

## TRAFFIC MANAGEMENT ORDER

### THE LONDON BOROUGH OF RICHMOND UPON THAMES (WAITING AND LOADING RESTRICTION) (CIVIL ENFORCEMENT AREA) (AMENDMENT No. 69) ORDER 2011

Made: 12 September 2011

Coming into operation: 26 September 2011

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 26 September 2011 and may be cited as the London Borough of Richmond upon Thames (Waiting and Loading Restriction) (Civil Enforcement Area) (Amendment No. 69) Order 2011.
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 318, 337, 384, 465, 600B and 655 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; and
  - (b) there were added to the items in Schedule 1 to that Order the items numbered 152A, 211C and 649A and as set out in columns 1, 2 and 3 of Schedule 2 to this Order.

---

(a) 1984 c. 27. (b) 1978 c. 30.  
(c) 2008/38 – the relevant amending order is 2010/95.

Dated 12 September 2011

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

**SCHEDULE 1**  
(See Article 3(a))

ITEMS TO BE SUBSTITUTED IN SCHEDULE 1 [to 20008/38]

**RESTRICTED STREETS**

1 Item No.	2 Street	3 Prescribed hours - see Schedule 3 [to 2008/38]
318	<p>Hanworth Road, Whitton:</p> <p>(a) the north-west side:</p> <p>(i) from a point 10 metres north-east of the north-eastern kerb-line of Simpson Road, Whitton to a point 10 metres south-west of the south-western kerb-line of Simpson Road;</p> <p>(ii) from a point 26 metres south-west of the prolongation of the south-western kerb-line of Heathside, Whitton to a point 5 metres north-east of that kerb-line, following the line of the north-west kerb-line to its north-westernmost extremity;</p> <p>(b) the south-east side:</p> <p>(i) from a point 7.5 metres north-east of the north-eastern kerb-line of Conway Road, Whitton to a point 7.5 metres south-west of the south-western kerb-line of Conway Road;</p> <p>(ii) from a point 10 metres north-east of the north-eastern kerb-line of Heathside to a point 26 metres south-west of the south-western kerb-line of Heathside;</p> <p>(iii) from the north-eastern kerb-line of Powder Mill Lane, Whitton north-eastwards for a distance of 20 metres.</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p>

**SCHEDULE 1 (Continued)**

<b>1 Item No.</b>	<b>2 Street</b>	<b>3 Prescribed hours - see Schedule 3 [to 2008/38]</b>
337	<p>High Street, Hampton:</p> <p>(a) the north-west side:</p> <p>(i) from its junction with Thames Street, Hampton to a point 7.5 metres south-west of a point opposite the south-eastern corner of No 3 High Street;</p> <p>(ii) from a point 7.5 metres south-west of a point opposite the south-eastern corner of No 3 High Street to a point 15 metres south-west of its junction with Sheridan Place, Hampton;</p> <p>(iii) from its junction with the north-eastern kerb-line of Station Road north-eastwards for a distance of 10 metres;</p> <p>(iv) from a point 10 metres north-east of the north-eastern kerb-line of Station Road to a point 15 metres south-west of its junction with Sheridan Place, Hampton;</p> <p>(v) from a point 15 metres south-west of its junction with Sheridan Place to a point 9 metres south of the common boundary of Nos 57 and 57A High Street;</p> <p>(b) the south-east and east side:</p> <p>(i) from the north-eastern kerb-line of Thames Street to a point opposite the north-eastern boundary of No 22 High Street;</p> <p>(ii) from a point 7.5 metres north-east of the north-eastern kerb-line of Old Farm Passage to the south-western kerb-line of High Street which fronts Nos 64 to 68 High Street;</p> <p>(iii) from a point 11 metres south-west of the south-western kerb-line of Park Close, Hampton to a point 11 metres north-east of the north-eastern kerb-line of Park Close;</p> <p>(iv) from a point 10 metres south of the southern kerb-line of Douai Grove, Hampton to a point 10 metres north of the northern kerb-line of Douai Grove;</p> <p>(v) from a point 7 metres south of the mid point of the vehicular access to the allotment gardens (opposite No 6 Warwick Close) northwards for a distance of 14 metres;</p> <p>(c) the island site situated at the junction of Ormond Avenue and Church Street:</p> <p>(i) the north-west side;</p> <p>(ii) the east side.</p>	<p>A</p> <p>H</p> <p>A</p> <p>H</p> <p>A</p> <p>H</p> <p>H</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p>

**SCHEDULE 1 (Continued)**

<b>1 Item No.</b>	<b>2 Street</b>	<b>3 Prescribed hours - see Schedule 3 [to 2008/38]</b>
384	<p>Kneller Road, Whitton:</p> <p>(a) the south side:</p> <p>(i) from a point 18 metres east of the eastern kerb-line of Chase Gardens to a point 21 metres west of the western kerb-line of Chase Gardens, Whitton;</p> <p>(ii) from a point 28 metres east of the eastern kerb-line of Alton Gardens, Whitton to its junction with the eastern kerb-line of Salliesfield, Kneller Road;</p> <p>(b) the south-west side, from its junction with the northern kerb-line of Warren Road, Whitton to a point opposite the southern boundary of the "Duke of Cambridge" public house, Kneller Road;</p> <p>(c) the north-east and north side:</p> <p>(i) from a point 28 metres east of the eastern kerb-line of Alton Gardens to a point 30 metres north-west of its junction with Warren Road;</p> <p>(ii) from a point opposite the south-east flank wall of No 89 Kneller Road to a point opposite the southern boundary of the "Duke of Cambridge" public house, Kneller Road;</p> <p>(iii) from a point 13 metres south-east of the mid point of the vehicular access serving Kneller Hall north-westwards for a distance of 26 metres;</p> <p>(d) at its junction with Nelson Road and Whitton Dene:</p> <p>(i) the south side, from a point opposite the extended eastern kerb-line of Whitton Dene to a point 5 metres west of the western elevation of No 2 Nelson Road;</p> <p>(ii) the north side, from a point 15 metres east of the eastern kerb-line of Whitton Dene to a point opposite a point 5 metres west of the western elevation of No 2 Nelson Road;</p> <p>(e) from a point 3 metres east of the eastern edge of the access way serving Nos 137-151 Kneller Road westwards for a distance of 9 metres;</p> <p>(f) the north-west side, from the north-eastern kerb-line of Hounslow Road, Whitton north-eastwards for a distance of 8 metres;</p> <p>(g) the south-east side, from the north-eastern kerb-line of Hounslow Road, Whitton north-eastwards for a distance of 10 metres.</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p>

[illegible]

**SCHEDULE 2**  
(See Article 3(b))

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

**RESTRICTED STREETS**

<b>1 Item No.</b>	<b>2 Street</b>	<b>3 Prescribed hours - see Schedule 3 [to 2008/38]</b>
152A	Clavering Close, Teddington:	
	(a) the west side, from the southern kerb-line of Waldegrave Park, Teddington southwards for a distance of 7 metres;	A
	(b) the east side, from the southern kerb-line of Waldegrave Park southwards for a distance of 38 metres.	A
211C	Edgar Road, Whitton	
	(a) the south-east side, from the south-western kerb-line of Simpson Road, Whitton south-westwards for a distance of 16 metres;	A
	(b) the north-west side, from the south-western kerb-line of Simpson Road south-westwards for a distance of 23 metres, including so much of the parking area in the layby outside "Slade House" as is unoccupied by marked bays.	A
649A	Simpson Road, Whitton:	
	(a) the north-east side, from the north-western kerb-line of Hanworth Road, Whitton north-westwards for a distance of 10 metres;	A
	(b) the south-west side:	
	(i) from the north-western kerb-line of Hanworth Road north-westwards for a distance of 22 metres;	A
	(ii) from a point 17 metres south-east of the centre-line of Edgar Road, Whitton north-westwards for a distance of 32 metres.	A

## EXPLANATORY NOTE

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

This Order introduces waiting restrictions “no waiting at any time” in:-

Clavering Close, Teddington – from its junction with Waldegrave Park for 7 metres on the west side and for 38 metres (to the crossover serving No 1 Clavering Close) on the east side.

High Street, Hampton – the east side, for a distance of 14 metres symmetrically arranged about the access road leading to the allotment gardens (opposite No 6 Warwick Close).

Kneller Road, Whitton – the north-east side, for a distance of 26 metres symmetrically arranged about the vehicular access serving Kneller Hall (the Royal Military School of Music).

Moore Close, Sheen – extends the double yellow lines to the whole of the street (other than at parking bays) including, on the south side at the end of the cul-de-sac the crossover serving Magna Square.

Rydal Gardens, Whitton – on both sides at the corner between the two arms of the street outside No 1 and Nos 10A-14 Rydal Gardens.

Hanworth Road / Simpson Road / Edgar Road, Whitton – at the junction of Hanworth Road and Simpson Road and at the junction of Simpson Road and Edgar Road.

South Road, Twickenham – at the access road serving the car park and entrance to the “Wickes” builders’ merchants store at No 50 South Road.

ROAD TRAFFIC REGULATION ACT 1984

**THE LONDON BOROUGH OF RICHMOND UPON THAMES (WAITING AND LOADING  
RESTRICTION) (CIVIL ENFORCEMENT AREA) (AMENDMENT No. 69) ORDER 2011**

**CLAVERING CLOSE, TEDDINGTON  
HIGH STREET, HAMPTON  
KNELLER ROAD, WHITTON  
MOORE CLOSE, SHEEN  
RYDAL GARDENS, WHITTON  
SIMPSON ROAD, EDGAR ROAD AND HANWORTH ROAD, WHITTON  
SOUTH ROAD, TEDDINGTON**  
(Reference 46/11)

1. The Council of the London Borough of Richmond upon Thames on the 12 September 2011 made the above Order 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 this Order is to introduce waiting restriction "no waiting at any time" in the streets or at the locations specified in the Schedule to this order.
3. Copies of the Order, which will come into operation on 26 September 2011, plans showing the location and effect of the Order and the Council's Statement of Reasons for proposing to make the Order:-
  - (a) can be inspected for a period of six weeks from the date of this Notice, quoting Reference 46/11, 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](http://www.richmond.gov.uk/traffic_management_orders.htm)
4. Copies of this Order may be purchased from the Environment Directorate, Civic Centre, 44 York Street, Twickenham TW1 3BZ.
5. Persons wishing to question the validity of this Order or any of its provisions on the grounds that it or they are not within the powers conferred by the 1984 Act, or that any requirement of the Act or any instrument made under the Act has not been complied with that person may, within six weeks from the date on which the Order was made, apply for the purpose to the High Court.

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

**THE SCHEDULE**

Locations where waiting restrictions "no waiting at anytime" are proposed

Clavering Close, Teddington – from its junction with Waldegrave Park for 7 metres on the west side and for 38 metres (to the crossover serving No 1 Clavering Close) on the east side.

High Street, Hampton – the east side, for a distance of 14 metres symmetrically arranged about the access road leading to the allotment gardens (opposite No 6 Warwick Close).

Kneller Road, Whitton – the north-east side, for a distance of 26 metres symmetrically arranged about the vehicular access serving Kneller Hall (the Royal Military School of Music).



Moore Close, Sheen – extends the double yellow lines to the whole of the street (other than at parking bays) including, on the south side at the end of the cul-de-sac the crossover serving Magna Square.

Rydal Gardens, Whitton – on both sides at the corner between the two arms of the street outside No 1 and Nos 10A-14 Rydal Gardens. The overall lengths of the restrictions will be 7 metres and 12 metres respectively.

At the junction of Hanworth Road and Simpson Road, Whitton. The overall lengths of the restrictions will be 18 metres on the north-east corner side and 31 metres on the south-west corner.

At the junction of Simpson Road and Edgar Road, Whitton. The overall lengths of the new restrictions will be 28 metres on the south-east corner side and 21 metres on the south-west corner and will include the existing restrictions in the lay-by outside “Slade House”.

South Road, Twickenham – at the access road serving the car park and entrance to the “Wickes” builders merchants store at No 50 South Road. The overall lengths of the restrictions will be 14 metres on the west side and 13 metres on the east side.

Dated 16 September 2011

**ROAD TRAFFIC REGULATION ACT 1984**

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

**CLAVERING CLOSE, TEDDINGTON  
HIGH STREET, HAMPTON  
KNELLER ROAD, WHITTON  
MOORE CLOSE, SHEEN  
RYDAL GARDENS, WHITTON  
SIMPSON ROAD, EDGAR ROAD AND HANWORTH ROAD, WHITTON  
SOUTH ROAD, TEDDINGTON**  
(Reference 37/11)

1. The Council of the London Borough of Richmond upon Thames propose to make the above Order 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 Order will be to introduce waiting restriction "no waiting at any time" in the streets or at the locations specified in the Schedule to this order.
3. Copies of the proposed Order, plans showing the location and effect of the proposals and the Council's Statement of Reasons for proposing to make the Order:-
  - (c) can be inspected, quoting Reference 37/11, 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
  - (d) may be viewed on the Council's web-site at [http://www.richmond.gov.uk/traffic\\_management\\_orders.htm](http://www.richmond.gov.uk/traffic_management_orders.htm)
4. Persons wishing to object to or support the proposals or any part thereof should write to the Head of Highways and Transport, Civic Centre, 44 York Street, Twickenham TW1 3BZ within 21 days of the date of this Notice giving the grounds of their objection. Emails may be sent to [highwaysandtransport@richmond.gov.uk](mailto:highwaysandtransport@richmond.gov.uk).

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

**THE SCHEDULE**

Locations where waiting restrictions "no waiting at anytime" are proposed

Clavering Close, Teddington – from its junction with Waldegrave Park for 7 metres on the west side and for 38 metres (to the crossover serving No 1 Clavering Close) on the east side.

High Street, Hampton – the east side, for a distance of 14 metres symmetrically arranged about the access road leading to the allotment gardens (opposite No 6 Warwick Close).

Kneller Road, Whitton – the north-east side, for a distance of 26 metres symmetrically arranged about the vehicular access serving Kneller Hall (the Royal Military School of Music).

Moore Close, Sheen – extends the double yellow lines to the whole of the street (other than at parking bays) including, on the south side at the end of the cul-de-sac the crossover serving Magna Square.

Rydal Gardens, Whitton – on both sides at the corner between the two arms of the street outside No 1 and Nos 10A-14 Rydal Gardens. The overall lengths of the restrictions will be 7 metres and 12 metres respectively.

At the junction of Hanworth Road and Simpson Road, Whitton. The overall lengths of the restrictions will be 18 metres on the north-east corner side and 31 metres on the south-west corner.

At the junction of Simpson Road and Edgar Road, Whitton. The overall lengths of the restrictions will be 28 metres on the south-east corner side and 21 metres on the south-west corner.

South Road, Twickenham – at the access road serving the car park and entrance to the “Wickes” builders merchants store at No 50 South Road. The overall lengths of the restrictions will be 14 metres on the west side and 13 metres on the east side.

Dated 24 June 2011

**The London Borough of Richmond upon Thames (Waiting and Loading Restriction)  
(Civil Enforcement Area) (Amendment No. \*\*) Order 201\*****STATEMENT OF REASONS FOR PROPOSING TO MAKE THIS ORDER**

The Council receives reports from time to time on matters of road safety caused by parked vehicles and may come from residents, Councillors 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.

This Order is intended to improve road safety for all users by introducing waiting restrictions "no waiting at any time" at the locations listed in the Explanatory Note. Similar restrictions have proved effective in locations elsewhere in the borough that previously suffered similar problems.