

ROAD TRAFFIC REGULATION ACT 1984

THE LONDON BOROUGH OF RICHMOND UPON THAMES (LOADING PLACES) (No. 1)
EXPERIMENTAL ORDER 2013

THE LONDON BOROUGH OF RICHMOND UPON THAMES (PROHIBITION OF
STOPPING ON CAB RANKS) (No. 1) EXPERIMENTAL ORDER 2013

THE LONDON BOROUGH OF RICHMOND UPON THAMES
(SHARED USE) (LOADING PLACES AND TAXI RANKS) (No. 1) EXPERIMENTAL
ORDER 2013

KEW ROAD, RICHMOND
THE QUADRANT, RICHMOND
(Reference 13/013)

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Richmond upon Thames made the above mentioned Orders on 28 January 2013 under sections 9 and 10 of the Road Traffic Regulation Act 1984, as amended.
2. The Council is carrying out improvements works in the vicinity of Richmond station, which will create a pedestrian area in place of the forecourt which is currently used by taxis and other vehicles. The available length of kerbside on the south-east side of Kew Road will be increased, and a new layout for loading bays, taxis ranks and bus stops will be required.
3. The general effect of the loading places order is to introduce a loading bay on the south-east side of Kew Road outside Richmond station. The bay will be in operation at all times, subject to a maximum stay of 20 minutes.
4. The general effect of the cab ranks order is to introduce a new cab rank on the north-west side of The Quadrant (approximate length of 50 metres), a new cab rank on the north-west side of Kew Road (approximate length of 21 metres) and a new rank on the south-east side outside Richmond station (approximate length of 20 metres).
5. The general effect of the shared-use order is to introduce 2 areas which are to be used as loading bays during the day and as taxi ranks overnight. One area is on the north-west side of The Quadrant immediately north-east of its junction with Quadrant Road (approximate length of 24 metres) and the other is on the opposite side (the south-east side of The Quadrant), fully on the footway and located to the south-west of its junction with Drummonds Place (approximate length of 32 metres). The loading bays will be in operation between 7am and 7pm throughout the week and the taxi ranks between 7pm and 7am throughout the week.
6. Full details of the Orders, which will come into operation on 13 February 2013, are contained in the following documents:-
 - (a) the Orders;
 - (b) a plan indicating the location and effect of the restrictions; and
 - (c) the Council's Statement of Reasons for making the Orders.
7. Copies of the above documents:-
 - (a) can be inspected, quoting Reference 13/013, at the Civic Centre (Central Reception, ground floor), 44 York Street, Twickenham between 9.15am and 5pm on Mondays to Fridays, except for Bank and other public holidays; and

- (b) may be viewed on the Council's web-site at
http://www.richmond.gov.uk/traffic_management_orders.htm

until the date on which the Orders cease to have effect.

8. Copies of the Orders may be purchased from the Environment Directorate, Civic Centre, 44 York Street, Twickenham TW1 3BZ.
9. These Orders provide that in pursuance of section 10(2) of the Road Traffic Regulation Act 1984 the Assistant Director of Environment of the London Borough of Richmond upon Thames, or other person authorised in that behalf by that officer may, if it appears to that officer or to that person essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which the roads affected by these Orders run, modify or suspend these Orders or any provision thereof.
10. If the provisions of these Orders continue in operation for a period of not less than six months, the Council will consider in due course whether the provisions of these Orders should be reproduced and continued in force indefinitely by means of Orders under section 6 of the said Act of 1984. Persons wishing to object to or support the making of such Orders for the purpose of such reproduction and continuation in force may, within the period of six months referred to above (i.e. by 12 August 2013), send a statement in writing of their objection and the grounds of that objection to the address below.
11. Please address any representations to these Orders to the Head of Highways and Transport, London Borough of Richmond upon Thames, Civic Centre, 44 York Street, Twickenham, TW1 3BZ.
12. If any person wishes to question the validity of these Orders or of any of their 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 the said Act of 1984 or of any instrument made under the said Act has not been complied with, that person may, within 6 weeks from the date on which the Orders were made, apply for the purpose to the High Court.
13. Other changes to the traffic management outside Richmond station not included in these orders are relocation of bus stops and the associated bus stop clearways and the relocation of the pedestrian crossing, notices of which are given separately.

ANDREW DARVILL
Assistant Director, Traffic and Transport

Dated 1 February 2013

TRAFFIC MANAGEMENT ORDER

THE LONDON BOROUGH OF RICHMOND UPON THAMES (LOADING PLACES) (No. 1) EXPERIMENTAL ORDER 2013

Made: 28 January 2013

Coming into operation: 13 February 2013

The Council of the London Borough of Richmond upon Thames, having consulted the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984(**a**), as amended, (hereinafter referred to as “the Act of 1984”) and all other enabling powers hereby makes the following order:

1. This Order shall come into operation on 13 February 2013 and may be cited as the London Borough of Richmond upon Thames (Loading Places) (No. 1) Experimental Order 2013.
2.
 - (1) In this Order the expression “enactment” means any enactment whether public, general or local and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment.
 - (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.
 - (3) The Interpretation Act 1978(**b**) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
3. Whilst this Order continues in force the provisions of the London Borough of Richmond upon Thames (Loading Places) Order 1994(**c**), as amended, shall apply as if
 - (a) there were substituted for the Articles or parts of Articles specified in column 2 of each item of Schedule 1 to this Order the words as are set out in column 3 of that item; and
 - (b) there were added as Schedule 25 to that order the schedule and the item numbered 25/1 as set out in columns 1, 2, 3, 4 and 5 of Schedule 2 to this order.
4. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984 the Assistant Director, Traffic and Transport of the London Borough of Richmond upon Thames, as the specified officer, or some person authorised in that behalf by that officer may, if it appears to that officer or to that person essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which the road affected by this Order runs, modify or suspend this Order or any provision thereof.

(a) 1984 c.27.

(b) 1978 c. 30

(c) 1994/03.

Dated 26 January 2013

Assistant Director, Traffic and Transport
(The officer appointed for this purpose)

SCHEDULE 1
(See Article 3(a))

AMENDMENTS TO ARTICLES 4, 5, 6 AND 7 [of 1994/03]

1 Item No	2 Article in 1994/3	3 Wording to be substituted
1	4	Each area on a highway comprising the length of carriageway of a street specified in column 2 of Schedule 1, Schedule 2, Schedule 3, Schedule 4, Schedule 5, Schedule 6, Schedule 7, Schedule 8, Schedule 9, Schedule 10, Schedule 11, Schedule 12, Schedule 13, Schedule 14, Schedule 15, Schedule 16, Schedule 17, Schedule 18, Schedule 19, Schedule 20, Schedule 21, Schedule 22, Schedule 23, Schedule 24 or Schedule 25 and, unless otherwise specified, bounded on one side of that length by the edge of the carriageway and having a width throughout of 2.5 metres is designated as a loading place.
2	5	Each loading place referred to in Schedule 1, Schedule 2, Schedule 3, Schedule 4, Schedule 5, Schedule 6, Schedule 7, Schedule 8, Schedule 9, Schedule 10, Schedule 11, Schedule 12, Schedule 13, Schedule 14, Schedule 15, Schedule 16, Schedule 17, Schedule 18, Schedule 19, Schedule 20, Schedule 21, Schedule 22, Schedule 23, Schedule 24 or Schedule 25 may be used, subject to the provisions of this Order, during the permitted hours for the leaving of goods vehicles for the purpose of delivering or collecting goods or loading or unloading the vehicles.
3	6	No person shall cause any vehicle to be left in a loading place designated by Schedule 1, Schedule 3, Schedule 5, Schedule 6, Schedule 7, Schedule 9, Schedule 10, Schedule 11, Schedule 19, Schedule 20 or Schedule 25 for a continuous period of more than twenty minutes or in a loading place designated by Schedule 2, Schedule 4, Schedule 8, Schedule 12, Schedule 13, Schedule 15, Schedule 16, Schedule 17, Schedule 18, Schedule 21, Schedule 23 or Schedule 24 for a continuous period of more than one hour or in a loading place designated by Schedule 14 for a continuous period of more than two hours.

SCHEDULE 1 (Continued)

1 Item No	2 Article in 1994/3	3 Wording to be substituted
4	Article 7, the first and second sentences	If a goods vehicle is left in a loading place designated by Schedule 1, Schedule 3, Schedule 5, Schedule 6, Schedule 7, Schedule 9, Schedule 10, Schedule 11, Schedule 19, Schedule 20 or Schedule 25 for a continuous period of more than twenty minutes or in a loading place designated by Schedule 2, Schedule 4, Schedule 8, Schedule 12, Schedule 13, Schedule 15, Schedule 16, Schedule 17, Schedule 18, Schedule 21, Schedule 23 or Schedule 24 for a continuous period of more than one hour or in a loading place designated by Schedule 14 for a continuous period of more than two hours a contravention shall have occurred and a penalty charge shall be payable. If a vehicle other than a goods vehicle is left in a loading place designated in any of the Schedules previously referred to in this Article during the permitted hours, a contravention shall have occurred and a penalty charge shall be payable.

SCHEDULE 2
(See Article 3(b))

NEW SCHEDULE TO BE ADDED TO 1994/03

SCHEDULE 25

IN RELATION TO A PARKING PLACE REFERRED TO IN THIS SCHEDULE THE EXPRESSION "PERMITTED HOURS" MEANS THE PERIOD BETWEEN 7.00 AM AND 7.00 PM THROUGHOUT THE WEEK.

LOADING PLACES IN RESPECT OF WHICH THE MAXIMUM PARKING PERIOD FOR WHICH A VEHICLE MAY BE LEFT FOR THE PURPOSE OF LOADING AND UNLOADING IS TWENTY MINUTES.

1 No. of parking place	2 Designated parking place	3 Minimum number of parking spaces	4 Minimum total length in metres not to be occupied by parking spaces	5 Special manner of standing
25/1	KEW ROAD, RICHMOND: the south-east side, outside Richmond station for a distance of 10.7 metres and having a width throughout of 2.5 metres.	1	-	-

EXPLANATORY NOTE

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

This Order introduces one new loading bay in Kew Road, Richmond outside Richmond station where goods vehicles may wait for a maximum stay of 20 minutes. And may not not return within 1 hour.

TRAFFIC MANAGEMENT ORDER

THE LONDON BOROUGH OF RICHMOND UPON THAMES (PROHIBITION OF STOPPING ON CAB RANKS) (No. 1) EXPERIMENTAL ORDER 2013

Made: 28 January 2013

Coming into operation: 13 February 2013

The Council of the London Borough of Richmond upon Thames, having consulted the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984(a), as amended, (hereinafter referred to as “the Act of 1984”) and all other enabling powers hereby makes the following order:

Citation and commencement

1. This Order shall come into operation on 13 February 2013 and may be cited as the London Borough of Richmond upon Thames (Prohibition of stopping on Cab Ranks) (No. 1) Experimental Order 2013.

Interpretation

2. (1) In this order the following expressions have the meanings hereby respectively assigned to them:

“cab rank” means the area adjacent to the length carriageway of the road specified in column 2 of the table in Schedule 1 to this Order being an area appointed as a standing for hackney carriages under section 4 of the London Hackney Carriages Act 1850(b) and bounded by a traffic sign as shown in diagram 1028.2 of Schedule 6 to the Traffic Signs Regulations and General Directions 2002(c), as amended, and varied by the addition of a continuous yellow line 200 or 300 millimetres wide along the edge of the said length of carriageway;

“civil enforcement officer” means a person appointed by or on behalf of the Council for the enforcement of road traffic contraventions;

“Council” means the Council of the London Borough of Richmond upon Thames;

“electronic communication apparatus” has the same meaning as in the Communications Act 2003(c);

“licenced cab” means a hackney carriage in respect of which there is in force a licence granted under section 6 of the Metropolitan Public Carriage Act 1869(d) and the expression “cab” shall take the same meaning;

“major event” has the same meaning as in the London Borough of Richmond upon Thames (Prescribed Routes) (Events at Twickenham RFU Stadium) Order 2012(e);

(a) 1984 c. 27.

(b) 1850 c. vii.

(c) 2003 No. 21.

(d) 1869 c. 115.

(e) 2012/31.

“penalty charge” means the charge set by the Council under the provisions of the Traffic Management Act 2004(a) and following the approval of the Mayor of London, which is to be paid to the Council following the issue of a penalty charge notice and within 28 days of the issue of that notice;

“prescribed hours” in relation to a cab rank means the times specified in column 3 of the schedule to this order;

“reduced penalty charge” means the charge set by the Council under the provisions of the Traffic Management Act 2004 and following the approval of the Mayor of London, which is to be paid to the Council following the issue of a penalty charge notice within 14 or 21 days of the issue of that notice;

- (2) For the purposes of this Order, a vehicle shall be deemed to be stopped on a cab rank:
- (a) if any point in that area is below the vehicle or its load (if any) and the vehicle is stationary, or
 - (b) for more than a specified period if any point in that area is below the vehicle or its load (if any) throughout a period exceeding the specified period whether or not the vehicle is moved during that period.

Prohibition of stopping on a cab rank

3. No person shall cause or permit any vehicle to stop during the prescribed hours on the lengths of roads designated as cab ranks and set out in column 2 of Schedule 1 to this Order.

Contraventions in a cab rank

4. Except as provided in Article 6 or Article 7 of this order, if a vehicle stops during the prescribed hours on a cab rank set out in column 2 of the table in the Schedule to this order, a contravention shall have occurred and a penalty charge shall be payable. A penalty charge notice showing the information required by the Traffic Management Act 2004 may then be issued by a civil enforcement officer.

Manner of payment of the penalty charge

5. The penalty charge shall be paid as provided for by Schedule 2 to the London Borough of Richmond upon Thames (Manner of Payment of Penalty Charges) Order 2011(a).

Exemptions

6. Nothing in Article 3 of this Order shall apply in relation to
- (a) a licenced cab; or
 - (b) a vehicle being used for fire brigade, ambulance or police purposes; or
 - (c) any vehicle being used in the service of a local authority in pursuance of statutory powers 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 be stopped on the cab rank; or
 - (d) any vehicle being used in connection with any building operation, demolition or excavation on or adjacent to the cab rank, the removal of any obstruction to traffic

(a) 2011/11.

on or adjacent to the cab rank, the maintenance, improvement or reconstruction of the road in which the cab rank is situated, the laying, erection or repair on or adjacent to the cab rank of any sewer, or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communication apparatus or the placing, maintenance or removal of any traffic sign if the vehicle cannot conveniently and lawfully be used for that purpose in any part of any street which is not a cab rank or outside the prescribed hours.

7. Nothing in Article 3 of this Order shall apply

- (a) in any case where the person in control of the vehicle is required by law to stop on the cab rank, or is obliged to do so in order to avoid an accident, or
- (b) to anything done with the permission or at the direction of a police officer in uniform, a traffic warden or a police community support officer, or
- (c) to any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or 67 of the Act of 1984

Manner of standing in a cab rank

8. The driver of a licenced cab waiting in a cab rank set out in column 2 of the table in Schedule 1 to this order during the prescribed hours and in accordance with the foregoing provisions of this Order shall cause it so to stand:

- (a) in accordance with the conditions (if any) specified in column 3 of any item in Schedule 1 to this order and
- (b) that the left or near side of the vehicle is adjacent to the left-hand edge of the carriageway;
- (c) that the distance between the edge of the carriageway and the furthest near-side wheel of the vehicle is not more than 300 millimetres and;
- (d) that every part of the vehicle is within the limits of the cab rank.

Alteration of position of a vehicle in a cab rank

- 9. A police officer in uniform, a traffic warden or a police community support officer or a civil enforcement officer may move or cause to be moved, in case of emergency, to any place they think fit, any vehicle which is left unattended in a cab rank.
- 10. Where any vehicle is standing in a cab rank in contravention of the provisions of Article 8 a civil enforcement officer may alter or cause to be altered the position of the vehicle in order that its position shall comply with those provisions.

Removal of a vehicle from a cab rank

- 11. Where a civil enforcement officer is of the opinion that any vehicle is stopped in a cab rank is other than a vehicle included the exemptions or exemptions included in Articles 6 and 7 of this Order he may remove or cause to be removed the vehicle from the cab rank and, where it is so removed, shall provide for the safe custody of the vehicle.

Placing of traffic signs

12. The Council shall place and maintain in or in the vicinity of each cab rank traffic signs and carriageway markings of the size, colour and type prescribed by or authorised by the Department for Transport indicating that such cab ranks may be used during the prescribed hours only for the waiting of licenced cabs.

Suspension of existing cab ranks

13. Whilst this order remains in force, the cab ranks as specified in columns 2 and 3 of Schedule 2 to this order and as provided for by the orders specified in column 4 shall be suspended.

Consequential amendments to other orders

14. Whilst this order remains in force, the provisions of other orders (brief particulars of which are given in columns 2, 3 and 4 of any item in Schedule 3 to this order) shall either be amended or the whole of that item shall be suspended as specified in column 5 of that item.

Dated 28 January 2013

Assistant Director, Traffic and Transport
(The officer appointed for this purpose)

SCHEDULE 1
(See Articles 2 and 3)

CAB RANKS

1 Item No	2 Description of cab rank	3 Special manner of standing	4 Prescribed hours	5 Other special conditions
1	Kew Road, Richmond: the north-west side, from a point 6 metres north- east of a point opposite the south-western flank wall of "Midmoor House", Kew Road north-eastwards for a distance of 21 metres.	Cabs to face north-east	At any time	None
2	Kew Road, Richmond: the south-east side, from the south-western limit of the layby outside Richmond Station north- eastwards for a distance of 20.3 metres.	Cabs to face south-west	At any time	None
3	The Quadrant, Richmond: the north-west side, from a point opposite the common boundary of No 23 The Quadrant and "Quadrant House" north- eastwards for a distance of 50.2 metres.	Cabs to face north-east	At any time	None

SCHEDULE 2
(See Article 13)

SUSPENSION OF EXISTING CAB RANKS

1 Item No	2 Description of cab rank	3 Prescribed hours	4 Reference to other traffic management order
1	Kew Road, Richmond: the south-east side, from a point opposite the party wall of Nos 17 and 19 Kew Road north-eastwards for a distance of 46.5 metres.	At any time	1994/60, Schedule item 3(a)
2	Kew Road, Richmond: the north-west side, from a point opposite the party wall of Nos 1 and 3 Kew Road north-eastwards for a distance of 20 metres.	Between 10am and midnight and between midnight and 7am on Mondays to Fridays inclusive and at any time on Saturdays and Sundays	1994/60, Schedule item 3(b)

Note to Schedule 2

TMO 1994/60 is the London Borough of Richmond upon Thames (Prohibition of Stopping on Cab Ranks) Order 1994.

SCHEDULE 3
(See Article 14)

CONSEQUENTIAL AMENDMENTS TO OTHER TRAFFIC MANAGEMENT ORDERS

1 Item No	2 Reference to other traffic management order	3 Description of bus lane	4 Prescribed hours	5 Nature of amendment
1	TMO 2005/70, Schedule 1, item 8(a)	Kew Road, Richmond, the north-west side, South-west to north-east with-flow bus lane	Between 7am and 7pm throughout the week	The item specified in column 2 to be suspended
2	TMO 2005/70, Schedule 1, item 8(b)(i)	Kew Road, Richmond, the south-east side, north-east to south-west with-flow bus lane	Between 7am and 7pm throughout the week	The item specified in column 2 to be suspended
3	TMO 2005/70, Schedule 1, item 14(a)	The Quadrant, Richmond, the north-west side, South-west to north-east with-flow bus lane	Between 7am and 7pm throughout the week	The item specified in column 2 to be suspended
4	TMO 2005/70, Schedule 1, item 14(b)	The Quadrant, Richmond, the south-east side, north-east to south-west with-flow bus lane	Between 7am and 7pm throughout the week	The item specified in column 2 to be suspended

Note to Schedule 3

TMO 2005/70 is the London Borough of Richmond upon Thames (Reserved Bus Lanes) (Consolidation) Order 2005.

EXPLANATORY NOTE

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

This Order introduces three new taxi ranks and discontinues two existing cab rank.

It is convenient that this order makes provision for the suspension of the two bus lanes on Kew Road and The Quadrant outside Richmond station. If the scheme is made permanent a separate order will be needed to revoke these bus lanes.

2013/04
WRTX EO01
Richmond station

TRAFFIC MANAGEMENT ORDER

THE LONDON BOROUGH OF RICHMOND UPON THAMES (SHARED USE) (LOADING PLACES AND TAXI RANKS) (No. 1) EXPERIMENTAL ORDER 2013

Made: 28 January 2013

Coming into operation: 13 February 2013

The Council of the London Borough of Richmond upon Thames, having consulted the Commissioner of Police of the Metropolis, in exercise of the powers conferred by Sections 9 and 10 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984(**a**), as amended, and all other enabling powers hereby make the following Order —

1. This Order shall come into operation on 13 February 2013 and may be cited as the London Borough of Richmond upon Thames (Shared Use) (Loading Places and Cab Ranks) (No. 1) Experimental Order 2013.
2. (1) In this order the following expressions have the meanings hereby respectively assigned to them:

“enactment” means any enactment whether public, general or local and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“the designated areas” means

 - (a) that area of The Quadrant, Richmond on the north-west side of that street as lies between a point 5 metres north-east of the north-eastern kerb-line of Quadrant Road and a point 24 metres to the north-east thereof, bounded on one side by the edge of the carriageway and having a width throughout of 2.7 metres; and
 - (b) that area of The Quadrant, Richmond on the south-east side of that street as lies between a point 5 metres south-west of the south-western kerb-line of Drummonds Place and a point 32 metres to the south-west thereof, bounded on one side by the edge of the carriageway, being fully on the footway and having a width throughout of 2.0 metres;

“the loading places order” means the London Borough of Richmond upon Thames (Loading Places) Order 1994(**b**) as amended;

“the cab ranks order” means the London Borough of Richmond upon Thames (Prohibition of Stopping on Cab Ranks) Order 1994(**c**) as amended;
- (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.

- (3) The Interpretation Act 1978**(d)** shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
3. Whilst this Order continues in force the provisions of the loading places order shall apply to the designated parking place as if:
- (a) in Article 3(1) of that Order the expression “loading place” is deemed to include the designated areas;
 - (b) the “permitted hours” (as used in that order) relevant to the designated areas means the period between 7am and 7pm throughout the week;
 - (c) the designated areas were deemed to be included in the provisions of Article 5 of that order; and
 - (d) Articles 6 and 7 of that order were interpreted as if the maximum period for which a vehicle may be left in the designated areas is twenty minutes.
4. Whilst this Order continues in force the provisions of the cab ranks order shall apply to the designated parking place as if:
- (a) in Article 2(1) of that order the expression “cab rank” was deemed to include designated areas and that the relevant road marking was a traffic sign as shown Diagram 1028.3 of the Traffic Signs Regulations and General Directions 2012**(e)** but without any associated legend;
 - (b) the “prescribed hours” (as used in that order) relevant to the designated areas means the period between 7pm and 7am throughout the week; and
 - (c) the designated areas were included in the provisions of Article 3 of that order.
5. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984 the Assistant Director, Traffic and Transport of the London Borough of Richmond upon Thames, as the specified officer, or some person authorised in that behalf by that officer may, if it appears to that officer or to that person essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which the road affected by this Order runs, modify or suspend this Order or any provision thereof.

Dated: 28 January 2013

Assistant Director, Traffic and Transport
(The officer appointed for this purpose)

(a) 1984 c. 27.

(b) 1994/03.

(c) 1994/60.

(d) 1978 c. 30. S.I.

(e) 2002 No 3113 – the relevant amending Instrument is 2011/3041.

EXPLANATORY NOTE

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

This Order introduces experimental shared use parking places in The Quadrant, Richmond. During the day (between 7am and 7pm) the parking places will be loading bays subject to a maximum stay of 20 minutes, and overnight (between 7pm and 7am) they will be taxi ranks.

ROAD TRAFFIC REGULATION ACT 1984

THE LONDON BOROUGH OF RICHMOND UPON THAMES (LOADING PLACES)
(No. 1) EXPERIMENTAL ORDER 2013

THE LONDON BOROUGH OF RICHMOND UPON THAMES (PROHIBITION OF
STOPPING ON CAB RANKS) (No. 1) EXPERIMENTAL ORDER 2013

THE LONDON BOROUGH OF RICHMOND UPON THAMES
(SHARED USE) (LOADING PLACES AND TAXI RANKS) (No. 1) EXPERIMENTAL
ORDER 2013

STATEMENT OF REASONS FOR MAKING THESE EXPERIMENTAL ORDERS

The Council of the London Borough of Richmond upon Thames is making a significant change to the road layout outside Richmond station, the main feature of which is to convert the station forecourt to a pedestrian only area. Since there will no longer be a need to allow vehicles (particularly taxis) to enter and leave the forecourt, the kerb-line on the south-eastern side of Kew Road will become continuous, resulting in a major rearrangement of taxi ranks, loading bays and bus stops.

The principal objective is to improve the environment for passengers using the railway and underground station at Richmond, particularly for those who are interchanging with buses or with taxis. The footways in Kew Road and The Quadrant are being widened, with the corresponding reduction in width of the carriageways. The taxi ranks and bus stops are to be relocated, and the bus lanes outside the station are to be removed.

This scheme is being introduced on an experimental basis to give the Council powers to make modifications or variations to the scheme in the light of operational experience.

The Council will consider the outcome of the experiment and any statutory representations which may be made before deciding whether or not to make a number of permanent orders which will reproduce and continue in force indefinitely the provisions of the experimental Orders.

LONDON BOROUGH OF RICHMOND UPON THAMES
ROAD TRAFFIC REGULATION ACT 1984 - SECTION 23

PEDESTRIAN CROSSING

KEW ROAD AND THE QUADRANT, RICHMOND
(Reference 13/014)

The Council of the London Borough of Richmond upon Thames proposes to introduce a new signal-controlled pedestrian ("Puffin") crossing at the following location:-

outside Richmond Station at the point where Kew Road and The Quadrant meet.

The width of the crossing will be 4 metres and will cross the carriageway without a central refuge. Kerb build-outs will be constructed on both sides which will reduce the carriageway width to 8 metres.

On the south-east side (adjacent to Richmond station) there will be 4 zig-zag markings on the approach to and exit from the crossing. On the north-west side (opposite Richmond station) there will be 4 zig-zag markings on the approach and 2 markings on the exit.

A Puffin crossing is one where the pedestrian signals are mounted on the near side of the crossing.

The existing Zebra crossing in The Quadrant, approximately 15 metres to the south-west of the proposed location, will be discontinued.

A drawing showing the proposed design will be available for public inspection for a period of 21 days from the date of this notice, quoting reference 13/014, at:-

- (a) the Civic Centre (Central Reception, ground floor), 44 York Street, Twickenham between 9.15am and 5pm on Mondays to Fridays, except for Bank and other public holidays; or
- (b) may be viewed on the Council's web-site at
http://www.richmond.gov.uk/traffic_management_orders.htm

Any representations should be sent within 21 days of the date of this Notice to Head of Highways and Transport, Environment Directorate, London Borough of Richmond upon Thames, Civic Centre, 44 York Street, Twickenham, TW1 3BZ

ANDREW DARVILL
Assistant Director, Traffic and Transport
Civic Centre, 44 York Street, Twickenham TW1 3BZ

Dated 1 February 2013

LONDON BOROUGH OF RICHMOND UPON THAMES
ROAD TRAFFIC ACT 1988 - SECTION 36

BUS STOP CLEARWAYS

KEW ROAD, RICHMOND

(Reference 13/015)

1. The Council of the London Borough of Richmond upon Thames intends to alter the bus stop clearways in the vicinity of Richmond station at the following locations in Kew Road, Richmond:-

(a) Kew Road, the north-west side, outside Nos 3- 29 Kew Road:-

It is intended that the clearway at the Richmond Station bus stop serving north-bound buses (towards Kew and Mortlake) should be extended by an approximate distance of 37 metres such that its overall length is altered from 19 metres to 59 metres.

(b) Kew Road, the south-east side, outside Richmond Station:-

It is intended that the clearway at the Richmond Station bus stop serving southbound buses (towards Sheen, Ham and Kingston) should be extended by an approximate distance of 26 metres at its southern end such that its overall length is altered from 28 metres to approximately 59 metres.

2. It will be an offence (under section 36 of the Road Traffic Act 1988), and subject to certain limited exceptions, for any vehicle, other than a local bus, to stop in any of these clearways at any time.
3. The conditions which apply to, and the circumstances in which a vehicle may stop in, a bus stop clearway are given in Part 1 of Schedule 19 to the Traffic Signs Regulations and General Directions 2002 [S.I. 2002/3113]. The text of that part of the Schedule is available on request. These conditions will supersede the provisions of any order made by the Council in respect of any of the bus stop clearways specified in this notice, and any such order, or part thereof, is hereby deemed to be revoked.
4. Documents giving further details may:-
 - (a) be inspected, quoting Reference 13/015, at the Civic Centre (Central Reception, ground floor), 44 York Street, Twickenham between 9.15am and 5pm on Mondays to Fridays, except for Bank and other public holidays; or
 - (b) be viewed on the Council's web-site at http://www.richmond.gov.uk/public_notices.htm.
5. Any representations should be sent within 10 days of the date of this Notice to the Head of Highways and Transport, Environment Directorate, London Borough of Richmond upon Thames, Civic Centre, 44 York Street, Twickenham, TW1 3BZ.
6. Subject to any representations which may be received, or to any further consideration by the Council, the bus stop clearway will be introduced on or about 13 February 2013.

ANDREW DARVILL

Assistant Director, Traffic and Transport
Civic Centre, 44 York Street, Twickenham TW1 3BZ

1 February 2013

THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2002, as amended

Statutory Instrument 2002 No. 3113 (a)

*Reproduced under the terms of Crown Copyright Policy Guidance issued by HMSO***SCHEDULE 19****BUS STOP AND BUS STAND CLEARWAYS AND BOX JUNCTIONS****PART I****SIGNIFICANCE OF BUS STOP AND BUS STAND CLEARWAY MARKINGS****Interpretation of Part I of Schedule**

1. For the purposes of this Part of this Schedule—
 - (a) “clearway” means an area of carriageway bounded by the continuous and broken straight yellow lines comprised in the road marking in diagram 1025.1, 1025.3 or 1025.4 and “bus stop clearway” means a clearway on which the words “BUS STOP” are marked; and
 - (b) a vehicle shall be taken to have stopped within a clearway if—
 - (i) any point in the clearway is below the vehicle or its load (if any); and
 - (ii) the vehicle is stationary.

Prohibition conveyed by road markings

2. The road markings in diagrams 1025.1, 1025.3 and 1025.4 shall each convey the prohibition that, subject to the exceptions specified in paragraphs 3 and 4, no person driving a vehicle shall cause it to stop within the clearway—

- (a) at any time, if the sign shown in diagram 974 or 975 placed in conjunction with the markings is varied so as to omit the reference to times of day; or
- (b) in any other case, during the period specified on that sign.

Exceptions in favour of buses

3.—(1) Where the sign shown in diagram 974 or 975 is placed and is not varied to “except local buses”, nothing in paragraph 2 applies to the driver of a bus who causes the bus to stop within the clearway for so long as may be necessary—

- (a) to maintain a published timetable for the service (provided, in the case of a bus stop clearway, that the bus is not stopped within the clearway for a period exceeding two minutes);
- (b) to enable passengers to board or alight from the bus; or
- (c) to enable the crew of the bus to be changed.

(2) Where the sign shown in diagram 974 or 975 is placed and is varied to “except local buses”, nothing in paragraph 2 applies to the driver of a bus being used in the provision of a local service who causes the bus to stop within the clearway for so long as may be necessary—

- (a) to maintain a published timetable for the service (provided, in the case of a bus stop clearway, that the bus is not stopped within the clearway for a period exceeding two minutes);
- (b) to enable passengers to board or alight from the bus; or
- (c) to enable the crew of the bus to be changed.

Other exceptions

4.—(1) Nothing in paragraph 2 applies in relation to—

- (a) a vehicle being used for fire brigade, or, in England or Wales, fire and rescue authority, ambulance, special forces, police or traffic officer purposes;

THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, 2002, as amended**PART I OF SCHEDULE 19 (Continued)**

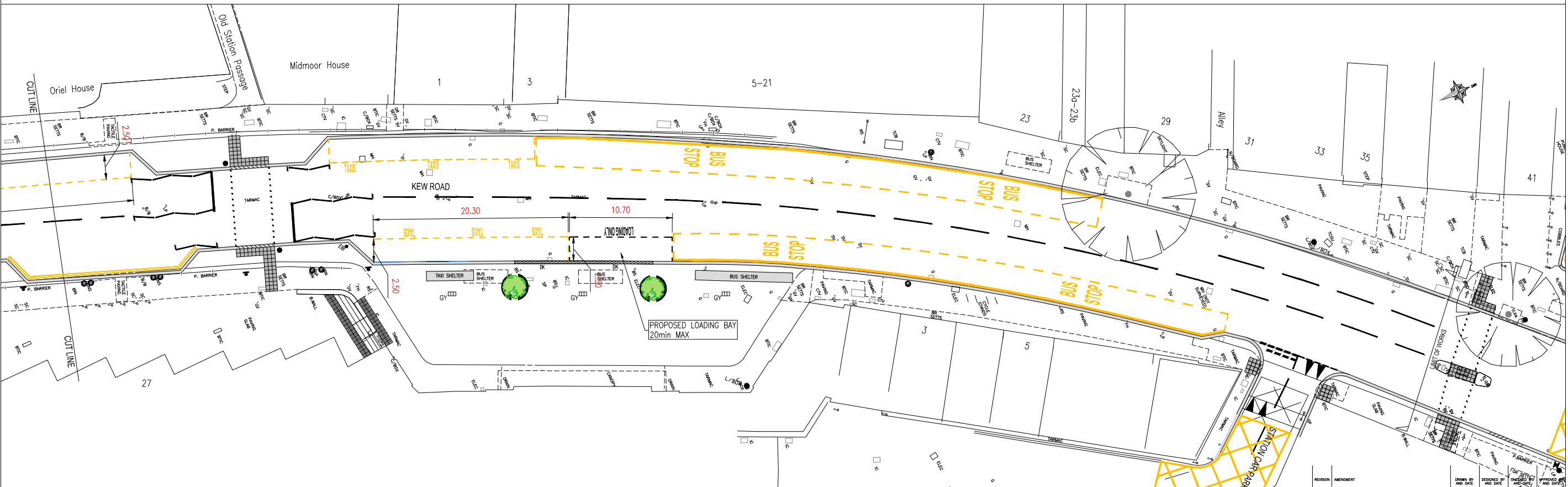
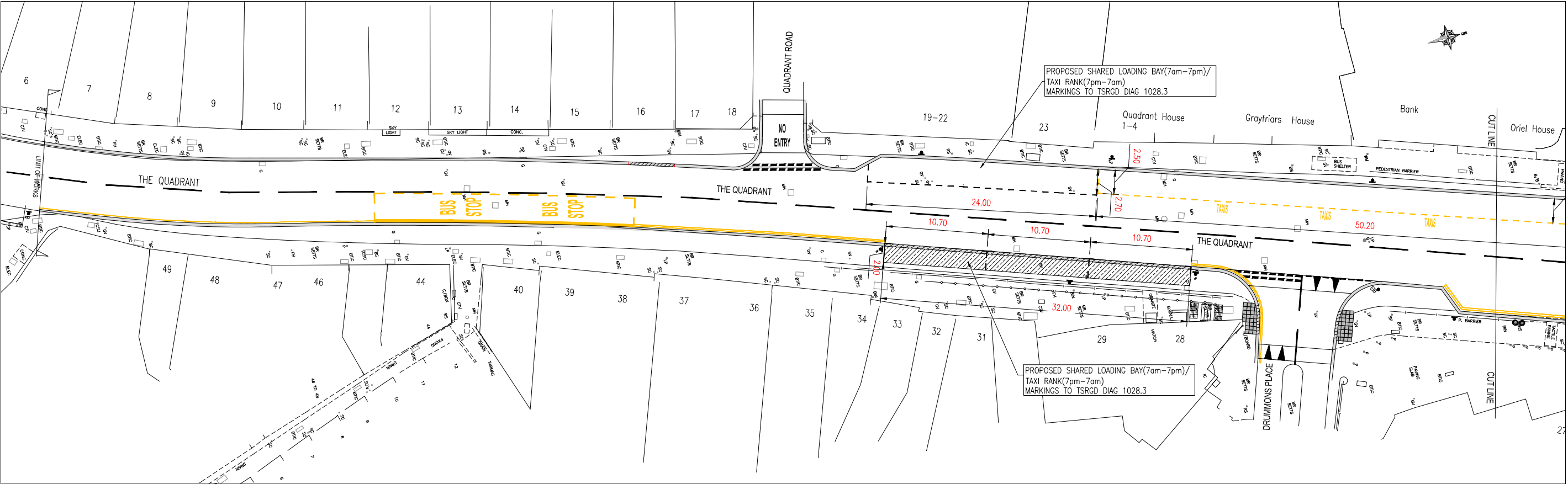
- (b) anything done with the permission or at the direction of—
 - (i) a constable in uniform;
 - (ii) a traffic warden;
 - (iii) where the clearway is in a special parking area designated under Part II of the Road Traffic Act 1991 or Schedule 3 to that Act, a parking attendant appointed under section 63A of the 1984 Act; or
 - (iv) a traffic officer in uniform;
- (c) a vehicle which is prevented from proceeding by circumstances beyond the driver's control or which has to be stopped in order to avoid injury or damage to persons or property;
- (d) a taxi which is stationary only for so long as may be reasonably necessary for a passenger to board or alight and to load or unload any luggage of the passenger;
- (e) 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 postal packets to be collected;
- (f) a vehicle driven by a person whilst being trained to drive a bus operating local services who, as part of his training, stops the vehicle within a clearway for no longer than necessary to simulate the stopping of a bus at a bus stop for the purpose of picking up and setting down passengers;
- (g) a vehicle which is stationary in order that it may be used for one or more of the purposes specified in paragraph 5 and which cannot be used for such a purpose without stopping in the clearway.

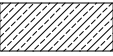
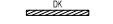

(2) In sub-paragraph (1)(e) the expressions "universal service provider", "provision of a universal postal service" and "postal packet" shall bear the same meanings as in the Postal Services Act 2000.

Permitted purposes


5. The purposes referred to in paragraph 4(g) are—

- (a) any operation involving building, demolition or excavation;
- (aa) as regards England and Wales, and so far as relating to the functions of the Serious Organised Crime Agency which are exercisable in or as regards Scotland and which relate to reserved matters (within the meaning of the Scotland Act 1998), a vehicle being used for Serious Organised Crime Agency purposes;
- (ab) so far as relating to the functions of the Serious Organised Crime Agency which are exercisable in or as regards Scotland and which do not (within the meaning of the Scotland Act 1998) relate to reserved matters, a vehicle being used for Serious Organised Crime Agency purposes;
- (b) the removal of any obstruction to traffic;
- (c) the maintenance, improvement or reconstruction of a road;
- (d) constructing, improving, maintaining or cleaning any street furniture including bus stop infrastructure; or
- (e) the laying, erection, alteration, repair or cleaning of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any electronic communications apparatus kept installed for the purposes of a electronic communications code system or of any other electronic communications apparatus lawfully kept installed in any position.



-  FOOTWAY PARKING
-  PROPOSED DROPPED KERB
-  PROPOSED GULLY

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REVISION		AMENDMENT		DRAWN BY AND DATE		DESIGNED BY AND DATE		CHECKED BY AND DATE		APPROVED BY AND DATE	
								T. J. B. 10/1/81		C. J. B. 10/1/81	
 LONDON BOROUGH OF RICHMOND UPON THAMES				DRAFT		SCALE (AT A SIZE)					
				ISSUE		<input checked="" type="checkbox"/>		1:200			
CLIENT				LONDON BOROUGH OF RICHMOND UPON THAMES							
PROJECT				RICHMOND STATION IMPROVEMENTS							
DRAWING TITLE				LINE MARKING							
ISSUING OFFICE				TWICKENHAM				DRAWING NUMBER		REVISION	
TELEPHONE				020 88911411				3010-DD-1200-001		A	