

## **SLOUGH BOROUGH COUNCIL**

**Section 1 of the Road Traffic Regulation Act 1984 and regulation 7 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.**

### **THE BOROUGH OF SLOUGH WAITING RESTRICTIONS AND RESIDENTS' PARKING (CONSOLIDATION) ORDER 2010 (AMENDMENT No. 33) ORDER 2015 (Order 2 of 2015) ("Order")**

1. SLOUGH BOROUGH COUNCIL makes this Order in exercise of its powers under section 1 of the Road Traffic Regulation Act 1984 and any other enabling powers.
2. This Order shall come into operation on the date stated on the notice of its making.
3. While this Order is in operation, the Slough Borough Council Waiting Restrictions and Residents' Parking (Consolidation) Order 2010 ('the 2010 Order') shall be amended as follows:
  - (a) the following definitions are added to Part I of the 2010 Order:

"electrically propelled vehicle" means a passenger vehicle, goods carrying vehicles or motor cycle which can be wholly or partially propelled by electrical motive power derived from an electrical storage battery which is not connected to any source of power when the vehicle is in motion and can be charged from a mains electrical source, and includes a hybrid electrically propelled vehicle;

"hybrid electrically propelled vehicle" means a passenger vehicle, goods carrying vehicles or motor cycle powered primarily by an electrical storage battery and which has another secondary power source;
  - (b) the wording set out in Schedule A to this Order are added to the 2010 Order;
  - (c) the items relating to Brunel Way in Schedule 9.02 of the 2010 Order are revoked and replaced with the items contained in Schedule B of this Order,
  - (d) the items set out in Schedule C to this Order are added to Schedule 14.01 of the 2010 Order;
  - (e) the items relating to London Road in Schedule 2.01 of the 2010 Order as set out in Schedule D to this Order are revoked and replaced with the items contained in Schedule E of this Order;
  - (f) the items set out in Schedule F to this Order are added to Schedule 2.01 of the 2010 Order;

- (g) the items set out in Schedule G to this Order are add to Schedule 1.08 of the 2010 Order;
- (h) the items set out in Schedule H to this Order are added to Schedule 1.09 of the 2010 Order;
- (i) the items set out in Schedule I to this Order are added to Schedule 3.01 of the 2010 Order;
- (j) the items relating to Coniston Crescent and Derwent Drive in Schedule 1.01 of the 2010 Order as set out in Schedule J to this Order are revoked.

Made: 7 April 2015

The Common Seal of SLOUGH BOROUGH COUNCIL

was hereunto affixed in the presence of:



Amardip Healy (Authorised Officer)  
Head of Legal Services



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## SCHEDULE A

### PART XVI

#### ELECTRIC VEHICLE CHARGING PARKING PLACES

50. The lengths of road or sides of road specified in Columns 1 and 2 of Schedule 14.01 to this Order may be used, subject to the provisions of this Order, for the leaving during the permitted hours of an electrically propelled vehicle or a hybrid electrically propelled vehicle provided it is in the process of being charged from a mains electrical source adjacent to that parking place.
51. No person shall cause an electrically propelled vehicle or a hybrid electrically propelled vehicle to be left in a parking place for a continuous period of more than 1 hour during the permitted hours.

## SCHEDULE B

### **NEW WAITING RESTRICTIONS ON-STREET PAY & DISPLAY PARKING CONDITIONS OF WAITING AND TARIFFS**

(to be revoked from Schedule 9.02)

ROAD NAME	LOCATION	POSITION	CONTROLLED DAYS	CONTROLLED HOURS	TARIFF BAND
<b>Brunel Way</b> (north-south arm), Slough	<b>West Side:</b> From a point 22 metres north of its junction with Wellington Street (A4) northwards for a distance of 17 metres.	Parallel to the kerb	Monday to Saturday	9am to 5pm  Maximum stay 1 hour  No return within 1 hour	A



## SCHEDULE C

### SCHEDULE 14.01

#### ELECTRIC VEHICLE CHARGING PARKING PLACES

#### WAITING LIMITED TO 1 HOUR NO RETURN WITHIN 1 HOUR AT ANY TIME

ROAD NAME	LOCATION	VEHICLE TYPE	TIMES OF OPERATION	POSITION
<b>Brunel Way</b> (north-south arm), Slough	<b>West Side:</b> From a point 22 metres north of its junction with Wellington Street (A4) northwards for a distance of 17 metres.	Electrically propelled vehicles and hybrid electrically propelled vehicles	All days Waiting limited to 1 hour no return within 1 hour	Parallel to the kerb

## SCHEDULE D

### WAITING RESTRICTIONS NO WAITING AT ANY TIME

(to be revoked from Schedule 2.01)

<b>London Road</b>	<p><b>North-east side:</b></p> <p>(i) From a point 10 metres north-west of the north-western kerb-line of Lynwood Avenue, to a point 10 metres south-east of the south-eastern kerb-line of Lynwood Avenue;</p> <p>(ii) from a point 10 metres north-west of the north-western kerb-line of Rambler Lane, to a point 10 metres south-east of the south-eastern kerb-line of Rambler Lane;</p> <p><b>South-west side:</b></p> <p>(i) From a point 10 metres north-west of the north-western kerb-line of Cedar Way to a point 10 metres south-east of the south-eastern kerb-line of Cedar Way;</p> <p>(ii) From a point 10 metres north-west of the north-western kerb-line of Hillrise to a point 10 metres south-east of the south-eastern kerb-line of Hillrise;</p>
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	(iii) From the eastern kerb-line of Brands Road, to a point 1 metre north-west of the common boundary of Nos. 562 and 564 London Road.
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## SCHEDULE E

### **AMENDED WAITING RESTRICTIONS** **NO WAITING AT ANY TIME**

(to be added to Schedule 2.01)

<b>London Road</b>	<p><b>North east side:</b></p> <ul style="list-style-type: none"> <li>(i) From a point 10 metres north-west of the north-western kerb-line of Hempson Avenue to a point 10 metres south-east of the south-eastern kerb-line of Hempson Avenue;</li> <li>(ii) From a point 10 metres north-west of the north-western kerb-line of Rambler Lane, to a point 10 metres south-east of the south-eastern kerb-line of Rambler Lane;</li> <li>(iii) From a point 10 metres north-west of the north-western kerb-line of Lynwood Avenue, to a point 10 metres south-east of the south-eastern kerb-line of Lynwood Avenue;</li> <li>(iv) From its junction with the carriageway of Langley Roundabout to the north-western kerb-line of Sutton Lane;</li> </ul> <p><b>South west side:</b></p> <ul style="list-style-type: none"> <li>(i) From a point 10 metres north west of the north western kerb line of Hurworth Avenue to a point 10 metres south-east of the south eastern kerb-line of Hurworth Avenue;</li> <li>(ii) From a point 10 metres north-west of the north-western kerb-line of Cedar Way to a point 10 metres south-east of the south-eastern kerb-line of Cedar Way;</li> <li>(iii) From its junction with the carriageway of Langley Roundabout to the north-eastern kerb-line of Brand's Road;</li> </ul>
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SCHEDULE F

**NEW WAITING RESTRICTIONS**  
**NO WAITING AT ANY TIME**

(to be added to Schedule 2.01)

<b>Moat Drive</b>	<p><b>The east side:</b> between the northern kerb-line of Knolton Way and the southern kerb-line of Hillersdon;</p> <p><b>The west side:</b></p> <p>(i) Between the northern kerb-line of Knolton Way and a point 10 metres north of that kerb-line;</p> <p>(ii) Between the southern kerb-line of Hillersdon and a point 10 metres south of that kerb-line.</p>
<b>Knolton Way</b>	<p><b>The north side:</b> Between a point 10 metres east of the eastern kerb-line of Moat Drive and a point 10 metres west of the western kerb-line of Moat Drive.</p>
<b>Hillersdon</b>	<p><b>The south side:</b> Between a point 10 metres east of the eastern kerb-line of Moat Drive and a point 10 metres west of the western kerb-line of Moat Drive.</p>
<b>Thirlmere Avenue</b>	<p><b>Both sides:</b> From the western kerb-line of Derwent Drive westwards for a distance of 10 metres.</p>



## SCHEDULE G

### SCHEDULE 1.08

#### NO LOADING OR UNLOADING

8.00AM TO 9.00AM and 3.00PM TO 4.00PM MONDAY TO FRIDAY

<b>Buttermere Avenue</b> (Northern arm)	<b>Both sides:</b> From the western kerb-line of Derwent Drive westwards for a distance of 10 metres;
<b>Buttermere Avenue</b> (Southern arm)	<b>Both sides:</b> From the western kerb-line of Derwent Drive westwards for a distance of 10 metres;
<b>Coniston Crescent</b>	<b>Both sides:</b> From the western kerb-line of Derwent Drive westwards for a distance of 10 metres;
<b>Derwent Drive</b>	<b>East side:</b> From a point 18 metres south of the southern kerb-line of Buttermere Avenue (southern arm) to a point 18 metres north of the northern kerb-line of Thirlmere Avenue.  <b>West side:</b> (i) From a point 18 metres south of the southern kerb-line of Thirlmere Avenue northwards to a point 18 metres north of the northern kerb-line of Thirlmere;  (ii) From a point 18 metres south of the southern kerb-line of Coniston Crescent northwards to a point 18 metres north of the northern kerb-line of Coniston Crescent;  (iii) From a point 10 metres south of the southern kerb-line of Buttermere Avenue (northern arm) northwards to a point 18 metres north of the northern kerb-line of Buttermere Avenue (northern arm);  (iv) From a point 18 metres south of the southern kerb-line of Buttermere Avenue (southern arm) northwards to a point 10 metres north of the northern kerb-line of Buttermere Avenue (southern arm).

<b>Hanover Close</b> (North-west to south-east arm)	<b>Both sides:</b> from the south-eastern kerb-line of Yew Tree Road south-eastwards to the south-eastern kerb-line of Hanover Close.
<b>Hanover Close</b> (North-east to south-west arm)	<b>Both sides:</b> from the south-western kerb-line of the north-east to south-west arm of Hanover Close south-westward for a distance of 10 metres.
<b>Moat Drive</b>	<b>The east side:</b> between the northern kerb-line of Knolton Way and the southern kerb-line of Hillersdon;  <b>The west side:</b> (i) Between the northern kerb-line of Knolton Way and a point 10 metres north of that kerb-line;  (ii) Between the southern kerb-line of Hillersdon and a point 10 metres south of that kerb-line.
<b>Knolton Way</b>	<b>The north side:</b> Between a point 10 metres east of the eastern kerb-line of Moat Drive and a point 10 metres west of the western kerb-line of Moat Drive.
<b>Hillersdon</b>	<b>The south side:</b> Between a point 10 metres east of the eastern kerb-line of Moat Drive and a point 10 metres west of the western kerb-line of Moat Drive.
<b>Thirlmere Avenue</b>	<b>Both sides:</b> From the western kerb-line of Derwent Drive westwards for a distance of 10 metres.
<b>Yew Tree Road</b>	<b>Both sides:</b> From its junction with the roundabout junction of Upton Court Road, Datchet Road, Mere Road and St. Laurence Way to a point opposite the southern boundary fence of the footpath leading to Merton Road.



SCHEDULE H  
SCHEDULE 1.09

NO LOADING OR UNLOADING  
8.00AM TO 10.00AM and 3.00PM TO 5.00PM MONDAY TO FRIDAY

<b>Buckland Avenue</b>	<b>Both sides:</b> Between the south-western kerb-line of Quaves Road south-westwards for a distance of 16 metres.
<b>Lascelles Road</b>	<b>North-west side:</b> (i) From the northern kerb-line of Upton Court Road north-eastwards for a distance of 12 metres;  (ii) From the southern kerb-line of Sussex Place to a point in line with the northern flank wall of No. 1B Lascelles Road.  <b>South-east side:</b> From the northern kerb-line of Upton Court Road to the southern kerb-line of Sussex Place.
<b>Quaves Road</b>	<b>The north-east side:</b> Between the south-eastern kerb-line of Lascelles Road and a point 18 metres south-east of that kerb-line;  <b>The south-west side:</b> Between the south-eastern kerb-line of Lascelles Road and the common boundary of Nos. 12 and 14 Lascelles Road.
<b>Palmerston Avenue</b>	<b>Both sides:</b> From its junction with Lascelles Road south-eastwards for a distance of 16 metres.
<b>Sussex Place</b>	<b>The south-west side:</b> Between a point 10 metres north-west of the north-western kerb-line of Lascelles Road and a point 10 metres south-east of the south-eastern kerb-line of Lascelles Road.
<b>Upton Court Road</b>	<b>The north-east side:</b> Between a point 10 metres north-west of the north-western kerb-line of Lascelles Road and a point 10 metres south-east of the south-eastern kerb-line of Lascelles Road.

SCHEDULE I

**NEW WAITING RESTRICTIONS**

**NO WAITING 8AM TO 9PM**

**MONDAY TO SATURDAY**

(to be added to Schedule 3.01)

<b>Lascelles Road</b>	<b>The north-west side:</b> between a point 5 metres south-west of the south-western kerb-line of Sussex Place and a point in line with the northern flank wall of No. 1B Lascelles Road.
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SCHEDULE J

**NO LOADING OR UNLOADING AT ANY TIME**

(to be revoked from Schedule 1.01)

<b>Coniston Crescent</b>	<b>Both sides:</b> From its junction with Derwent Drive, westwards for a distance of 18.
<b>Derwent Drive</b>	<b>East side:</b> From a point 18 metres north of its junction with the northern arm of Buttermere Avenue to a point 18 metres south of the south arm of Buttermere Avenue.

## STATEMENT OF REASONS

### Electric Vehicle Charging Parking Place

This Order introduces a new electric vehicle charging parking place in order to provide a charging facility for electric vehicles. This parking place replaces a limited waiting parking place in the same location. The parking place will be operative at all times to ensure that the parking place is reserved for the use of electric vehicles only. The length of permitted stay in the parking place will be limited to 1 hour to ensure that the parking place is only used for vehicle charging purposes and not for general parking.

### New "At Any Time" Waiting Restrictions

This Order introduces waiting restrictions on various roads which will operate "at any time" and will prohibit parking in order to prevent obstruction to traffic flow and to maintain sightlines for vehicles exiting from side roads.

### New waiting restrictions operating between 8am to 9pm on Mondays to Saturdays

This Order amends the Consolidation Order so as to reflect the existing waiting restrictions operating between 8am to 9pm on Mondays to Saturdays in Lascelles Road on the north-west side.

### New No Loading/Unloading restrictions

This Order introduces new "no loading/unloading" restrictions in various roads which will complement the existing single yellow line waiting restrictions or proposed "at any time" waiting restrictions in these roads. These restrictions are proposed as part of wider road safety proposals in the vicinity of certain schools.