

LOADING PLACES ORDER

THE LONDON BOROUGH OF RICHMOND UPON THAMES (LOADING PLACES) (AMENDMENT No. 25) ORDER 2007

Made: 3 September 2007

Coming into operation: 7 September 2007

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 the Road Traffic Regulation Act 1984**(a)**, as amended, and the Road Traffic Act 1991**(b)**, as amended, and all other enabling powers hereby make the following Order –

1. This Order shall come into operation on 7 September 2007 and may be cited as the London Borough of Richmond upon Thames (Loading Places) (Amendment No. 25) Order 2007.
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**(c)** 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 (Loading Places) Order 1994**(d)**, as amended, shall have effect as though there were added to the items set out in Schedule 12 to that Order the item numbered 12/2 and set out in columns 1, 2, 3, 4 and 5 of the Schedule to this Order.

Dated: 3 September 2007

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

(a) 1984 c. 27.
(b) 1991 c. 40.
(c) 1978 c. 30.
(d) 1994/3 – the relevant amending Order is 2005/61.

SCHEDULE
(See Article 3)

SCHEDULE 12 [to 1994/3]

IN RELATION TO A LOADING PLACE REFERRED TO IN THIS SCHEDULE THE EXPRESSION "PERMITTED HOURS" MEANS THE PERIOD BETWEEN 9.30AM AND 4.00PM 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 ONE HOUR FOR THE PURPOSE OF LOADING OR UNLOADING.

1	2	3	4	5
No. of Loading Place	Designated Loading Place	Maximum number of loading bays	Minimum total length in metres not to be occupied by loading bays	Special manner of standing
12/2	STATION PARADE, KEW, the south side, from a point 8 metres west of a point opposite the western flank wall of No 2 Station Parade eastwards to a point 1 metre west of the common boundary of Nos 2 and 4 Station Parade.	1	-	-

EXPLANATORY NOTE

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

This Order makes permanent a loading bay introduced as an experiment in March 2006 which operates between 9.30am and 4.30pm on Mondays to Saturdays inclusive on the south side of Station Parade, Kew, and in which the maximum stay for the purposes of loading and unloading is one hour.

STATEMENT OF REASONS

Prior to March 2006, the arrangements in the vicinity of Kew Gardens station for loading and for the efficient operation of the bus stand in Station Parade were unsatisfactory. The Council addressed these problems by introducing an experimental scheme which introduced a loading bay and relocated the bus stand in Station Parade. Because this new layout necessitated the loss of three on-street "pay and display" parking bays, the scheme introduced three additional parking bays in Station Approach and in the vicinity of the station forecourt.

Having considered the effect of the experiment, the Council is satisfied that the scheme has been a success, and that it should be continued on a permanent basis.

This Order gives the statutory provision for the loading bay restrictions.

The sole effect of this Order is to reproduce and continue in force indefinitely the provisions of the London Borough of Richmond upon Thames (Loading Places) (No. 1) Experimental Order 2006.

**THE LONDON BOROUGH OF RICHMOND UPON THAMES (LOADING PLACES)
(AMENDMENT No. 25) ORDER 2007**

**THE LONDON BOROUGH OF RICHMOND UPON THAMES (WAITING AND
LOADING RESTRICTION) (SPECIAL PARKING AREA) (AMENDMENT No. 27)
ORDER 2007**

**THE LONDON BOROUGH OF RICHMOND UPON THAMES (MISCELLANEOUS
STREETS) (PARKING PLACES) (AMENDMENT No. 7) ORDER 2007**

**STATION APPROACH AND STATION PARADE, KEW
(Reference 41/07)**

1. The Council of the London Borough of Richmond upon Thames on 3 September 2007 made the above-mentioned Orders under Sections 6, 45, 46, 49, 51 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 (as amended) and the Road Traffic Act 1991.
2. The principal objective of these Orders is to allow an experimental traffic management scheme (introduced in March 2006) to be continued on a permanent basis.
3. The general effect of the **Loading Places Order** is to make permanent the loading bay in Station Parade, Kew which is for the sole use of goods vehicles. Its hours of operation are between 9.30am-4.00pm on Mondays to Saturdays inclusive and goods vehicles are permitted to wait for a maximum period of 1 hour. The sole effect of this Order is to replicate and continue in force indefinitely the provisions of the London Borough of Richmond upon Thames (Loading Places) (No. 1) Experimental Order 2006.
4. The general effect of the **Waiting and Loading Restriction Order** is to make permanent the provision by which any vehicle is prohibited from waiting in or loading at the above loading bay between 8.00-9.30am and between 4.00-6.30pm on Mondays to Saturdays inclusive. The sole effect of this Order is to replicate and continue in force indefinitely the provisions of the London Borough of Richmond upon Thames (Waiting and Loading Restriction) (Special Parking Area) (No. 1) Experimental Order 2006.
5. The general effect of the **Parking Places Order** is to make permanent the provisions by which three former "pay and display" parking bays were revoked from Station Parade and by which three similar bays were introduced into Station Approach. The new bays are located outside Nos 2 and 3 "Royal Parade", Station Approach (2 bays) and near to No 4 Station Approach (1 bay). The bays operate between 9am and 5pm on Mondays to Saturdays and allow parking for a maximum period of 2 hours at a charge of 20 pence per 15 minute period. The sole effect of this Order is to replicate and continue in force indefinitely the provisions of the London Borough of Richmond upon Thames (Miscellaneous Streets) (Parking Places) (No. 1) Experimental Order 2006, apart from the tariff for parking charges, which was varied with effect from 5 February 2007.

6. Copies of the Orders, which will come into operation on 7 September 2007, a plan showing the location and effect of the Orders and the Council's Statement of Reasons for making the Orders can be inspected for a period of 6 weeks from the date of this Notice, quoting Reference 41/07, at:-
 - (a) Kew Library, 109 North Road, Kew, TW9 4HJ during opening hours; and
 - (b) the Civic Centre (Second Floor), 44 York Street, Twickenham between 9.15am and 5pm on Mondays to Fridays, except for Bank and other public holidays.
7. Copies of the Orders may be purchased from the Environment Directorate, Civic Centre, 44 York Street, Twickenham TW1 3BZ.
8. If any person wishes to question the validity of the Orders or of any of their provisions on the grounds that 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 of 1984 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.

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

Dated 7 September 2007