern wall of No.10 Stile Hall Parade.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>Sutton Court Road, Chiswick the north-east side in the lay by fronting Nos. 184- 192 Sutton Court Road, from a point 4 metres north-west of a point opposite the south-eastern wall of No. 188 Sutton Court Road north-westwards for a distance of 9.2 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>33</td>
<td>Thornbury Road, Isleworth the south-west side from a point 16.5 metres north-west of the north-western kerb-line of London Road, Isleworth north-westwards for a distance of 12 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>34</td>
<td>Twickenham Road, Isleworth the west side between a point 2 metres south of the party wall of No.229 and 231 Twickenham Road, Isleworth and a point 1 metre south of the northern wall of No.229 Twickenham Road, Isleworth.</td>
<td>Mon-Sat 8am-6.30pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>The unnamed road which lies between Nos. 174 and 178 High Street Hounslow, the east side from a point 7 metres north of the southern boundary wall of No 174 High Street, Hounslow northwards for a distance of 12 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>36</td>
<td>Upper Square, Isleworth the south-west side from a point 1 metre south-east of the north-western wall of No. 18 Upper Square south-eastwards for a distance of 11 metres.</td>
<td>Mon-Sat 8am-6.30pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>Vicarage Farm Road, Hounslow the south-east side from a point 2.7 metres south-west of the north-eastern wall of No.331 Vicarage Farm Road south-westwards for a distance of 12 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>38</td>
<td>Vicarage Farm Road, Hounslow the north-west side from a point 5 metres south-west of a point opposite the common boundary of Nos.60 and 62 Vicarage Farm Road north-eastwards for a distance of 10 metres.</td>
<td>at any time</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
<tr>
<td>39</td>
<td>Woodlands Road, Isleworth the south-east side from a point 1 metre north-east of a point opposite the south-western wall of No. 1a Woodlands Road south-westwards for a distance of 12 metres.</td>
<td>Mon-Sat 7am-7pm</td>
<td>20 minutes</td>
<td>1 hour</td>
<td></td>
</tr>
</tbody>
</table>

**EXPLANATORY NOTE**

(This Note is not part of the Order, but is intended to indicate its general purport.)

The Hounslow (Loading Places) Order 2009 consolidates into a single Order the various Loading Places Orders. The Order also allows for passenger vehicles as well as goods vehicles to use those loading places designated in Schedule 1.

* Further additions to Loading Too can be found on the attached Amendment list.
Traffic Management Order

2012 No. 25

The London Borough of Hounslow (Prohibition of Stopping on Taxi Ranks) Order 2012

Made on 23 April 2012
Coming into operation on 30 April 2012

The Council of the London Borough of Hounslow, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 and 124 of the Road Traffic Regulation Act 1984\(^1\) as amended, and of all other powers thereunto enabling hereby make the following Order:

Citation and commencement
1. This Order shall come into operation on 30 April 2012 and may be cited as the London Borough of Hounslow (Prohibition of Stopping on Taxi Ranks) Order 2012.

Interpretation
2. In this Order:-

"enactment" means any enactment, whether public general or local, and includes any Order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;

"hackney carriage" means a hackney carriage in respect of which has been granted a licence under Section 6 of the Metropolitan Public Carriage Act 1869\(^2\)

"prescribed hours" means the times indicated in column 3 of the Schedule to this Order or by a traffic sign placed on or near a taxi rank.

"taxi" has the same meaning as in the Traffic Signs Regulations and General Directions 2002\(^3\);

"taxi rank" means any area within a length of road specified in column 2 of the Schedule to this Order being appointed as a standing for hackney carriages under Section 4 of the London Hackney Carriages Act 1850\(^4\) and bounded partly by a traffic sign consisting of a yellow road marking and the word "TAXIS" on the road.

"electronic communications apparatus" has the same meaning as in the Communications Act 2003\(^5\)

\(^{1}\) 1984 c. 27
\(^{2}\) 1869 c. 115
\(^{3}\) SI 2002/3113
\(^{4}\) 1850 c. 7
\(^{5}\) 2003/2155
Revocation of existing Orders.
3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this order, The London Borough of Hounslow (Prohibition of Stopping on Taxi Ranks) (No.1) Traffic Order 2007\(^6\) is hereby revoked.

Stopping in a taxi rank
4. No person shall cause or permit any vehicle other than a taxi to stop or remain at rest in a taxi rank as specified in column 2 in the Schedule to this Order during the prohibited hours as specified in column 3 of the said Schedule.

General exemptions
5. Nothing in Article 4 of this Order shall apply to:
   
   (a) any person causing or permitting a vehicle to stop or remain at rest if that person is obliged to do so in order to avoid an accident and/or if they are obliged to do so by law;
   
   (b) anything done with the permission or at the direction of a police constable in uniform;
   
   (c) in relation to a vehicle being used for ambulance, fire brigade or police purposes in an emergency;
   
   (d) to any vehicle being used in the service of the local authority in pursuance of the statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or the performance of such duties for the vehicle to wait on the taxi rank;
   
   (e) to any vehicle being used in connection with any building operation, demolition or excavation on or adjacent to the taxi rank, the removal of any obstruction to the traffic on or adjacent to the taxi rank, the maintenance, improvement or reconstruction of the road in which the taxi rank is situated, they laying, erection, alteration or repair on or adjacent to the taxi rank of any sewer or main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications apparatus or the placing, maintenance or removal of any traffic sign, if the vehicle cannot conveniently and lawfully be used for that purpose in any part of any street which is not a taxi rank or outside the prescribed hours; or
   
   (d) to any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to sections 66 and 67 of the Road Traffic Regulation Act 1984.
Manner of standing in a taxi rank

6. Every vehicle left in a designated taxi rank:

(a) shall stand so that every part of the vehicle is wholly within the limits of the taxi rank; and

(b) in relation to which special provisions as to the manner of standing is specified in column 4 of Schedule shall stand so that as to be in accordance with those provisions.

Dated this twenty-third day of April 2012

[Signature]

Director of Environment
(the officer appointed for the purpose)
# SCHEDULE

**Designation of Taxi Ranks**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road</th>
<th>Prohibited hours</th>
<th>Special manner of standing</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td><strong>Lampton Road, Hounslow</strong>, the south-west side, from the boundary wall of Nos. 2/3 Lampton Road, south-eastwards for a distance of 12.0 metres</td>
<td>At any time</td>
<td>All taxis to rank facing north</td>
</tr>
<tr>
<td>2.</td>
<td><strong>Bath Road, Hounslow</strong>, north-east side (in the layby outside the forecourt to the Hounslow West railway station), from a point 6.5 metres south-east of the south-eastern kerb-line of Rosemary Avenue, north-westwards for a distance of 12.0</td>
<td>At any time</td>
<td>All taxis to rank facing east</td>
</tr>
<tr>
<td>3.</td>
<td><strong>Heathfield Terrace, Chiswick</strong>, north-west side, from a point 29.0 metres south-west of the southern kerb-line of Chiswick High Road, south-westwards for a distance of 10.0 metres</td>
<td>At any time</td>
<td>All taxis to rank facing north-east</td>
</tr>
<tr>
<td>4.</td>
<td><strong>Turnham Green Terrace, Chiswick</strong>, west side, from a point opposite the northern abutment of the railway bridge, southwards for a distance of 20.9 metres</td>
<td>At any time</td>
<td>All taxis to rank facing north</td>
</tr>
<tr>
<td>5.</td>
<td><strong>Chiswick High Road, Chiswick</strong>, south side, from a point 1.0 metres east of the boundary wall of Nos. 391/393 Chiswick High Road, westwards for a distance of 11.0 metres</td>
<td>At any time</td>
<td>All taxis to rank facing west</td>
</tr>
</tbody>
</table>

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**EXPLANATORY NOTE**

(This Note is not part of the Order, but is intended to indicate its general purport.)

The London Borough of Hounslow (Prohibition of Stopping on Taxi Ranks) Order 2012 consolidates the various taxi ranks within the London Borough of Hounslow, as listed in the Schedule above, into a single stand alone Traffic Management Order.
Traffic Management Order

2015 No. 53

The London Borough of Hounslow (Prescribed Routes) (No. 1) Order 2015

Made on 9 November 2015
Coming into operation on 16 November 2015

The Council of the London Borough of Hounslow, having consulted the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 6 of the Road Traffic Regulation Act 1984\(^{a}\) as amended and of all other enabling powers hereby make the following Order:

1. This Order may be cited as the London Borough of Hounslow (Prescribed Routes) (No. 1) Order 2015 and shall come into operation for all purposes on 16 November 2015

2. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this order, the following orders are hereby revoked:
   (a) The Hounslow (Prescribed Route) (No.4) Traffic Order 1970\(^{b}\)
   (b) The Hounslow (Prescribed Route) Traffic Order 1972\(^{c}\)
   (c) The Hounslow (Prescribed Routes) (No.4) Traffic Order 1985\(^{d}\)
   (d) The London Borough of Hounslow (Prescribed Routes) (No.7) Order 1997\(^{e}\)
   (e) The London Borough of Hounslow (Prescribed Routes) (No.3) Order 2007\(^{f}\)
   (f) The London Borough of Hounslow (Prescribed Route) (No.2) Order 2012\(^{g}\)
   (g) The London Borough of Hounslow (Prescribed Route) (No.3) Order 2012\(^{h}\)
   (h) The London Borough of Hounslow (Prescribed Route) (2012, No.2) (Amendment No.1) Order 2012\(^{i}\)
   (i) The London Borough of Hounslow (Prescribed Route) (2012, No.2) (Amendment No.2) Order 2012\(^{j}\)
   (j) The London Borough of Hounslow (Prescribed Route) (2012, No.2) (Amendment No.3) Order 2012\(^{k}\)
   (k) The London Borough of Hounslow (Prescribed Route) (2012, No.2) (Amendment No.4) Order 2012\(^{l}\)
   (l) The London Borough of Hounslow (Prescribed Route) (2012, No.2) (Amendment No.5) Order 2013\(^{m}\)

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\(^{a}\) 1984 c.27
\(^{b}\) 1970/238
\(^{c}\) 1972/20
\(^{d}\) 1985/337
\(^{e}\) 1997/29
\(^{f}\) 2007/48
\(^{g}\) 2012/13
\(^{h}\) 2012/20
\(^{i}\) 2012/43
\(^{j}\) 2012/51
\(^{k}\) 2012/63
\(^{l}\) 2012/70
3. In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

"Council" means the Council of the London Borough of Hounslow;

"enactment" means any enactment, whether public, general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;

"goods vehicle", "local bus" "pedal cycle" and "taxi" have the same meanings as in the Traffic Signs Regulations and General Directions 2002; and

"school term time" means those days of the year which have been determined as school days by the Council as Local Education Authority in accordance with Section 21 of the Education (No.2) Act 1986.

4. (1) No person shall cause any vehicle to proceed in any length of road specified in column 2 of Schedule 1 in a direction other than that specified in column 3, unless otherwise stated in column 4 of the said Schedule.

(2) No person shall cause any vehicle to enter a road specified in column 2 of Schedule 2 at the location so specified, unless otherwise stated in column 3 of the said Schedule.

(3) No person shall cause any vehicle proceeding in any length of road as specified in column 2 of Schedule 3 to turn right into any length of road specified in column 3 of Schedule 3 during the prohibited hours specified in column 4 unless otherwise stated in column 5 of the said Schedule.

(4) No person shall cause any vehicle proceeding in any length of road as specified in column 2 of Schedule 4 to turn left into any length of road specified in column 3 of Schedule 3 during the prohibited hours specified in column 4 unless otherwise stated in column 5 of the said Schedule.

(5) Every person causing any vehicle to proceed in any road specified in column 2 of Schedule 5 shall upon reaching the junction with the road specified in column 3 proceed in the direction specified in column 4 during the prohibited
hours specified in column 5 unless otherwise stated in column 6 of the said Schedule.

(6) No person shall cause or permit any vehicle proceeding in any length of road as specified in column 2 of Schedule 6 shall upon reaching the specified junction make a U-turn, so as to proceed in the opposite direction.

(7) No person shall cause any vehicle to proceed in any length of road specified in column 2 of Schedule 8 with the overall load width of which together with the load (if any) carried thereon exceeds the width specified in column 3 unless otherwise stated in column 4 of the said Schedule.

(8) No person shall cause any vehicle to enter into any length of road specified in column 2 of Schedule 7 during the prohibited hours specified in column 3 unless otherwise stated in column 4 of the said Schedule.

(9) No person shall cause any motor vehicle to proceed in any length of road specified in column 2 of Schedules 9 or 10 unless otherwise stated in column 3 of the said Schedules.

(5) Nothing in this Order shall apply to:

(1) anything done with the permission or at the direction of a police constable in uniform;

(2) in relation to a vehicle being used for ambulance, fire brigade or police purposes in an emergency; or

(3) to any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to sections 66 and 67 of the Road Traffic Regulation Act 1984.

(6) Nothing in Articles 4(8) and 4(9) shall apply to:

(1) a vehicle being used in the service of the local authority for the purpose of collecting refuse, the maintenance, improvement, reconstruction or cleansing of the highway;

(2) a vehicle being used for the purpose of laying, erection, alteration or repair of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunication system;

(3) a vehicle being used for the for the purpose of any building operation, demolition or excavation adjacent to the street or length of street specified in Schedules 8 and 9;

(6) Nothing in Article 4(9) shall apply to:

(1) a goods vehicle being used in connection with the loading or unloading of goods for an event authorised by the Council or its contracted events organiser to be held in a street specified in Schedule 10;

(2) a goods vehicle being used in connection with the loading or unloading of goods for the setting up or taking down of a market stall or pitch, licensed by
the Council and situated in a street or length of street specified in Schedule 10, between the hours of 5.30pm and 8.30am; or

(3) a vehicle being used in connection with the promotion or sale of goods by a person who is licensed by the Council to sell or promote goods from a stationary vehicle on a pitch situated in a street or length of street specified in Schedule 10.

Dated this ninth day of November 2015

Executive Director of Regeneration, Economic Development & Environment (The Officer appointed for this purpose)
# SCHEDULE 1

Lengths of road in which one-way working restrictions are imposed

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road</th>
<th>Direction</th>
<th>Exemptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Bath Road, Hounslow</strong>, from its junction with Lampton Road to a point opposite the eastern boundary of No.22 Bath Road.</td>
<td>south-east to north-west</td>
<td>Pedal cycles using the cycle track</td>
</tr>
<tr>
<td>2</td>
<td><strong>Bath Road, Hounslow</strong>, (the service road fronting Nos. 334/340 to 388 Bath Road) from the south-western kerb-line of Bath Road to the south-eastern kerb-line of Manor Avenue.</td>
<td>south-east to north-west</td>
<td>None</td>
</tr>
<tr>
<td>3</td>
<td><strong>Bell Lane, Feltham</strong>, from the north-western kerb-line of Staines Road and the south-eastern kerb-line of Hatton Road.</td>
<td>south-east to north-west</td>
<td>None</td>
</tr>
<tr>
<td>4</td>
<td><strong>Bell Road, Hounslow</strong>, from a point opposite the southern boundary of the “The Bell” public House and its junction with Bath Road.</td>
<td>From a south to north direction</td>
<td>Pedal cycles using the cycle lane/track</td>
</tr>
<tr>
<td>5</td>
<td><strong>Clifton Road, Isleworth</strong>, from the western kerb-line of Spring Grove Road to a point 12.5 metres west of that kerb-line.</td>
<td>east to west</td>
<td>None</td>
</tr>
<tr>
<td>6</td>
<td><strong>Chiswick High Road, Chiswick</strong>, (the service road fronting Nos. 155 to 165 Chiswick High Road), between a point opposite the north-eastern building line of No. 155 Chiswick High Road and a point opposite the south-western building line of No. 165 Chiswick High Road</td>
<td>west to east</td>
<td>None</td>
</tr>
<tr>
<td>7</td>
<td><strong>Douglas Road, Hounslow</strong>, from its junction with High Street, Hounslow to a point opposite the south-eastern building line of No.213 High Street, Hounslow.</td>
<td>north-west to south-east</td>
<td>None</td>
</tr>
<tr>
<td>8</td>
<td><strong>Fair Street, Hounslow</strong></td>
<td>South-east to north-west</td>
<td>None</td>
</tr>
<tr>
<td>9</td>
<td><strong>Fairfields Road, Hounslow</strong></td>
<td>South-east to north-west</td>
<td>None</td>
</tr>
<tr>
<td>10</td>
<td><strong>Grosvenor Road, Hounslow</strong>, from the eastern kerb-line of Wellington Road North to the western kerb-line of Strafford Road</td>
<td>west to east</td>
<td>None</td>
</tr>
<tr>
<td>Item No.</td>
<td>Length of road</td>
<td>Direction</td>
<td>Exemptions</td>
</tr>
<tr>
<td>---------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>11</td>
<td><strong>Hanworth Road, Hounslow</strong>, the length of road fronting Nos. 118 to 146 Hanworth Road.</td>
<td>North-east to south-west</td>
<td>None</td>
</tr>
<tr>
<td>12</td>
<td><strong>High Street, Hounslow</strong>, from its junction with Hanworth Road and its junction with Douglas Road.</td>
<td>north-east to south-west</td>
<td>Pedal cycles using the contra flow cycle lane/track</td>
</tr>
<tr>
<td>13.</td>
<td><strong>Hounslow Road, Hanworth</strong>, the service road fronting Nos. 40 to 80 Hounslow Road, Hanworth which leads to Oriel Primary School, from a point outside No. 80 Hounslow Road to the northern kerb-line of the central access road into the service road located opposite the footpath leading to Cottington Road.</td>
<td>north to south</td>
<td>None</td>
</tr>
<tr>
<td>14</td>
<td><strong>Inwood Road, Hounslow</strong>, from its junction with Hanworth Road to its junction with Fairfields Road.</td>
<td>North to south</td>
<td>None</td>
</tr>
<tr>
<td>15</td>
<td><strong>Lampton Road, Hounslow</strong>, from its junction with Bath Road to a point opposite the northern boundary of No. 4 Cressey’s Corner.</td>
<td>south to north</td>
<td>Pedal cycles using the cycle track</td>
</tr>
<tr>
<td>16</td>
<td><strong>Linden Gardens, Chiswick</strong> (the western arm of Linden Gardens), from the southern kerb-line of Chiswick High Road to the eastern arm of Linden Gardens which joins the southern kerb-line of Chiswick High Road</td>
<td>south to north</td>
<td>None</td>
</tr>
<tr>
<td>17</td>
<td><strong>Ludlow Road, Feltham</strong>, from the north-eastern kerb-line of Sunbury Road to a point 3.0 metres south-west of the north-eastern building line of No. 57 Sunbury Road</td>
<td>From a north-east to south-west direction</td>
<td>Pedal cycles entering the Ludlow Road contra-flow cycle lane at the south-western extremity</td>
</tr>
<tr>
<td>18</td>
<td><strong>Osborne Road, Hounslow</strong>, from the eastern kerb-line of Wellington Road North to the western kerb-line of Strafford Road.</td>
<td>From a west to east direction</td>
<td>None</td>
</tr>
</tbody>
</table>
SCHEDULE 1 (continued)
Article 4(1)

Lengths of road in which one-way working restrictions are imposed

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road</th>
<th>Direction</th>
<th>Exemptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>19.</td>
<td><strong>Prebend Gardens, Chiswick</strong>, from the southern kerb-line of Vaughan Avenue to the northern kerb-line of Chiswick High Road</td>
<td>From a north to south direction</td>
<td>None</td>
</tr>
<tr>
<td>20</td>
<td><strong>Linden Gardens, Chiswick</strong> (the western arm of Linden Gardens), from the southern kerb-line of Chiswick High Road to the eastern arm of Linden Gardens which joins the southern kerb-line of Chiswick High Road</td>
<td>From a south to north direction</td>
<td>None</td>
</tr>
<tr>
<td>21</td>
<td><strong>Spring Grove Crescent, Isleworth</strong>, the western arm of Spring Grove Road, from the northern kerb-line of Spring Grove Road to the eastern arm of Spring Grove Road that leads to the northern kerb-line of Spring Grove</td>
<td>From a south to north direction</td>
<td>None</td>
</tr>
<tr>
<td>22</td>
<td><strong>Strafford Road, Hounslow</strong>, from the northern kerb-line of Osborne Road to the southern kerb-line of Bath Road from the northern kerb-line of Osborne Road to the southern kerb-line of Bath Road</td>
<td>From a south to north direction</td>
<td>None</td>
</tr>
<tr>
<td>23</td>
<td><strong>Town Meadow, Brentford</strong>, the south-eastern arm, from a point opposite the north-eastern building line of Concord House, No. 61 High Street Brentford to the north-eastern kerb-line of Pump Alley</td>
<td>From a north-east to south-west direction</td>
<td>None</td>
</tr>
</tbody>
</table>
**SCHEDULE 2**

Lengths of road in which there are no-entry restrictions

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road</th>
<th>Exemptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Bath Road, Hounslow</strong>, at a point opposite the eastern boundary of No.22 Bath Road</td>
<td>Pedal cycles using the cycle track and westbound vehicles.</td>
</tr>
<tr>
<td>2</td>
<td><strong>Holloway Street, Hounslow</strong>, no person shall cause any motor vehicle to enter the length of the Holloway Street, Hounslow from a point 13.0 metres north-west of the north-western building line of No. 162b High Street, Hounslow to a point 10.0 metres south-east of the north-western building line of No. 162b High Street, Hounslow</td>
<td>Except for access to off-street premises.</td>
</tr>
<tr>
<td>3</td>
<td><strong>Lampton Road, Hounslow</strong>, at a point opposite the northern boundary of No.4 Cressey’s Corner</td>
<td>Pedal cycles using the cycle track and northbound vehicles.</td>
</tr>
<tr>
<td>4</td>
<td><strong>Western International Park access road</strong>, no person shall cause any vehicle to enter the road on the western side of the pedestrian refuge island situated at the junction of Hayes Road and the access road when entering from Hayes Road</td>
<td>None</td>
</tr>
</tbody>
</table>
SCHEDULE 3

Lengths of road in which vehicles are prohibited from turning right

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road (from)</th>
<th>Length of road (to)</th>
<th>Hours of operation</th>
<th>Exemptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Hanworth Road, Hounslow</td>
<td>Chapel Road, Hounslow</td>
<td>At any time</td>
<td>None</td>
</tr>
<tr>
<td>2.</td>
<td>Hanworth Road, Hounslow</td>
<td>School Road, Hounslow</td>
<td>At any time</td>
<td>None</td>
</tr>
</tbody>
</table>
**SCHEDULE 4**

Lengths of road in which vehicles are prohibited from turning left

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road (from)</th>
<th>Length of road (to)</th>
<th>Hours of operation</th>
<th>Exemptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>2.</td>
<td>3</td>
<td>4.</td>
<td>5.</td>
</tr>
</tbody>
</table>

No items
## SCHEDULE 5

### Lengths of road in which mandatory turns are imposed

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road (from)</th>
<th>Length of road (to)</th>
<th>Direction</th>
<th>Hours of operation</th>
<th>Exemptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bell Road, Hounslow</td>
<td>Grove Road, Hounslow</td>
<td>Left</td>
<td>At any time</td>
<td>Pedal Cyclists</td>
</tr>
<tr>
<td>2</td>
<td>Chapel Road, Hounslow</td>
<td>Hanworth Road, Hounslow</td>
<td>Left</td>
<td>At any time</td>
<td>None</td>
</tr>
<tr>
<td>3</td>
<td>Fairfields Road, Hounslow</td>
<td>Hanworth Road, Hounslow</td>
<td>Left</td>
<td>At any time</td>
<td>None</td>
</tr>
<tr>
<td>4</td>
<td>Prebend Gardens, Chiswick</td>
<td>Chiswick High Road, Chiswick</td>
<td>Left</td>
<td>At any time</td>
<td>None</td>
</tr>
</tbody>
</table>
### SCHEDULE 6

**Lengths of road in which U-turns are prohibited**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td><strong>Grove Road, Hounslow</strong>, vehicles proceeding in Grove Road are prohibited from making a “U”-turn at its junction with Hanworth Road so as to proceed in the opposite direction to that which it was proceeding.</td>
</tr>
<tr>
<td>2.</td>
<td><strong>Parsonage Road, Hounslow</strong>, vehicles proceeding in Parsonage Road are prohibited from making a “U”-turn at its junction with Grove Road so as to proceed in the opposite direction to that which it was proceeding.</td>
</tr>
<tr>
<td>3.</td>
<td><strong>Wellington Road North, Hounslow</strong>, vehicles proceeding in a south-westerly direction are prohibited from making a “U”-turn at the junction of Wellington Road North and Staines Road so as to proceed in the opposite direction to that in which it was proceeding.</td>
</tr>
<tr>
<td>4.</td>
<td><strong>Wellington Road South, Hounslow</strong>, vehicles proceeding in a north-westerly direction are prohibited from making a “U”-turn at the junction of Wellington Road South and Staines Road so as to proceed in the opposite direction to that in which it was proceeding.</td>
</tr>
</tbody>
</table>
SCHEDULE 7

Article 4(7)

Lengths of road in which width restriction are imposed

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road</th>
<th>Width restriction</th>
<th>Exceptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>2.</td>
<td>3.</td>
<td>4.</td>
</tr>
</tbody>
</table>

No items
## SCHEDULE 8

Lengths of road in which there are prohibited access restrictions

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road</th>
<th>Hours of operation</th>
<th>Exemptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Red Lion Walk, Hounslow</strong>, between the north-western kerb-line of High Street, Hounslow and a point opposite the north-western building line of No. 198 High Street, Hounslow</td>
<td>At any time</td>
<td>None</td>
</tr>
<tr>
<td>2</td>
<td><strong>Smithy Lane, Hounslow</strong>, between the north-western kerb-line of High Street, Hounslow and a point opposite the north-westernmost building line of No. 182 High Street, Hounslow</td>
<td>At any time</td>
<td>None</td>
</tr>
</tbody>
</table>
## SCHEDULE 9

**Lengths of road in which motor vehicles are prohibited**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road</th>
<th>Hours of operation</th>
<th>Exemptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Bell Road, Hounslow</strong>, between the southern boundary of the &quot;The Bell&quot; public House and Staines Road, Hounslow.</td>
<td>At any time</td>
<td>local buses, taxis and goods vehicles accessing only for the purposes of loading and unloading.</td>
</tr>
<tr>
<td>2</td>
<td><strong>Berkeley Avenue, Cranford</strong>, between its junction with Chaucer Avenue and the boundary with Cranford Primary School.</td>
<td>Between 8.30am and 9.15am and between 3.00pm and 3.45pm on Mondays to Fridays during school term time</td>
<td>Any motor vehicle accessing any land or premises fronting upon, or only accessible from, the restricted length of Berkely Avenue</td>
</tr>
<tr>
<td>3</td>
<td><strong>Bath Road, Hounslow</strong>, between the eastern boundary of No. 22 Bath Road and Staines Road, Hounslow.</td>
<td>At any time</td>
<td>local buses, taxis and goods vehicles accessing only for the purposes of loading and unloading.</td>
</tr>
<tr>
<td>4</td>
<td><strong>British Grove, Chiswick</strong>, between the northern boundary of No.21 British Grove and a point 2 metres south of that boundary.</td>
<td>At any time</td>
<td>None.</td>
</tr>
<tr>
<td>5</td>
<td><strong>Clayponds Lane, Brenford</strong>, the length of Clayponds Lane which is carried by the bridge over the railway.</td>
<td>At any time</td>
<td>None.</td>
</tr>
<tr>
<td>6</td>
<td><strong>Welstead Way, Chiswick</strong>, at its junction with Flanders Road.</td>
<td>At any time</td>
<td>None.</td>
</tr>
<tr>
<td>7</td>
<td><strong>Holloway Street, Hounslow</strong>, between a point 13.0 metres north-west of the north-western building line of No.162b High Street, Hounslow to a point 10 metres south-east of the north-western building line of No.162b High Street, Hounslow</td>
<td>At any time</td>
<td>except for access to off-street premises.</td>
</tr>
</tbody>
</table>
SCHEDULE 9 (continued)
Article 4(9)

Lengths of road in which motor vehicles are prohibited

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Length of road</th>
<th>Hours of operation</th>
<th>Exemptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td><strong>Holloway Street, Hounslow</strong>, between its junction with High Street, Hounslow and a point 10 metres south-east of the north-western building line of No. 162b High Street, Hounslow</td>
<td>At any time</td>
<td>None</td>
</tr>
<tr>
<td>9</td>
<td><strong>High Street, Hounslow</strong>, between the south-western kerb-line of Douglas Road and the north-eastern kerb-line of Bell Road</td>
<td>At any time</td>
<td>Article 6</td>
</tr>
<tr>
<td>10</td>
<td><strong>Montague Road, Hounslow</strong>, between the north-western side of High Street, Hounslow, and a point opposite the north-western wall of No.4 Montague Road</td>
<td>At any time</td>
<td>Article 6</td>
</tr>
<tr>
<td>11</td>
<td><strong>Staines Road, Hounslow</strong>, between the south-western kerb-line of Bell Road and the north-eastern kerb-line of Parsonage Road</td>
<td>At any time</td>
<td>Article 6</td>
</tr>
</tbody>
</table>
Traffic Management Order

2017 No. 39

The London Borough of Hounslow (20mph Speed Limit) (No. 1) Order 2017

Made on 27 March 2017
Coming into operation on 10 April 2017

The Council of the London Borough of Hounslow, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 84(1) and 84(2) of the Road Traffic Regulation Act 1984\(^a\) as amended, and of all other powers thereunto enabling hereby make the following Order:

1. This Order shall come into operation on and may be cited as the London Borough of Hounslow (20 mph Speed Limit) (No. 1) Order 2017.

2. No person shall drive a motor vehicle exceeding the speed of 20 miles per hour in the lengths of roads specified in the Schedule to this Order.

Dated this twenty-seventh day of March 2017

Executive Director of Regeneration, Economic Development & Environment
(the officer appointed for the purpose)

\(^a\) 1984 c.27
SCHEDULE
(roads which have 20mph speed limit)

Browells Lane, Feltham – between A312 and Air Park Way/Forest Road

Cranford Community College area (Hounslow)
1. Southall Lane - South of the party wall 7/8 Southall Lane to its junction with High Street, Cranford
2. Church Road – full length
3. Crane Lodge Road - full length
4. Redwood Estate - full length
5. Cranford Lane – from the eastern flank wall of No. 251 Cranford Lane, eastwards for a distance of 38.0 metres

Lampton School area (Hounslow)
1. Lampton Avenue – Full length
2. Sutton Dene – Full length
3. Berwyn Avenue – Full length
4. North Dene – Full length
5. Neville Close – Full length
6. Brookwood Road – Full length of public highway
7. Highlands Close – Full length of public highway

Chiswick Mall area (Chiswick)
1. Church Street – full length
2. Chiswick Lane South - Full length
3. Chiswick Mall-From Church Street to the borough boundary
4. Neatheravon Road South - Full highway extent of the road
5. Mawson Lane - Full length
6. British Grove Passage-From Neatheravon Road to borough boundary
7. Airdale Avenue South - Full length

Turnham Green Area (Chiswick)
1. Turnham Green Terrace - Full length
2. The Avenue-From Turnham Green Terrace to the borough boundary
3. Bath Road - Full length
4. Flanders Road - Full length
5. Roman Road - Full length
6. Lonsdale Road - Full length
7. Gainsborough Road - Full length
8. Welstead Way-The highway extent of the road
9. Addison Grove - Full length
10. Rupert Road - Full length
11. Priory Avenue - Full length
12. Fairfax Road - Full length
13. Abinger Road - Full length
14. Priory Gardens - Full length
15. Blenheim Road - Full length

Prebend Gardens area (Chiswick)
1. Prebend Gardens - Full length
2. Stamford Brook Avenue - Full length
3. South Side - Full length
4. Vaughn Avenue - Full length
5. Pleydell Road - Full length

**Kingsley Academy area (Hounslow)**
1. Cecil Road - Full length
2. Myrtle Road - Full length
3. Prince Regent Road-The Adopted Extent - To the junction with the unadopted section of Holloway Street
4. Lawrence Road - Full length
5. Holloway Street-The Adopted Extent - up to 160 High Street.