

LONDON BOROUGH OF HILLINGDON
THE HILLINGDON (WAITING & LOADING RESTRICTIONS)
ORDER 2023 (AMENDMENT) ORDER 2024
THE HILLINGDON (FREE PARKING PLACES)
(DISABLED PERSONS) (AMENDMENT) TRAFFIC ORDER 2024
THE HILLINGDON (20MPH SPEED LIMIT) (NO.) TRAFFIC ORDER 2024
THE HILLINGDON (SPEED LIMIT) (NO.) TRAFFIC ORDER 2024

Hillingdon Council gives notice that it proposes to make these Orders to:

1. Install 'at any time' waiting restrictions in sections of roads as set out in the Schedule to this notice below.

2. Install blue badge disabled parking bays at the following locations:

- i) Outside No. 18 Wentworth Crescent, Hayes.
- ii) The Glebe, West Drayton alongside No. 144 Coleridge Way, West Drayton.
- iii) Opposite No. 59 St Clement Close, Uxbridge.

3. Revise the extent of the previously proposed 'at any time' waiting restrictions at the junction between North Road and Thornton Avenue, West Drayton as follows:

- i) Extend the proposed double yellow lines outside No. 57 North Road to end of the adjacent grass verge.
- ii) Reduce the length of the proposed double yellow lines outside No. 50 North Road, to a point 7.3 metres northeast of the common boundary of Nos. 48 and 50 North Road.
- iii) Reduce the length of the proposed double yellow lines outside No. 75 Thornton Avenue to match the proposed length on the opposite side of the road.

4. Introduce 20mph zones in the following sections of road:

- i) Throughout all of Owen Road, Hayes
- ii) Extend the existing 20mph zone to include all of Ladygate Lane, Ruislip.
- iii) Throughout all of Whiteheath Avenue, Ruislip.
- iv) Throughout all of Bushey Road, Ickenham including Bushey Close, Chiltern Close and Malvern Close.

5. Introduce waiting restrictions operational 'Monday to Friday 8.30am to 10.30am and 3.30pm to 4.30pm' along the following sections of Sipson Lane, West Drayton

- i) North side, from a point 35 metres west of the eastern kerb line of the dropped kerb of the entrance to Hayes and Harlington Sports Ground westwards to a point 10 metres east of the eastern kerb line of Vineries Close.
- ii) South side, from a point 10 metres west of the western edge of the Gravel Pit Service Road westwards to a point 10 metres northeast of the northeastern kerb line of Sipson Road.

6. Introduce a 40mph speed limit along the section of Bath Road, West Drayton between its junction with Stanwell Moor Road and the borough boundary with Slough Borough Council.

Copies of the notice of proposals, proposed Orders together with full details, plans and the Council's statement of reasons for the proposals can be sent upon request or viewed online at <https://www.hillingdon.gov.uk/improvement-schemes> until 11th December 2024. Further information can be obtained by email parkingmanagementschemes@hillingdon.gov.uk. If you wish to comment on, or object to the proposals please write or email by 11th December 2024, stating grounds for objection and your home address to Transport & Projects, 3N/04 Civic Centre, Uxbridge, Middlesex UB8 1UW quoting reference 3N/04/20/11/24.

Dated this the 20th day of November 2024.

KARRIE WHELAN,
Corporate Director Place

SCHEDULE - PROPOSED 'AT ANY TIME' WAITING RESTRICTIONS

ALMOND CLOSE, HAYES – At the junction with Chestnut Close.

CHESTNUT CLOSE, HAYES – At the junctions with Almond Close and Walnut Close.

WALNUT CLOSE, HAYES – At the junction with Chestnut Close.

MARLBOROUGH ROAD, HILLINGDON – On the inside of the corner outside No. 48 Marlborough Road.

DRENON SQUARE, HAYES – At both junctions with Longmead Road.

LONGMEAD ROAD, HAYES – At the both junctions with Drenon Square.

SWAKELEYS DRIVE, ICKENHAM – Opposite the existing double yellow lines at the junction with Halford Road.

BEMPTON DRIVE, RUISLIP – Extend the existing double yellow lines outside No. 110 Bempton Drive.

DAWLISH DRIVE, RUISLIP – On the inside of the corner outside Nos. 3 and 5 Dawlish Drive.

HIGH ROAD, COWLEY – Extend the existing double yellow lines north of the junction with Benbow Way up to the bus stop outside Maygoods View.

STATEMENT OF REASONS

The proposed installation of waiting restrictions in various roads is intended to remove obstructive parking to assist free flow of traffic and promote road safety. This will particularly assist emergency vehicles, refuse and recycling trucks, delivery vans and other large vehicles. All proposals have been agreed by the Cabinet Member for Property, Highways and Transport.

The proposed disabled parking bays are intended to benefit disabled people by providing parking bays for the sole use of “blue badge” holders.

The revised proposals for ‘at any time’ waiting restrictions on Thornton Avenue and North Road, West Drayton are in response to the comments received during the previous statutory consultation.

The proposed speed limit reductions under item 4 of this notice will help improve road safety outside the schools and provide a better environment for those accessing the school daily. All proposals have been agreed in principle by the Cabinet Member for Property, Highway and Transport to proceed to formal consultation. Ward members have also been consulted and are supportive of the proposed speed limit reduction.

The proposed changes of speed limit on Bath Road, West Drayton is intended to enhance road safety without effecting emergency services and improving the safety of all road users.



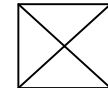
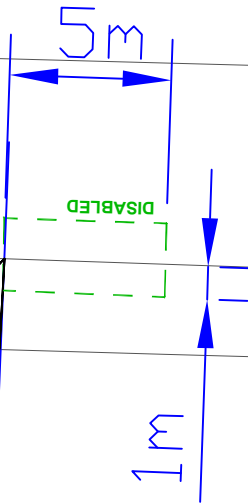
17



DISABLED

WENTWORTH CRESCENT

Proposed disabled parking bay with two wheels on the footway



dropped kerb

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HILLINGDON
LONDON

Project

Proposed Disabled Bay

Source

RSP/CAD/Dawley Rd-Blyth Rd

Description

Wentworth Crescent, Hayes

Scale

N.T.S

Drawn

CH 10/24

Checked

Paper Size

A4

Drawing No.

Rev.

12

18

20

24

Key



DISABLED

Proposed disabled parking bay

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HILLINGDON
LONDON

Project

Disabled Bay

Description

Coleridge Way , West Drayton

Scale	Drawn	Checked
	CH 07/2022	

Paper Size	Drawing No.	Rev.
A4		

148

144

LC

6.6m

DISABLED

6m

THE GLEBE

COLERIDGE WAY

128
130
142

124
126
140

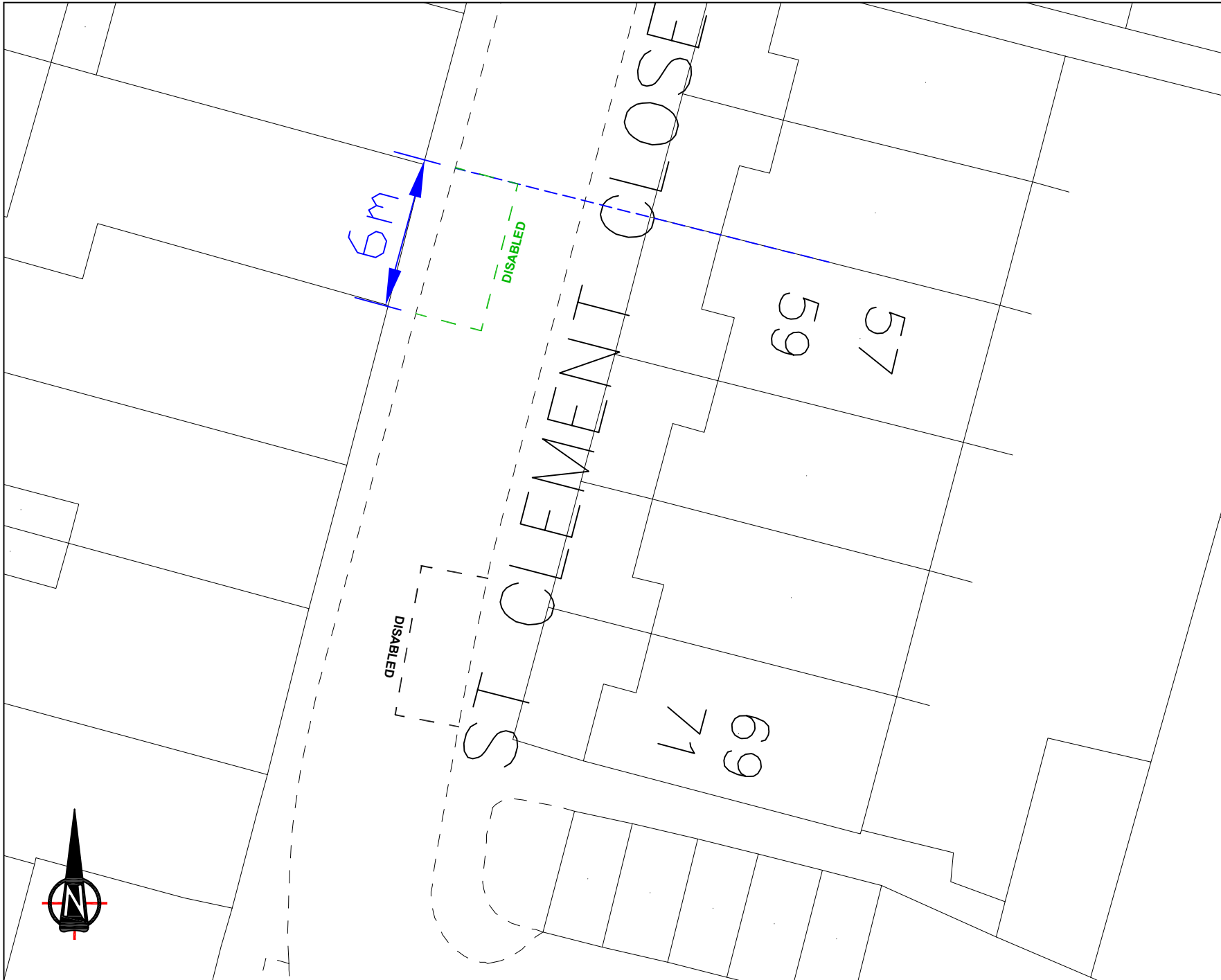
120
122
138

116
118
136

112
114
134

108
110
132

10



Notes:



Proposed disabled parking bay



Existing disabled parking bay

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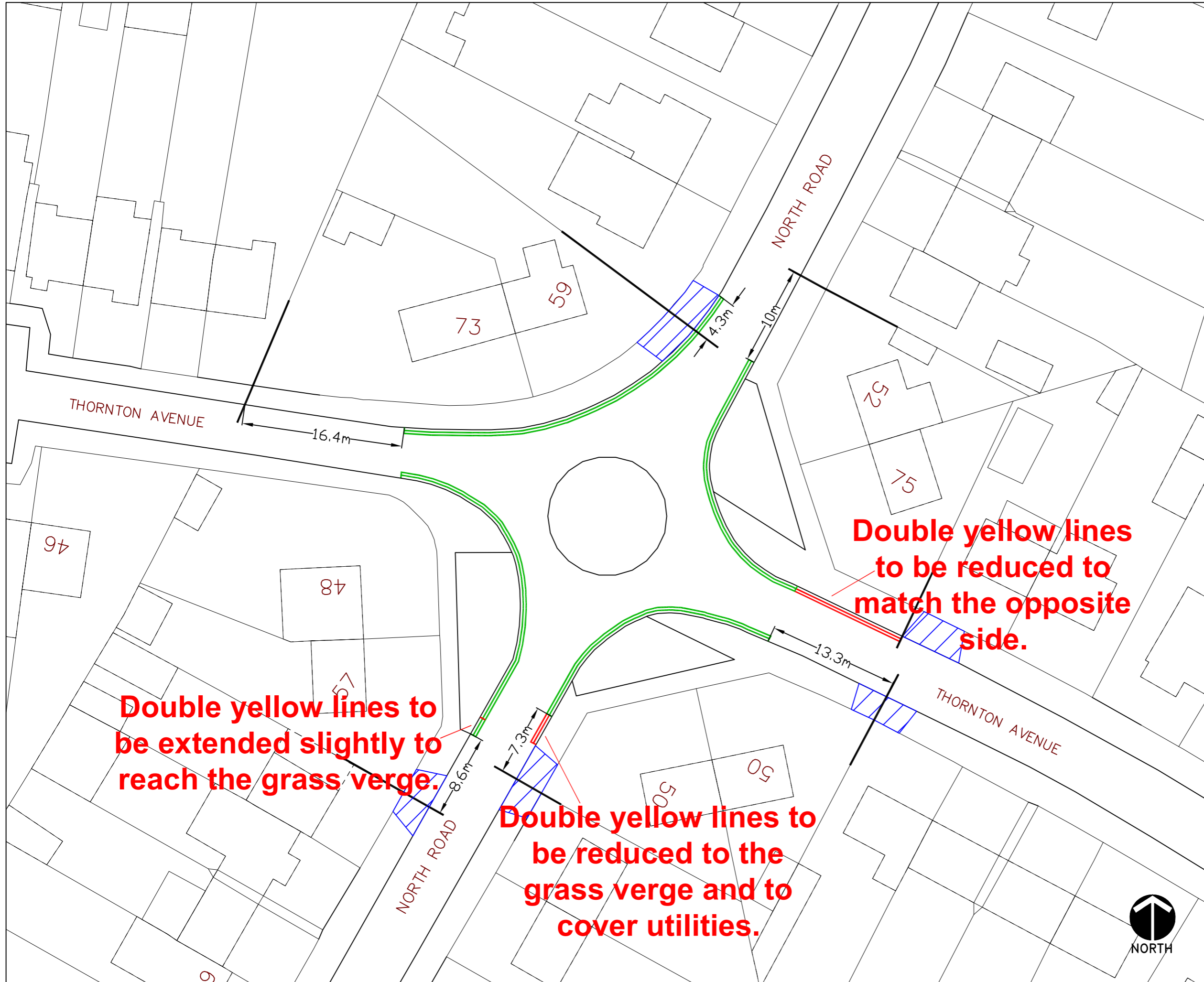
Project
Disabled person parking bay

RSP/CAD/St Peters Road

Description
St Clement Close, Cowley

Scale	Drawn (Initials/Date)	Checked (Initials/Date)
N.T.S	CH 10/2024	

Project No.	Drawing No.	Rev.
A4		



KEY

- EXISTING YELLOW LINE
- SYLT NEW SINGLE YELLOW LINE & TERMINAL
- DYL NEW DOUBLE YELLOW LINE & TERMINAL
- ▨ CROSSOVER
- REMOVE YELLOW LINE

Double yellow lines to be extended slightly to reach the grass verge.

Double yellow lines to be reduced to the grass verge and to cover utilities.

Double yellow lines to be reduced to match the opposite side.

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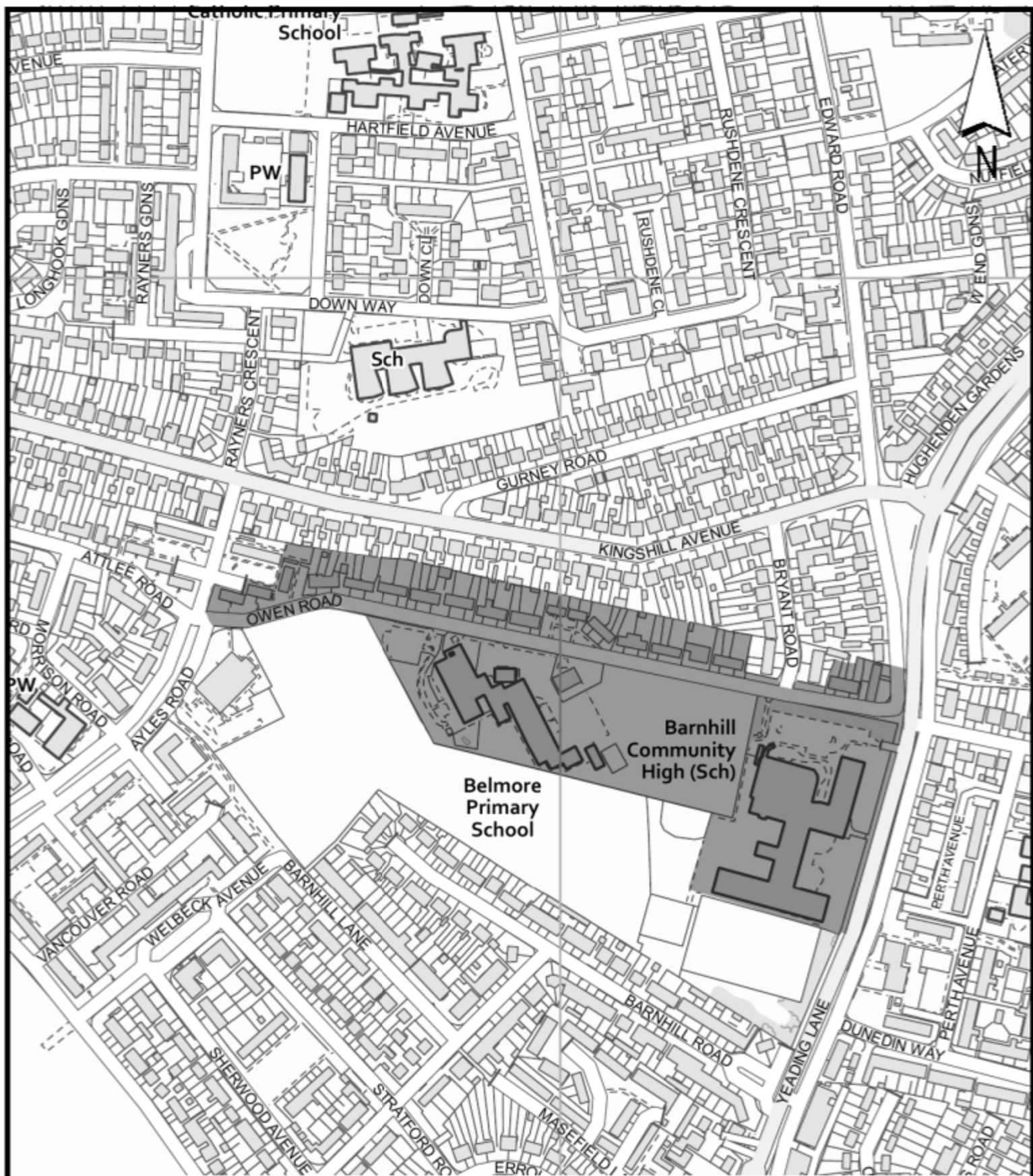
Residents Services, 3N/04, Civic Centre, High Street, UB8 1UW, London Borough of Hillingdon
 Tel 01895 250 631

Project
Thornton Avenue, West Drayton

Description
 Request for DYs at the junction of Thornton Avenue and North Road due to obstructive parking

Scale	Designed	Drawn	Date April 24
Project No.	Drawing No. 2	Rev.	





Proposed 20mph Zone Owen Road, Hayes

November 2024
Scale 1:4,500

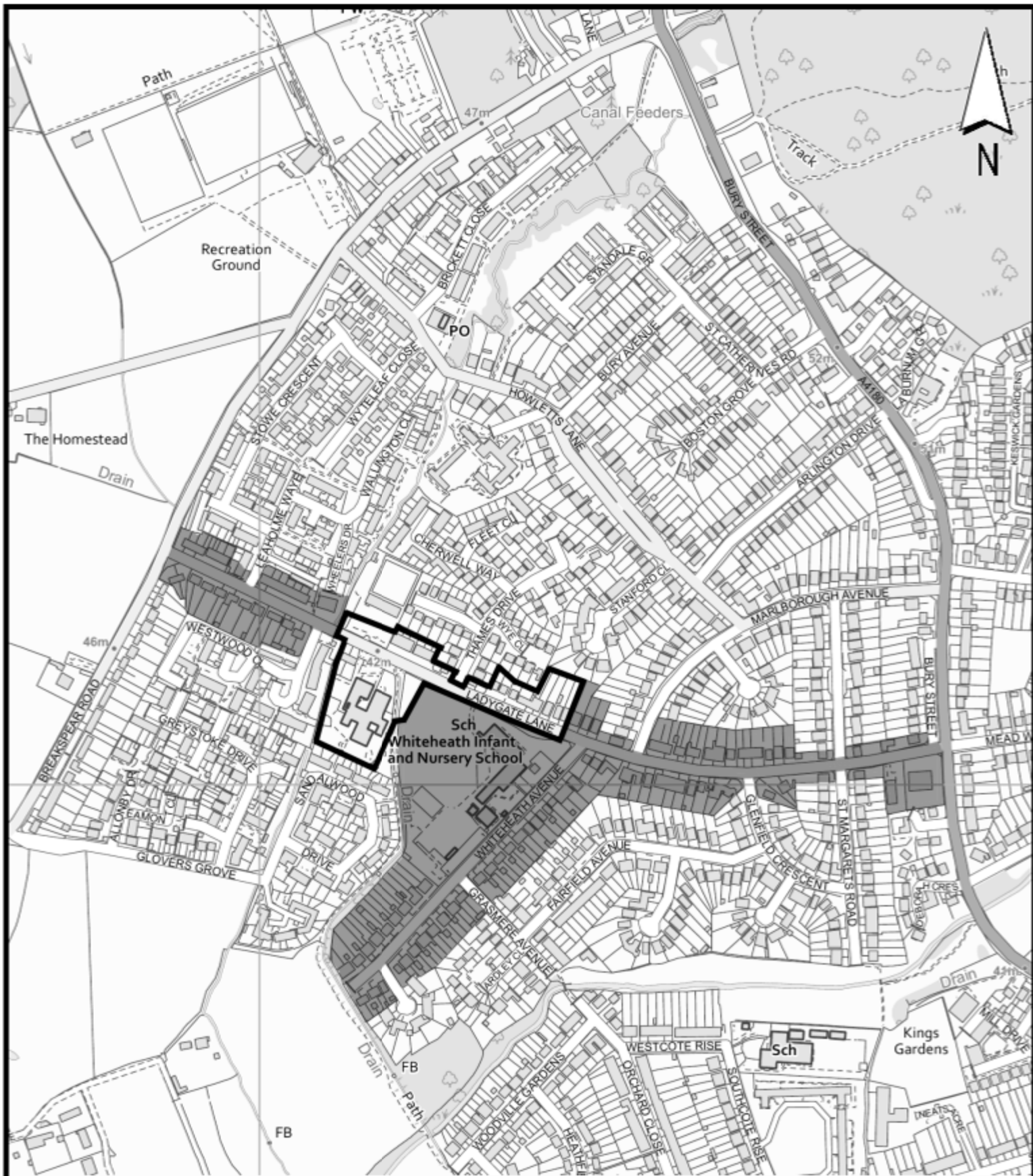


Proposed 20mph Zone throughout
Owen Road, Hayes



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Proposed extension to the existing 20mph Zone on Ladygate Lane, Ruislip

November 2024
Scale 1:6,000

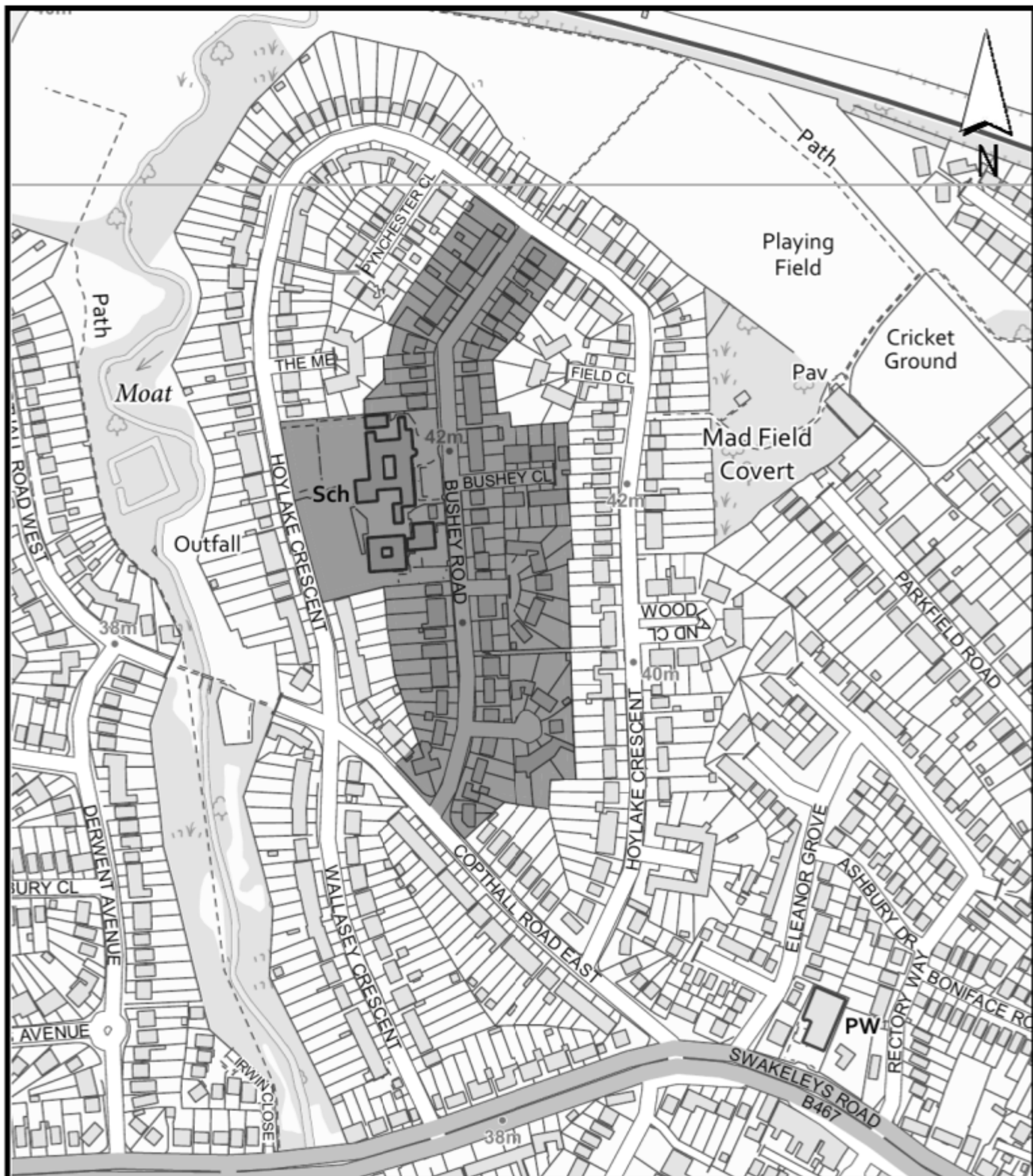


Proposed extension to the existing 20mph Zone throughout the rest of Ladygate Lane and Whiteheath Avenue, Ruislip



Extent of the existing 20mph Zone on Ladygate Lane, Ruislip

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2024 Ordnance Survey 100019283



Proposed 20mph Zone in the Bushey Road area, Ickenham

November 2024

Scale 1:4,000

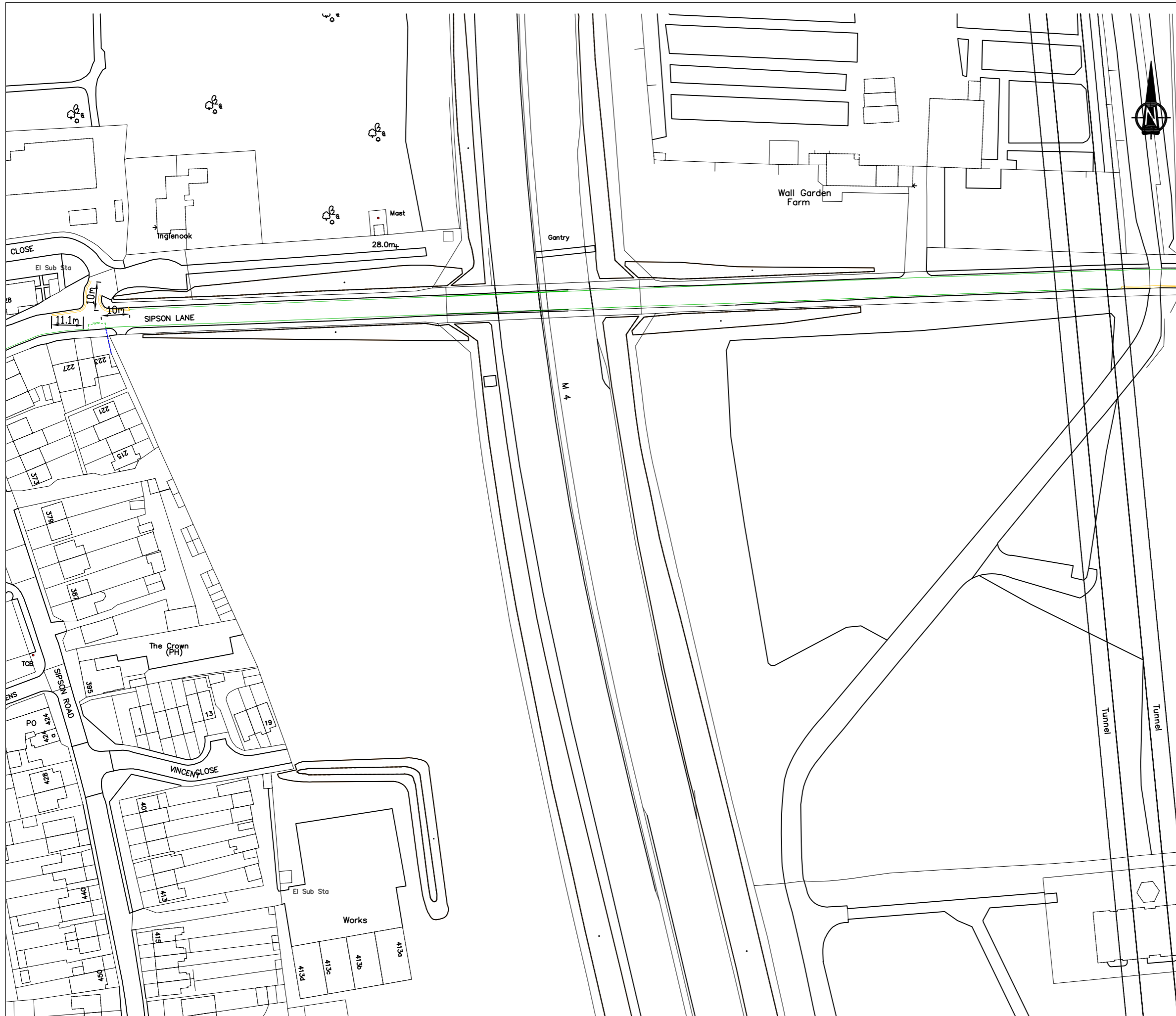


Proposed 20mph Zone in Bushey Close, Bushey Road, Chiltern Close and Malvern Close, Ickenham



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Proposed single yellow line

Existing double yellow line

Install sign and post

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HILLINGDON
LONDON

Project

ROAD SAFETY PROGRAMME

Description

Sipson Lane,
Sipson

Scale
N.T.S

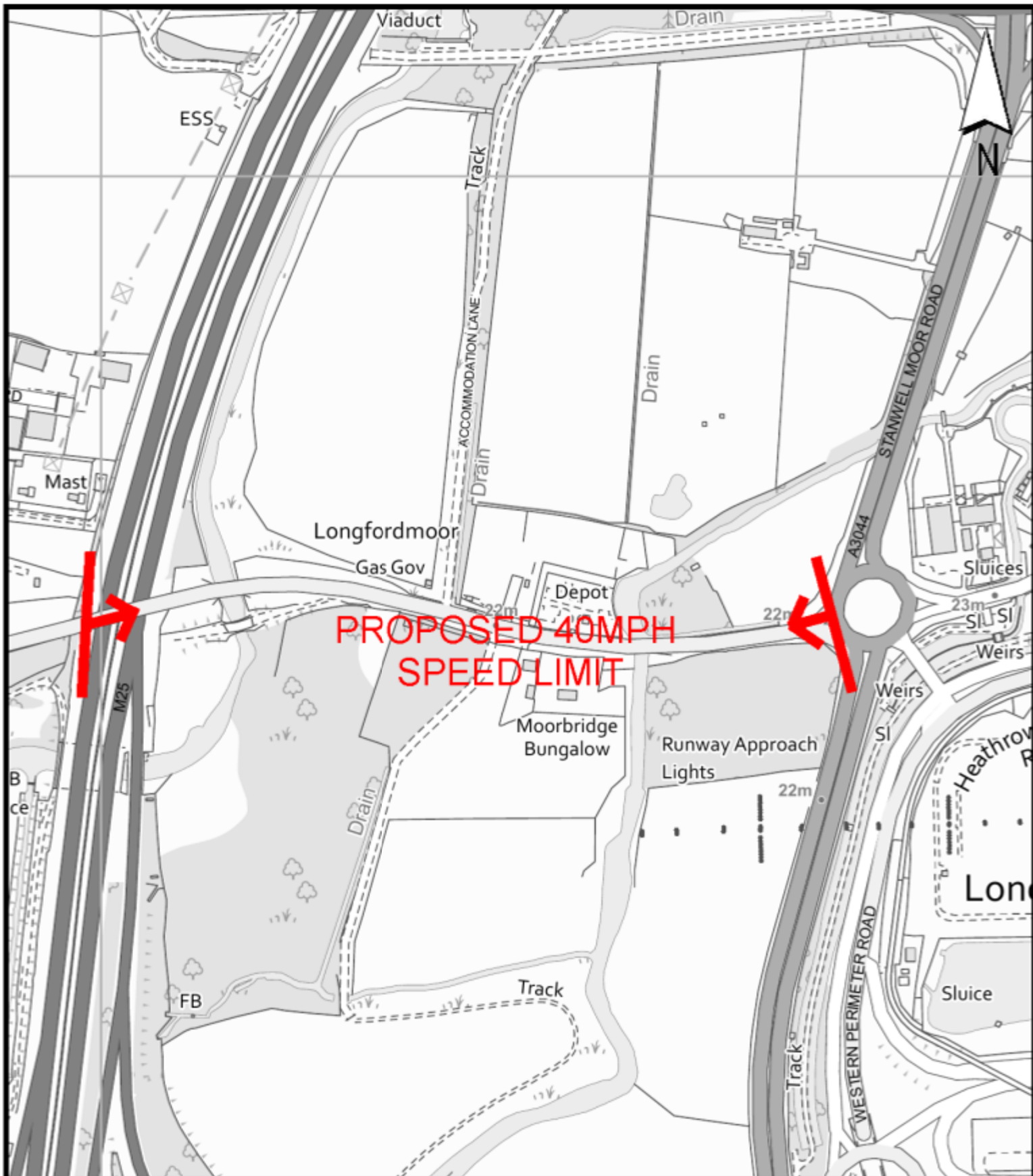
Drawn
CH. 10/2024

Checked

Paper Size

Drawing No.
RSP

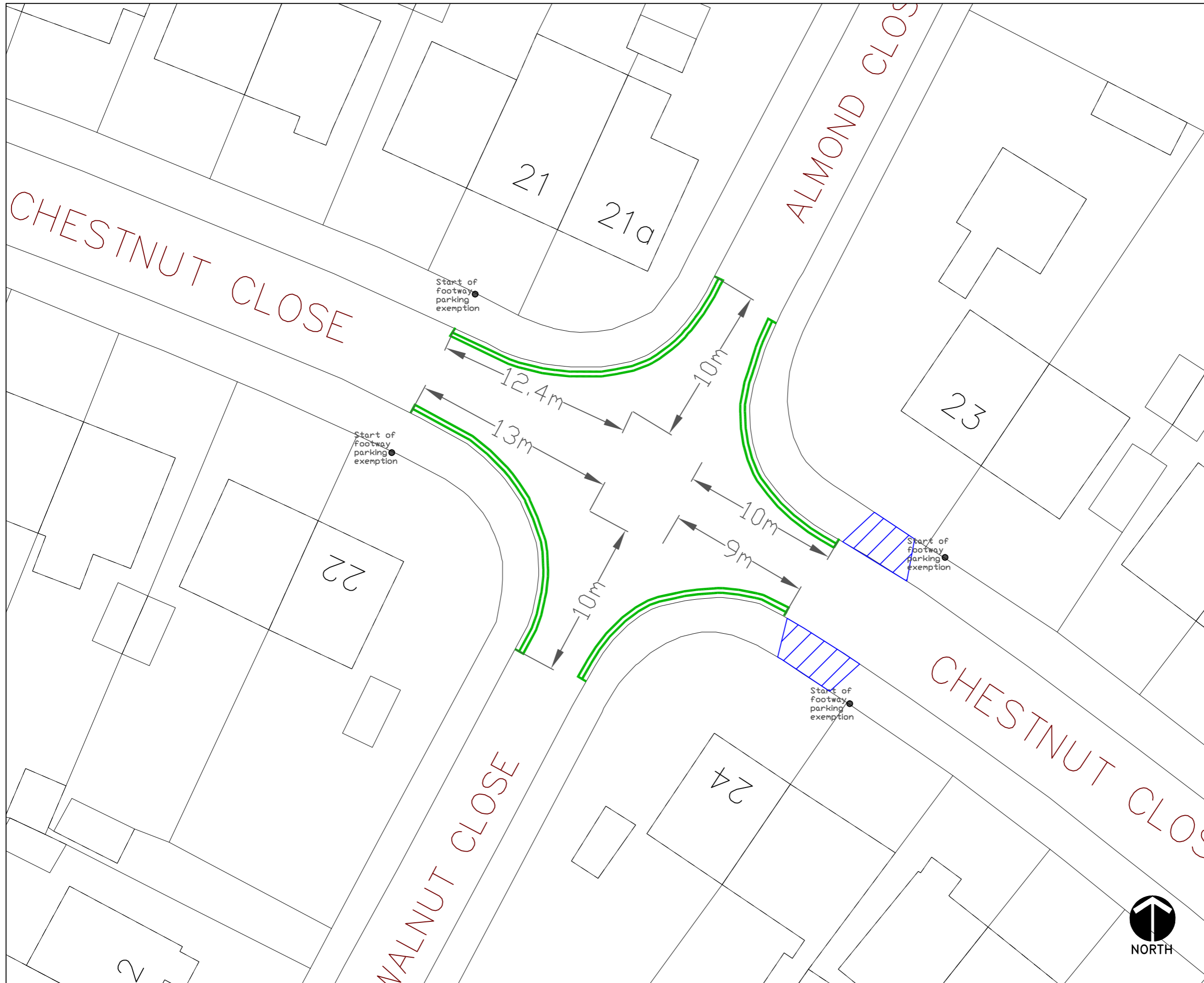
Rev.



Proposed 40mph speed limit Bath Road, West Drayton

November 2024

Scale 1:4,500



KEY	
	EXISTING YELLOW LINE
	NEW SINGLE YELLOW LINE & TERMINAL
	NEW DOUBLE YELLOW LINE & TERMINAL
	CROSSOVER

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 London Borough of Hillingdon
 Tel 01895 250 631

Project
Chestnut Close, Hayes

Description
 Proposed double yellow lines to help prevent obstructive parking

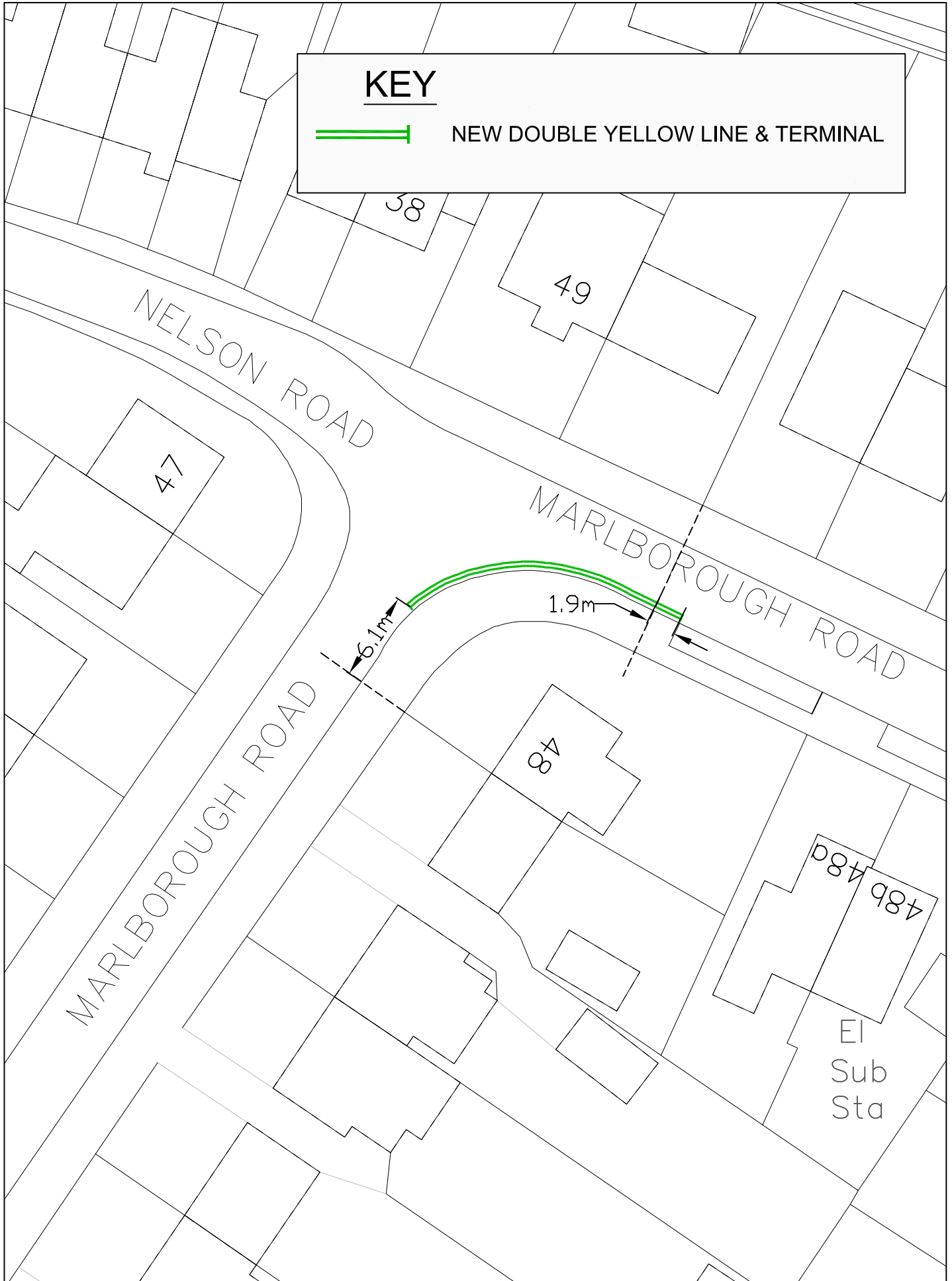
Scale	Designed	Drawn	Date
			Nov 2024

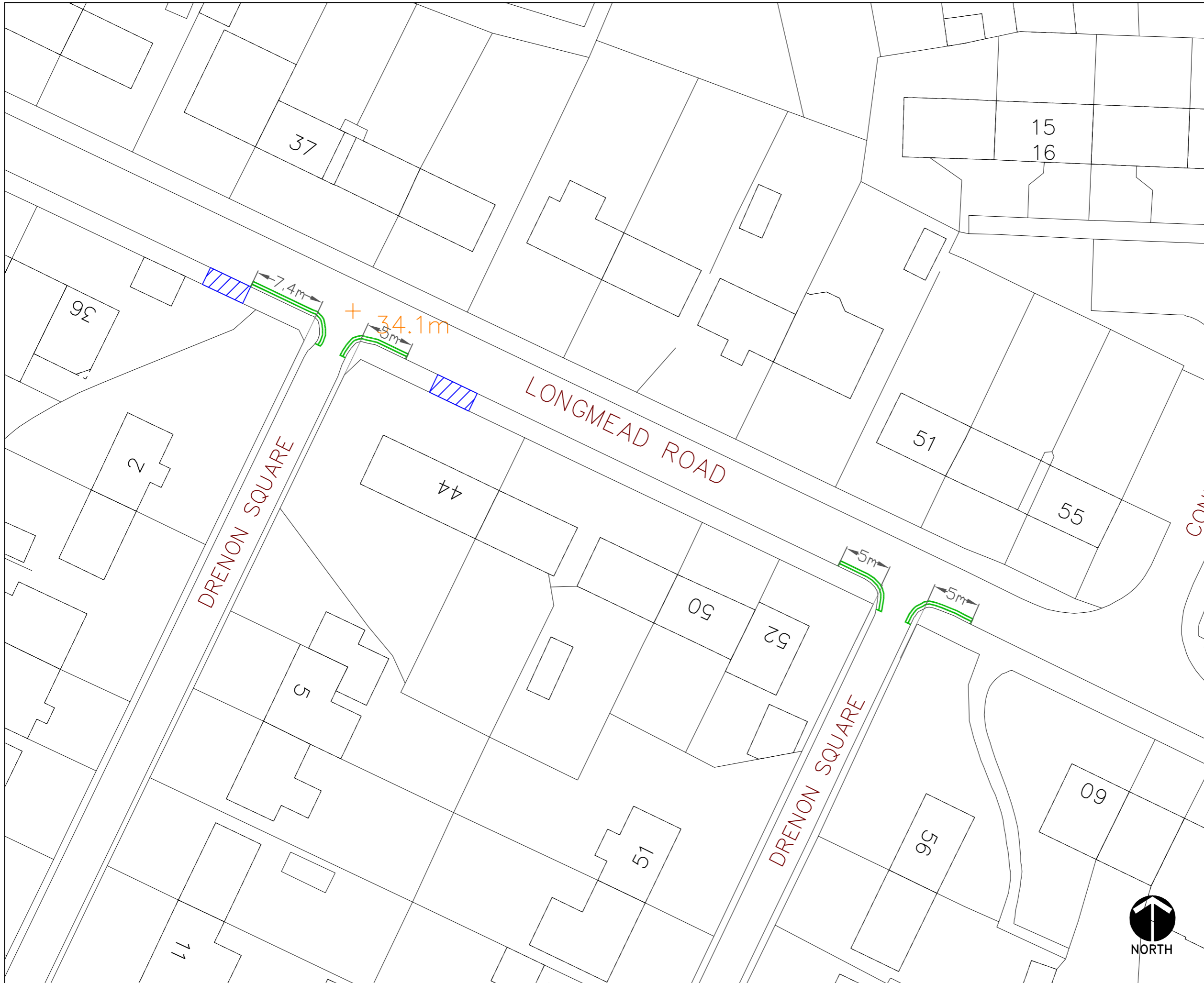
Project No.	Drawing No.	Rev.



Marlborough Road, Hillingdon

Proposed double yellow lines on corner next to No. 48





KEY	
	EXISTING YELLOW LINE
	NEW SINGLE YELLOW LINE & TERMINAL
	NEW DOUBLE YELLOW LINE & TERMINAL
	CROSSOVER

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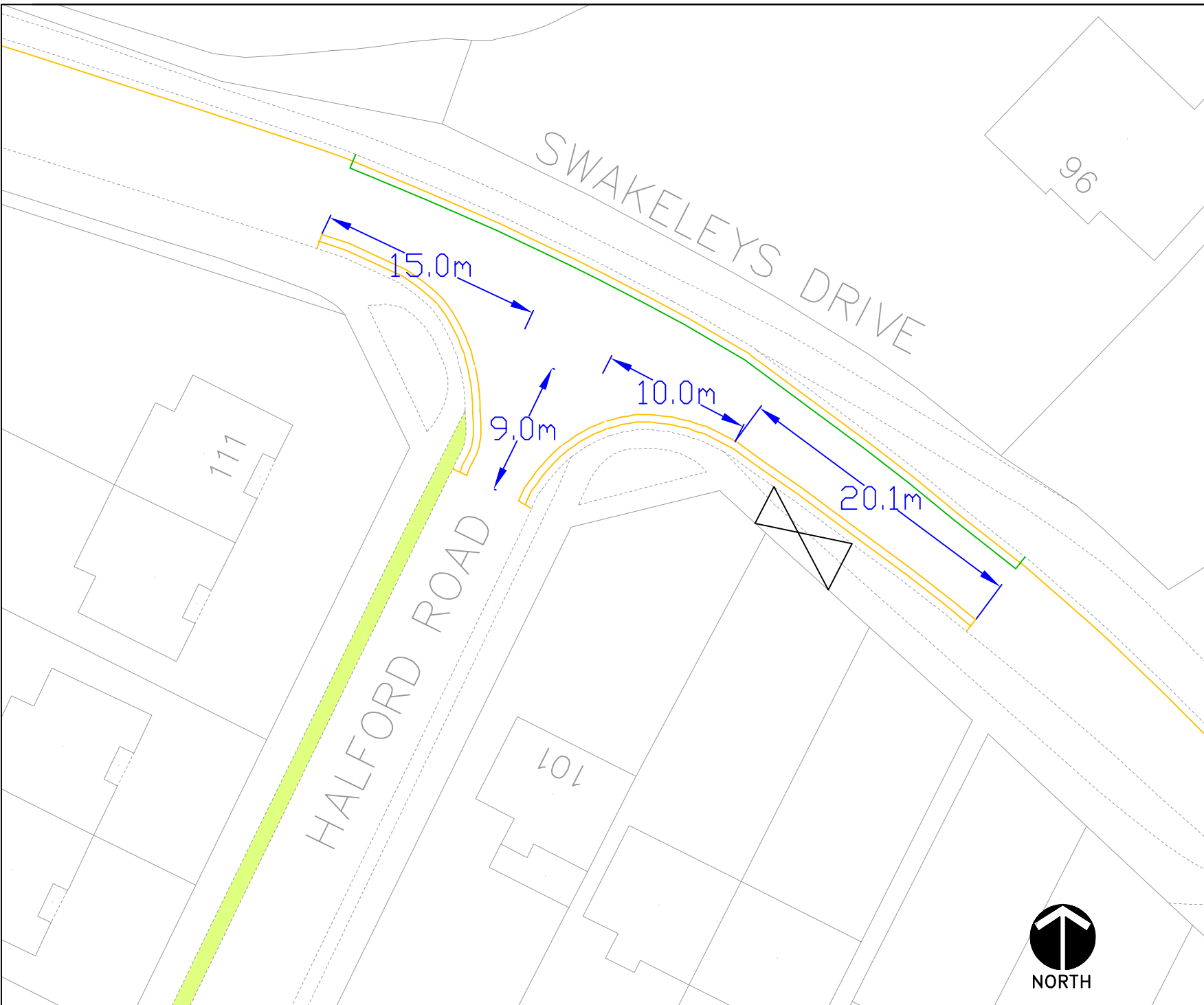
Project
Drenon Square, Hayes

Description
 Proposed double yellow lines to help prevent obstructive parking

Scale	Designed	Drawn	Date Aug 2024
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Project No.	Drawing No.	Rev.
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KEY

- DYL T PROPOSED DOUBLE YELLOW LINE & TERMINAL
- DYL T EXISTING YELLOW LINE & TERMINAL
- grass verge

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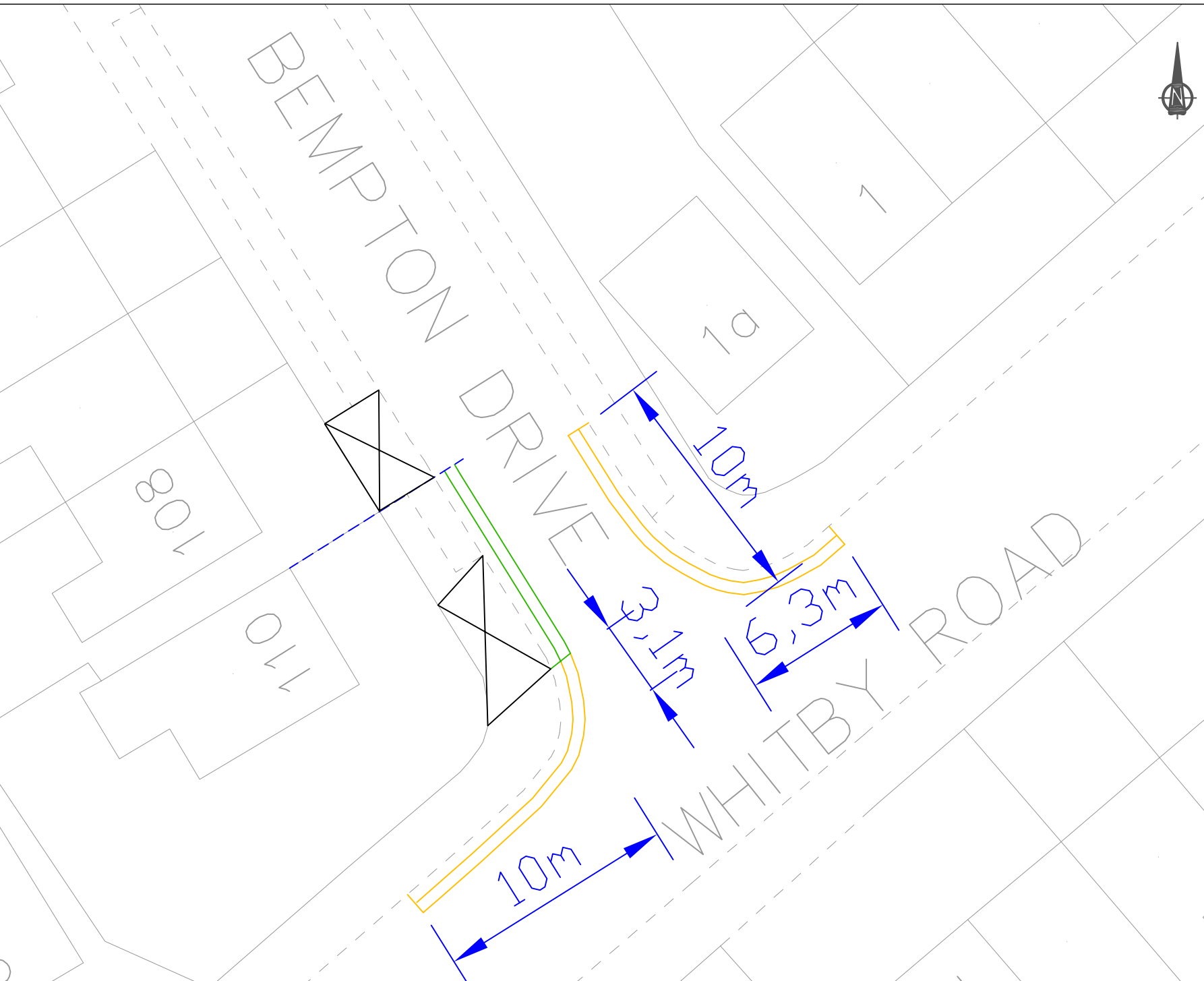
Project
Road Safety Programme



RSP/cad / Halford rd - the grove

Description
Swakeleys Drive, Ickenham

Scale	Drawn (Initials/Date)	Checked (Initials/Date)
NTS	CH 09/24	

Project No.	Drawing No.	Rev.



-  DYL PROPOSED DOUBLE YELLOW LINE & TERMINAL
-  DYL EXISTING DOUBLE YELLOW LINE & TERMINAL

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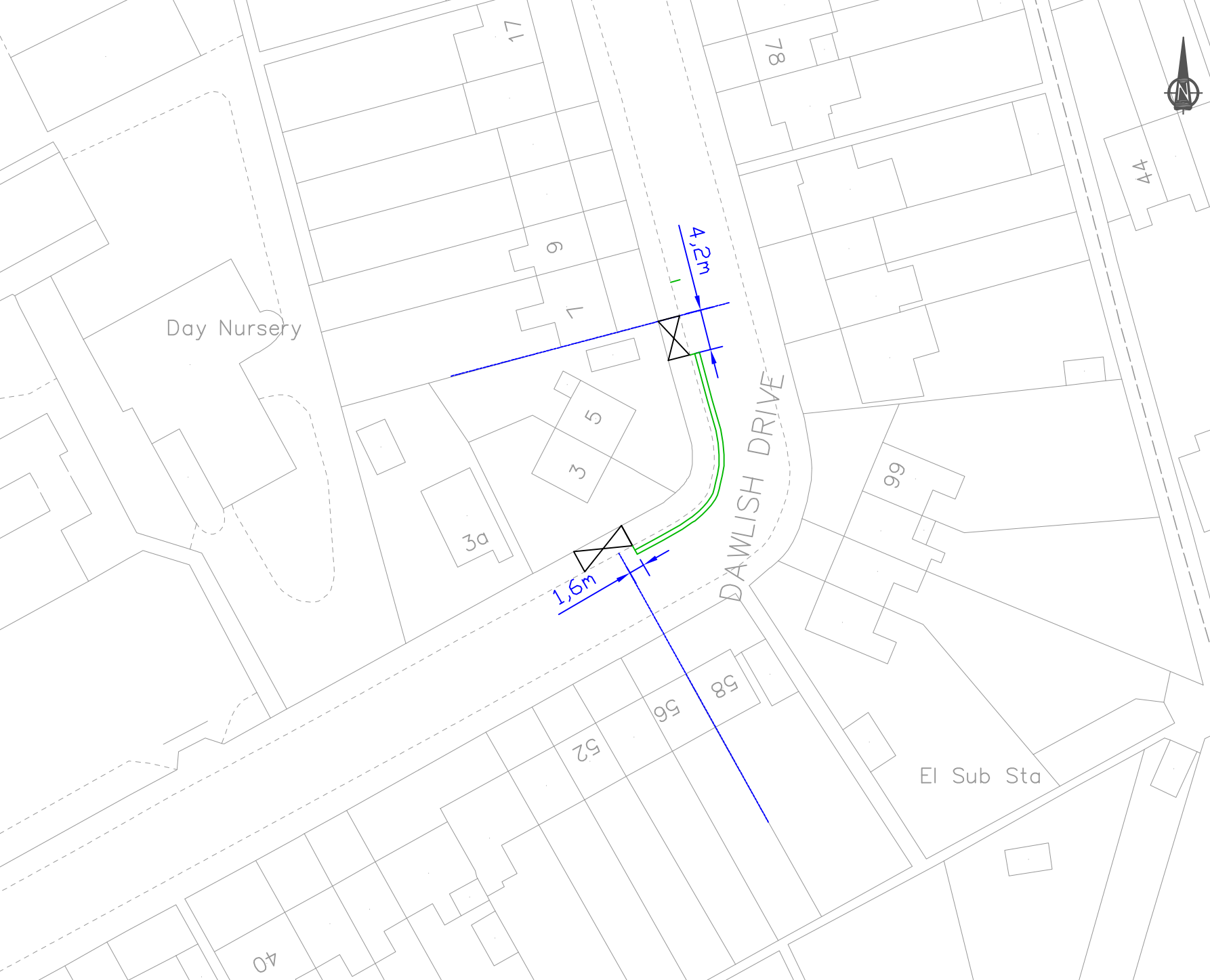


HILLINGDON
LONDON

Project
Road Safety Programme

Source
RSP/CAD drawings/Cornwall Road, Tarrington Road
Description
Bempton Drive, Ruislip

Scale N.T.S	Drawn CH . 07/24	Checked
Paper Size A4	Drawing No. RSP	Rev.



DYL PROPOSED DOUBLE YELLOW LINE & TERMINAL

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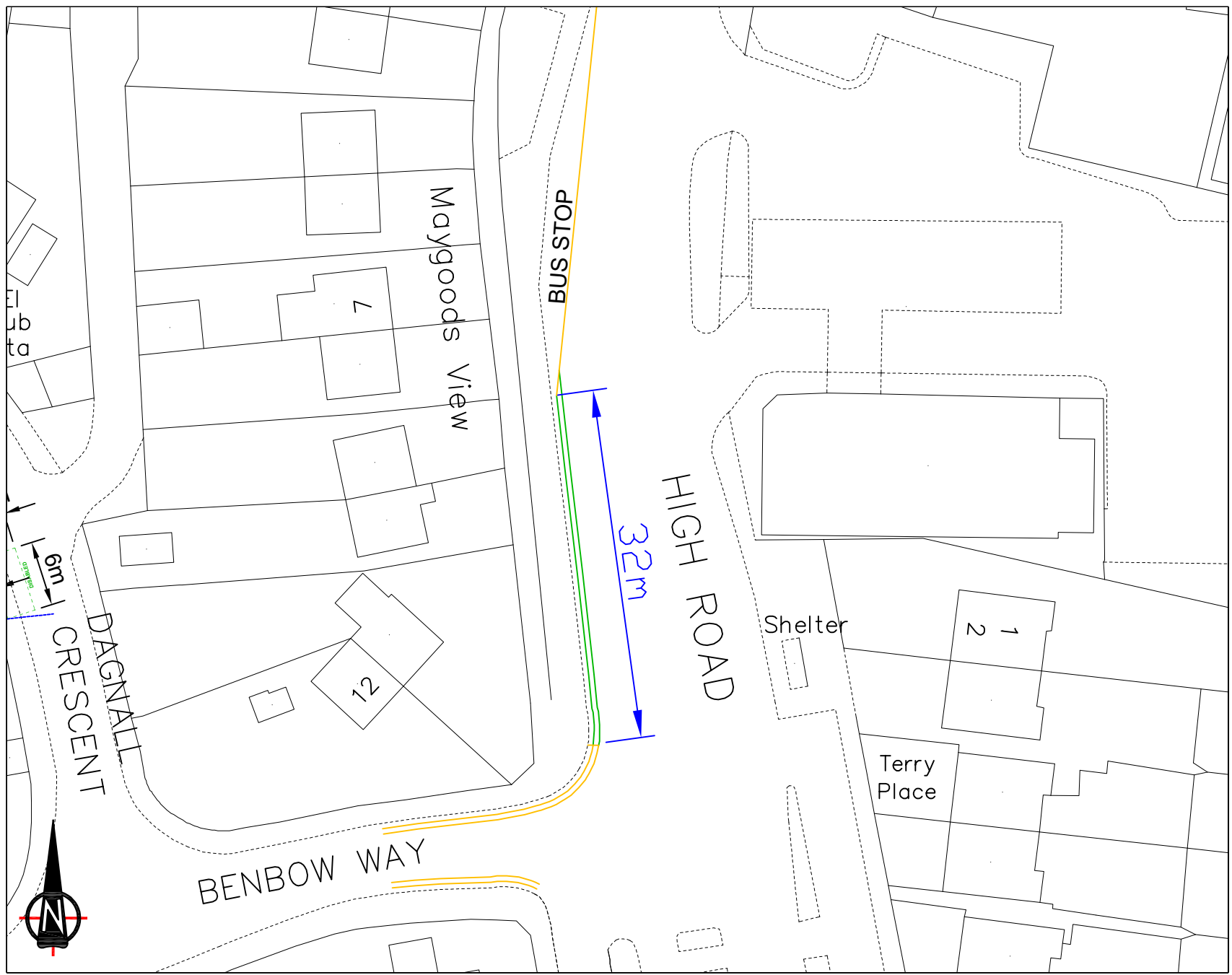


HILLINGDON
LONDON



Project
Road Safety Programme

Source
RSP/CAD drawings/Cornwall Road, Tarrington Road
Description
Dawlish Drive, Ruislip

Scale N.T.S	Drawn CH . 07/24	Checked
Paper Size A4	Drawing No. RSP	Rev.



Notes:

-  DYL PROPOSED DOUBLE YELLOW LINE & TERMINAL
-  DYL EXISTING DOUBLE YELLOW LINE & TERMINAL

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HILLINGDON
LONDON

Project
Road Safety Programme

RSP / CAD / New Peachey lane / Hilliards Road

Description
High Road, Cowley

Scale	Drawn	(Initials/Date)	Checked	(Initials/Date)
N.T.S	CH	09/24		

Project No.	Drawing No.	Rev.
A4		



HILLINGDON
LONDON

London Borough of Hillingdon Traffic Management Order

2024 No. **XX**

The Hillingdon (Waiting & Loading Restrictions) Order 2023 (Amendment No. **XX**) Order 2024

Made on **XXXXXXXXXXXX**

Coming into operation **XXXXXXXXXXXX**

The Council of the London Borough of Hillingdon, after consulting the Commissioner of Police of the Metropolis in exercise of the powers conferred by Section 6 and 124 of and part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹ as amended by Section 8 and Schedule 5 of the Local Government Act 1985², the Road Traffic Act 1991³ and of all other enabling powers hereby make the following Order:-

1. This Order shall come into operation on **XXXXXXXXXXXX** and may be cited as The Hillingdon (Waiting & Loading Restrictions) Order 2023 (Amendment No. **XX**) Order 2024.
2. 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 and 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. 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 Hillingdon (Waiting & Loading Restrictions) Order 2023⁴ shall have effect as though:

¹ 1984 c.27

² 1985 c.51

³ 1991 c.40

⁴ 2023 No. 19

- i) the items numbered 1525, 1103, 1252, 405, 1148, 1485, 1541, 563, 725 and 945 in Schedule 1 of that Order were substituted by the items numbered the same as set out in columns 1, 2 and 3 of Schedule 1 of this Order.
- ii) the items numbered NEW were added to Schedule 1 of that Order as set out in columns 1, 2 and 3 of Schedule 1 of this Order.

Dated this the XX day of XXXXXXXXXXXXX

KARRIE WHELAN,
Corporate Director Place

SCHEDULE 1

1	2	3
NEW	ALMOND CLOSE, HAYES	
	Both side, from a point in line with the northeastern kerbline of Chestnut Close, northeastwards for a distance of 10 metres.	A
1525	CHESTNUT CLOSE, HAYES	
	a) Both sides, from a point in line with the southeastern kerbline of Barra Hall Road, southeastwards for a distance of 10 mteres.	A
	b) Northeast side, from a point 12.4 metres northwest of the northwestern kerbline of Almond Close, to a point 10 metres southeast of the southeastern kerbline of Almond Close.	A
	c) Southwest side, from a point 13 metres northwest of the northwestern kerbline of Walnut Close, to a point 9 metres southeast of the southeastern kerbline of Walnut Close.	A
1103	BEMPTON DRIVE, RUISLIP	
	a) The northeast side, from a point in line with the northwestern kerbline of Whitby Road northwestwards for a distance of 10.0 metres.	A
	b) The southwest side, from a point in line with the northwestern kerbline of Whitby Road. northwestwards to a point in line with the northwestern flank wall of No. 110 Bempton Drive.	A
1252	DAWLISH DRIVE, RUISLIP	
	1) Northeast to southwest arm, a) Both sides, from a point in line with the northeastern kerbline of Dulverton Road, northeastwards for a distance of 10 metres.	A
	b) Northwest side, i) from a point opposite a point in line with the common boundary of Nos. 20 and 22 Dawlish Drive, northeastwards for a distance of 23.9 metres.	P
	ii) from a point opposite a point 1.6 metres northeast of the common boundary of Nos. 56 and 58 Dawlish Drive, northeastwards to a point in line with the southwestern kerbline of the northwest to southeast arm of Dawlish Drive.	A
	2) Northwest to southeast arm, a) Northeast side, from the southeastern kerbline of Chelston Road southeastwards for a distance of 10 metres.	A
	b) Southwest side, i) from a point in line with the northwestern kerbline of the northeast to southwest arm of Dawlish Drive, to a point 4.2 metres southeast of the common boundary of Nos. 5 and 7 Dawlish Drive.	A
	ii) from the southeastern kerbline of Chelston Road southeastwards for a distance of 11.4 metres.	A

405	HIGH ROAD, COWLEY	
	<p>a) The east side,</p> <p>i) between a point 50 metres north-westwards of the north-western kerbline of Moorfield Road, Cowley and a point in line with the south-eastern boundary of No. 2 Moorfield Road.</p> <p>ii) from a point 10 metres north of the northern kerbline of the northern most east to west arm of Cowley Crescent, to a point 10 metres south of the southern kerbline of the northern most east to west arm of Cowley Crescent.</p> <p>iii) from a point 10 metres north of the southern kerbline of the northern most east to west arm of Cowley Crescent, to a point 10 metres south of the southern kerbline of the southern most east to west arm of Cowley Crescent.</p> <p>b) West side, from a point in line with the northern kerbline of Benbow Way, northwards for a distance of 32 metres.</p> <p>c) The northeast side of the service road fronting Nos. 17 to 40 High Road, Cowley, northeast side, from a point in line with the northwestern kerbline of New Peachey Lane, to a point 4 metres northwest of the southeastern boundary of No. 40 High Road, Cowley.</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p>
1148	LONGMEAD ROAD, HAYES	
	<p>a) The western most northwest to southeast arm,</p> <p>i) both sides, from a point in line with the northeastern kerbline of West Avenue, northwestwards for a distance of 11.7 metres.</p> <p>ii) the south side, from the eastern kerb line of Church Road to a point 1 metre southeast of the northwestern flank wall of No 3 Longmead Road.</p> <p>iii) the north side, from the eastern kerb line of Church Road to a point in line with the common boundary of Nos. 1 and 3 Longmead Road.</p> <p>b) Northeast to southwest arm,</p> <p>i) the southeast side, from a point in line with the southwestern kerbline of the eastern most northwest to southeast arm, southwestwards to a point 2 metres southwest of the northeastern flank wall of No. 38a West Avenue.</p> <p>ii) the northwest side, from a point in line with the northeastern kerbline of the western most northwest to southeast arm of Longmead Road, northeastwards to a point in line with the common boundary of Nos. 25 and 27 Longmead Road.</p> <p>c) The eastern most northwest to southeast arm,</p> <p>i) the southwest side, from a point opposite a point 3 metres southeast of the northwestern flank wall of No. 27 Longmead Road, to a point in line with the southeastern kerbline of the northeast to southwest arm of Longmead Road.</p> <p>ii) the southwest side, from a point 7.4 metres northwest of</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p>

	<p>the northwestern kerbline of the western most northeast to southwest arm of Drenon Square, to a point 5 metres southeast of the southeastern kerbline of the western most northeast to southwest arm of Drenon Square.</p> <p>iii) the southwest side, from a point 5 metres northwest of the northwestern kerbline of the eastern most northeast to southwest arm of Drenon Square, to a point 5 metres southeast of the southeastern kerbline of the eastern most northeast to southwest arm of Drenon Square.</p> <p>iv) from a point 11.5 metres northwest of the northwestern kerb line of Ninth Avenue to a point 5 metres southeast of the southeastern kerb line of Ninth Avenue.</p>	A
		A
1485	MARLBOROUGH ROAD, HILLINGDON	
	<p>1) Northeast to southwest arm,</p> <p>a) Northwest side, from a point in line with the northeastern kerbline of Uxbridge Road, northeastwards for a distance of 22.6 metres.</p> <p>b) Southeast side,</p> <p>i) from a point in line with the northeastern kerbline of Marlborough Parade, Uxbridge Road, northeastwards for a distance of 24.2 metres.</p> <p>ii) from a point in line with the southwestern kerbline of the northwest to southeast arm of Marlborough Road, southwestwards to a point 6.1 metres northeast of the common boundary of Nos. 46 and 48 Marlborough Road.</p> <p>2) Northwest to southeast arm,</p> <p>a) Southwest side, from a point in line with the southeastern kerbline of the northeast to southwest arm of Marlborough Road, southeastwards to a point opposite a point 1.9 metres southeast of the common boundary of Nos. 51 and 53 Marlborough Road.</p>	A
		A
		A
		A
1541	NORTH ROAD, WEST DRAYTON	
	<p>a) Southeast side,</p> <p>i) from a point opposite a point in line with the common boundary of Nos. 91 and 93 North Road, southwestwards to a point 1 metres northeast of the common boundary of Nos. 72 and 74 North Road.</p> <p>ii) from a point 10 metres southwest of the common boundary of Nos. 52 and 54 North Road, southwestwards to a point 3.9 metres northeast of the common boundary of Nos. 48 and 50 North Road.</p> <p>b) Northwest side, from a point 4.3 metres northeast of the common boundary of No. 59 and 61 North Road, southwestwards to a point opposite a point 3.9 metres northeast of the common boundary of Nos. 48 and 50 North Road.</p>	A
		A
		A
563	SIPSON LANE, HARLINGTON	
	a) The northeast and north side,	

i) between the north eastern kerbline of Sipson Road north eastwards for a distance of 10 metres.	A
ii) from a point 11.1 metres west of the western kerbline of Vineries Close, to a point 10 metres east of the eastern kerbline of Vineries Close.	A
iii) from a point 10 metres east of the eastern kerbline of Vineries Close, to a point 35 metres west of the eastern kerb line of the dropped kerb of the entrance to Hayes and Harlington Sports Ground.	ZZ
iv) from a point 35 metres east of the eastern kerbline of the dropped kerb of the entrance to Hayes and Harlington Sports Ground westwards for a distance of 70 metres;	A
v) from a point 35 metres east of the eastern kerbline of the dropped kerb of the entrance to Hayes and Harlington Sports Ground eastwards for a distance of 50 metres	ZZ
vi) from a point 135 metres east of the eastern kerbline of the dropped kerb of the entrance to Hayes and Harlington Sports Ground westwards for a distance of 50 metres;	A
vii) from a point 135 metres east of the eastern kerbline of the dropped kerb of the entrance to Hayes and Harlington Sports Ground, eastwards for a distance of 51.2 metres.	ZZ
viii) from a point 195 metres west of the eastern kerb to the entrance to Imperial College Sports Ground westwards for a distance of 50 metres;	A
ix) from a point 130.1 metres west of the eastern kerb to the entrance to Imperial College Sports Ground westwards for a distance of 65.1 metres;	ZZ
x) from a point 80 metres west of the eastern kerb to the entrance to Imperial College Sports Ground westwards for a distance of 50 metres;	A
xi) from a point 30 metres west of the eastern kerb to the entrance to Imperial College Sports Ground westwards for a distance of 50 metres;	ZZ
xii) from a point 20 metres east of the eastern kerb to the entrance to Imperial College Sports Ground westwards for a distance of 50 metres;	A
xiii) from a point 20 metres east of the eastern kerb to the entrance to Imperial College Sports Ground eastwards for a distance of 89.3 metres;	ZZ
xiv) from a point 15 metres west of the common boundary of Nos. 1 and 2 Westfield Cottages westwards for a distance of 90 metres	A
xv) from a point 24 metres northwest of the northwestern kerbline of Hudson Road northwestwards for a distance of 30.5 metres.	CC
xvi) from a point 15 metres east of the eastern kerbline of Hudson Road to a point 25 metres west of the western kerbline of Hudson Road;	A
xvii) between a point 15 metres east of the eastern kerbline of Hudson Road and a point 10.0 metres northwest of the northwestern kerbline of Gothic Court	CC

	<p>xviii) between a point 10.0 metres northwest of the northwestern kerbline of Gothic Court and a point 10.0 metres southeast of the southeastern kerbline of Gothic Court;</p> <p>xix) between a point 10.0 metres southeast of the southeastern kerbline of Gothic Court and a point 15 metres north west of the north western kerbline of High Street</p> <p>xx) between a point 15 metres north west of the north eastern kerbline of High Street and said kerbline</p> <p>b) The south side,</p> <p>i) between the north western kerbline of the main carriageway of High Street and a point 20 metres north westwards;</p> <p>ii) from a point 20 metres north westward of the north western kerbline of the main carriageway of High Street and a point 15 metres east of the eastern kerbline of Hudson Road.</p> <p>iii) from a point 15 metres east of the eastern kerbline of Hudson Road to a point 10 metres west of the western edge of the Gravel Pit Service Road;</p> <p>iv) from a point 10 metres west of the western edge of the Gravel Pit Service Road westwards to a point 10 metres northeast of the northeastern kerbline of Sipson Road.</p> <p>v) from a point in line with the northeastern kerbline of Sipson Road northeastwards for a distance of 10 metres.</p>	<p>A</p> <p>CC</p> <p>A</p> <p>A</p> <p>CC</p> <p>A</p> <p>ZZ</p> <p>A</p>
725	SWAKELEYS DRIVE, ICKENHAM	
	<p>a) The north side,</p> <p>i) from the north western kerbline of Long Lane for a distance of 10 metres north westwards;</p> <p>ii) from a point 10 metres north west of the north western kerbline of Long Lane to a point 10 metres south east of the south eastern kerbline of Court Road</p> <p>iii) between a point 10 metres south east of the south eastern kerbline of Court Road and a point 10 metres north west of the north western kerbline of Court Road;</p> <p>iv) between a point 10 metres north west of the north western kerbline of Court Road and a point 10 metres south east of the south eastern kerbline of Vyners Way;</p> <p>v) between a point 10 metres south east of the south eastern kerbline of Vyners Way and a point 10 metres north west of the north western kerbline of Vyners Way;</p> <p>vi) between a point 10 metres north west of the north western kerbline of Vyners Way and a point opposite a point 30.1 metres east of the eastern kerbline of Halford Road.</p> <p>vii) from a point opposite a point 30.1 metres east of the eastern kerbline of Halford Road to a point opposite a point 15 metres west of the western kerbline of Halford Road.</p> <p>viii) from a point opposite a point 15 metres west of the</p>	<p>A</p> <p>ZZ</p> <p>A</p> <p>ZZ</p> <p>A</p> <p>ZZ</p> <p>A</p> <p>ZZ</p>

	<p>western kerbline of Halford Road to a point 15 metres east of the eastern kerbline of the access road leading to Swakeleys Park.</p> <p>ix) from a point 15 metres east of the eastern kerbline of the access road leading to Swakeleys Park, to a point in line with the eastern kerbline of Thornhill Road.</p> <p>b) The south side,</p> <p>i) from the north western kerbline of Long Lane for a distance of 10 metres north westwards;</p> <p>ii) from a point 10 metres north west of the north western kerbline of Long Lane to a point 10 metres south east of the south eastern kerbline of Albany Close;</p> <p>iii) between a point 10 metres south east of the south eastern kerbline of Albany Close and a point 10 metres north west of the north western kerbline of Albany Close;</p> <p>iv) between a point 10 metres north west of the north western kerbline of Albany Close and a point 10 metres south east of the south eastern kerbline of The Grove.</p> <p>v) between a point 10 metres south east of the south eastern kerbline of The Grove and a point 15 metres north west of the north western kerbline of The Grove.</p> <p>vi) from a point 15 metres north west of the north western kerbline of The Grove to a point 30.1 metres east of the eastern kerbline of Halford Road.</p> <p>vii) from a point 30.1 metres east of the eastern kerbline of Halford Road to a point 15 metres west of the western kerbline of Halford Road.</p> <p>viii) from a point 15 metres west of the western kerbline of Halford Road, to a point opposite a point in line with the western kerbline of the access road leading to Swakeleys Park.</p> <p>ix) from a point opposite a point in line with the western kerbline of the access road leading to Swakeleys Park, to a point opposite a point in line with the eastern kerbline of Thornhill Road.</p> <p>c) Northeast side, from a point 10 metres southeast of the southeastern kerbline of Thornhill Road to a point in line with the northwestern boundary of No. 82 Thornhill Road.</p>	<p>A</p> <p>A</p> <p>ZZ</p> <p>A</p> <p>ZZ</p> <p>A</p> <p>ZZ</p> <p>A</p> <p>ZZ</p> <p>A</p> <p>ZZ</p> <p>A</p> <p>A</p>
945	THORNTON AVENUE, WEST DRAYTON	
	<p>a) Both sides, from the northeastern kerbline of Station Road eastwards to a point in line with the eastern flank wall of No. 7 Thornton Avenue.</p> <p>b) The south side, between a point 15 metres west of the western kerbline of Napier Close and a point 15 metres east of the eastern kerbline of Napier Close.</p> <p>c) The northeast side,</p> <p>i) from a point 10 metres northwest of the northwestern kerbline of South Road southeastwards to a point 10 metres southeast of the southeastern kerbline of Fir Tree Avenue.</p> <p>ii) from a point 16.4 metres east of the western most</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p>

	<p>boundary of No. 73 Thornton Avenue, southeastwards to a point in line with the common boundary of Nos. 75 and 77 Thornton Avenue.</p> <p>d) The southwest side,</p> <p>i) from a point 10 metres northwest of the northwestern kerb line of Bell Avenue southeastwards to a point 10 metres southeast of the southeastern kerb line of Bell Avenue.</p> <p>ii) from a point opposite a point 16.4 metres east of the western most boundary of No. 73 Thornton Avenue, southeastwards to a point 13.3 metres northwest of the common boundary of Nos. 50 and 52 Thornton Avenue.</p>	<p>A</p> <p>A</p>
NEW	WALNUT CLOSE, HAYES	
	Both sides, from a point in line with the southwestern kerblines of Chestnut Close, southwestwards for a distance of 10 metres.	A

KEY

A = 'At any time' waiting restrictions.

CC = 'Monday to Saturday 9am to 5pm' waiting restrictions.

P = 'Monday to Friday 8am to 10pm and 2.30pm to 4.30pm' waiting restrictions.

ZZ = 'Monday to Friday 8.30am to 10.30am and between 3.30pm to 4.30pm' waiting restrictions.



HILLINGDON
LONDON

London Borough of Hillingdon Traffic Management Order

2024 No. ??

The Hillingdon (Free Parking Places) (Disabled Persons) (Amendment No. XX) Traffic Order 2024

Made on ??????????

Coming into operation on ??????????

The London Borough of Hillingdon, after consulting the Commissioner of Police of Metropolis, in exercise of the powers conferred by section 6 of the Road Traffic Regulation Act 1984¹, as amended The Local Government Act 1985² and of all other powers thereunto enabling hereby make the following Order:

1. This Order shall come into operation on the ?????????? and may be cited as The Hillingdon (Free Parking Places) (Disabled Persons) (Amendment No. ??) Traffic Order 2024.
2. 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 Hillingdon (Free Parking Places) (Disabled Persons) Traffic Order 2024³ shall have effect as though there were parking places added to Schedule 1 of that Order as set out in Schedule 1 of this Order.

Dated this the ?? day of ??????????????

KARRIE WHELAN,
Corporate Director Place

¹ 1984 c.27
² 1985 c.51
³ 2024 No. 42

SCHEDULE 1

Location	Number of bays	Permit Number
ST CLEMENT CLOSE, UXBRIDGE – Northwest side, from a point opposite a point in line with the common boundary of Nos. 57 & 59 and Nos. 55 & 53 St Clement Close, northeastwards for a distance of 6 metres.	1	TBC
THE GLEBE, WEST DRAYTON – Northwest side, from a point 6.6 metres northeast of the eastern flank wall of No. 144 Coleridge Way, northeastwards for a distance of 6 metres.	1	TBC
WENTWORTH CRESCENT, HAYES – Northern east to west arm, from a point in line with the common boundary of the western flank wall of No. 18 Wentworth Crescent, eastwards for a distance of 5 metres. SPECIAL MANNER OF STANDING: Vehicles to park with two wheels 1 metre on to the footway.	1	TBC



HILLINGDON
LONDON

London Borough of Hillingdon Traffic Management Order

2024 No. xx

The Hillingdon (20mph Speed Limit) (No. x) Traffic Order 2024

Made on xx

Coming into operation xx

The Council of the London Borough of Hillingdon in exercise of its powers under Section 84 of the Road Traffic Regulation Act 1984 (as amended by the Local Government Act 1985) and all other powers thereunto enabling hereby make the following Order after consulting the Commissioner of Police of the Metropolis and with the consent of the Secretary of State for Transport; hereby make the following Order:-

- (1) This Order shall come into operation on the xx and may be cited as the London Borough of Hillingdon (20mph Speed Limit) (No. x) Traffic Order 2024.
- (2) 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.
- (3) This Order revokes the provisions of The Hillingdon (20 MPH Speed Limit) (No. 1) Traffic Order 2021 for the existing Ladygate Lane 20mph speed limit.
- (4) No person shall cause or permit any vehicle to proceed at a speed exceeding 20 mph on the lengths of road listed in Schedule 1 to this Order.
- (5) No speed limit imposed by this Order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3(5) of those Regulations.

Dated this the xx day of xxx

KARRIE WHELAN,
Corporate Director Place

SCHEDULE 1 - 20MPH SPEED LIMIT

BUSHEY CLOSE, ICKENHAM – The entire length of the road.
BUSHEY ROAD, ICKENHAM – The entire length of the road.
CHILTERN CLOSE, ICKENHAM – The entire length of the road.
LADYGATE LANE, RUISLIP – The entire length of the road.
MALVERN CLOSE, ICKENHAM – The entire length of the road.
OWEN ROAD, HAYES – The entire length of the road.
WHITEHEATH AVENUE, RUISLIP – The entire length of the road.



HILLINGDON
LONDON

London Borough of Hillingdon Traffic Management Order

2024 No. XX

The Hillingdon (Speed Limit) (No. XX) Traffic Order 2024

Made on XXX

Coming into operation XXX

The Council of the London Borough of Hillingdon in exercise of its powers under Section 84 of the Road Traffic Regulation Act 1984 (as amended by the Local Government Act 1985) and all other powers thereunto enabling hereby make the following Order after consulting the Commissioner of Police of the Metropolis and with the consent of the Secretary of State for Transport; hereby make the following Order:-

- (1) This Order shall come into operation on the XX and may be cited as the London Borough of Hillingdon (Speed Limit) (No. XX) Traffic Order 2024.
- (2) 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.
- (3) No person shall cause or permit any vehicle to proceed at a speed exceeding 40 mph on the lengths of road listed in Schedule 1 to this Order.
- (4) No speed limit imposed by this Order applies to vehicles falling within regulation 3(4) of the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011 when used in accordance with regulation 3(5) of those Regulations.

Dated this the XX day of XXXX

KARRIE WHELAN,
Corporate Director Place

SCHEDULE 1 - 40MPH SPEED LIMIT

BATH ROAD, WEST DRAYTON – Between the western kerblines of the northbound carriageway of Stanwell Moor Road and a point in line with the borough boundary with Slough Borough Council.