



London Borough of Hounslow

Deposited Documents – Reference TMO/P023/26

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Any queries regarding these deposited documents should be sent by email to

trafficorders@hounslow.gov.uk or alternatively a voicemail can be left on extension 3322.

Cycle Tracks & Cycle Lanes Consolidation

The London Borough of Hounslow (Cycle Tracks & Cycle Lanes) Order 2026

1. NOTICE IS HEREBY GIVEN that The London Borough of Hounslow on the 25 March 2026 has made the above-mentioned Order under Sections 84(1) and 84(2) of and Part III and IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended. The Order will come into force on 17 April 2026.
2. The general effect of this Order will be to revoke and reintroduce the provisions of all previous Cycle Track and Cycle Lane Orders into a new consolidation Order without any change to the substance of the prohibitions in the London Borough of Hounslow.
3. All made documents can be viewed online at hounslow.gov.uk by typing in the term “traffic notices” in the search bar and at Hounslow Library, Hounslow House First Floor, 7 Bath Road, TW3 3EB or at The Reception of Hounslow House, Ground Floor, 7 Bath Road, TW3 3EB on Mondays and Thursdays between 9.30am and 8pm, Tuesdays, Wednesdays, Fridays and Saturdays between 9.30am and 5.30pm or on Sundays between 11.30am and 4.00pm.
4. If any person wishes to question the validity of the Order or of any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of that Act or of any instrument made under that Act has not been complied with, that person may, within 6 weeks from the date on which the Order was made, apply for the purpose to the High Court.

Dated: 25 March 2026

Sabeel Khan
Acting Assistant Director for Traffic, Transport and Parking
(The Officer appointed for the purpose)

Schedule - Revocations

- 1) The London Borough of Hounslow (Cycle Track) (No.1) Traffic Order 2001
- 2) The London Borough of Hounslow (Richmond Road, Isleworth) (Cycle Lane) (No.1) Order 2002
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- 5) The London Borough of Hounslow (Cycle Track) (No.1) Traffic Order 2007
- 6) The London Borough of Hounslow (Long hedges & Short Hedges) Cycle Tracks Order 2015
- 7) The London Borough of Hounslow (St Mark's Passage) Cycle Tracks Order 2022

Traffic Management Order

2026 No.166

The London Borough of Hounslow (Cycle Tracks & Cycle Lanes) Order 2026

Made on 25 March 2026

Coming into operation on 17 April 2026

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 and 124 of the Road Traffic Regulation Act 1984^a as amended, and of all other enabling powers hereby make the following Order:

1. Citation and Commencement

- (1) This Order may be cited as The London Borough of Hounslow (Cycle Tracks & Cycle Lanes) Order 2026 and shall come into operation for all purposes on 17 April 2026.

2. Interpretation

- (1) 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;

“Cycle Lane” means a part of the carriageway of a road reserved for Pedal Cycles which is separated from the rest of the carriageway;

“Cycle Track” has the same meaning as in Section 329(1) of the Highways Act 1980^b;

“Pedal Cycles” have the same meanings as in the Traffic Signs Regulations and General Directions 2016^c;

- (2) 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.

a 1984 C.27

b 1980 C.66

c SI 2016/362

3. Prohibition

- (1) No person shall cause any vehicle:
- (a) to be in a Cycle Track placed on the length of footway specified in column 2 of Schedule 1 during the times specified in column 3, unless otherwise stated in column 5 of the said Schedule; or
 - (b) to proceed in a Cycle Track placed on the length of footway specified in column 2 of Schedule 1 in a direction other than that specified in column 4 of the said Schedule.
- (2) No person shall cause any vehicle:
- a) to be in a Cycle Lane placed on the length of road specified in column 2 of Schedule 2 during the times specified in column 3, unless otherwise stated in column 5 of the said Schedule; or
 - b) to proceed in a Cycle Lane placed on the length of road specified in column 2 of Schedule 1 in a direction other than that specified in column 4 of the said Schedule.

4. Exemptions

- (1) Nothing in this Order shall apply to:
- a) a vehicle being in a Cycle Lane for as long as may be reasonably necessary to enable a person to board or alight from the vehicle and to load or unload their personal luggage so far as the activity is not prohibited by the provisions of any other Order;
 - b) a vehicle being in a Cycle Lane for as long as may be reasonably necessary for the purpose of delivering or collecting goods from premises adjacent to the length of road on which the Cycle Lane is placed so far as the activity is not prohibited by the provisions of any other Order.
 - c) a vehicle crossing the Cycle Lane so as to enter or leave designated parking or loading places adjacent to the length of road on which the Cycle Lane is placed;
 - d) a vehicle crossing the Cycle Lane so as to enter or leave an adjoining road, land or premises adjacent to the length of road on which the Cycle Lane is placed;
 - e) a vehicle entering the Cycle Lane due to circumstances outside the control of the driver or so as to avoid an accident;
 - f) a vehicle entering the Cycle Lane for the purpose of complying with any direction of a constable in uniform;
 - g) 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; or
 - viii) National Crime Agency.
 - j) a vehicle proceeding in accordance with any restriction or requirement indicated by traffic signs placed pursuant to sections 66, 67 and 68 of the Road Traffic Regulation Act 1984;

- k) a vehicle being used in the service of the Council or Transport for London in pursuance of statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or in the performance of such duties for that vehicle to enter the Cycle Track or Cycle Lane;
 - l) 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 in or adjacent to the Cycle Track or Cycle Lane provided that in all the circumstances it is reasonably necessary for that vehicle to enter the Cycle Track or Cycle Lane for the purpose of undertaking such work; and
 - m) a vehicle being used for the purpose of any maintenance, improvement or construction of bus stop infrastructure adjacent to the length of road on which the Cycle Track or Cycle Lane is placed.
- (2) Any person duly authorised by the Council may suspend a Cycle Track, Cycle Lane 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:
 - i) any building operation, demolition or excavation; ii) the maintenance, improvement or reconstruction of the highway; or iii) the laying, erection, alteration or repair of any sewer or any main, pipe or apparatus for the supply of gas, water or electricity or any telecommunication systems in or adjacent to the Cycle Track or Cycle Lane; or
 - ii) on any occasion on which it is likely by reason of some special attraction that the street will be thronged or obstructed.

5. Revocations

- (1) 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 London Borough of Hounslow (Cycle Track) (No.1) Traffic Order 2001^a
 - (b) The London Borough of Hounslow (Richmond Road, Isleworth) (Cycle Lane) (No.1) Order 2002^b
 - (c) The London Borough of Hounslow (Cycle Track) (No.1) Traffic Order 2003^c
 - (d) The London Borough of Hounslow (London Road, Hounslow and London Road, Isleworth) (Cycle Lane) (No.1) Order 2003^d
 - (e) The London Borough of Hounslow (Cycle Track) (No.1) Traffic Order 2007^e
 - (f) The London Borough of Hounslow (Long hedges & Short Hedges) Cycle Tracks Order 2015^f
 - (g) The London Borough of Hounslow (St Mark's Passage) Cycle Tracks Order 2022^g

^a LBH 2001/06

^d LBH 2003/14

^g LBH 2022/17

^b LBH 2002/16

^e LBH 2007/51

^c LBH 2003/08

^f LBH 2015/16

Dated this twenty-fifth day of March 2026.



Sabeel Khan
Acting Assistant Director Transport, & Parking
(the Officer appointed for the purpose)

SCHEDULE 1
(Article 3 (1) - Cycle Tracks)

Item No.	Length of road	Times	Direction	Exemptions
1.	2.	3.	4.	5.
1	Bath Road, Hounslow, north-eastern footway of the large island site situated on the north-east side of Bath Road, adjacent to the junction with the unnamed road that links Bath Road and Lampton Road	At any time	North-eastern Cycle Track	Pedal Cycles
2	Bath Road, Hounslow, north-eastern footway of Bath Road, that lies between the unnamed road that links Bath Road and Lampton Road	At any time	North-eastern contra-flow Cycle Track	Pedal Cycles
3	Bell Road, Hounslow, north-east side of Bell Road that lies between its junction with Bath Road, High Street and Staines Road, and a point opposite the south-eastern flank wall of "The Bell" public house, Staines Road	At any time	North-eastern contra-flow Cycle Track	Pedal Cycles
4	Boston Manor Road, Brentford, south-western footway, between a point opposite the south-eastern wall of No. 100 Boston Manor Road and a point opposite the north-western boundary wall of No. 110 Boston Manor Road	At any time	South-western Cycle Track	Pedal Cycles
5	High Street, Cranford, both north-western and south-eastern footways, between its junction with Cranford Lane and its junction with Southall Lane	At any time	North-western and south-eastern Cycle Track	Pedal Cycles
6	Lampton Road, Hounslow, north-east side of Lampton Road that lies between a point opposite the north-western wall of No.4 Lampton Road and its junction with Bell Road, High Street and Staines Road	At any time	North-eastern contra-flow Cycle Track	Pedal Cycles

7	Long Hedges, Hounslow, from Short Hedges footpath to the Great West Road (A4)	At any time	Northern and southern shared use footpath and cycle track	Pedal Cycles, right of way for Pedestrians
8	Short Hedges, Hounslow, from south-eastern kerb-line of Willow Gardens to the western boundary of No. 100 Lampton Road	At any time	Eastern and western shared use footpath and cycle track	Pedal Cycles, right of way for Pedestrians
9	St Mark's Passage footpath, from the south-western kerb-line of Bulstrode Gardens to the north-eastern kerb-line of Bath Road, Hounslow	At any time	Northern and southern shared use footpath and cycle track	Pedal Cycles, right of way for Pedestrians

SCHEDULE 2
(Article 3 (2) - Cycle Lanes)

Item No.	Length of road	Times	Direction	Exemptions
1.	2.	3.	4.	5.
1	London Road, Hounslow, north-west side, from the north-eastern kerb-line of North Drive to a point opposite the party wall of Nos.658 / 660 London Road	At any time	North-western Cycle Lane	Pedal Cycles
2	London Road, Isleworth, (a) north-west side, (i) from a point 11.00 metres north-east of the north-eastern kerb-line of Bridge Road to a point opposite the party wall of Nos.570 / 572 London Road; (ii) from the north-eastern kerb-line of Spring Grove Road to the north-eastern kerb-line of Harvard Road; (iii) from the north-eastern kerb-line of The Grove to a point 7.00 metres south-east of the south-eastern kerb-line of St John's Road; (b) south-east side, (i) from a point opposite the party wall of Nos,645 / 647 London Road, Isleworth to a point opposite	At any time	North-western and south-western Cycle Lane	Pedal Cycles

	<p>the party wall of Nos.562 / 564 London Road;</p> <p>(ii) from a point opposite the party wall of Nos.538 / 540 London Road, Isleworth and a point opposite the western boundary wall of No .495 London Road.</p>			
3	<p>Richmond Road, Isleworth,</p> <p>(a) east side, between its junction with Upper Square, Isleworth and a point 23.00 metres south-east of a point opposite the common boundary of Worple Primary School, Queens Terrace and Nos. 1 to 21 Franks House, Richmond Road;</p> <p>(b) west side,</p> <p>(i) between its junction with Upper Square, Isleworth and a point opposite the party wall of Nos.21 and 23 Richmond Road;</p> <p>(ii) between the southern kerb-line of Queens Terrace and a point 23.00 metres south-east of a point opposite the common boundary of Worple Primary School, Queens Terrace and Nos.1 to 21 Franks House, Richmond Road.</p>	At any time	Eastern and Western Cycle Lane	Pedal Cycles

EXPLANATORY NOTE

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

This Order revokes and reintroduces the provisions of all previous Cycle Track and Cycle Lane Orders into a new consolidation Order without any change to the substance of the prohibitions in the London Borough of Hounslow.

London Borough of Hounslow Traffic Management Order

2001 No.6

The London Borough of Hounslow (Cycle Track) (No.1) Traffic Order 2001

Made on 18 June 2001

Coming into operation on 25 June 2001

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 by sections 8 and Schedule 5 of the Local Government Act 1985 (b) and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on 25 June 2001 and may be cited as the London Borough of Hounslow (Cycle Track) (No.1) Traffic Order 2001.

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;

“The High Street, Cranford cycle track” means the provision made on the north-western and south-eastern footways of High Street, Cranford which lies between its junction with Cranford Lane and its junction with Southall Lane, and which is bounded by single white lines and has marked thereon traffic signs of the size, type and colour shown in diagram No.1057 of the Traffic Signs Regulations and General Directions 1994 (c); and

(a) 1984 c.27 (b) 1985 c.51 (c) S.I. 1994/1519

“pedal cycle” has the same meaning as in the Traffic Signs Regulations and General Directions 1994.

3. No person shall cause or permit any vehicle to enter, proceed or wait in the High Street, Cranford cycle track:

Providing that nothing in this Article shall apply in relation to a pedal cycle entering the cycle track.

4. Nothing in Article 3 of this Order shall apply:-

- (a) to anything done with the permission or at the direction of a police constable in uniform; or
- (b) to any person who causes any vehicle to proceed in accordance with any restrictions or requirement indicated by traffic signs placed pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

Dated this eighteenth day of June 2001



M Director of Environmental Services
(the officer appointed for this purpose)

London Borough of Hounslow Traffic Management Order

2002 No.16

London Borough of Hounslow (Richmond Road, Isleworth) (Cycle Lane) (No.1) Order
2002

Made on 25 March 2002
Coming into operation on 1 April 2002

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 by section 8 and Schedule 5 of the Local Government Act 1985 (b) and of all other powers thereunto enabling hereby make the following Order-

1. This Order shall come into operation on 1 April 2002 and may be cited as the London Borough of Hounslow (Richmond Road, Isleworth) (Cycle Lane) (No.1) Order 2002.

2. In this Order -

“cycle lane” means those areas of carriageway specified in the Schedule to this Order in the London Borough of Hounslow which are bounded by the edge of the carriageway and a traffic sign consisting of a longitudinal single white line on the same side of the road as that edge and has signs marked thereon of the size, type and colour as specified in the Traffic Signs Regulations and General Directions 1994 (c) having a width throughout of 1.00 metre and is designated for the passage of pedal cycles;

without prejudice to the generality of the above paragraph, where a single white line marking the boundary of the cycle lane is broken by a gap at the junction of any road with the length of road specified in the Schedule to this Order the boundary shall nevertheless be regarded as continuing unbroken;

the expressions “pedal cycle” and “taxi” have the same meanings as in the Traffic Signs Regulations and General Directions 1994;


“telecommunications apparatus” has the same meaning as in Schedule 2 to the Telecommunications Act 1984 (d).

(a) 1984 c.27 (b) 1985 c.51 (c) SI.1994 No.1519 (d) 1984 c.12

3. Except as provided in Article 4 of this Order no person shall cause or permit any vehicle to enter or proceed in the cycle lane specified in the Schedule to this Order.
4. Nothing in Article 3 of this Order shall –
 - (a) apply to a pedal cycle;
 - (b) apply to a taxi for the sole purpose of picking up and setting down passengers, and having entered the cycle lane shall remain for a period not exceeding two minutes;
 - (c) apply to vehicles being used for fire brigade, ambulance or police purposes if the observance of any provision of this Order would hinder the use of the vehicle for the purpose for which it is being used on that occasion;
 - (d) apply to a vehicle being used in connection with the removal of any obstruction in the cycle lane provided that in all the circumstances it is reasonably necessary for the vehicle to enter the cycle;
 - (e) apply to a vehicle being used in the service of a local authority for the purpose of exercising any statutory powers or performing any statutory duties in the cycle lane, a vehicle being used in connection with any building operation, demolition or excavation in or adjacent to the cycle lane, the maintenance, improvement or reconstruction of the highway in or adjacent to the cycle lane, the laying, erection, alteration or repair in or adjacent to the cycle lane of any sewer, main pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus, or the placing, maintenance or removal of any traffic sign, provided that in all the circumstances it is reasonably necessary for the vehicle to enter the cycle lane;
 - (f) apply to any vehicle being used for the loading or unloading of any goods or burden at premises adjacent to or accessible only from the cycle lane, provided that such loading and unloading can be reasonably carried out only from the cycle lane;
 - (g) apply to a vehicle –
 - (i) while postal packets addressed to premises adjacent to the cycle lane are being unloaded from that vehicle or, having been unloaded therefrom, are being delivered; or
 - (ii) while postal packets are being collected for loading on that vehicle from premises or posting boxes adjacent to the cycle lane or, having been so collected, are being loaded thereon;

- (h) apply to any person causing or permitting any vehicle to enter or proceed in the cycle lane –
- (i) from any road if that vehicle forthwith leaves the cycle lane through the gap in the single white line situated opposite and adjacent to the junction of that road with the cycle lane;
 - (ii) from any part of the carriageway specified in the Schedule to this Order which does not comprise the cycle lane through the gap in the single white line if that vehicle forthwith enters the road which lies opposite that gap;
 - (iii) from any vehicular accessway or crossing over the footway adjoining the cycle lane if that vehicle entering carriageway specified in the Schedule to this Order forthwith leaves the cycle lane at a point opposite that vehicular accessway or crossing;
 - (iv) from those parts of the carriageway specified in the Schedule to this Order which do not comprise the cycle lane at a point opposite any vehicular accessway or crossing over the footway adjoining the cycle lane if that vehicle forthwith enters that vehicular accessway or crossing;
- (i) render it unlawful to cause or permit a vehicle to enter or proceed or wait in the cycle lane for the sole purpose of waiting to enable any person to board or alight from that vehicle or to load or unload their personal luggage therefrom;
- (j) apply in any case where the person in control of the vehicle is required by law to stop in the cycle lane, or is obliged to do so in order to avoid an accident and as soon as reasonably practical thereafter, causes that vehicle to leave the cycle lane;
- (k) apply to anything done with the permission or at the direction of a police officer in uniform;
- (l) apply to any person who causes or permits any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or Section 67 of the Road Traffic Regulation Act 1984.

Dated this twenty-fifth day of March 2002.


M Director of Environmental Services
(the officer appointed for this purpose)

SCHEDULE

1. Richmond Road, Isleworth
 - (a) the east side, between its junction with Upper Square, Isleworth and a point 23.00 metres south-east of a point opposite the common boundary of Worple Primary School, Queens Terrace and Nos.1 to 21 Franks House, Richmond Road, Isleworth;
 - (b) the west side
 - (i) between its junction with Upper Square, Isleworth and a point opposite the party wall of Nos.21 and 23 Richmond Road, Isleworth;
 - (ii) between the southern kerb-line of Queens Terrace and a point 23.00 metres south-east of a point opposite the common boundary of Worple Primary School, Queens Terrace and Nos.1 to 21 Franks House, Richmond Road, Isleworth.

London Borough of Hounslow Traffic Management Order

2003 No.14

London Borough of Hounslow (London Road, Hounslow and London Road, Isleworth)
(Cycle Lane) (No.1) Order 2003

Made on 31 March 2003

Coming into operation on 7 April 2003

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 by section 8 and Schedule 5 of the Local Government Act 1985 (b) and of all other powers thereunto enabling hereby make the following Order-

1. This Order shall come into operation on 7 April 2003 and may be cited as the London Borough of Hounslow (London Road, Hounslow and London Road, Isleworth) (Cycle Lane) (No.1) Order 2003.

2. In this Order -

“cycle lane” means those areas of carriageway specified in the Schedule to this Order in the London Borough of Hounslow which are bounded by the edge of the carriageway and a traffic sign consisting of a longitudinal single white line on the same side of the road as that edge and has signs marked thereon of the size, type and colour as specified in the Traffic Signs Regulations and General Directions 1994 (c) having a width throughout of 1.50 metres and is designated for the passage of pedal cycles;

without prejudice to the generality of the above paragraph, where a single white line marking the boundary of the cycle lane is broken by a gap at the junction of any road with the length of road specified in the Schedule to this Order the boundary shall nevertheless be regarded as continuing unbroken;

the expressions “pedal cycle” and “taxi” have the same meanings as in the Traffic Signs Regulations and General Directions 2002;

“telecommunications apparatus” has the same meaning as in Schedule 2 to the Telecommunications Act 1984 (d).


(a) 1984 c.27 (b) 1985 c.51 (c) SI.2002 No.3113 (d) 1984 c.12

3. Except as provided in Article 4 of this Order no person shall cause or permit any vehicle to enter or proceed in the cycle lane specified in the Schedule to this Order.
4. Nothing in Article 3 of this Order shall –
 - (a) apply to a pedal cycle;
 - (b) apply to a taxi for the sole purpose of picking up and setting down passengers, and having entered the cycle lane shall remain for a period not exceeding two minutes;
 - (c) apply to vehicles being used for fire brigade, ambulance or police purposes if the observance of any provision of this Order would hinder the use of the vehicle for the purpose for which it is being used on that occasion;
 - (d) apply to a vehicle being used in connection with the removal of any obstruction in the cycle lane provided that in all the circumstances it is reasonably necessary for the vehicle to enter the cycle;
 - (e) apply to a vehicle being used in the service of a local authority for the purpose of exercising any statutory powers or performing any statutory duties in the cycle lane, a vehicle being used in connection with any building operation, demolition or excavation in or adjacent to the cycle lane, the maintenance, improvement or reconstruction of the highway in or adjacent to the cycle lane, the laying, erection, alteration or repair in or adjacent to the cycle lane of any sewer, main pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus, or the placing, maintenance or removal of any traffic sign, provided that in all the circumstances it is reasonably necessary for the vehicle to enter the cycle lane;
 - (f) apply to any vehicle being used for the loading or unloading of any goods or burden at premises adjacent to or accessible only from the cycle lane, provided that such loading and unloading can be reasonably carried out only from the cycle lane;
 - (g) apply to a vehicle –
 - (i) while postal packets addressed to premises adjacent to the cycle lane are being unloaded from that vehicle or, having been unloaded therefrom, are being delivered; or
 - (ii) while postal packets are being collected for loading on that vehicle from premises or posting boxes adjacent to the cycle lane or, having been so collected, are being loaded thereon;

- (h) apply to any person causing or permitting any vehicle to enter or proceed in the cycle lane –
- (i) from any road if that vehicle forthwith leaves the cycle lane through the gap in the single white line situated opposite and adjacent to the junction of that road with the cycle lane;
 - (ii) from any part of the carriageway specified in the Schedule to this Order which does not comprise the cycle lane through the gap in the single white line if that vehicle forthwith enters the road which lies opposite that gap;
 - (iii) from any vehicular accessway or crossing over the footway adjoining the cycle lane if that vehicle entering carriageway specified in the Schedule to this Order forthwith leaves the cycle lane at a point opposite that vehicular accessway or crossing;
 - (iv) from those parts of the carriageway specified in the Schedule to this Order which do not comprise the cycle lane at a point opposite any vehicular accessway or crossing over the footway adjoining the cycle lane if that vehicle forthwith enters that vehicular accessway or crossing;
- (i) render it unlawful to cause or permit a vehicle to enter or proceed or wait in the cycle lane for the sole purpose of waiting to enable any person to board or alight from that vehicle or to load or unload their personal luggage therefrom;
- (j) apply in any case where the person in control of the vehicle is required by law to stop in the cycle lane, or is obliged to do so in order to avoid an accident and as soon as reasonably practical thereafter, causes that vehicle to leave the cycle lane;
- (k) apply to anything done with the permission or at the direction of a police officer in uniform;
- (l) apply to any person who causes or permits any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or Section 67 of the Road Traffic Regulation Act 1984.

Dated this thirty-first day of March 2003



 Head of Street Management and Public Protection
(the officer appointed for this purpose)

SCHEDULE

1. London Road, Hounslow

the north-west side, from the north-eastern kerb-line of North Drive to a point opposite the party wall of Nos.658 / 660 London Road, Hounslow.

2. London Road, Isleworth

(a) the north-west side

- (i) from a point 11.00 metres north-east of the north-eastern kerb-line of Bridge Road to a point opposite the party wall of Nos.570 / 572 London Road, Isleworth;
- (ii) from the north-eastern kerb-line of Spring Grove Road to the north-eastern kerb-line of Harvard Road;
- (iii) from the north-eastern kerb-line of The Grove to a point 7.00 metres south-east of the south-eastern kerb-line of St John's Road, Isleworth;

(b) the south-east side

- (i) from a point opposite the party wall of Nos.645 / 647 London Road, Isleworth to a point opposite the party wall of Nos.562 / 564 London Road, Isleworth;
- (ii) from a point opposite the party wall of Nos.538 / 540 London Road, Isleworth and a point opposite the western boundary wall of No.495 London Road, Isleworth.

London Borough of Hounslow Traffic Management Order

2003 No.8

The London Borough of Hounslow (Cycle Track) (No.1) Traffic Order 2003

Made on 3 February 2003

Coming into operation on 10 February 2003

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 by sections 8 and Schedule 5 of the Local Government Act 1985 (b) and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on 10 February 2003 and may be cited as the London Borough of Hounslow (Cycle Track) (No.1) Traffic Order 2003.

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;

“The Boston Manor Road cycle track” means the provision made on the south-western footway of Boston Manor Road, Brentford which lies between a point opposite the south-eastern wall of No.100 Boston Manor Road and a point opposite the north-western boundary wall of No.110 Boston Manor Road, and which is bounded by single parallel white lines and has marked thereon traffic signs of the size, type and colour shown in diagram No.1057 of the Traffic Signs Regulations and General Directions 1994 (c); and

“pedal cycle” has the same meaning as in the Traffic Signs Regulations and General Directions 1994.

(a) 1984 c.27 (b) 1985 c.51 (c) S.I. 1994/1519

3. No person shall cause or permit any vehicle to enter, proceed or wait in the Boston Manor Road cycle track:


Providing that nothing in this Article shall apply in relation to a pedal cycle entering the cycle track.

4. Nothing in Article 3 of this Order shall apply:-

- (a) to anything done with the permission or at the direction of a police constable in uniform; or
- (b) to any person who causes any vehicle to proceed in accordance with any restrictions or requirement indicated by traffic signs placed pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

Dated this third day of February 2003.



 Head of Street Management and Public Protection
(the officer appointed for this purpose)

London Borough of Hounslow Traffic Management Order

2007 No.51

The London Borough of Hounslow (Cycle Track) (No.1) Traffic Order 2007

Made on 29 October 2007

Coming into operation on 5 November 2007

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 by sections 8 and Schedule 5 of the Local Government Act 1985 (b) and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on 5 November 2007 and may be cited as the London Borough of Hounslow (Cycle Track) (No.1) Traffic Order 2007.

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;

“The Bath Road cycle track” means the provision made on the north-eastern footway of the large island site situated on the north-east side of Bath Road, Hounslow adjacent to the junction with the unnamed road that links Bath Road, Hounslow and Lampton Road, and which is bounded by single parallel white lines and has marked thereon traffic signs of the size, type and colour shown in diagram No.1057 of the Traffic Signs Regulations and General Directions 2002 (c); and

“The Bath Road contra-flow cycle track” means the provision made on the north-eastern footway of Bath Road, Hounslow that lies between the unnamed road that links Bath Road, Hounslow and Lampton Road and which is bounded by single parallel white lines and has marked thereon traffic signs of the size, type and colour as shown in diagram No.1057 of the Traffic Signs Regulations and General Directions 2002;

(a) 1984 c.27 (b) 1985 c.51 (c) S.I. 2002/3113


“The Bell Road contra-flow cycle track” means the provision made on the raised kerbed footway on the north-east side of Bell Road that lies between its junction with Bath Road, Hounslow, High Street, Hounslow and Staines Road, Hounslow and a point opposite the south-eastern flank wall of “The Bell” public house, Staines Road, Hounslow and which is bounded by single parallel white lines and has marked thereon traffic signs of the size, type and colour as shown in diagram No.1057 of the Traffic Signs Regulations and General Directions 2002;

“The Lampton Road contra-flow cycle track” means the provision made on the raised kerbed footway on the north-east side of Lampton Road that lies between a point opposite the north-western wall of No.4 Lampton Road and its junction with Bell Road, High Street, Hounslow and Staines Road, Hounslow and which is bounded by single parallel white lines and has marked thereon traffic signs of the size, type and colour as shown in diagram No.1057 of the Traffic Signs Regulations and General Directions 2002;

“pedal cycle” has the same meaning as in the Traffic Signs Regulations and General Directions 2002.

3. No person shall cause or permit any vehicle, other than a pedal cycle, to proceed in -
 - (a) the Bath Road cycle track in any direction other than in a general easterly direction;
 - (b) the Bath Road contra-flow cycle track in any direction other than from north-west to south-east;
 - (c) the Bell Road contra-flow cycle track in any direction other than from north-west to south-east; and
 - (d) the Lampton Road contra-flow cycle track in any direction other than from north-west to south-east.
4. No person shall cause or permit any vehicle, other than a pedal cycle, to enter, proceed or wait in a cycle track or contra-flow cycle track.
5. Nothing in Articles 3 and 4 of this Order shall apply:-
 - (a) to anything done with the permission or at the direction of a police constable in uniform; or
 - (b) to any person who causes any vehicle to proceed in accordance with any restrictions or requirement indicated by traffic signs placed pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

Dated this twenty-ninth day of October 2007.


A Director of Street Management and Public Protection
(the officer appointed for this purpose)

Cycle Tracks Order

2015 No. 16

The London Borough of Hounslow (Long Hedges & Short Hedges) Cycle Tracks Order 2015

Made on 20 April 2015

Coming into operation on 27 April 2015

The Council of the London Borough of Hounslow, in exercise of its powers under section 3(1) of the Cycle Tracks Act 1984 and all other enabling powers and after having carried out the necessary consultation as required by Regulation 3 of the Cycle Tracks Regulations 1984 hereby make the following Order:

- 1 This Order shall come into operation on 20 April 2015, the date on which the notice of confirmation of the Order was first published, and may be cited as the London Borough of Hounslow (Long Hedges and Short Hedges) Cycle Tracks Order 2015.
- 2 The sections of footpath described in the Schedule to this order and shown on the plan annexed to this Order are hereby designated as a shared use cycle track with right of way for pedestrians.

Dated this twentieth day of April 2015



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

SCHEDULE

Lengths of footpath designed as shared use cycle track

- i. Short Hedges footpath from the south-eastern kerb-line of Willow Gardens to the western boundary of No.100 Lampton Road.
- ii. Long Hedges footpath from Short Hedges footpath to the Great West Road (A4).

Cycle Tracks Order

2021 No.17

The London Borough of Hounslow (St Mark's Passage) Cycle Tracks Order 2022

Made on 21 March 2022

The Council of the London Borough of Hounslow, in exercise of its powers under section 3 of the Cycle Tracks Act 1984, and all other enabling powers, hereby make the following Order:

- 1 This Order shall come into operation on the date on which the notice of confirmation of the Order is first published and may be cited as the London Borough of Hounslow (St Mark's Passage) Cycle Tracks Order 2022.
- 2 The sections of footpath described in the Schedule to this order are hereby designated as a shared use cycle track with right of way for pedestrians.

Dated this twenty-first day of March 2022



Assistant Director of Traffic, Transport & Parking
(the officer appointed for the purpose)

SCHEDULE

Lengths of footpath designed as shared use cycle track

- i. St Mark's Passage footpath, from the south-western kerb-line of Bulstrode Gardens to the north-eastern kerb-line of Bath Road, Hounslow.