



# London Borough of Hounslow

## Deposited Documents – Reference TMO/E025/20

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[www.hounslow.gov.uk/downloads/20165/traffic\\_notices](http://www.hounslow.gov.uk/downloads/20165/traffic_notices)

Placed on deposit on Wednesday, 24 August 2020

End of consultation period is 24 February 2021

## School Streets – Restricted Access Restrictions

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Any person wishing to comment on or object to the order should follow the instructions on the Notice.

Any queries regarding these deposited documents should be sent by email to [trafficorders@hounslow.gov.uk](mailto:trafficorders@hounslow.gov.uk) or alternatively a voicemail can be left on 020 8583 3322.

## **Edensor Road, Chiswick & adjacent roads School Streets – Restricted Access Restrictions**

### **A. The London Borough of Hounslow (No.25) Experimental Order 2020**

### **B. The London Borough of Hounslow (No.26) Experimental Order 2020**

1. The London Borough of Hounslow hereby gives Notice that on 24 August 2020 it made the above Orders under Section 9 of the Road Traffic Regulation Act 1984.
2. The general effect of the Orders, which come into effect on 3 September 2020, will be to:
  - (a) prohibit motor vehicles, except permit holders, from entering those streets detailed in Schedule 1 during the times specified. Information relating to permit holder eligibility can be found online at [hounslow.gov.uk/schoolstreets](https://hounslow.gov.uk/schoolstreets);
  - (b) introduce red route parking controls on Edensor Road, Chiswick, The service road behind 10-14 Edensor Road and Promenade Approach Road, Chiswick; and
  - (c) Introduce a one-way working in the service road behind Nos. 10-14 Edensor Road from the westernmost arm to the easternmost arm.
3. Documents giving further information of the Orders can be viewed online at [hounslow.gov.uk](https://hounslow.gov.uk) by typing in the term “traffic notices” in the search bar. Documents will be available for viewing until the end of eighteen months from the date on which this Notice is published.
4. The Orders provide for the Assistant Director for Transport, Parking and Environmental Strategy, or any person authorised by him to modify or suspend the Orders or any provision of it, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by the Orders run.
5. If any person wishes to question the validity of the Orders or any of its provisions on the grounds that it or they are not within the powers conferred by the 1984 Act, or that any requirement of the Act, or of any instrument made under the Act has not been complied with, that person may, within 6 weeks from the date on which the Orders are made, apply for the purpose to the High Court.
6. If the provisions of the Orders continue in operation for a period of at least six months, the Council will consider in due course whether the provisions of the experimental Orders should be continued in force indefinitely by means of permanent Orders. Any person desiring to object to the making of Orders for the purpose of such indefinite continuation may, within six months of the Orders coming into operation, send a statement in writing of the objection and the grounds on which it is made to the Assistant Director for Transport, Parking and Environmental Strategy, Hounslow House, 7 Bath Road, Hounslow TW3 3EB or by email to [trafficorders@hounslow.gov.uk](mailto:trafficorders@hounslow.gov.uk) quoting the reference “School Streets 2020”.

Dated 26 August 2020

Mark Frost

Assistant Director Transport, Parking and Environmental Strategy

## SCHEDULE 1

<b>1. Item</b>	<b>2. Description</b>	<b>3. Prohibited Hours</b>
1	Edensor Road, The service road behind Nos.10-14	8.15am to 9.15am 2.45pm to 3.45pm

# Traffic Management Order

2020 No.65

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The London Borough of Hounslow (No.25) Experimental Order 2020

Made on 24 August 2020

Coming into operation on 3 September 2020

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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 9 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other enabling powers hereby make the following Order:

## 1. Commencement, Citation and Modification

- (1) This Order shall come into operation on 3 September 2020 and may be cited as the London Borough of Hounslow (No.25) Experimental Order 2020.
- (2) In pursuance of Section 10(2) of the Road Traffic Regulation Act 1984, the Head of Traffic, Transport and Environmental Strategy, or a person authorised by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by the Order runs, modify or suspend this Order or any provision thereof.

## 2. Interpretation

- (1) In this order, except where the context otherwise requires, the following expressions have the meanings hereby assigned to them:

“Council” means the Council of the London Borough of Hounslow.

“permit holder” means any person who has been granted exemption by the Council from the prohibition in Article 3.

“prohibited hours” means between 8.15am and 9.15am, and between 2.45pm and 3.45pm, on Mondays to Fridays during school term time.

“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<sup>b</sup>.

## 3. Prohibition

- (1) No person shall cause any motor vehicle to enter the street specified in column 2 of Schedule 1 during the prohibited hours unless otherwise stated in column 3 of the said Schedule.

## 4. Exemptions

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<sup>a</sup> 1984 c.27

<sup>b</sup> 1986 c.60

- (1) Nothing in this Order shall apply in respect of a person causing a vehicle to enter the prohibited area if:
- a) required to proceed in any road in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 67 of the Road Traffic Regulation Act 1984;
  - b) the vehicle is being used for at least one of the following purposes:
    - i) fire and rescue authority
    - ii) ambulance
    - iii) blood service
    - iv) providing a response to an emergency at the request of an NHS ambulance service;
    - v) bomb or explosive disposal;
    - vi) special forces;
    - vii) police;
    - viii) National Crime Agency.
  - c) the vehicle is being used for the purposes of:
    - i) the maintenance, improvement or reconstruction of any length of highway specified in Schedule 1; or
    - ii) the laying, erection, alteration, repair or cleaning, in any length of highway specified in Schedule 1, of any sewer, or of any main, pipe or apparatus for the supply of gas, water, or electricity, or of any electronic communications apparatus;
  - d) the vehicle is a permitted vehicle.
- (2) Nothing in this Order shall apply to anything done with the permission of or at the direction of a police officer in uniform.

Dated twenty-fourth day of August 2020



Mark Frost  
Assistant Director Transport, Parking and Environmental Strategy

## Schedule 1

<b>1. Item</b>	<b>2. Description</b>	<b>3. Exemptions</b>
1	Edensor Road, The service road behind Nos.10-14	permit holder

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### EXPLANATORY NOTE

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

This Order introduces restrictions on motor vehicles, except permit holders, entering the service road behind Nos.10-14 Edensor Road, Chiswick during school term-time drop-off and pick-up times.

# Traffic Management Order

2020 No. 66

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The London Borough of Hounslow (No.26) Experimental Order 2020

Made on 24 August 2020

Coming into operation on 3 September 2020

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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 9 of the Road Traffic Regulation Act 1984<sup>a</sup>, as amended, and of all other enabling powers hereby make the following Order:

1. This Order shall come into operation on 3 September 2020 and may be cited as the London Borough of Hounslow (No.26) Experimental Order 2020.
2. Without prejudice to the validity of anything done or to any liability incurred by the coming into operation of this Order, The London Borough of Hounslow (Waiting and Loading) Order 2008<sup>b</sup>, as amended, shall have effect as though:
  - (a) the item numbered 202(b)(ii) in Schedule 1 to that Order were revoked from that Order;
  - (b) the item numbered 202 (a)(i) in Schedule 1 to that Order was amended to: from a point 4 metres south-west of the south-western building line of Nos.16/18 Whittingham Court, Edensor Road to a point 2 metres south-west of the south-western flank wall of Nos.2/4 Whittingham Court, Edensor Road; and
  - (c) the item numbered 202(b)(i) in Schedule 1 to that Order was amended to: from a point 8 metres south-west of the south-western building line of Nos.16/18 Whittingham Court, Edensor Road to a point 5 metres south-west of the south-western flank wall of Nos.2/4 Whittingham Court, Edensor Road
3. Without prejudice to the validity of any anything done or to any liability incurred by the coming into operation of this Order, The London Borough of Hounslow (Prescribed Routes) (No.2) Traffic Order 2018<sup>c</sup>, shall have affect as though item numbered 44 was added to Schedule 1 to that Order as detailed in Schedule 3 to that Order.
4. In this order, except where the context otherwise requires, the following expressions have the meanings hereby assigned to them:

“bus”, “goods vehicle”, “local bus”, “local service”, “red route”, and “taxi” have the same meanings as the Traffic Signs Regulations and General Directions 2016<sup>d</sup>

“disabled person’s badge” and “relevant position” have the same meanings as The Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000<sup>e</sup>

“restricted hours” means the time specified in column 3 of Schedule 2 in relation to that street.

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<sup>a</sup> 1984 c.27

<sup>b</sup> LBH 2008/24

<sup>c</sup> LBH 2018/97

<sup>d</sup> S.I. 2016/362

<sup>e</sup> S.I. 2000/683

“universal postal service” and “universal service provider” have the same meanings as the Postal Services Act 2000<sup>f</sup>

- . In pursuance of Section 10(2) of the Road Traffic Regulation Act 1984, the Head of Traffic, Transport and Environmental Strategy, or a person authorised by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by the Order runs, modify or suspend this Order or any provision thereof.
6. No person shall cause any vehicle to stop at any time in the red route described in Schedule 1.
7. No person shall cause any vehicle to stop in the red route described in Schedule 2 during the restricted hours.
8. Nothing in this Order shall apply in respect of a person causing a vehicle to stop if that person is:
  - a) required by law to cause the vehicle to stop or not to proceed;
  - b) prevented from proceeding in the vehicle by circumstances beyond the person's control or it is necessary to stop to avoid injury or damage to persons or property;
  - c) getting or giving help in consequence of an accident or an emergency, or otherwise taking action for public safety;
  - d) opening or closing a gate or other barrier at the entrance to premises to which the vehicle is being driven or from which it has emerged, if it is not reasonably practicable to cause the vehicle to stop elsewhere for the purpose;
  - e) the vehicle is being used for at least one of the following purposes:
    - i) fire and rescue authority
    - ii) ambulance
    - iii) blood service
    - iv) providing a response to an emergency at the request of an NHS ambulance service;
    - v) bomb or explosive disposal;
    - vi) special forces;
    - vii) police;
    - viii) National Crime Agency.
  - f) the vehicle has stopped for no longer than is necessary for it to be used for the purposes of:
    - i) the removal of any obstruction to traffic;
    - ii) the maintenance, improvement or reconstruction of any length of highway specified in Schedules 1 and 2;
    - iii) the laying, erection, alteration, repair or cleaning, in any length of highway specified in Schedules 1 and 2, of any sewer, or of any main, pipe or apparatus for the supply of gas, water, or electricity, or of any electronic communications apparatus, but only if it is not reasonably practicable to cause the vehicle to stop elsewhere for those purposes;
  - g) using a taxi to stop for so long only as may be required to enable a passenger to board or alight;
  - h) using a vehicle displaying a disabled person's badge in the relevant position to stop for so long only as may be required to enable a disabled person to get on or off the vehicle;
  - i) using the vehicle for the purpose of collecting refuse by or on behalf of a local authority;

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<sup>f</sup> 2000 c.26



- j) a marked vehicle which, whilst used by a universal service provider in the course of the provision of a universal postal service, is stationary only for so long as may be reasonably necessary for the purposes providing that service.

9. Nothing in this Order shall apply to anything done with the permission or at the direction of a police officer in uniform or of a Civil Enforcement Officer.

10. Nothing in this Order shall apply in respect of a person causing:

- a) a local bus to stop at a bus stop for as long as may be required to enable passengers to board or alight; or
- b) a bus to stop at a bus stop or a bus stand and being used for operational reasons in the provision of a local service or training drivers to allow such a service to be provided.

In this article "operational reasons" means:

- ii) to enable crew changes to take place; or
- iii) to maintain the scheduled timetable subject, in the case of a bus stop, to a maximum wait of two minutes.

Dated twenty-fourth day of August 2020



Mark Frost

Assistant Director Transport, Parking and Environmental Strategy

## Schedule 1

1. Item	2. Description
1	<p>Edensor Road, Chiswick</p> <p>(a) south-east side</p> <p style="padding-left: 20px;">(i) from a point 33 metres north-east of the eastern kerbline of Great Chertsey Road to its junction with Promenade Approach Road</p> <p style="padding-left: 20px;">(ii) from a point 9 metres south-west of the extended property boundary of 10a/10b Edensor Road to a point 3.2 metres north-east of the extended property boundary of 12b/14a Edensor Road</p> <p>(b) north-west side</p> <p style="padding-left: 20px;">(i) from a point 16.6 metres south-west of the boundary of Nos. 16/17 Whittingham Court to a point 12.5 metres south-west of the boundary of Nos. 2/4 Edensor Road</p> <p style="padding-left: 20px;">(ii) from a point 5.7 metres north-east of the boundary of Nos. 6/8 Edensor Road to a point 4.7 metres south-west of the boundary of Nos. 10a/10b Edensor Road</p> <p style="padding-left: 20px;">(iii) from a point 3.1 metres north-east of the boundary of Nos. 10a/10b Edensor Road to a point 3.7 metres south-west of the boundary of Nos. 12b/14a Edensor Road</p> <p style="padding-left: 20px;">(iv) from a point 4.9 metres north-east of the boundary of Nos. 14a/14b Edensor Road to a point 5.9 metres south-west of the boundary of Nos. 16/18 Edensor Road</p>
2	<p>The service road behind Nos. 10-14 Edensor Road</p> <p>(a) outer side</p> <p style="padding-left: 20px;">(i) from the north-west kerbline of Edensor Road (north-eastern junction) for a distance of 9 metres in a north-westerly direction</p> <p style="padding-left: 20px;">(ii) from the north-west kerbline of Edensor Road (south-west junction) for a distance of 9 metres in a north-westerly direction</p> <p>(b) inner side</p> <p style="padding-left: 20px;">(i) from the north-west kerbline of Edensor Road (north-east junction) for a distance of 9 metres in a north-westerly direction</p> <p style="padding-left: 20px;">(ii) from the north-west kerbline of Edensor Road (south-west junction) for a distance of 8.9 metres in a north-westerly direction</p>
3	<p>Promenade Approach Road, Chiswick</p> <p>(a) south-west side, from the south-east kerbline of Edensor Road for a distance of 7.1 metres in a south-easterly direction</p>

## Schedule 2

1. Item	2. Description	3. Restricted Hours
1	<p>Edensor Road, Chiswick</p> <p>(a) south-east side</p> <p style="padding-left: 20px;">(i) from the north-east kerbline of Promenade Approach Road to a point 3.6 metres north-east of the extended property boundary of 6/8 Edensor Road</p> <p style="padding-left: 20px;">(ii) from a point 4 metres north-east of the extended property boundary of 14a/14b Edensor Road to a point 4.1 metres south-west of the extended property boundary of 16/18 Edensor Road</p> <p>(b) north-west side</p> <p style="padding-left: 20px;">(i) from a point 7.8 metres south-east of the boundary of Nos. 2/4 Edensor Road for a distance of 5.2 metres in a north-easterly direction</p> <p style="padding-left: 20px;">(ii) from a point 5 metres north-east of the boundary of Nos. 2/4 Edensor Road to a point 5.3 metres south-west of the boundary of Nos. 6/8 Edensor Road</p>	<p>Mon-Fri</p> <p>8.15am – 9.15am</p> <p>2.45pm – 3.45pm</p>
2	<p>Promenade Approach Road, Chiswick</p> <p>(a) north-east side, from the south-east kerbline of Edensor Road for a distance of 4.2 metres in a southerly direction</p>	<p>Mon-Fri</p> <p>8.15am – 9.15am</p> <p>2.45pm – 3.45pm</p>

## Schedule 3

	Length of road	Direction	Exemptions
	2.	3.	4.
44	The service road behind Nos. 10-14 Edensor Road, Chiswick	The westernmost arm to the easternmost arm	None

### EXPLANATORY NOTE

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

London Borough of Hounslow (Waiting and Loading Restriction) (Civil Enforcement Area) Order 2008, as amended, imposes waiting and loading restrictions in Edensor Road, the service road behind Nos.10-14 Edensor Road and Promenade Approach, Chiswick. This Order amends the Order of 2008 by revoking those waiting and loading restrictions and replacing them with red route no stopping restrictions and imposes a one-way working in the service road behind Nos.10-14 Edensor Road.



**London Borough  
of Hounslow**

## **Edensor Road, Chiswick & adjacent roads School Streets – Restricted Access Restrictions**

### **Statement of Reasons**

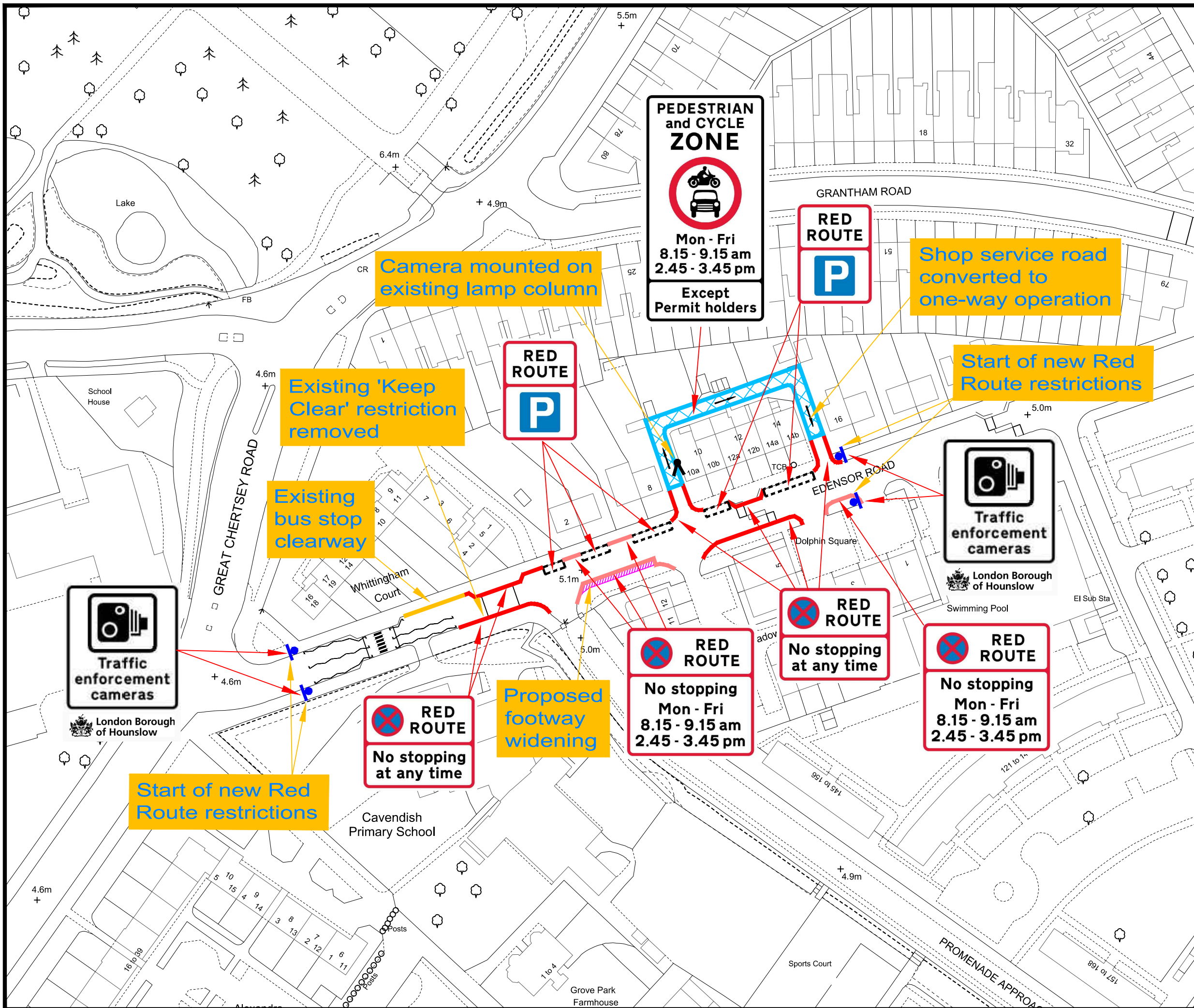
The council has made the decision to introduce on an experimental basis restrictions on motor vehicles accessing a number of roads within the borough as part of its School Streets programme.

The School Street concept is aimed at tackling problems associated with traffic around schools at drop-off and pick-up times, notably road safety concerns, poor air quality, and inconvenience to residents.

School Street schemes aim to restrict motor traffic in the immediate vicinity of a school and reduce the use of private vehicles on the journey to and from school. The restrictions are aligned with Hounslow Council's aim to promote active and healthy communities by:

- Improving road safety for pupils, residents and visitors to the borough
- Reducing pollution in the area, including particulates, which especially impact young people
- Increasing walking, cycling and active lifestyles for pupils and their parents and guardians
- Minimising anti-social behaviour arising from inconsiderate parking and dangerous manoeuvres

These measures are initially being introduced on an experimental basis for a period between 6-18 months to allow the assessment of any impact the access restrictions might have on the area and surrounding roads, and to revise the scheme if necessary within that time. A review will be carried out to assess their effectiveness and whether the timed access restrictions should be made permanent.



- Key:**
- Red Route double red line restrictions
  - Red Route single red line restrictions
  - Existing parking bay
  - Residents permit holders only past this point
  - Proposed footway extension
  - Existing bus stop clearway
  - New Red Route sign on existing post
  - New Red Route sign on new post
  - Proposed enforcement camera location

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Brendon Walsh, Executive Director  
Traffic and Transport  
The Civic Centre, Lampton Road  
Hounslow, TW3 4DN

Client



**London Borough of Hounslow**



Project  
**Cavendish Primary School  
Schools Streets Scheme**

Drawing Title  
**Proposed layout of  
new Red Route controls**

Drawing Status  
**General Arrangement**

Drawn MH	Approved -	Date JUN 2020	Scale 1:1,000 @ A3	Rev. D
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