

ROAD TRAFFIC REGULATION ACT 1984

THE LONDON BOROUGH OF RICHMOND UPON THAMES (WAITING AND LOADING
RESTRICTION) (CIVIL ENFORCEMENT AREA) (AMENDMENT No. **) ORDER 201*
THE LONDON BOROUGH OF RICHMOND UPON THAMES (MISCELLANEOUS
STREETS) (PARKING PLACES) (AMENDMENT No. **) ORDER 201*
THE LONDON BOROUGH OF RICHMOND UPON THAMES (FREE PARKING PLACES)
(LIMITED TIME) (AMENDMENT No. **) ORDER 201*
THE LONDON BOROUGH OF RICHMOND UPON THAMES (LOADING PLACES)
(AMENDMENT No. **) ORDER 201*

**CASTELNAU, BARNES
FAIRFAX ROAD, TEDDINGTON
HALFORD ROAD, RICHMOND
HAMPTON ROAD, HAMPTON HILL
LAUREL ROAD, HAMPTON HILL
MAY ROAD, TWICKENHAM
OLDFIELD ROAD, HAMPTON
ST MARGARETS ROAD, TWICKENHAM
TALBOT ROAD, ISLEWORTH
VICARAGE ROAD, HAMPTON WICK**

BATCH 79b

(Reference 17/015)

1. The Council of the London Borough of Richmond upon Thames propose to make the above Orders under sections 6, 45, 46, 49 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the **Waiting and Loading Restriction Amendment Order** will be to introduce and revoke lengths of yellow lines as set out in the schedule to this notice.
3. The general effect of the **Parking Places Order** will be to make certain amendments to parking places in Vicarage Road, Hampton Wick as detailed in the Schedule to this Notice.
4. The general effect of the **Loading Places Order** is to amend the hours of operation of the loading bay in Talbot Road, Isleworth, as detailed in the schedule to this Notice.
5. The general effect of the **Limited Time Parking Places Order** is to remove a length of limited time parking bay in Castelnau, Barnes and replace with double yellow lines and a loading restriction as detailed in the Schedule to this Notice.
6. Copies of the proposed Orders, plans 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 17/015, 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; and
 - (b) may be viewed on the Council's web-site at http://www.richmond.gov.uk/public_notices

7. Persons wishing to object to or support the proposals or any part thereof should write to the Head of Engineering, Civic Centre, 44 York Street, Twickenham TW1 3BZ within 21 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

NICK O'DONNELL
 Assistant Director – Traffic and Engineering
 Civic Centre, 44 York Street, Twickenham TW1 3BZ



SCHEDULE

Street	Details
Castelnau, Barnes	To replace 11 metres of limited times parking places outside Nos 193-197 Castelnau, Barnes with a double yellow line (“no waiting at ant any time”) and a loading restriction operating between 8am and 9.30am and between 4.30pm and 6.30pm on Mondays to Fridays inclusive.
Fairfax Road, Teddington	To introduce lengths of double yellow lines (“no waiting at any time”) in various parts of Fairfax Road, between Nos 47 and 49, Nos 73 and 75, Nos 79 and 85 and Nos. 120 and 129.
Halford Road, Richmond	To introduce double yellow lines (“no waiting at any time”) in Halford Road, from a point outside No 16 to the end of the cul de sac, the north-eastern kerb-line, and on the south-eastern side, from the north-eastern kerb-line, south-westwards for a distance of 6 meters.
Hampton Road and Laurel Road, Hampton	To introduce double yellow lines (“no waiting at any time) on the south-eastern side of Hampton Road from a point 7.5 metres north-west of the of the north-western kerb-line of Laurel Road to a point 7.5 metres south-east of the south-eastern kerb-line of Laurel Road and in Laurel Road, from its junction with Hampton Road, south-westwards for a distance of 7.5 metres.
May Road, Twickenham	To introduce a length of double yellow line (“no waiting at any time”) on the north-eastern side of May Road in the vicinity of No 40.

Oldfield Road, Hampton	To extend the existing length of double yellow lines to the east of the entrance to the Business Park by approximately 10 metres.
St Leonards Road, East Sheen	To introduce double yellow lines (“no waiting at any time”) across the access to St Leonards Court.
St Margarets Road. Twickenham	To introduce a 10 metre length of double yellow lines (“no waiting at any time”) on the western side of St Margarets Road in the vicinity of No 377 and Silkmore Lodge.
Talbot Road, Isleworth	To amend the hours of operation of the loading bay located on the northern side of Talbot Road near the junction of St Margarets Road so that it operates between 8.30am and 4.30pm on Mondays to Fridays inclusive, with a maximum stay of 20 minutes, no return within one hour.
Vicarage Road, Hampton Wick	To remove a 4 metre length of residents parking bay outside Nos 39 and 39a Vicarage Road and replace with a single yellow line operating between 8.30am and 6.30pm on Mondays to Fridays inclusive and to introduce a residents permit bay with a length of approximately 9 metres outside No 41 Vicarage Road where there had previously been a disabled persons’ parking bay.

Dated 20 January 2017

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
 - (a) for the items numbered 105, 237, 305, 314, 446, 500, 610 and 613 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;
 - (b) there was added to Schedule 1 to that Order the item numbered 399C, 653A and, 397C as set out in columns 1, 2 and 3 to Schedule 2 to this Order;
 - (c) for the item numbered 7 in Schedule 1 to that Order, there were substituted the item similarly numbered and set out in set out in columns 1, 2 and 3 of Schedule 3 to this Order;

(a) 1984 c. 27.

(b) 1978 c. 30.

(c) 2008/38 The relevant amending Orders are 2008/58, 2009/6, 2010/15, 2010/49, 2010/62, 2012/46, 2013/15, 2013/27, 2014/29, 2015/79 and 2016/2

Dated ** *** 201*

Assistant Director – Traffic and Engineering
(The officer appointed for this purpose)

(a) 1984 c. 27. **(b)** 1978 c. 30.
(c) 2008/38 The relevant amending Orders are 2008/58, 2009/6, 2010/15, 2010/49, 2010/62, 2012/46, 2013/15, 2013/27, 2014/29, 2015/79 and 2016/2

SCHEDULE 1
(See Article 3(a))

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]
105	Castelnau, Barnes:	
	(a) the north-west side;	
	(from its junction with Church Road to its junction with Hammersmith Bridge.	A
	(b) the south-east side:	
	(i) from its junction with Queen Elizabeth Walk, Barnes to the southern side of the vehicular access to No 4 Castelnau;	A
	(ii) from the southern side of the vehicular access to No 4 Castelnau to the common boundary of Nos 60 and 62 Castelnau;	G
	(iii) from the common boundary of Nos 60 and 62 Castelnau to a point 20 metres south-west of the south-western kerb-line of Trinity Church Road, Barnes;	F
	(iv) from a point 20 metres south-west of the south-western kerb-line of Trinity Church Road to its junction with Hammersmith Bridge.	A
237	Fairfax Road, Teddington:	
	(a) from the south-western kerb-line of Kingston Road, Teddington south-westwards for a distance of 9 metres;	A
	(b) the north-east side: (i) from a point 7.5 metres south-east of the south-eastern kerb-line of Rosebank Close, Teddington to a point 7.5 metres north-west of the north-western kerb-line of Rosebank Close;	A
	(ii) from a point 8 metres southeast of its junction with St Mark's Road, north-westwards to a point 8 metres north-west of its junction with St Mark's Road.	A
	(iii) from a point outside the north-western boundary of No 120 Fairfax Road to a point 8 metres north-west of the common boundary of Nos 110 and 112 Fairfax Road.	A
	(c) the south-west side:	

	(i) From a point outside the common boundary of Nos 71 and 73 Fairfax Road to a point 7.5 metres south-east of the common boundary of Nos 75 and 77 Fairfax Road;	A
	(ii) From a point 5 metres south-east of the common boundary of Nos 79 and 81 Fairfax Road to a point 5 metres north-west of the common boundary of Nos 83 and 85 Fairfax Road;	A
	(iii) From a point 5 metres south-east of the common boundary of Nos 129 and 131 Fairfax Road to a point 10 metres north-west of the common boundary Nos 133 and 135 Fairfax Road;	A
	(iv) from a point 10 metres north-west of the common boundary Nos 133 and 135 Fairfax Road; to a point 4 metres north-west of the common boundary of Nos 137 and 139 Fairfax Road;	Z45
	(v) from a point 4 metres north-west of the common boundary of Nos 137 and 139 Fairfax Road to a point 4 metres north-west of the common boundary of Nos 139 and 141 Fairfax Road	A
	(vi) from a point 4 metres north-west of the common boundary of Nos 139 and 141 Fairfax Road to the common boundary of "Sheldon House", Cromwell Road, Teddington and "Grosvenor Court", Fairfax Road.	Z45
	(vii) from a point 2 metres south-east outside the common boundary of Nos 49 and 51 Fairfax Road, south-eastwards to a point outside the common boundary of Nos 45 and 47 Fairfax Road.	A
305	Halford Road, Richmond:	
	(a) the north-east side:	
	(i) from the south-eastern kerb-line of Paradise Road, Richmond to a point outside the north-western kerb-line of Halford Road;	A
	(ii) from a point outside the north-western kerb-line of Halford Road to its junction with The Vineyard, Richmond;	H
	(b) the south-west side:	
	(i) from the south-eastern kerb-line of Paradise Road to a point opposite the north-western flank wall of No 6 Halford Road;	A
	(ii) from a point opposite the north-western flank wall of No 6 Halford Road to a point opposite the party wall of Nos 21 and 23 Halford Road;	H
	(iii) from a point opposite the party wall of Nos 21 and 23 Halford Road to a point opposite the party wall of Nos 24 and 26 Halford Road;	A

	(iv) from a point opposite the party wall of Nos 24 and 26 Halford Road to its junction with The Vineyard.	H
	(v) from its junction with The Vineyard, south-westwards for a distance of 6 metres.	A
	(c) the south-east side, from the south-western limit of Vineyard Passage, south-westwards for a distance of 6 metres.	A
	(d) the north-west side, from the north-eastern kerb-line of Halford Road, (outside No 14 Halford Road) to south-western limit of Vineyard Passage;	A
	(d) the north-eastern side, the full extent of the highway which extends along the south-western limit of Vineyard Passage;	A
314	Hampton Road, Hampton Hill:	
	(a) the north-east side:	
	(i) from its junction with High Street, Hampton Hill, to a point opposite the north-western boundary of No 5 Hampton Road;	A
	(ii) from a point 4 metres south-east of the common boundary of Nos 7 and 8 Hampton Road south-eastwards for a distance of 10 metres;	A
	(b) (i) the south-west side, from its junction with High Street to a point 1 metre south-east of a point opposite the party wall of Nos 2 and 3 New Broadway, Hampton Road;	A
	(ii) from a point 7.5 metres north-west of its junction with Laurel Road to a point 7.5 metres south-east of its junction with Laurel Road.	A
	(i) from the eastern boundary of No 173 Colne Road south-westwards to a point 21 metres north-east of the south-western limit of Colne Road.	A
446	May Road, Twickenham:	
	(a) the north-east side:	
	(i) from a point 20 metres north-west of the north-western kerb-line of Albion Road, north-westwards for a distance of 12 metres;	A
	(ii) from a point 6 metres south-east of the south-eastern kerb-line of Albion Road, Twickenham to a point 7 metres north-west of the north-western kerb-line of Albion Road;	A

	(iii) from a point 9 metres south-east of the south-eastern kerb-line (built out) of Colne Road, Twickenham to a point 8 metres north-west of the north-western kerb-line of Colne Road;	A
	(iv) from the northern kerb-line of The Green, north-westwards for a distance of 7 metres	F
	(b) the south-west side:	
	(i) from a point 2 metres north-west of a point opposite the north-western kerb-line of Albion Road, Twickenham north-westwards for a distance of 11 metres;	A
	(ii) from a point 10 metres south-east of the south-eastern kerb-line of Colne Road to a point 7 metres north-west of the north-western kerb-line of Colne Road;	A
	(iii) from a point 5 metres south-east of the south-eastern kerb-line of Gravel Road, Twickenham to a point 5 metres north-west of the north-western kerb-line of Gravel Road;	A
	(iv) from the northern kerb-line of The Green, north-westwards for a distance of 11 metres	F
	(c) from a point 5 metres south-east of the south-eastern kerb-lines of Gould Road and Crane Road, Twickenham north-westwards to the north-western limit of May Road.	A
500	Oldfield Road, Hampton: (a) from the southern kerb-line of Station Road, Hampton southwards for a distance of 15 metres; (b) the north side: (i) from a point opposite the party wall of Nos 47 and 49 Oldfield Road to a point 10 metres east of the eastern kerb-line of Percy Road, Hampton; (ii) from a point 10 metres east of the eastern kerb-line of Percy Road to a point 12 metres west of the western kerb-line of Percy Road; (iii) from a point 35 metres west of the western kerb-line of Percy Road westwards for a distance of 38 metres; (iv) from a point 5 metres east of the vehicular entrance to "Ryedale Court", No 78 Oldfield Road to a point 3.4 metres east of the common boundary of Nos 76 and 78 Oldfield Road; (v) from the eastern kerb-line of the access road to the Kempton Gate Business Centre, eastwards for a distance of 16 metres (c) the south side: (i) from a point 25 metres east of the western kerb-line of Percy Road to a point 12 metres west of the western kerb-line of Percy Road;	A J A A A A A

	(ii) from a point 12 metres west of the western kerb-line of Percy Road to a point 6 metres west of the common boundary of Nos 61 and 63 Oldfield Road;	J
	(iii) from a point 6 metres west of the common boundary of Nos 61 and 63 Oldfield Road westwards for a distance of 10 metres;	A
	(d) from a point 10 metres east of the eastern kerb-line of Sandringham Mews to a point 17 metres west of the western kerb-line of Lacey Drive.	A
613	St Margarets Road, Twickenham:	
	(a) The north, north-east and east side:	
	(i) From its eastern junction with Rosslyn Road, Twickenham to a point 1.5 metres south-west of a point opposite the south-western flank wall of No 10 St. Margarets Road;	A
	(ii) from a point 1.5 metres south-west of a point opposite the south-western wall of No 10 St Margarets Road to a point 9.5 metres east of the extended western flank wall of No 88 St. Margarets Road;	Z27
	(iii) from a point 9.5 metres east of the extended western flank wall of No 88 St Margarets Road to a point 21.5 metres east of the common boundary of Nos. 13 and 14 The Barons, Twickenham;	A
	(iv) from a point 21.5 metres east of the common boundary of Nos. 13 and 14 The Barons to the common boundary of Nos. 1 and 2 The Barons;	Z27
	(v) from a point opposite the rear party wall of Nos. 1 and 2 The Barons to the party wall of Nos. 113 and 115 St Margarets Road;	A
	(vi) from the party wall of Nos. 113 and 115 St Margarets Road to a point 11 metres north-west of the party wall of Nos. 163 and 165 St Margarets Road;	G
	(vii) from a point 5 metres south of the common boundary of Nos. 208 and 210 St Margarets Road to a point 6 metres north-west of the north-western flank wall of No 260 St. Margarets Road;	A
	(viii) from a point opposite the southernmost wall of No 367 St Margarets Road to a point opposite the party wall of Nos. 397 and 399 St Margarets Road;	G
	(ix) from a point 4 metres north of a point opposite the prolonged common boundary of Nos. 415 and 417 St Margarets Road to the boundary with the London Borough of Hounslow;	A
	(b) the south, south-west and west side:	
	(i) from the south-western kerb-line of Richmond Road to a point 1.5 metres south-west of a point opposite the south-western wall of No 10 St Margarets Road;	A

	(ii) from a point 1.5 metres south-west of a point opposite the south-western wall of No 10 St Margarets Road to a point 3 metres east of the extended western flank wall of No 79 St Margarets Road;	Z27
	(iii) from a point 3 metres east of the extended western flank wall of No 79 St Margarets Road to a point opposite the north-western wall of Park Cottages, St Margarets Road;	A
	(iv) from a point opposite the north-western wall of Park Cottages, St Margarets Road to a point opposite the rear party wall of Nos. 1 and 2 The Barons;	Z27
	(v) from a point opposite the rear party wall of Nos. 1 and 2 The Barons to its junction with Crown Road, Twickenham;	A
	(vi) from the party wall of No 109 St Margarets Road and No 2 Crown Road to a point 24.5 metres south-east of the south-eastern kerb-line of Broadway Avenue;	G
	(vii) from a point 24.5 metres south-east of the south-eastern kerb-line of Broadway Avenue to a point 8 metres south-east of that kerb-line;	Z55
	(viii) from the south-eastern kerb-line of Broadway Avenue south-eastwards for a distance of 8 metres;	A
	(ix) from the north-western kerb-line of Broadway Avenue to a point 11 metres north-west of the party wall of Nos. 163 and 165 St. Margarets Road;	G
	(x) from a point 2 metres south of the northern boundary of No 229 St Margarets Road to a point 1 metre north of the southern boundary of No 231 St Margarets Road;	A
	(xi) from a point 1.5 metres north of the common boundary of Nos. 235 and 237 St Margarets Road to the common boundary of Nos. 239 and 241 St Margarets Road;	A
	(xii) from the common boundary of Nos. 251 and 253 St. Margarets Road to a point 5 metres north-west of the north-western flank wall of No 260 St Margarets Road;	A
	(xiii) from a point 10 metres south of the southern kerb-line of Heron Road, Isleworth to a point 10 metres north of the northern kerb-line of Heron Road;	A
	(xiv) from a point 10 metres north of a point opposite the southernmost wall of No 367 St Margarets Road to a point 14 metres south of the common boundary of Nos 361-367 and 377 St Margarets Road;	G
	(xv) from a point 14 metres south of the common boundary of Nos 361-367 and 377 northwards for a distance of 26.1 metres;	A
	(xvi) from a point 12.1 metres north of the common boundary of Nos 361-367 and 377 St Margarets Road, northwards to a point 12 metres south of the southern kerb-line of Talbot Road, Isleworth;	G

	(xvii) from the southern kerb-line of Talbot Road southwards for a distance of 12 metres;	A
	(xviii) from a point opposite the common boundary of Nos. 417 and 419 St Margarets Road to the borough boundary with the London Borough of Hounslow.	A
610	<p>St Leonards Road, Sheen:</p> <p>(a) from its junction with Sheen Lane, Sheen westwards for a distance of 10 metres;</p> <p>St Leonards Road, Sheen:</p> <p>(a) from its junction with Sheen Lane, Sheen westwards for a distance of 10 metres;</p> <p>(b) the north side:</p> <p>(i) from a point 10 metres west of its junction with Sheen Lane westwards to the common boundary of Nos. 20 and 22 St Leonards Road;</p> <p>(ii) from the common boundary of Nos. 20 and 22 St Leonards Road to a point opposite the party wall of Nos 30 and 32 St. Leonards Road;</p> <p>(iii) from a point opposite the party wall of Nos 30 and 32 St. Leonards Road westwards to a point to a point opposite the party wall of Nos 38 and 40 St Leonards Road;</p> <p>(iv) from a point to a point opposite the party wall of Nos 38 and 40 St Leonards Road to a point 9 metres east of the eastern kerb-line of Palmers Road, Sheen;</p> <p>(v) from a point 9 metres east of the eastern kerb-line of Palmers Road, Sheen westwards to a point 5 metres west of the western kerb-line of Palmers Road;</p> <p>(vi) from a point 5 metres east of the eastern kerb-line of Bexhill Road, Sheen to a point 5 metres west of the western kerb-line of Bexhill Road;</p> <p>(vii) from a point outside the eastern boundary of No 64 St Leonards Road to a point outside the western boundary of 1-6 Leonards Court.</p> <p>(vii) from a point 5 metres east of the eastern kerb-line of Eastbourne Gardens, Sheen to a point 7.7 metres west of the western kerb-line of Eastbourne Gardens;</p> <p>(viii) from a point 1 metre east of the common boundary of Nos 120 and 122 St Leonards Road westwards and north-westwards for a distance of 10 metres;</p> <p>(ix) from a point 5 metres east of the eastern kerb-line of The Byeway, Sheen to a point 5 metres west of the western kerb-line of The Byeway;</p> <p>(c) the south and south-west side:</p> <p>(i) from a point 10 metres west of its junction with Sheen Lane westwards to a point opposite the party wall of Nos 15 and 17 St. Leonards Road;</p>	<p>A</p> <p>Z27</p> <p>Z22</p> <p>A</p> <p>Z22</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>Z22</p>

	(ii) from a point opposite the party wall of Nos 15 and 17 St. Leonards Road westwards to a point opposite the extended eastern kerb-line of Palmers Road;	A
	(iii) from a point 5 metres east of the eastern kerb-line of Elm Road, Sheen to a point 5 metres west of the western kerb-line of Elm Road;	A
	(iv) from a point 5 metres east of the eastern kerb-line of Leinster Avenue, Sheen to a point 5 metres west of the western kerb-line of Leinster Avenue;	A
	(v) from its junction with the northern kerb-line of Ormonde Road, Sheen north-westwards for a distance of 11 metres.	A

SCHEDULE 2
(See Article 3(b))

ITEMS TO BE ADDED TO SCHEDULE 1 [to 2008/38]
RESTRICTED STREETS

1. Item	2. Street	3. Prescribed hours - see Schedule 3 [to 2008/38]
397C	<p>Laurel Road, Hampton Hill:</p> <p>From the south-western kerb-line of Hampton Road, south-westwards for a distance of 7.5 metres.</p> <p>(b) the south-east to north-west arm</p> <p>(i) the north-east side, from the western kerb-line of the north to south arm north-westwards for a distance of 6.7 metres;</p> <p>(ii) the south-west side, side, from the western kerb-line of the north to south arm north-westwards for a distance of metres;</p> <p>(iii) the south-west, north-east and north-west sides, from a point outside the common boundary of Nis 25 and 27 Leconfield Avenue to a point 1 metre south-east of the common boundary of Nos 24 and 26 Leconfueld Avenue.</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p>

SCHEDULE 3

THE LONDON BOROUGH OF RICHMOND UPON THAMES (WAITING AND LOADING RESTRICTION) (CIVIL ENFORCEMENT AREA) (AMENDMENT No. **) ORDER 201*
THE LONDON BOROUGH OF RICHMOND UPON THAMES (MISCELLANEOUS STREETS) (PARKING PLACES) (AMENDMENT No. **) ORDER 201*
THE LONDON BOROUGH OF RICHMOND UPON THAMES (FREE PARKING PLACES) (LIMITED TIME) (AMENDMENT No. **) ORDER 201*
THE LONDON BOROUGH OF RICHMOND UPON THAMES (LOADING PLACES) (AMENDMENT No. **) ORDER 201

STATEMENT OF REASONS

The Council receives reports from time to time on matters of road safety caused by parked vehicles and these may come from residents, Councillors, Council officers or bus and emergency services. These matters include poor sight lines at junctions, obstruction of footway crossing points, lack of suitable passing areas and reduced carriageway width restricting or preventing access for vehicles especially emergency service vehicles.

The Waiting and Loading Restriction Order makes certain amendments to lengths of waiting restrictions and introduces lengths of waiting restrictions.

The Loading Places Order amends the hours of operation of the loading bay in Talbot Road, St MArgarets so that it operates between 7am and 10am on all days of the week.

The limited time parking places Order removes a number of parking bays in Castelnau.

TRAFFIC MANAGEMENT ORDER

THE LONDON BOROUGH OF RICHMOND UPON THAMES (FREE PARKING PLACES) (LIMITED TIME) (AMENDMENT No. **) ORDER 201*

Made: ** **** **

Coming into operation: ** **** **

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 ** **** ** and may be cited as the London Borough of Richmond upon Thames (Free Parking Places) (Limited Time) (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 (Free Parking Places) (Limited Time) (Consolidation No. 1) Order 2008 (c), as amended, shall have effect as though item 20/1 to Schedule 20 of that Order as set out in columns 1, 2 3, 4 and 5 to the Schedule to this Order were revoked.

Dated ** **** **

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

SCHEDULE
(See Article 3(b))

ITEM TO BE REVOKED IN SCHEDULE 20
(See Article 43)

IN RELATION TO A PARKING PLACE REFERRED TO IN THIS SCHEDULE THE EXPRESSION "PERMITTED HOURS" MEANS THE PERIOD BETWEEN 10.00 AM AND 4.00 PM THROUGHOUT THE WEEK.

PARKING PLACES IN RESPECT OF WHICH THE MAXIMUM PARKING PERIOD FOR WHICH A VEHICLE MAY BE LEFT DURING THE PERMITTED HOURS IS THIRTY MINUTES.

1	2	3	4	5
No. of parking place	Designated parking place	Minimum number of parking spaces	Minimum total length in metres not to be occupied by parking spaces	Special manner of standing
20/1	CASTELNAU, BARNES: the north-west side, from a point 1.8 metres east of a point opposite the common boundary of Nos 191 and 193 Castelnau north-eastwards for a distance of 11 metres and having a width throughout of 2 metres..	1	-	-

EXPLANATORY NOTE

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

This Order revokes a limited time parking bay in the vicinity of Nos 191 and 193 Castelabu, Barnes to be replaced with a double yellow line ("no waiting at ant any time") and a loading restriction operating between 8am and 9.30am and between 4.30pm and 6.30pm on Mondays to Fridays inclusive.

TRAFFIC MANAGEMENT ORDER

THE LONDON BOROUGH OF RICHMOND UPON THAMES (LOADING PLACES) (AMENDMENT No. **) ORDER 201*

Made: *****

Coming into operation: *****

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, hereinafter referred to as “the Act of 1984” and all other enabling powers hereby make the following Order —

1. This Order shall come into operation on ***** and may be cited as the London Borough of Richmond upon Thames (Loading Places) (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. 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
 - (a) Item 1/27 to Schedule 1 to that Order were omitted;
 - (b) the amendments as specified in Schedule 1 to this Order were made to the Articles numbered 4, 5, 6 and 7 of that Order as a consequence of adding Schedule 30 as provided by Paragraph (b) below;
 - (c) there were substituted in the Articles in the Schedules, Designated loading places list as follows ‘Schedule 28 1 hour loading place between 7.00am and 10.00am, on Mondays to Sundays inclusive;’(d
 - (d) there was added to that Order a Order Schedule 30 as set out in columns 1, 2, 3, 4 and 5 of Schedule 2 to this order

(a) 1984 c. 27.

(b) 1978 c. 30.

(c) 2008/49 –.

Dated: ***** 201*

Assistant Director – Traffic and Engineering
(The officer appointed for this purpose)

(a) 1984 c. 27.

(b) 1978 c. 30.

(c) 2008/49 –.

SCHEDULE 1**SCHEDULE 1**

(See Article 3(b))

ARTICLES TO BE SUBSTITUTED TO 2008/49

Designation of loading places

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 18, Schedule 19, Schedule 20, Schedule 21, Schedule 23, Schedule 24, Schedule 25, Schedule 26 or Schedule 30 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.

Vehicles for which loading places are designated

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 18, Schedule 19, Schedule 20, Schedule 21, Schedule 23, Schedule 24, Schedule 25, Schedule 26, Schedule 27 or Schedule 28 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.

Period for which a vehicle may be left in a loading place

6. No person shall cause any vehicle to be left in a loading place designated by Schedule 1, Schedule 2, Schedule 3, Schedule 5, Schedule 6, Schedule 7, Schedule 9, Schedule 10, Schedule 11 or Schedule 19 or Schedule 20 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 18, Schedule 21, Schedule 23, Schedule 24, Schedule 25, Schedule 26, Schedule 27, Schedule 28, Schedule 29 or Schedule 30 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.

Contravention in loading places

7. 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 or Schedule 20 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 18, Schedule 21, Schedule 23, Schedule 24, Schedule 25, Schedule 26, Schedule 27, **Schedule 28, Schedule 29 or Schedule 30** 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(d))

NEW SCHEDULE TO BE ADDED TO {2008/49}

SCHEDULE 30

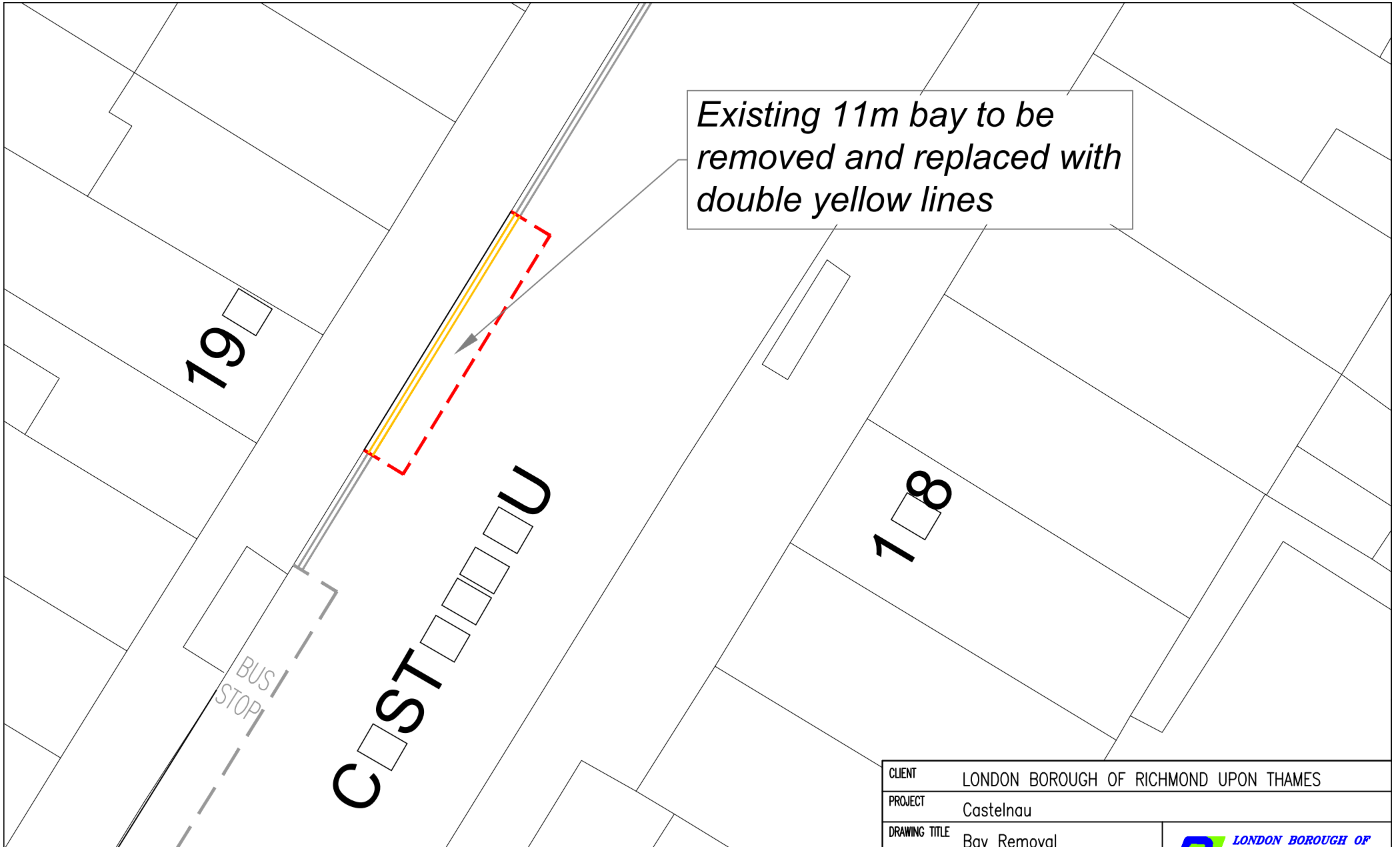
IN RELATION TO A LOADING PLACE REFERRED TO IN THIS SCHEDULE THE EXPRESSION "PERMITTED HOURS" MEANS THE PERIOD BETWEEN 8.30 AM AND 4.30 PM ON MONDAYS TO SATURDAYS INCLUSIVE, ANY SUCH DAY NOT BEING CHRISTMAS DAY, GOOD FRIDAY OR A BANK HOLIDAY.

LOADING PLACE IN RESPECT OF WHICH THE MAXIMUM INITIAL PERIOD FOR WHICH A VEHICLE MAY BE LEFT DURING THE PERMITTED HOURS IS TWENTY MINUTES FOR THE PURPOSE OF LOADING OR UNLOADING.

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
30/1	Talbot Road, Isleworth: The north side, from a point 10 metres west of the junction with St Margarets Road, westwards for a distance of 9 metres..	1	-	-

EXPLANATORY NOTE

This Order amends the hours of operation of the loading bay in Talbot Road, Isleworth so that they operate between 8.30am and 4.30pm on Mondays to Fridays inclusive.



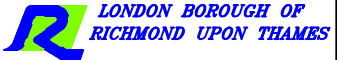
Existing 11m bay to be removed and replaced with double yellow lines

19

CASTELNAU

BUS STOP

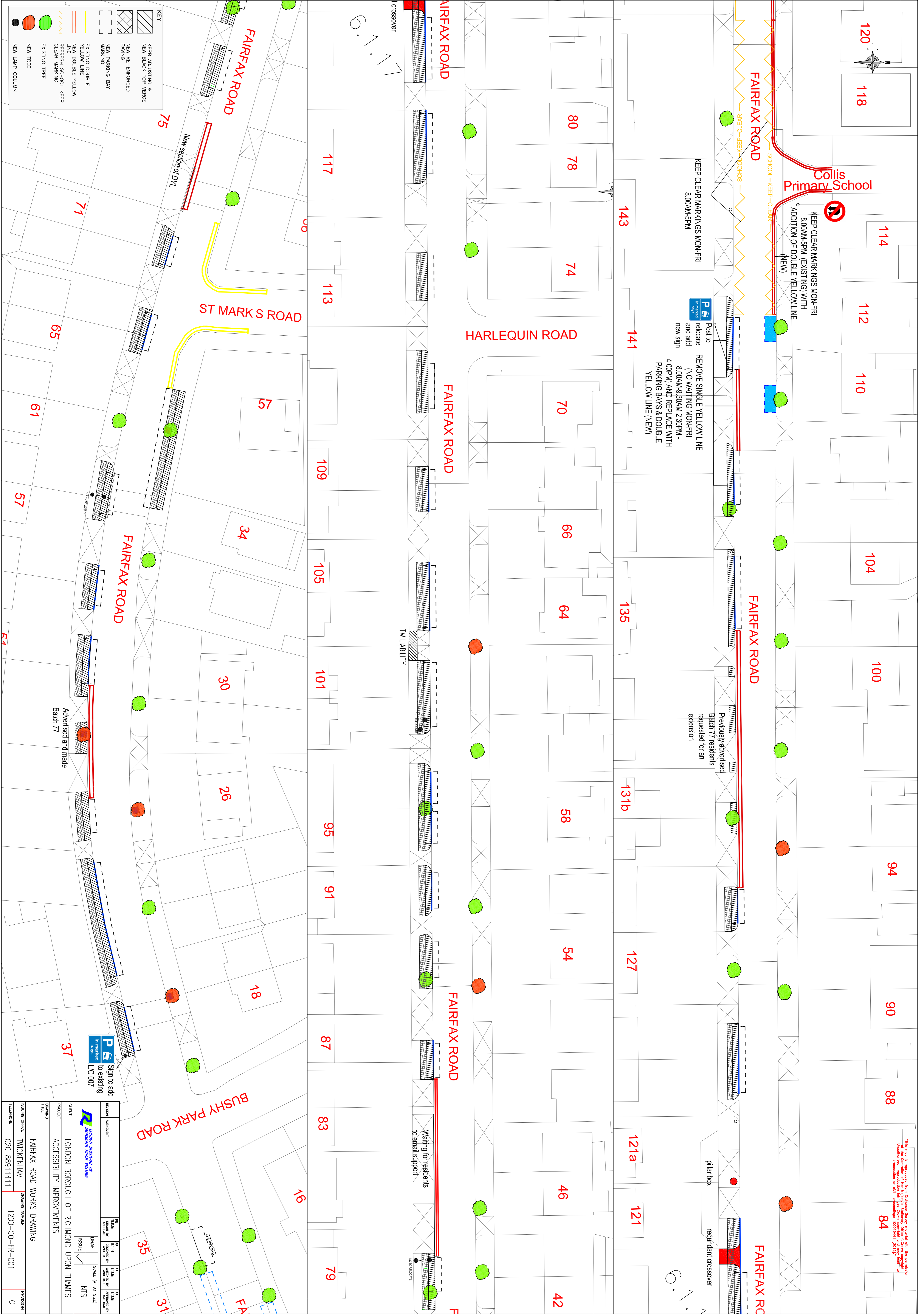
18

CLIENT	LONDON BOROUGH OF RICHMOND UPON THAMES		
PROJECT	Castelnau		
DRAWING TITLE	Bay Removal		
	Replace with DYL		
ISSUING OFFICE	TWICKENHAM	DRAWING NUMBER	REVISION
TELEPHONE	020 88911411	CR/001/A	-

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 100019441 [201..]"

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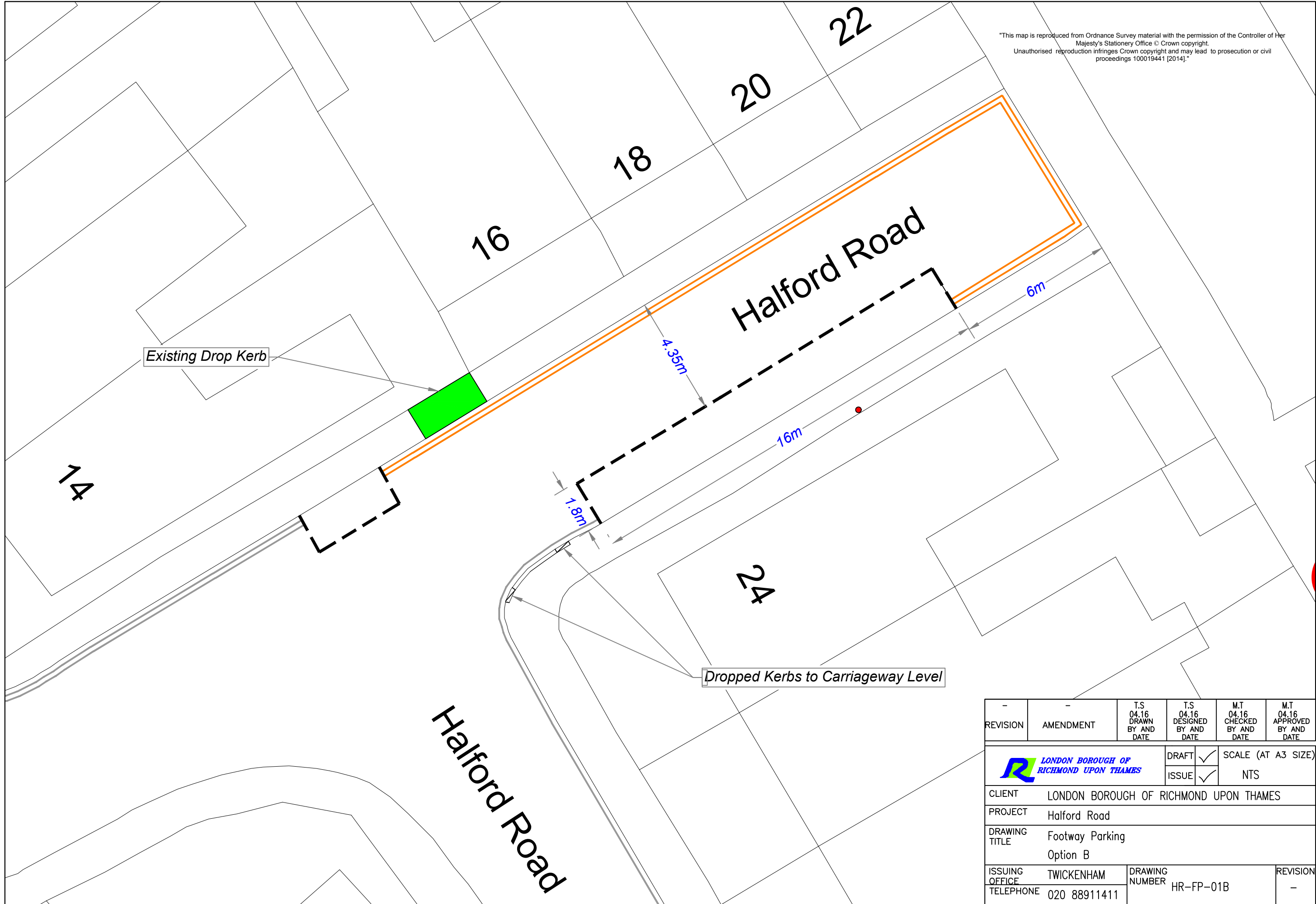
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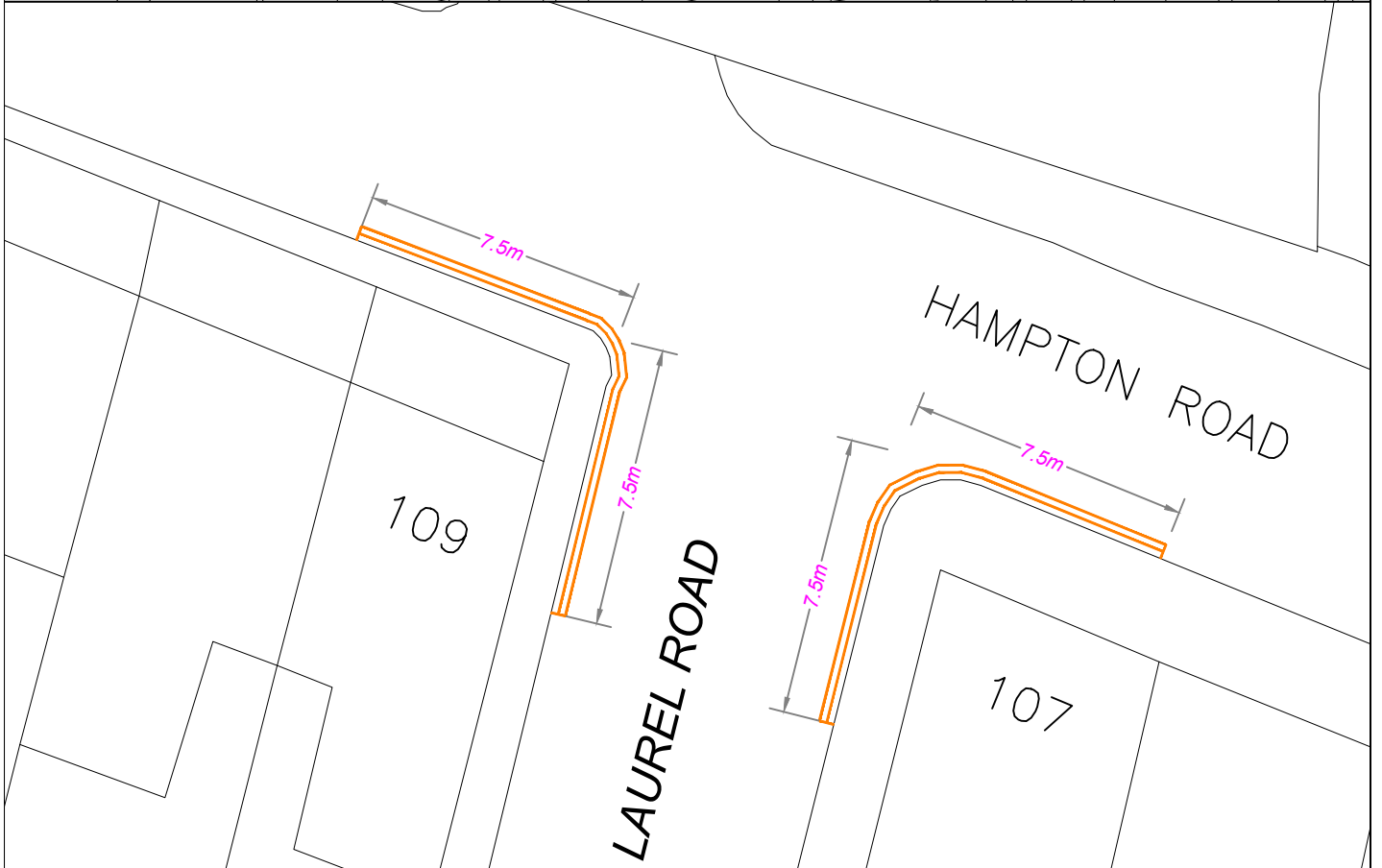
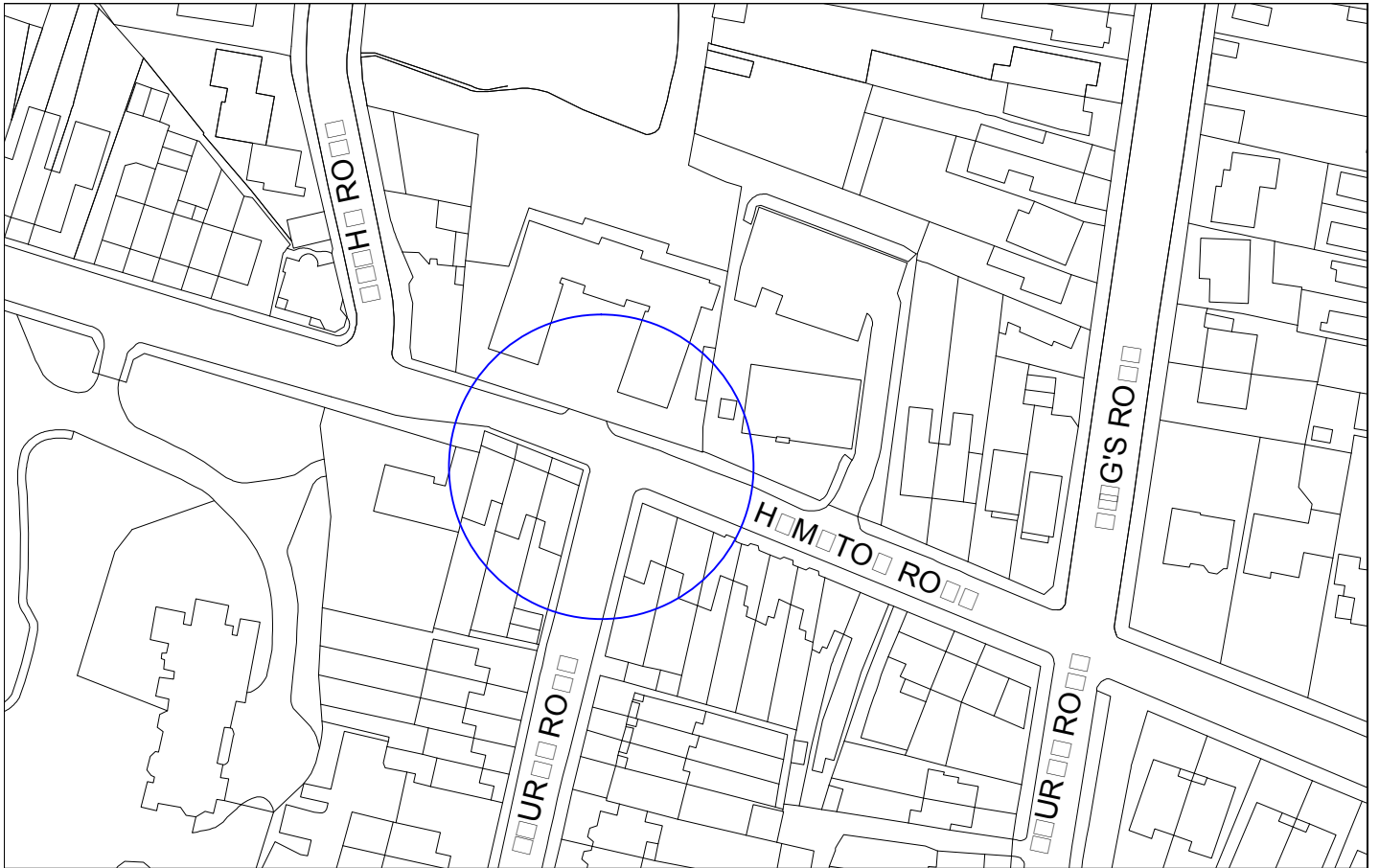
KEY:	
	KEEP ADJUSTING & NEW BLACK TOP VERGE
	NEW RE-ENFORCED PAVING
	NEW PARKING BAY MARKING
	EXISTING DOUBLE YELLOW LINE
	NEW DOUBLE YELLOW LINE
	REFRESH SCHOOL KEEP CLEAR MARKINGS
	EXISTING TREE
	NEW TREE
	NEW LAMP COLUMN

 LONDON BOROUGH OF RICHMOND UPON THAMES	CLIENT LONDON BOROUGH OF RICHMOND UPON THAMES
PROJECT ACCESSIBILITY IMPROVEMENTS	DRAWING FAIRFAX ROAD WORKS DRAWING
ISSUING OFFICE TWICKENHAM	DRAWING NUMBER 1200-CO-FR-001
TELEPHONE 020 88911411	REVISION C

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REVISION	AMENDMENT	T.S 04.16 DRAWN BY AND DATE	T.S 04.16 DESIGNED BY AND DATE	M.T 04.16 CHECKED BY AND DATE	M.T 04.16 APPROVED BY AND DATE
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			ISSUE	<input checked="" type="checkbox"/>	NTS
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PROJECT	Halford Road				
DRAWING TITLE	Footway Parking Option B				
ISSUING OFFICE	TWICKENHAM	DRAWING NUMBER		HR-FP-01B	REVISION
TELEPHONE	020 88911411				-



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CLIENT LONDON BOROUGH OF RICHMOND UPON THAMES

PROJECT Laurel Road

DRAWING TITLE Junction Protection



ISSUING OFFICE TWICKENHAM

DRAWING NUMBER LRHH-001-A

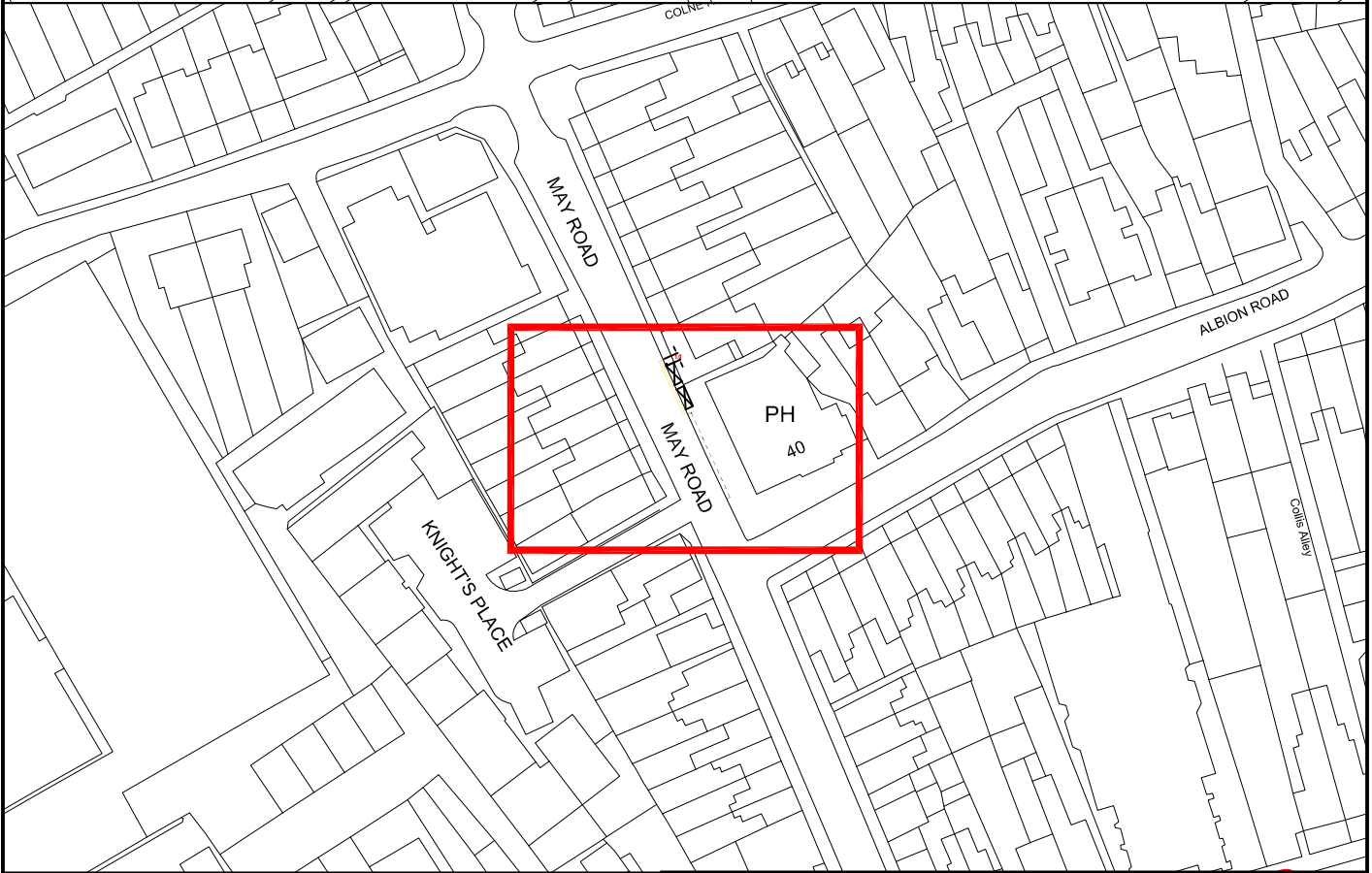
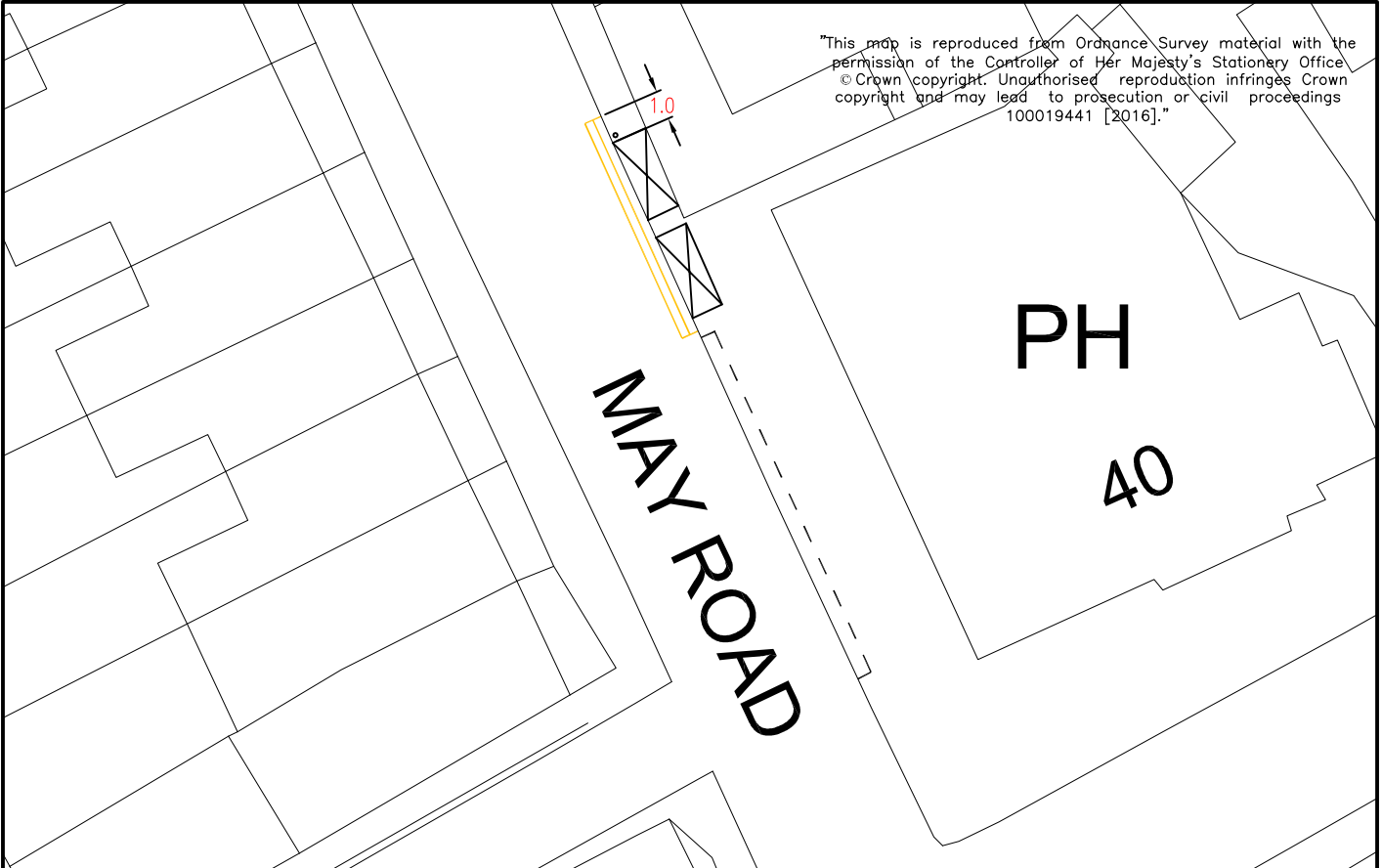
REVISION -


TELEPHONE 08456 122 660

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Issue	<input checked="" type="checkbox"/>
Scale (at A4 size)	1:200

REVISION	T.S 12.2016	L.F 12.2016	L.F 12.2016	M.T 12.2016
-	DRAWN BY & DATE	DESIGNED BY & DATE	CHECKED BY & DATE	APPROVED BY & DATE

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					CLIENT		LONDON BOROUGH OF RICHMOND UPON THAMES					
					PROJECT		MAY ROAD, TWICKENHAM					
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					Draft	✓						
Issue	✓											
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					Scale (at A4 size)	NTS						
TELEPHONE		020 88911411		DRAWING NUMBER		1049-CS-GL-xxxxxx						
REVISION	DRAWN BY & DATE	DESIGNED BY & DATE	CHECKED BY & DATE	APPROVED BY & DATE	REVISION							

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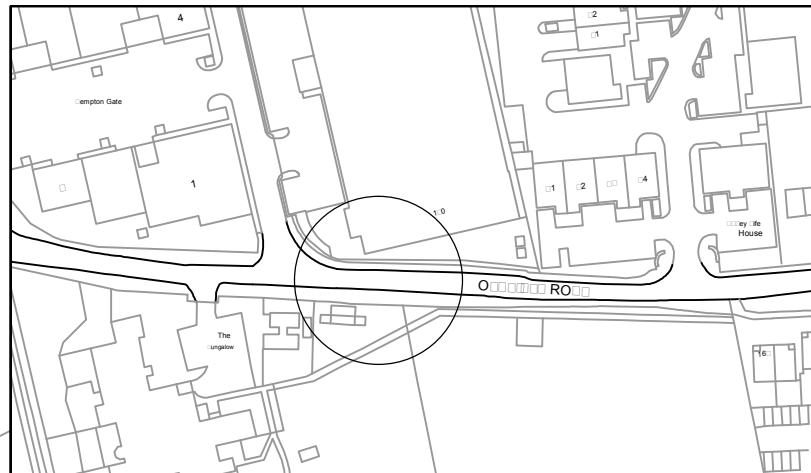
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LC 015

Oldfield Road

Extend Existing Double Yellow Lines to LC015

The Ungalow



REVISION	AMENDMENT	T.S Dec 2016 DRAWN BY AND DATE	L.F Dec 2016 DESIGNED BY AND DATE	L.F Dec 2016 CHECKED BY AND DATE	M.T Dec 2016 APPROVED BY AND DATE
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			ISSUE	<input checked="" type="checkbox"/>	NTS
CLIENT		LONDON BOROUGH OF RICHMOND UPON THAMES			
PROJECT		Oldfield Road			
DRAWING TITLE		Double Yellow Lines Extention			
ISSUING OFFICE		TWICKENHAM		DRAWING NUMBER	
TELEPHONE		020 88911411		OFR-001-A	
				REVISION	
				-	

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377

ST MARGARET'S ROAD

Silkmore Lodge

INSTALL DOUBLE YELLOW LINES

16.1

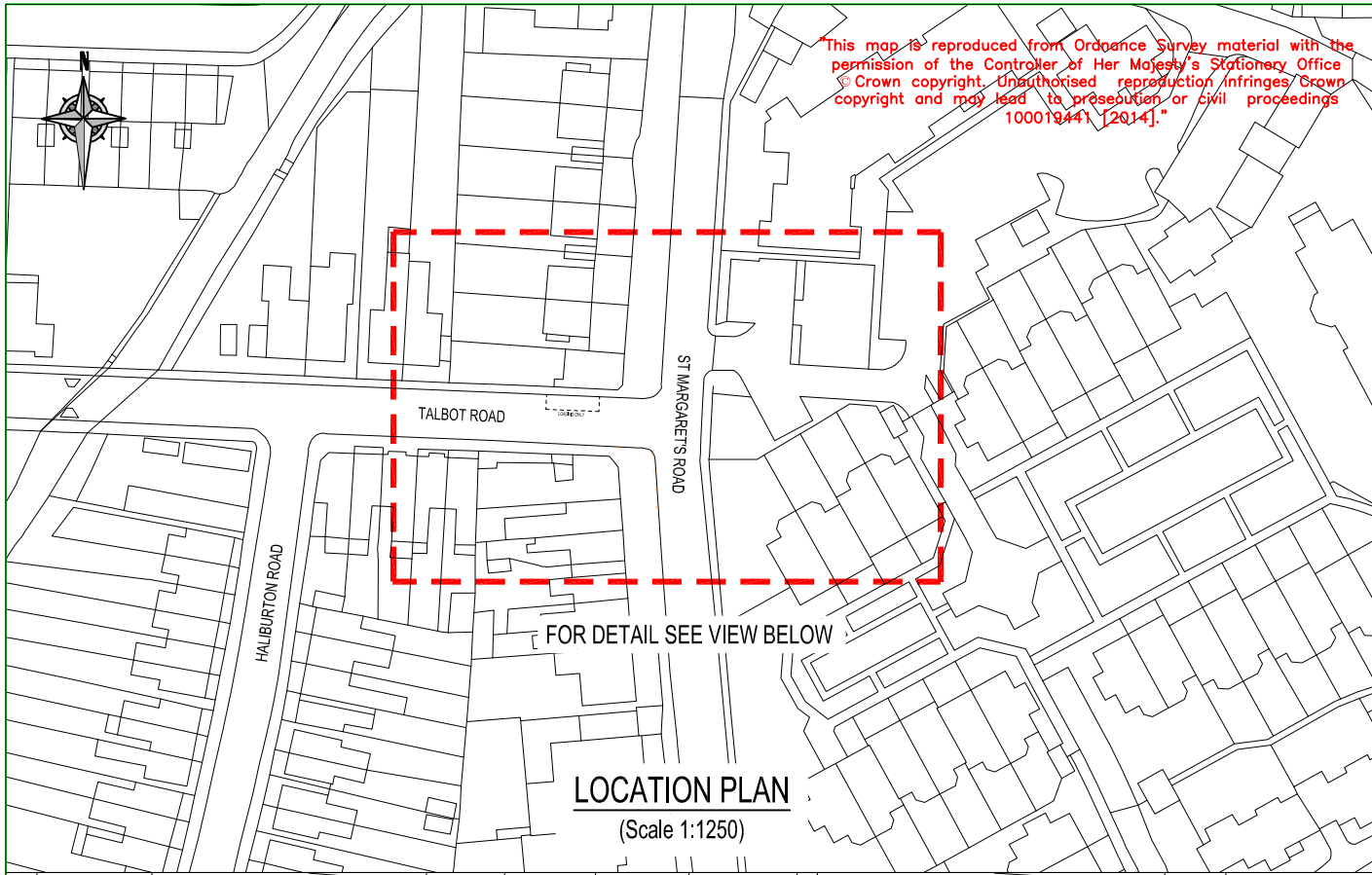
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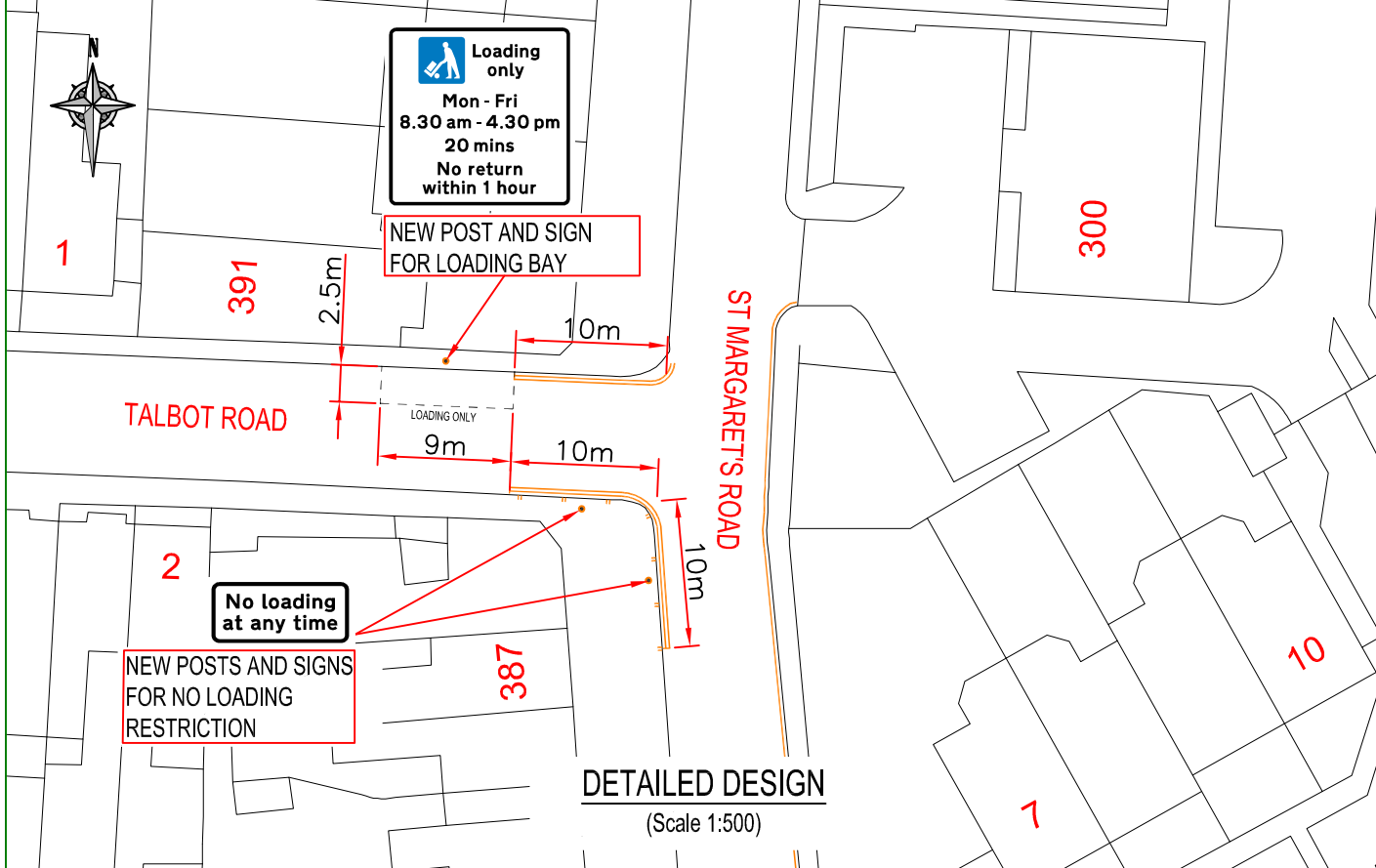
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PROJECT	ST MARGARETS ROAD, RICHMOND		
DRAWING TITLE	PROPOSED WAITING RESTRICTIONS		
ISSUING OFFICE	TWICKENHAM	DRAWING NUMBER	1049-CS-GL-487098
TELEPHONE	020 88911411	REVISION	

REVISION	DRAWN BY & DATE	DESIGNED BY & DATE	CHECKED BY & DATE	APPROVED BY & DATE	Draft	
					Issue	✓
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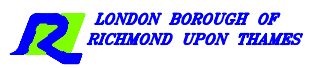
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LOCATION PLAN
(Scale 1:1250)

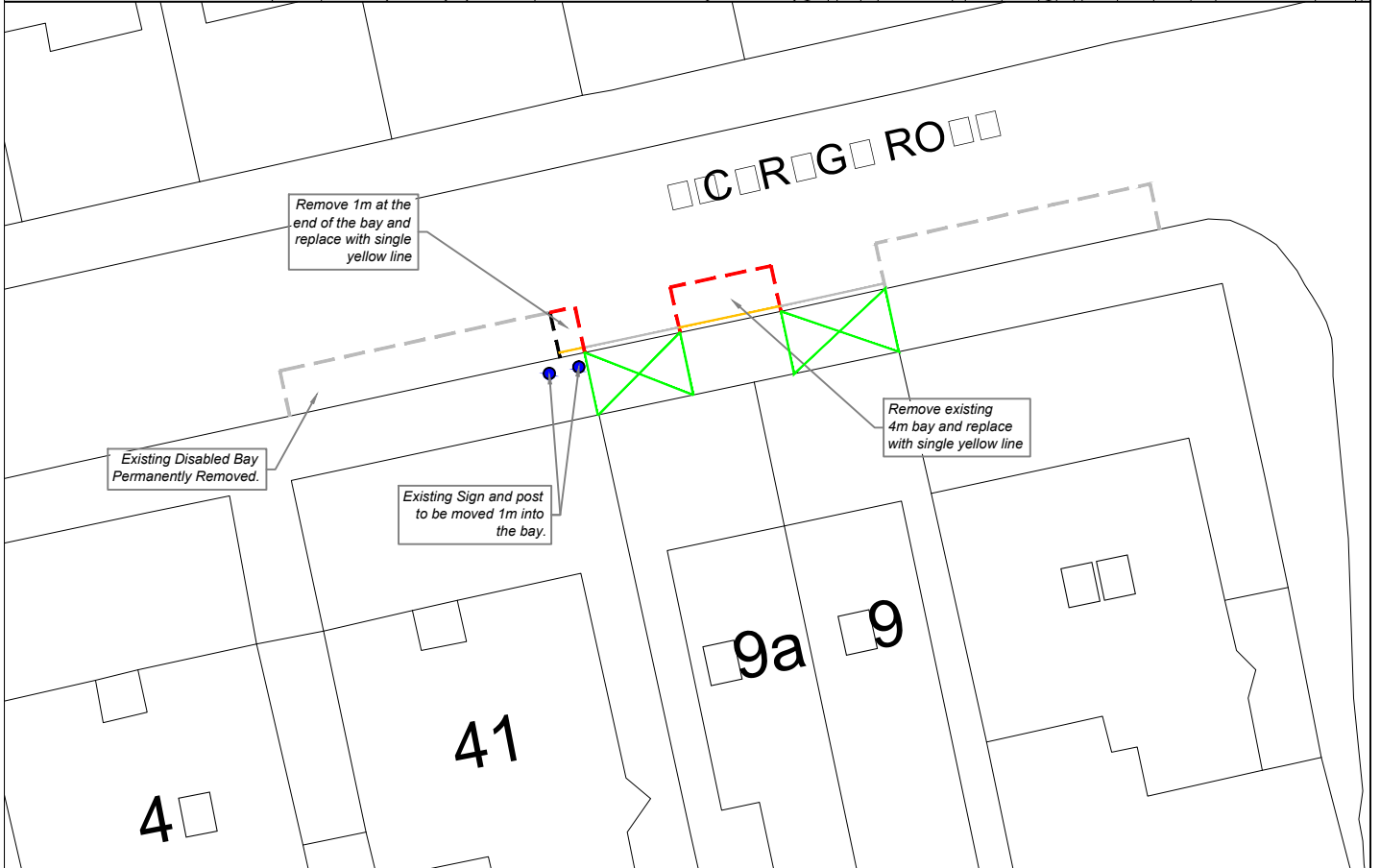
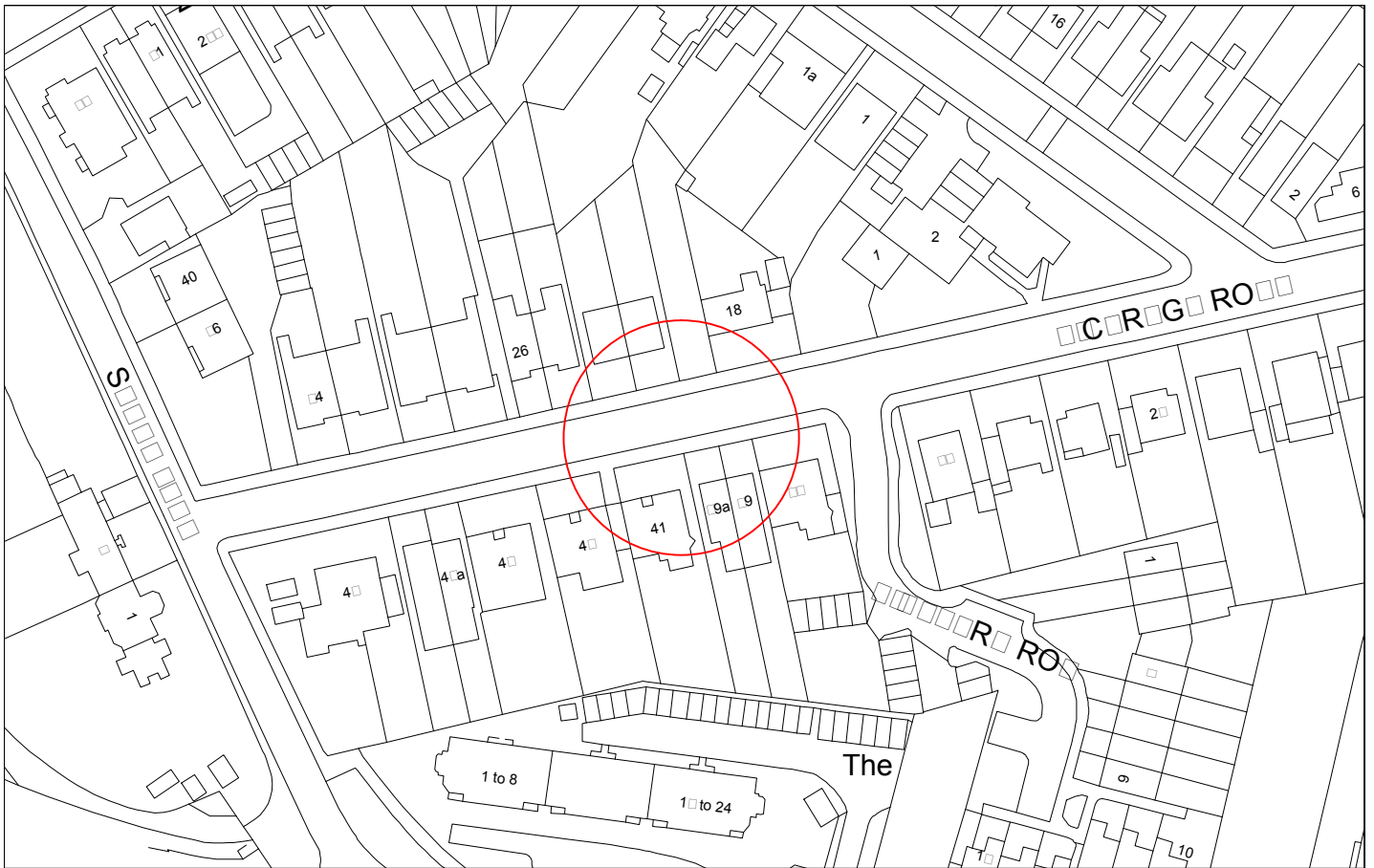


DETAILED DESIGN
(Scale 1:500)



CLIENT		LONDON BOROUGH OF RICHMOND UPON THAMES	
PROJECT		ST MARGARET'S RD/TALBOT ROAD	
DRAWING TITLE		PROPOSED NO LOADING RESTRICTION DETAILED DESIGN & LOCATION PLAN	
ISSUING OFFICE	TWICKENHAM	DRAWING NUMBER	1049_TALBOT_0100_001
TELEPHONE	020 88911411	REVISION	

					Draft	
					Issue	✓
REVISION	TM 24.12.15	PR 24.12.15	LF 24.12.15	MT 24.12.15	Scale (at A4 size)	AS SHOWN
	DRAWN BY & DATE	DESIGNED BY & DATE	CHECKED BY & DATE	APPROVED BY & DATE		



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CLIENT LONDON BOROUGH OF RICHMOND UPON THAMES

PROJECT Vicarage Road

DRAWING TITLE Bay Removal



ISSUING OFFICE TWICKENHAM
TELEPHONE 08456 122 660

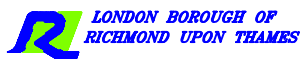
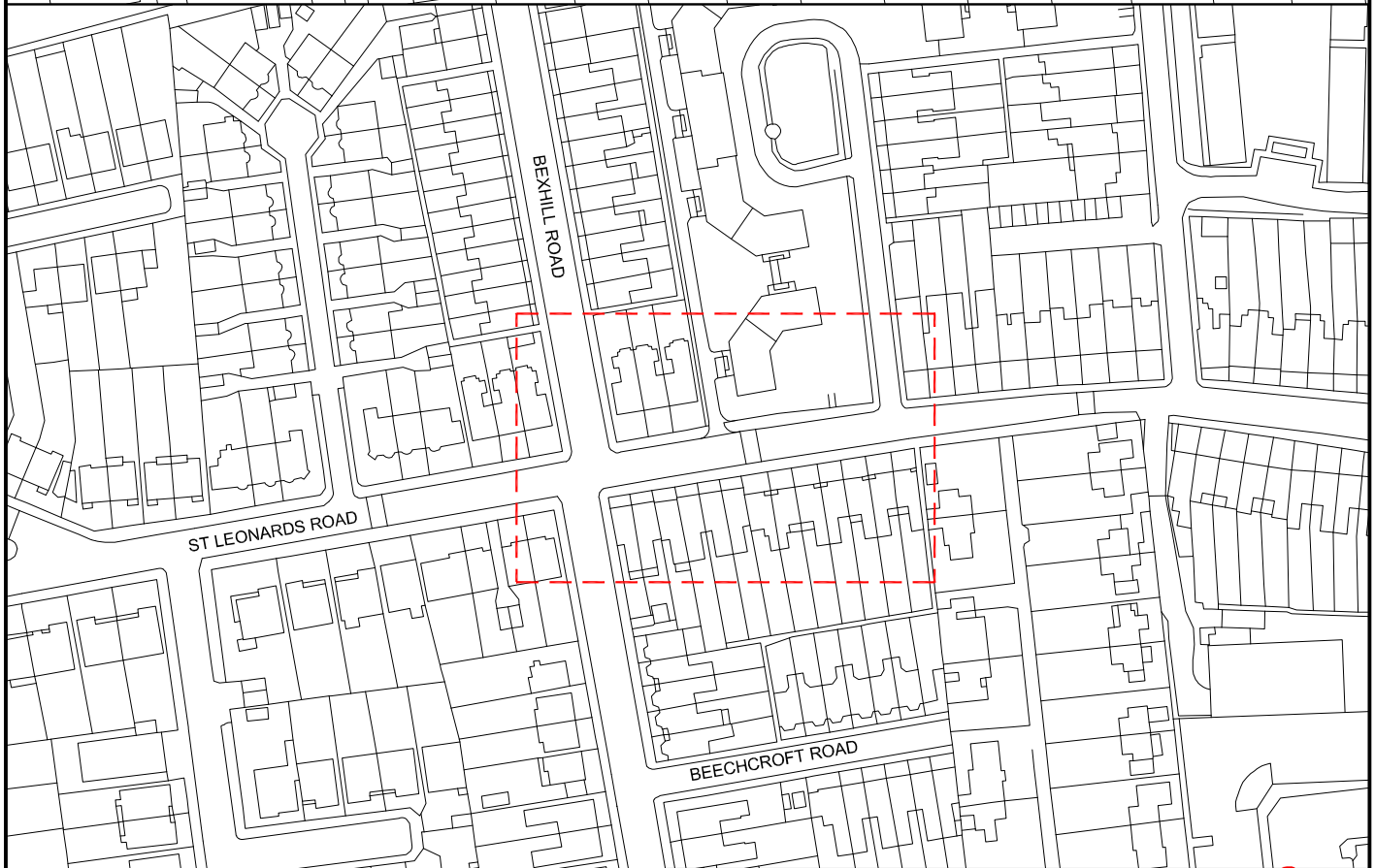
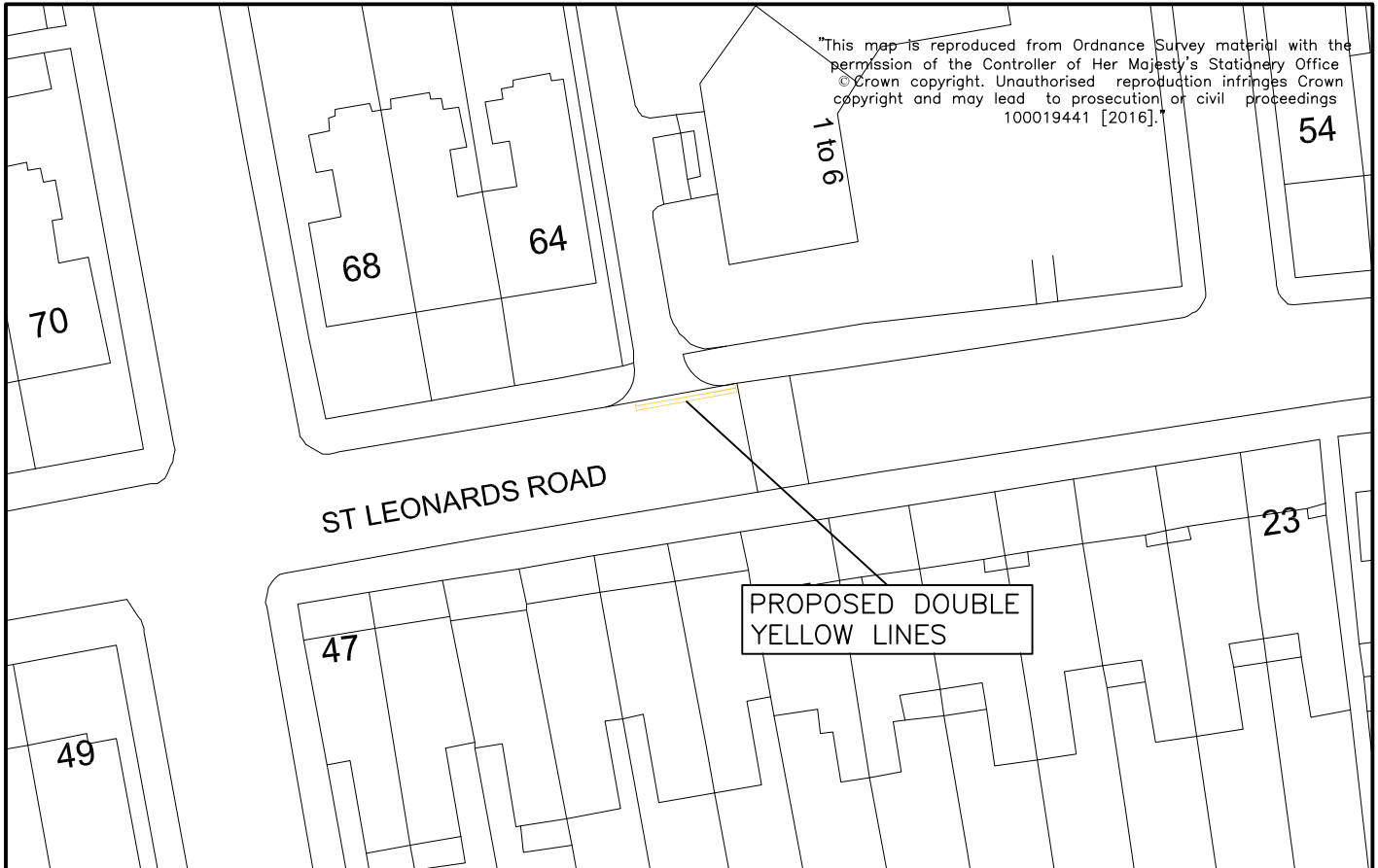
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REVISION -

-	T.S. Jan 2017	L.F. Jan 2017	L.F. Jan 2017	M.T. Jan 2017
REVISION	DRAWN BY & DATE	DESIGNED BY & DATE	CHECKED BY & DATE	APPROVED BY & DATE

Draft	<input checked="" type="checkbox"/>
Issue	<input checked="" type="checkbox"/>
Scale (at A4 size)	NTS

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 100019441 [2016]."



CLIENT	LONDON BOROUGH OF RICHMOND UPON THAMES		
PROJECT	ST LEONARDS ROAD		
DRAWING TITLE	PROPOSED DOUBLE YELLOW LINES		
ISSUING OFFICE	TWICKENHAM	DRAWING NUMBER	REVISION
TELEPHONE	020 88911411	1049-CS-GL-1007404	

Draft	<input checked="" type="checkbox"/>
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REVISION	DRAWN BY & DATE	DESIGNED BY & DATE	CHECKED BY & DATE	APPROVED BY & DATE
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