



London Borough of Hounslow

Deposited Documents – Reference TMO/P042/24

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Placed on deposit on Friday, 21 February 2025

Amendments to Waiting Restrictions on Southall Lane – High Street and Cranford Lane, Southall

Contents:

1. Notice of Making dated 19 February 2025

2. Traffic Management Order

- A. The London Borough of Hounslow (Waiting and Loading Restriction) (Amendment No.355) Order 2025

3. Notice of Intent dated 20th December 2024

4. Proposed Traffic Management Order

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

5. Statement of Reasons

6. Plans

7. Existing Traffic Management Order

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

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

Amendments to Waiting Restrictions on Southall Lane – High Street and Cranford Lane, Southall

A. The London Borough of Hounslow (Waiting and Loading Restriction) (Amendment No.355) Order 2025

1. The London Borough of Hounslow hereby gives notice that, it made the above Order on 19 February 2025 under sections 6, and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The Order will come into operation on 22 February 2025.
2. The general effect of the Waiting and Loading Order would be to:
 - a) Introduce No Waiting At Any Time restrictions in;
 - a. High Street; north-west side, from a point 20 metres north-east of the north-eastern kerb-line of The Parkway (A312) to a point 6 metres north-east of the north-eastern flank wall of No. 106 High Street; west side, from a point 4 metres north of the southern flank wall of No. 132 Flats a-f High Street to a point 5 metres south of the northern flank wall of No. 144 High Street; west side, from a point 2 metres north of the southern property boundary of No. 152a High Street to a point 3 metres south of the extended northern flank wall of No. 149 High Street; west side, from a point a opposite the common property boundary of Nos. 199 & 197 High Street, southwards for a distance of 13 metres; east side, from the common property boundary of Nos. 171 & 173 High Street, northwards for a distance of 8 metres; east side, from a point 2 metres south of the common property boundary of Nos. 143 & 145 High Street to its junction with Cranford Lane; south-east side from a point opposite the extended southern flank wall of No. 132 Flats a-f High Street to its junction with Cranford Lane
3. Documents giving further information of the Order can be viewed for a period of six weeks from the date of this Notice online at hounslow.gov.uk by typing in the term “traffic notices” in the search bar.
4. Any person desiring to question the validity of the Orders or any provision contained therein on the grounds that they are not within the relevant powers of the Road Traffic Regulation Act 1984, or that any of the relevant regulations made thereunder have not been complied with in relation to the Orders may, within six weeks of the date on which the Orders were made, make an application for the purpose to the High Court.

Dated: 19 February 2025

Melaine Fontinelle
Acting Director for Environmental Services
(The Officer appointed for the purpose)

Traffic Management Order

2025 No.79

The London Borough of Hounslow (Waiting and Loading Restriction) (Amendment No.355) Order 2025

Made on 19 February 2025

Coming into operation on 22 February 2025

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 to the Road Traffic Regulation Act 1984^a as amended, and of all other enabling powers hereby make the following Order:

Citation and Commencement

1. This Order shall come into operation on 22 February 2025 and may be cited as The London Borough of Hounslow (Waiting and Loading Restriction) (Amendment No.355) Order 2025.

Interpretation

2. (1) In this Order the “Order of 2008” means The London Borough of Hounslow (Waiting and Loading Restriction) (Civil Enforcement Area) Order 2008^b.
(2) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2008 shall have the same meaning as in that Order.
(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.

Revocation and/or Substitution and/or Addition of Prohibition and/or Restriction

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 Order of 2008 shall have effect as though:
 - a. the item numbered 280 in Schedule 1 to that Order was substituted with the items similarly numbered and set out in the Schedule to this Order.

Dated this nineteenth day of February 2025



Melanie Fontinelle
Acting Director for Environmental Service
(The Officer appointed for the purpose)

a 1984 c. 27

b LBH 2008/24

SCHEDULE

1 Item Number	2 Street	3 Prescribed hours
280	<p>High Street, Cranford</p> <p>(a) north-west side;</p> <p style="padding-left: 40px;">(i) from a point 20 metres north-east of the north-eastern kerb-line of The Parkway (A312) to a point 6 metres north-east of the north-eastern flank wall of No. 106 High Street</p> <p>(b) south-east side;</p> <p style="padding-left: 40px;">(i) from a point opposite the extended southern flank wall of No. 132 Flats a-f High Street to its junction with Cranford Lane</p> <p>(c) west side;</p> <p style="padding-left: 40px;">(i) from a point 4 metres north of the southern flank wall of No. 132 Flats a-f High Street to a point 5 metres south of the northern flank wall of No. 144 High Street</p> <p style="padding-left: 40px;">(ii) from a point 2 metres north of the southern property boundary of No. 152a High Street to a point 3 metres south of the extended northern flank wall of No. 149 High Street</p> <p style="padding-left: 40px;">(iii) from a point opposite the common property boundary of Nos. 199 & 197 High Street, southwards for a distance of 13 metres</p> <p>(d) east side;</p> <p style="padding-left: 40px;">(i) from the common property boundary of Nos. 171 & 173 High Street, northwards for a distance of 8 metres</p> <p style="padding-left: 40px;">(ii) from a point 2 metres south of the common property boundary of Nos. 143 & 145 High Street to its junction with Cranford Lane</p>	<p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p>

EXPLANATORY NOTE

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

This Order further amends The London Borough of Hounslow (Waiting and Loading Restriction) (Civil Enforcement Area) Order 2008 by amending waiting restrictions in High Street, Cranford.



Proposed Zebra Crossings on Southall Lane – High Street and Cranford Lane, Southall

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

1. NOTICE IS HEREBY GIVEN that The London Borough of Hounslow proposes to make the above-mentioned Orders under sections 6 and 124 of and Part III and IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Waiting and Loading Order would be to:
 - a) Introduce No Waiting At Any Time restrictions in;
 - a. High Street; north-west side, from a point 20 metres north-east of the north-eastern kerb-line of The Parkway (A312) to a point 6 metres north-east of the north-eastern flank wall of No. 106 High Street; west side, from a point 4 metres north of the southern flank wall of No. 132 Flats a-f High Street to a point 5 metres south of the northern flank wall of No. 144 High Street; west side, from a point 2 metres north of the southern property boundary of No. 152a High Street to a point 3 metres south of the extended northern flank wall of No. 149 High Street; west side, from a point opposite the common property boundary of Nos. 199 & 197 High Street, southwards for a distance of 13 metres; east side, from the common property boundary of Nos. 171 & 173 High Street, northwards for a distance of 8 metres; east side, from a point 2 metres south of the common property boundary of Nos. 143 & 145 High Street to its junction with Cranford Lane; south-east side from a point opposite the extended southern flank wall of No. 132 Flats a-f High Street to its junction with Cranford Lane
3. The London Borough of Hounslow GIVES FURTHER NOTICE in exercise of the powers under section 23 of the Road Traffic Regulation Act 1984 to;
 - a) Introduce a Zebra Crossing and associated zig-zag markings in the following locations:
 - a. High Street;
 - i. North-west side of the carriageway, from a point 4 metres north of the southern flank wall of No. 132 Flats a-f High Street to a point 6 metres north-east of the north-eastern flank wall of No. 106 High Street
 - ii. South-east of the carriageway, from a point opposite the extended southern flank wall of No. 132 Flats a-f High Street for a distance of 25 metres in a southerly direction
 - b. Cranford Lane;
 - i. North side of the carriageway, from a point 1.5 metres west of the common property boundary of Nos. 297/337 & 295/335 for a distance of 26 metres in a westerly direction
 - ii. South side of the carriageway, from a point 2 metres east of the common property boundary of Nos. 291/331 & 293/333 for a distance of 39 metres in a westerly direction
4. Any person wishing to object to the proposed Orders should send a statement in writing, stating the grounds of the objection, to the Acting Director for Environmental Services, Hounslow Council, Hounslow House, 7 Bath Road, Hounslow, Middlesex TW3 3EB or by email to trafficorders@hounslow.gov.uk quoting the reference TMO/P042/24, to be received by no later than 24 January 2025.

Dated: 20 December 2024

Melaine Fontinelle
Acting Director Environmental Services
(The Officer appointed for the purpose)

Traffic Management Order

20** 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 to the Road Traffic Regulation Act 1984^a as amended, and of all other enabling powers hereby make the following Order:

Citation and Commencement

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**

Interpretation

2. (1) In this Order the "Order of 2008" means The London Borough of Hounslow (Waiting and Loading Restriction) (Civil Enforcement Area) Order 2008^b.
(2) Unless the context otherwise requires, any expression used in this Order which is also used in the Order of 2008 shall have the same meaning as in that Order.
(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.

Revocation and/or Substitution and/or Addition of Prohibition and/or Restriction

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 Order of 2008 shall have effect as though:
 - a. the item numbered 280 in Schedule 1 to that Order was substituted with the items similarly numbered and set out in the Schedule to this Order.

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

Melanie Fontinelle
Acting Director for Environmental Service
(The Officer appointed for the purpose)

a 1984 c. 27

b LBH 2008/24

SCHEDULE

1 Item Number	2 Street	3 Prescribed hours
280	<p>High Street, Cranford</p> <p>(a) north-west side;</p> <p style="padding-left: 40px;">(i) from a point 20 metres north-east of the north-eastern kerb-line of The Parkway (A312) to a point 6 metres north-east of the north-eastern flank wall of No. 106 High Street</p> <p>(b) south-east side;</p> <p style="padding-left: 40px;">(i) from a point opposite the extended southern flank wall of No. 132 Flats a-f High Street to its junction with Cranford Lane</p> <p>(c) west side;</p> <p style="padding-left: 40px;">(i) from a point 4 metres north of the southern flank wall of No. 132 Flats a-f High Street to a point 5 metres south of the northern flank wall of No. 144 High Street</p> <p style="padding-left: 40px;">(ii) from a point 2 metres north of the southern property boundary of No. 152a High Street to a point 3 metres south of the extended northern flank wall of No. 149 High Street</p> <p style="padding-left: 40px;">(iii) from a point opposite the common property boundary of Nos. 199 & 197 High Street, southwards for a distance of 13 metres</p> <p>(d) east side;</p> <p style="padding-left: 40px;">(i) from the common property boundary of Nos. 171 & 173 High Street, northwards for a distance of 8 metres</p> <p style="padding-left: 40px;">(ii) from a point 2 metres south of the common property boundary of Nos. 143 & 145 High Street to its junction with Cranford Lane</p>	<p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p> <p style="text-align: center;">A</p>

EXPLANATORY NOTE

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

This Order further amends The London Borough of Hounslow (Waiting and Loading Restriction) (Civil Enforcement Area) Order 2008 by amending waiting restrictions in High Street, Cranford.

High Street and Cranford Lane, Hounslow: Proposed Zebra Crossings and waiting restrictions.

Statement of Reasons

The Council is proposing to introduce two Zebra Crossings on the High Street and Cranford Lane, Southall. The crossings will be situated on carriageway level to provide facilities for pedestrians and cyclists crossing the road. This will promote travel by sustainable methods by providing improved walking facilities for pedestrians and cyclists.

Waiting Restriction and Parking Place Changes

In order to accommodate the Zebra Crossings, the Council is proposing to extend “no waiting at any time” (double yellow lines) restrictions on the south-west side of the High Street, from the Parkway junction to outside No 106 and around the mini roundabout to ensure adequate visibility/clearance for cars. Other waiting restrictions have been proposed near the relocated bus shelters along the High Street near Cranford Community School and near the roundabout and proposed parallel crossings. These are to enable safe tracking of buses near the shelters and to deter motorists from parking at these locations and impeding access for relevant users. The exact locations of these restrictions are as follows:

Road	Definition	Restriction	Operational times
High Street	Opposite the perimeter wall of 199 & 197 southwards toward the bus cage for 13 metres.	No Waiting	At any time
High Street	2 metres from the southern perimeter wall of no. 152A for 93 metres upwards until the southern end of the bus cage outside the school entrance.	No Waiting	At any time
High Street	16 metres from the bend coming from the Parkway A312 northwards for 120 metres	No Waiting	At any time
High Street	At the junction on the High Street from Parkway for 12 metres and 7 metres inward from the cul-de-sac adjacent to flats 132A-F	No Waiting	At any time
Cranford Lane	At the junction from Cranford Lane on the roundabout towards Parkway A312 for 13 metres.	No Waiting	At any time

High Street	From the boundary wall of flat block 301,341,345 & 303,343,347 for 15 metres towards the roundabout and 7 metres inwards into Cranford Lane.	No Waiting	At any time
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Statement of Reasons

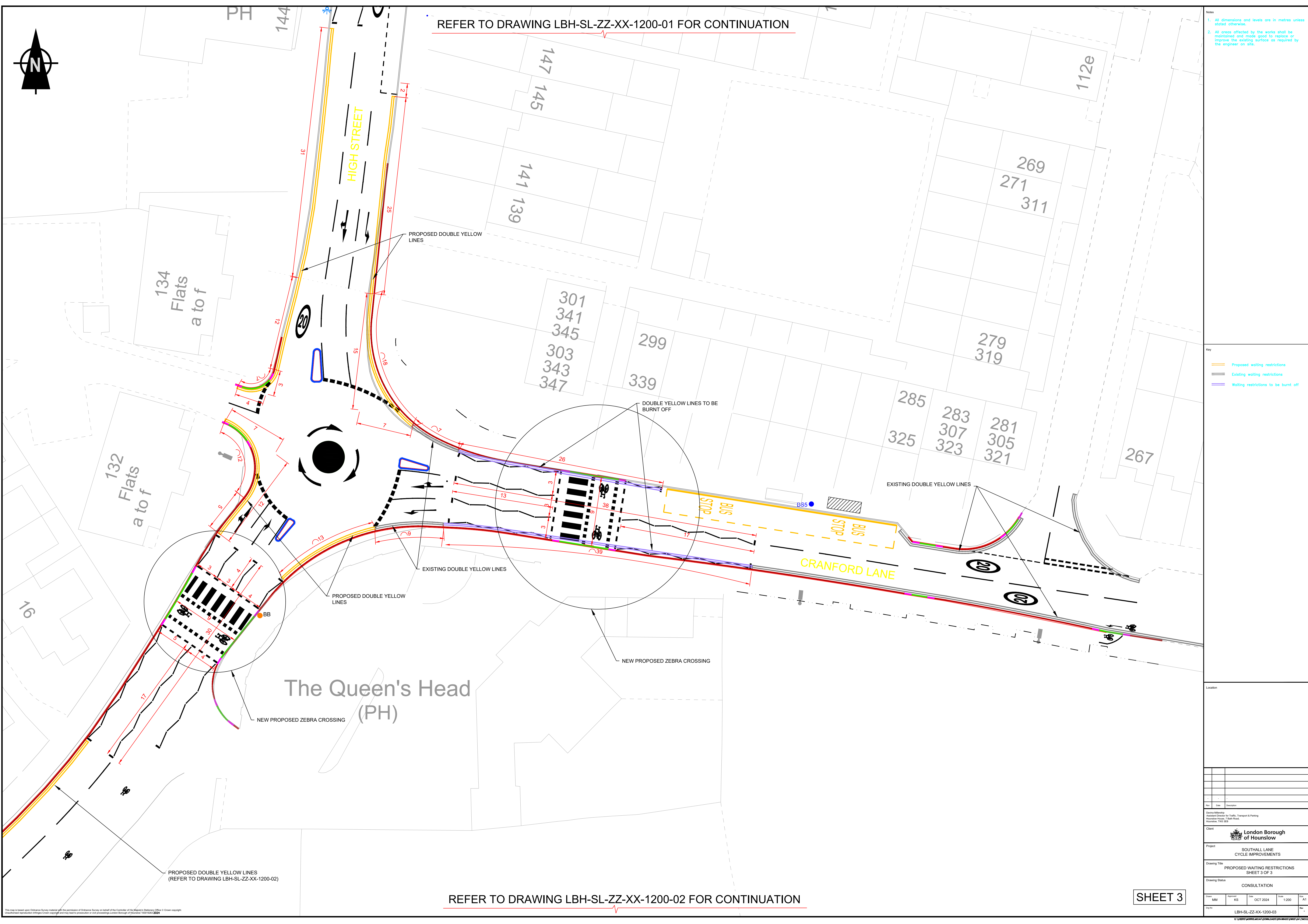
The Council plans on consulting proposals to introduce an 'at any time' no waiting restriction along the inner circle of the existing roundabout.

The general effect of the proposed Order would be to prohibit motor vehicles from waiting at any time around the inner side of the roundabout along the High Street and Cranford Lane.

Removing potential vehicle obstruction here will improve the flow of traffic and maintain clear access.

The above restrictions are aligned with Hounslow Council's aim to promote active and healthy communities by:

- improving road safety for residents and visitors to/around the borough;
- reducing pollution in the area, including particulates, which especially impact young people;
- minimising anti-social behaviour arising from inconsiderate parking and dangerous manoeuvres.



REFER TO DRAWING LBH-SL-ZZ-XX-1200-02 FOR CONTINUATION

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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

PART I

	Article
Commencement and citation	1
Revocation	2
Interpretation	3
Application of Order	4

PART II

RESTRICTIONS

	Article
Restrictions applicable to streets specified in Schedule 1, Schedule 2 or Schedule 6	5
Restrictions applicable to restricted streets Specified in Schedule 4, 4A and 4B	6
Restrictions applicable to streets specified in Schedule 5	7

PART III

CONTRAVENTION OF WAITING RESTRICTIONS

	Article
Restriction on vehicles	8
Contravention of waiting restrictions	9
Manner of payment of penalty charge	10
Removal of vehicle from waiting restrictions	11

PART IV
EXCEPTIONS AND EXEMPTIONS FROM RESTRICTIONS

	Article
Persons boarding or alighting from vehicles	12
Excepted vehicles	13
Furniture removals and other exceptional loading or unloading ..	14
Miscellaneous exemptions	15

PART V
ADDITIONAL PROVISIONS

	Article
Duty to move on	16
Restrictions on methods of loading or unloading vehicles	17
Restriction on street trading	18
Restriction on advertising	19
Power to suspend the use of a motor cycle parking area	20

SCHEDULES

	Page
1. Restricted streets referred to in Article 5(1)	11
2. Streets referred to in Article 5(2)(a)	227
3. Prescribed/restricted hours	261
4. Restricted streets referred to in Article 6	265
5. Restricted streets referred to in Article 7 where stopping is restricted. ..	268
6. Streets referred to in Articles 5(2)(b)(i) and 12	270
7. Side streets (adjoining restricted streets specified in Schedule 1) excepted from the definition of restricted street	271
8. Motor cycle parking areas	278

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^a, as amended by section 8 and Schedule 5 of the Local Government Act 1985^b, the Road Traffic Act 1991^c and Part 6 of the Traffic Management Act 2004^d 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^a 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^b;
 - “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^c;
 - “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 scheduled 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^a.

(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^b 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.

^a 1984 c.12(b)

^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^a 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 –

^a 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:

Excepted 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 they 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.



 Director of Environment
(The officer appointed for this purpose)