

ROAD TRAFFIC REGULATION ACT 1984
THE LONDON BOROUGH OF RICHMOND UPON THAMES (PRESCRIBED ROUTES)
(CYCLE LANES) (No. **) ORDER 201*

THE LONDON BOROUGH OF RICHMOND UPON THAMES (WAITING AND LOADING
RESTRICTION) (CIVIL ENFORCEMENT AREA) (AMENDMENT No. **) ORDER 201*

KEW ROAD, KEW AND RICHMOND
(Reference 14/105)

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Richmond upon Thames proposes to make the above Orders under sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the **Cycle Lanes Order** is to amend the termination points of the cycle lanes on the western side of Kew Road, Kew to accommodate the arrangements for a new crossing facility as detailed in the Schedule to this Notice.
3. The general effect of the **Waiting and Loading Restriction Order** is to upgrade existing single yellow lines to double yellow lines (no waiting "at any time") in a length of Kew Road, Kew on both sides between its junction with Lion Gate Gardens and a point outside No 188 Kew Road.
4. Copies of the proposed Orders, a plan showing the location and effect of the proposals and the Council's Statement of Reasons for proposing to make the Orders:-
 - (a) can be inspected, quoting Reference 14/105 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 website at http://www.richmond.gov.uk/public_notices.
5. Persons wishing to object to or support the proposals or any part thereof should write to the Highway Infrastructure Manager, Civic Centre, 44 York Street, Twickenham TW1 3BZ within 28 days of the date of this Notice giving the grounds of their objection. Representations may also be sent by email to highwaysandtransport@richmond.gov.uk.

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



SCHEDULE

Cycle Lane	Details
Kew Road, Kew: The west side between a point opposite the south-western kerb-line of Lion Gate Gardens, northwards to a point opposite the south-western kerb-line of Kew Gardens Road.	The cycle lane will commence in the vicinity of the boundary of No 184 Kew Road and 1 Fitzwilliam Avenue.
Kew Road, Kew:	The cycle lane will terminate

The west side, between a point opposite the south-western kerb-line of Pagoda Avenue and a point opposite the south-western kerb-line of Lion Gate Gardens.	at a point opposite the southern boundary of No 178 Kew Road.
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Dated 1 August 2014

TRAFFIC MANAGEMENT ORDER

THE LONDON BOROUGH OF RICHMOND UPON THAMES (PRESCRIBED ROUTES) (CYCLE LANES) (No *) ORDER 201*

Made: ***

Coming into operation: ***

The Council of the London Borough of Richmond upon Thames, having consulted with the Commissioner of Police of the Metropolis, in exercise of the powers conferred by Sections 6 and 124 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—

Commencement and citation

1. This Order shall come into operation on ** and may be cited as the London Borough of Richmond upon Thames (Prescribed Routes) (Cycle Lanes) (Consolidation No. 1) Order 201*.

Revocation

2. The orders whose numbers and names are set out in columns 2 and 3 of Schedule 2 to this Order are hereby revoked.

Interpretation

3. (1) In this Order, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:-

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

“cycle lane” means those lengths of carriageway set out in column 2 of any item of Schedule 1 to this Order, bounded on the near side either by the edge of the carriageway or by a traffic sign consisting of a longitudinal single white line all on the same side of the road as that edge or white line and designated for the passage of pedal cycles;

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

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

“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;

(a) 1984 c. 27
(

(b) 2003 c. 21

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

“prescribed hours” in relation to a cycle lane specified in any item of Schedule 1 to this Order means the times of day and the days of the week set out in column 4 of that item.

- (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.

Restriction on the use of a cycle lane

4. Except as provided in Article 5 of this Order, no person shall cause or permit any vehicle to enter or proceed in the cycle lane during the prescribed hours other than a pedal cycle proceeding in the direction, if any, specified in column 3 of Schedule 1 to this Order.

Exemptions

5. Nothing in Article 4 of this Order shall apply to:-
 - (a) a bus whilst picking up or setting down passengers;
 - (b) a taxi whilst picking up or setting down passengers;
 - (c) 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) a vehicle being used in connection with the removal of any obstruction in the cycle lane;
 - (e) a vehicle being used in the service of a local authority for the purpose of collecting refuse from premises adjacent to the cycle lane or for 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 of any sewer or of any main, pipe or apparatus for the supply of gas water or electricity or of any electronic 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 and wait in the cycle lane;

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 or unloading can be reasonably carried out only from the cycle lane and

(a) S. I. 2002 No 3113.
(

(b) 1978 c. 30

- (f) that it takes place only whilst no prohibition on loading and unloading in the cycle lane by virtue of any other Order is in force;
- (g) any person causing or permitting any vehicle to enter or proceed in the cycle lane from any vehicular accessway or crossing over the footway adjoining a cycle lane if that vehicle forthwith leaves the cycle lane a point opposite tat vehicular accessway or crossing.

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

- (a) 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;
- (b) to anything done with the permission or at the direction of a police officer in uniform or a traffic warden or a civil enforcement officer; or
- (c) to any person who causes or permits any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed in pursuance to Section 66 or Section 67 of the Road Traffic Regulation Act 1984.

Dated *****

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

SCHEDULE 1

1 Item Number	2 Street	3 Direction of travel	4 Prescribed hours
1	KEW ROAD, KEW: The west side, from a point opposite No 184 Kew Road and 1 Fitzwilliam Avenue. to a point opposite the south-western kerb-line of Kew Gardens Road, Kew.	South to north	Between 8am and 10am throughout the week
2	KEW ROAD, RICHMOND: The east side, from a point opposite the north-western kerb-line of Pagoda Avenue to a point opposite the south-western kerb-line of Kew Gardens Road.	North to south	Between 8am and 6.30pm throughout the week
3	KEW ROAD, RICHMOND: The west side, from a point opposite the south-western kerb-line of Pagoda Avenue to a point opposite the southern boundary of No 178 Kew Road.	South to north	Between 8am and 6.30pm throughout the week

SCHEDULE 2

(See Article 2)

ORDERS REVOKED BY THIS ORDER

Order number	Title of Order
1996/21	The London Borough of Richmond upon Thames (Kew Road, Kew) (Cycle Lane) Order 1996
1996/56	The London Borough of Richmond upon Thames (Cycle Lanes) (No. 2) Order 1996

EXPLANATORY NOTE

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

This Order amends the termination points of the cycle lanes in Kew Road to accommodate the installation of a puffin crossing.

TRAFFIC MANAGEMENT ORDER

THE LONDON BOROUGH OF RICHMOND UPON THAMES (WAITING AND LOADING RESTRICTION) (CIVIL ENFORCEMENT AREA) (AMENDMENT No. **) ORDER 201*

Made: ** *** 201*

Coming into operation: ** *** 201*

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 6 and 124 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 ** *** 201* and may be cited as the London Borough of Richmond upon Thames (Waiting and Loading) (Civil Enforcement Area) (Amendment No. **) Order 201*
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. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the London Borough of Richmond upon Thames (Waiting and Loading Restriction) (Civil Enforcement Area) (Consolidation No. 8) Order 2008(c), as amended, shall have effect as though for the item numbered 370 in Schedule 1 to that Order there were substituted the items similarly numbered and set out in columns 1, 2 and 3 of Schedule 1 to this Order.

Dated ** *** 201*

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

(a) 1984 c. 27.

(b) 1978 c. 30.

(c) 2008/38 – the relevant amending order are 2010/27 and 2013/27

SCHEDULE 1

(See Article 3)

**ITEMS TO BE SUBSTITUTED IN SCHEDULE 1 [to 2008/38]
RESTRICTED STREETS**

1. Item	2. Street	3. Prescribed hours - see Schedule 3 [to 2008/38]
370	Kew Road, Kew:	
	(a) the north-west and west side:	
	(i) from a point opposite the north-eastern wall of No 121 Kew Road to a point opposite the common boundary of Nos 155 and 157 Kew Road;	H
	(ii) from a point opposite the common boundary of Nos 155 and 157 Kew Road to its junction with Jocelyn Road, Richmond;	A
	(iii) from its junction with Jocelyn Road to a point opposite the north-eastern boundary of "Bishop's Court", Kew Road;	H
	(iv) from a point opposite the north-eastern boundary of "Bishop's Court" to a point opposite the south-western kerb-line of Pagoda Avenue, Kew;	Z18
	(v) from a point opposite the south-western kerb-line of Pagoda Avenue to a point opposite the south-western kerb-line of Lion Gate Gardens, Kew;	E
	(vi) from a point opposite the south-western kerb-line of Lion Gate Gardens to a point 31.1 metres south of a point opposite of the southern kerb-line of Fitzwilliam Avenue;	A
	(vii) from a point 31.1 metres south of a point opposite the southern kerb-line of Fitzwilliam Avenue, to a point 1 metre south-west of a point opposite the boundary wall of Nos 274A and 276 Kew Road;	Z17
	(viii) from a point 1 metre south-west of a point opposite the boundary wall of Nos 274A and 276 Kew Road to a point 2 metres south-west of a point opposite the boundary wall of Nos 282 and 284 Kew Road;	A
	(ix) from a point 2 metres south-west of a point opposite the boundary wall of Nos 282 and 284 Kew Road to a point 5 metres north-east of the party wall of Nos 282 and 284 Kew Road;	E
	(x) from a point opposite the party wall of Nos 288 and 290 Kew Road, Kew north-eastwards to a point opposite the common boundary of Nos 342 and 344 Kew Road;	A

	(b) the south-east and east side:	
	(i) from a point 4 metres south-west of the party wall of Nos 64 and 66 Kew Road to a point 1 metre south-west of the party wall of Nos 90 and 92 Kew Road;	Z15
	(ii) from a point 1 metre south-west of the party wall of Nos 90 and 92 Kew Road to its junction with Evelyn Gardens, Richmond (including the lay-by);	H
	(iii) from its junction with Evelyn Gardens to its junction with Selwyn Avenue, Richmond;	Z15
	(iv) from its junction with Selwyn Avenue to a point opposite the mid-point of "Bishops Court";	A
	(v) from a point opposite the mid-point of "Bishops Court" to a point opposite the north-eastern boundary of "Bishops Court";	H
	(vi) from a point opposite the north-eastern boundary of "Bishops Court" to the south-western kerb-line of Pagoda Avenue;	Z18
	(vii) from the north-western kerb-line of Pagoda Avenue to the southern kerb-line of Lion Gate Gardens;	E
	(viii) from the northern kerb-line of Lion Gate Gardens to a point 17 metres north of the northern kerb-line of Fitzwilliam Avenue	A
	(ix) From a point 17 metres north of the northern kerb-line of Fitzwilliam Avenue to a point 10 metres south-west of the south-western kerb-line of Hatherley Road, Kew	E
	(x) from a point 10 metres south-west of its junction with Hatherley Road north-eastwards to a point 10 metres north-east of its junction with Hatherley Road;	A
	(xi) from a point 10 metres north-east of its junction with Hatherley Road north-eastwards to a point 10 metres south-west of its junction with Branstone Road, Kew;	E
	(xii) from a point 10 metres south-west of its junction with Branstone Road north-eastwards to a point 10 metres north-east of its junction with Branstone Road;	A
	(xiii) from a point 10 metres north-east of its junction with Branstone Road north-eastwards to a point 13 metres south-west of its junction with Holmesdale Road, Kew;	E
	(xiv) from a point 13 metres south-west of the south-western kerb-line of Holmesdale Road north-eastwards to a point 10 metres north-east of the north-eastern kerb-line of Holmesdale Road;	A
	(xv) from a point 10 metres north-east of its junction with Holmesdale Road north-eastwards to a point adjacent the common boundary of "Garden Court" and "Chapel Lodge", Kew Road;	E

	(xvi) from a point adjacent the party wall of Nos 252 and 254 Kew Road north-eastwards to a point 10 metres south-west of the southern kerb-line of Broomfield Road, Kew;	E
	(xvii) from a point 10 metres south-west of the southern kerb-line of Broomfield Road north-eastwards to a point 11 metres north-east of the northern kerb-line of Broomfield Road;	A
	(xviii) from a point 11 metres north-east of the northern kerb-line of Broomfield Road north-eastwards to a point 5 metres north-east of the party wall of Nos 274 and 274A Kew Road;	E
	(xix) from a point 27 metres south-west of the south-western kerb-line of Kew Gardens Road, Kew to a point 4.5 metres north-east of a point opposite the common boundary of Nos 282 and 284 Kew Road;	A
	(xx) from a point 4.5 metres north-east of a point opposite the boundary wall of Nos 282 and 284 Kew Road to a point opposite the south-western boundary of No 288 Kew Road;	E
	(xxi) from a point opposite the south-western boundary wall of No 288 Kew Road north-eastwards to a point 6.5 metres south-west of the south-western kerb-line of Gloucester Court, Kew;	Z22
	(xxii) from a point 6.5 metres south-west of the south-western kerb-line of Gloucester Court north-eastwards to a point 6 metres north-east of the north-eastern kerb-line of Gloucester Court;	A
	(xxiii) from a point 6 metres north-east of the north-eastern kerb-line of Gloucester Court to a point adjacent the party wall of Nos 352 and 354 Kew Road.	Z22

EXPLANATORY NOTE

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

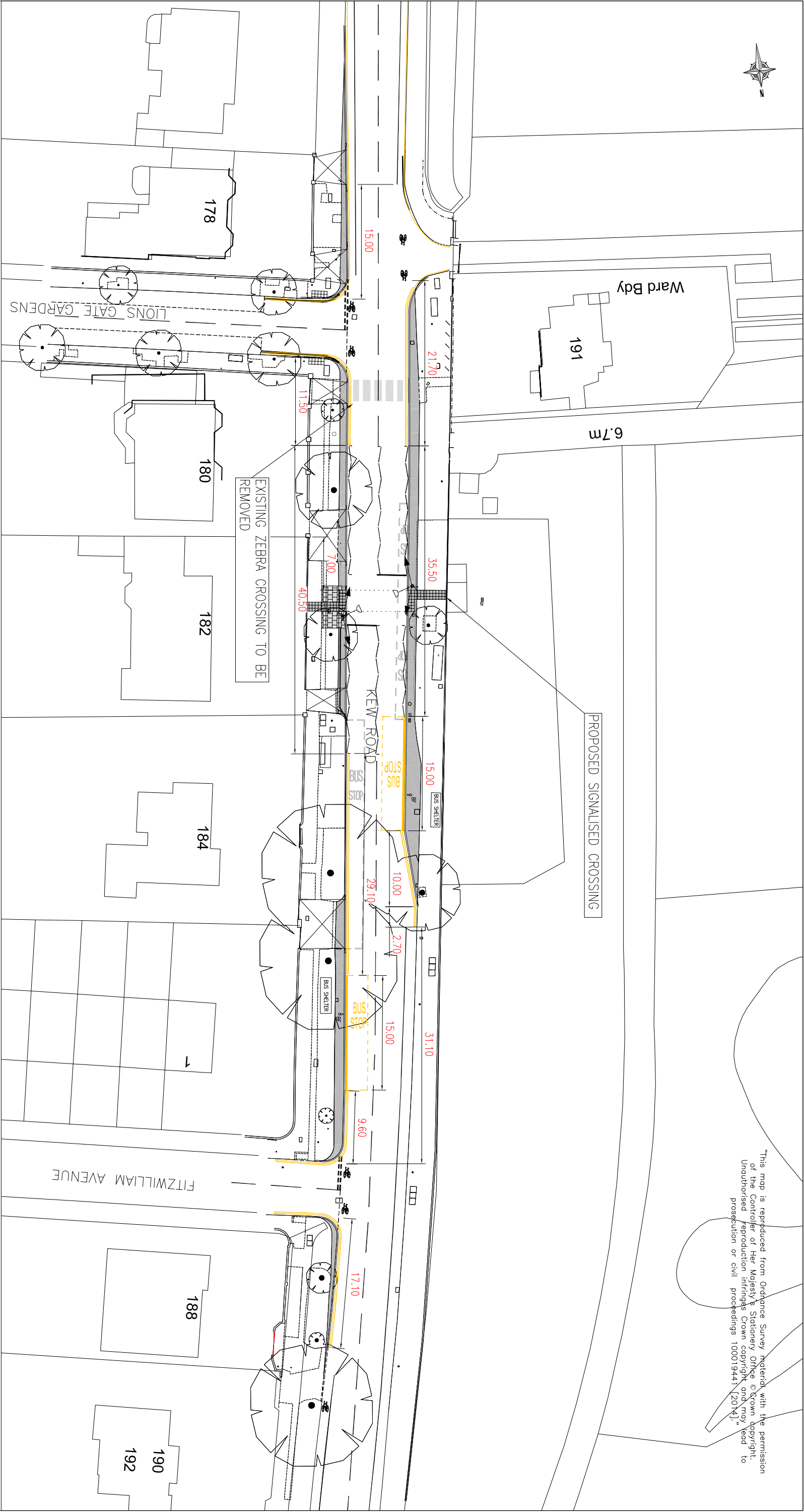
This Order upgrades lengths of single yellow line in Kew Road between the junctions of Lion Gate Gardens and Fitzwilliam Avenue to facilitate the installation of a puffin crossing.

STATEMENT OF REASONS

Following the installation of a puffin crossing, kerb build-outs and relocation of bus stop clearways and in order to improve safety, it is proposed to upgrade existing single yellow lines between Lion Gate Gardens and Fitzwilliam Avenue to double yellow lines ("no waiting at any time"). It is also necessary to amend the termination points of the cycle lanes on the western side of Kew Road to take account of the new layout.



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PROPOSED KERB LINE

PROPOSED FOOTWAY EXTENTION

RELOCATED GULLY

TRAFFIC SIGNAL EQUIPMENT



CLIENT LONDON BOROUGH OF RICHMOND UPON THAMES

PROJECT KEW ROAD/LION GATE GARDENS

DRAWING PROPOSED PELICAN CROSSING

ISSUING OFFICE	TWICKENHAM	DRAWING NUMBER	2294-PR-CL-005	REVISION
TELEPHONE	020 88911411			

REVISION	AMENDMENT	PS DRAWN BY AND DATE	PS DESIGNED BY AND DATE	DS CHECKED BY AND DATE	LF APPROVED BY AND DATE
		26/06/14	26/06/14	26/06/14	26/06/14

DRAFT	ISSUE	SCALE (AT A3 SIZE)
	✓	1:500