



City of Westminster

TRAFFIC MANAGEMENT ORDER

WCC 2014 No. 126

The City of Westminster (Loading Bays) (Consolidation No. 1) Order 2014

Made: 28th July 2014

Coming into force: 4th August 2014

ARRANGEMENT OF ARTICLES

	Article
Citation and commencement	1
Interpretation	2
Revocation	3
Designation of loading bays	4
Vehicles for which loading bays are designated	5
Contraventions in loading bays and amount of penalty charge	6
Restriction on the use of a loading bay	7
Interval before a vehicle may again be left in a loading bay	8
Manner of standing in a loading bay	9
Power to suspend use of a loading bay	10
Restriction on waiting by a vehicle in a loading bay	11
Alteration of position of a vehicle in a loading bay	12
Removal of a vehicle from a loading bay	13
Movement of a vehicle in a loading bay in an emergency	14
Placing of traffic signs	15

SCHEDULES

- Schedule 1 – Goods Vehicle Loading Bays
- Schedule 2 – Loading Bays
- Schedule 3 – Permitted Hours
- Schedule 4 – Orders that are revoked by this Order

The Council of the City of Westminster, after consulting 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 of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

1. This Order may be cited as The City of Westminster (Loading Bays) (Consolidation No. 1) Order 2014 and shall come into force on 4th August 2014.

Interpretation

2. (1) In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

“civil enforcement officer” has the same meaning as in section 76 of the Traffic Management Act 2004(b), being a person authorised by or on behalf of the Council to supervise any parking place;

“Council” means the Council of the City of Westminster;

“driver”, in relation to a vehicle waiting in a loading bay, means the person driving the vehicle at the time it was left in the loading bay;

"electronic communications network" has the same meaning as in the Communications Act 2003(c);

“enactment” means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“goods” means goods of any kind whether animate or inanimate and includes postal packets of any description; “delivering” and “collecting” in relation to any goods includes checking the goods for the purpose of their delivery or collection;

“goods vehicle” means a motor vehicle which is constructed or adapted for use for the carriage of goods or burden of any description, and is not drawing a trailer;

“loading bay” means an area of highway referred to in a Schedule;

“owner” in relation to a vehicle means the person by whom such vehicle is kept and used;

“penalty charge” and “penalty charge notice” have the same meanings as in The Civil Enforcement of Parking Contraventions (England) General Regulations 2007(d);

"permitted hours" in relation to a loading bay means the period specified in column 3 of Schedule 3 in relation to the letter set out in column 1 of that Schedule and which letter is the letter set out in column 3 of a Schedule in relation to that loading bay;

(a) 1984 c.27. (b) 2004 c.18. (c) 2003. c.21. (d) S.I. 2007/3483 as amended by S.I. 2008/1513 & S.I. 2009/478.

"release charge" means the charge payable to the Council for the removal of an immobilisation device;

"Schedule" means a Schedule to this Order;

"street" includes part of a street;

(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.

Revocation

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 force of the Order, The City of Westminster (Goods Vehicles Loading Bay) (No. 1) Order 1996(a), The City of Westminster (Goods Vehicles Loading Bays) (No. 2) Order 1997(b), The City of Westminster (Loading Bays) (No. 1) Order 2008(c) and the Orders that have amended those Orders and set out in Schedule 4 to this Order are hereby revoked.

Designation of loading bays

4. Each area on a street comprising the length of carriageway of a street specified in column 2 of a Schedule and, unless otherwise so specified, bounded on one side of that length by the edge of the carriageway and having a width throughout of 2.7 metres is designated as a loading bay.

Vehicles for which loading bays are designated

5. Each loading bay may be used, subject to the provisions of this Order, for the leaving during the permitted hours of such vehicles as are:-
 - (a) goods vehicles for loading bays designated by Schedule 1: or
 - (b) passenger vehicles, goods vehicles or motor cycles for loading bays designated by Schedule 2.

Contraventions in loading bays

6. (1) If a vehicle is left in a loading bay referred to in a Schedule without complying with the requirements of this Order, a contravention shall be deemed to have occurred and a penalty charge shall be payable. A penalty charge notice may then be served by a civil enforcement officer or by the Council in accordance with The Civil Enforcement of Parking Contraventions (England) General Regulations 2007.

(2) Where a penalty charge notice has been served, a civil enforcement officer, or a person acting under their direction, may fix an immobilisation device to the vehicle concerned in accordance with, and subject to, the limitations specified in the above-mentioned regulations of 2007.

Restrictions on the use of a loading bay

7. (1) During the permitted hours the driver or other person in charge of a vehicle which is permitted to use a loading bay shall not cause such vehicle to wait thereon during the permitted hours:-
- (a) for a period of more than that specified in column 4 of Schedule 1 or Schedule 2 in relation to that loading bay, or such longer period as a civil enforcement officer in uniform may approve; and
 - (b) other than whilst goods are being continuously loaded or unloaded from the vehicle or are being delivered or collected from premises adjacent to the vehicle.
- (2) No person shall use a loading bay, or any vehicle while it is in the loading bay, in connection with the sale or offering or exposing for sale of any goods to any person in or near the parking place or in connection with the selling or offering for sale of their skill in handicraft or their services in any other capacity.

Interval before a vehicle may again be left in a loading bay

8. Without prejudice to the provisions of Article 11 of this Order, no vehicle which was left in a loading bay shall, upon leaving the loading bay, return to that loading bay until the expiration of the time period specified in column 5 of Schedule 1 or Schedule 2 in relation to that loading bay.

Manner of standing in a loading bay

9. The driver of a vehicle waiting in the loading bay in accordance with the foregoing provisions of this Order shall cause it so to stand:
- (a) in the case of a loading bay in relation to which special provisions as to the manner of standing of a vehicle in that loading bay are specified in column 2 of Schedule 1 or Schedule 2 as to be in accordance with those provisions;
 - (b) that every part of the vehicle is within the limits of the loading bay; and
 - (c) that no part of the vehicle obstructs any vehicular means of ingress to or egress from any premises adjacent to the side of the road on which the vehicle is waiting.

Power to suspend the use of a loading bay

10. (1) The Commissioner of Police of the Metropolis or any police officer above the rank of Superintendent may suspend the use of a loading bay, or any part thereof, for a period not exceeding twenty-eight days whenever he considers such suspension necessary for maintaining the security of premises in the vicinity of the loading bay.
- (2) At the expiration of the period of twenty-eight days mentioned in paragraph (1) of this Article, the suspension of a loading bay or any part thereof shall be reviewed by the person who suspended its use and any continuation of the suspension that he

considers necessary shall be notified to the Council and shall not exceed a further period of twenty-eight days without similar review.

(3) Any person duly authorised by the Council or by the Commissioner of Police of the Metropolis may suspend the use of a loading bay or any part thereof whenever he considers such suspension reasonably necessary:—

- (a) for the purpose of facilitating the movement of traffic or promoting its safety;
- (b) for the purpose of any building operation, demolition or excavation adjacent to the loading bay, the maintenance, improvement or reconstruction of the highway or the cleansing of gullies in or adjacent to the loading bay, the laying, erection, alteration or repair in or adjacent to the loading bay of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications network or the placing, maintenance or removal of any traffic sign;
- (c) for the convenience of occupiers of premises adjacent to the loading bay on any occasion of the removal of furniture to or from one office or dwelling house adjacent to the loading bay from or to a depository, another office or dwelling house;
- (d) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed; or
- (e) for the convenience of occupiers of premises adjacent to the loading bay at times of weddings or funerals, or on other special occasions.

(4) A police constable in uniform may suspend for not longer than twenty-four hours the use of a loading bay, or any part thereof, whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

(5) On the suspension of the use of a loading bay, or any part thereof, in accordance with the provisions of this Article, the person authorising or causing such suspension shall place or cause to be placed in or adjacent to that loading bay or that part thereof, as the case may be, traffic signs indicating that waiting by vehicles is prohibited.

(6) No person shall cause or permit a vehicle to wait in a loading bay or any part thereof during such period as there is in or adjacent to that loading bay or that part thereof, as the case may be, a traffic sign placed in pursuance of paragraph (5) of this Article:

Provided that nothing in this paragraph shall apply:

- (i) in respect of any vehicle being used for fire brigade, ambulance or police purposes or any vehicle which is waiting for any reason specified in Article 11(1)(a) or (c) of this Order; or

- (ii) to anything done with the permission of the person suspending the use of the loading bay or part thereof in pursuance of paragraph (1), or as the case may be, paragraph (3) of this Article, a police constable in uniform or a civil enforcement officer in uniform.

Restriction on waiting by a vehicle in a loading bay

11. (1) Notwithstanding the foregoing provisions of this Order, any vehicle may wait in any part of a loading bay if the use of that part has not been suspended and if:
- (a) the vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid an accident;
 - (b) the vehicle is being used for fire brigade, ambulance or police purposes, or, not being a passenger vehicle, is being used in the service of a local authority in pursuance of statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or the performance of such duties for the vehicle to wait in the place in which it is waiting;
 - (c) the vehicle is waiting only for so long as may be necessary to enable it to be used in connection with the removal of any obstruction to traffic;
 - (d) the vehicle is waiting:
 - (i) while postal packets addressed to premises adjacent to the loading bay in which the vehicle is waiting are being unloaded from the vehicle or, having been unloaded therefrom, are being delivered; or
 - (ii) while postal packets are being collected for loading on the vehicle from premises or posting boxes adjacent to the loading bay in which the vehicle is waiting or, having been so collected, are being loaded thereon.
- (2) Except as provided by this Order, the driver or person in charge of a vehicle shall not cause or permit a vehicle to wait in the loading bay during the permitted hours.

Removal of a vehicle from a loading bay

12. (1) Where a civil enforcement officer in uniform is of the opinion that any of the foregoing provisions of this Order have been contravened or not complied with in respect of a vehicle left in a loading bay they may remove or cause to be removed the vehicle from the loading bay and, where it is so removed, shall provide for the safe storage of the vehicle.

- (2) Where a vehicle has been removed from a parking place in accordance with the provisions of paragraph (1) of this Article a fee shall be payable to the Council in respect of the removal of the vehicle. A daily charge commencing at midnight after the day of removal of the vehicle shall be payable in respect of the storage of the vehicle.

Movement of a vehicle in the loading bay in an emergency

13. A police constable in uniform or a civil enforcement officer in uniform may move or cause to be moved, in case of emergency, to any place they think fit, any vehicle left unattended in the loading bay.

Placing of traffic signs

14. The Council shall place and maintain traffic signs indicating the limits of each loading bays and that the loading bays may only during the permitted hours be used by the vehicles referred to in Article 5 of this Order.

Dated 28th July 2014



MARTIN LOW
City Commissioner of Transportation
(The officer appointed for this purpose)

SCHEDULE 1

GOODS VEHICLES LOADING BAYS

1 No. of loading bay	2 DESIGNATED LOADING BAY	3 Permitted hours (Article 2)	4 Maximum waiting period (Article 7)	5 Period before a vehicle may return to a loading bay (Article 8)
1.	ASHMORE ROAD, the east side, from a point 5.4 metres north of the north-eastern kerb-line of Harrow Road northward for a distance of 10.9 metres.	A	2 hours	1 hour
2.	BISHOP'S BRIDGE ROAD, the north-west side, from a point 18 metres south-west of the south-western kerb-line of Eastbourne Terrace south-westward for a distance of 17 metres.	A	30 minutes	1 hour
3.	CHARING CROSS ROAD, the west side, from the northern kerb-line of Bear Street northward for a distance of 14 metres (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour
4.	CHARLES II STREET, the south-east side, from a point 9.6 metres south-west of the south-western kerb-line of Haymarket south-westward for a distance of 15 metres (and with a width throughout of 3 metres).	B	20 minutes	1 hour
5.	CIRCUS ROAD, the north-west side, from a point 9 metres north-east of the north-eastern kerb-line of Kingsmill Terrace north-eastward for a distance of 27.6 metres (and having a width throughout of 2.4 metres).	A	not specified	1 hour
6.	CRANBOURN STREET, the north-west side, from a point 1.6 metres south-west of the party wall of Nos. 20 and 21 Cranbourn Street to a point 5.6 metres north-east of the party wall of Nos. 23 and 24 Cranbourn Street (and having a width throughout of 2.4 metres).	D	30 minutes	1 hour
7.	DRURY LANE, the south-west side, from a point 1.3 metres south-east of the south-eastern kerb-line of Dryden Street south-eastward for a distance 13.1 metres (and having a width throughout of 2 metres).	A	1 hour	1 hour

SCHEDULE 1 (Continued)

1 No. of loading bay	2 DESIGNATED LOADING BAY	3 Permitted hours <i>(Article 2)</i>	4 Maximum waiting period <i>(Article 7)</i>	5 Period before a vehicle may return to a loading bay <i>(Article 8)</i>
8.	FIRST AVENUE, the east side, from a point 12.5 metres north of the north-eastern kerb-line of Harrow Road, northwards for a distance of 10.2 metres (and having a width throughout of 2.4 metres).	G	30 minutes	1 hour
9.	FRITH STREET, the south-west side, from a point 5 metres north-west of the north-western kerb-line of Shaftesbury Avenue north-westward for a distance of 11.8 metres (and with a width throughout of 2.5 metres).	A	20 minutes	1 hour
10.	GLENTWORTH STREET, the north-east side, from a point 6.9 metres south-east of the south-eastern kerb-line of Melcombe Street south-eastward for a distance of 13 metres (and having a width throughout of 2.4 metres).	E	40 minutes	1 hour
11.	GREAT TITCHFIELD STREET, the north-east side, from a point 5 metres south of the southern kerb-line of Eastcastle Street southward for a distance of 13.5 metres (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour
12.	HAREWOOD AVENUE, the north-east side, from a point 31 metres north-west of the north-western kerb-line of Melcombe Place north-westward for a distance of 24.4 metres (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour
13.	HARROW ROAD, the south-west side, from a point 3.4 metres south-east of the south-eastern kerb-line of Fermoy Road south-eastward for a distance of 11 metres (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour
14.	HARROW ROAD, the south-west side, from a point 4.2 metres south-east of the party wall of Nos. 391 and 393 to a point 10.8 metres north-west of that party wall (and having a width throughout of 2.4 metres).	G	30 minutes	1 hour

SCHEDULE 1 (Continued)

1 No. of loading bay	2 DESIGNATED LOADING BAY	3 Permitted hours (Article 2)	4 Maximum waiting period (Article 7)	5 Period before a vehicle may return to a loading bay (Article 8)
15.	HARROW ROAD, the north-eastern side, from a point 4 metres south-east of the south-eastern kerb-line of Bravington Road to a point 18 metres south-east of that kerb-line (and having a width throughout of 2.4 metres).	G	30 minutes	1 hour
16.	HARROW ROAD, the south-west side, from a point 1.5 metres south-east of the party wall of Nos. 371 and 373 Harrow Road, south-eastward for a distance of 21.9 metres.	G	30 minutes	1 hour
17.	HAYMARKET, the south-west side, from a point 2.6 metres south of a point opposite the northern flank wall of 'St. Albans House' Nos. 57 to 60 Haymarket southwards for a distance of 17 metres (and with a width throughout of 2 metres).	A	20 minutes	1 hour
18.	HAYMARKET, the north-east side, from a point 18.8 metres north-west of the north-western kerb-line of Panton Street north-westward for a distance of 21 metres (and with a width throughout of 3 metres).	C	20 minutes	1 hour
19.	HAYMARKET, the south-west side, from a point 9.3 metres south-east of a point opposite the south-eastern flank wall of 'Her Majesty's Theatre' Nos. 72-78 Haymarket south-eastward for a distance of 12 metres (and with a width throughout of 2 metres).	C	20 minutes	1 hour
20.	JAMES STREET, Marylebone, the south-west side, from a point 1.7 metres south-east of a point opposite the party wall of Nos. 16 to 18 and 20 James Street, Marylebone, north-westward for a distance of 18.3 metres (and having a width throughout of 1.83 metres).	A	30 minutes	1 hour

SCHEDULE 1 (Continued)

1 No. of loading bay	2 DESIGNATED LOADING BAY	3 Permitted hours (Article 2)	4 Maximum waiting period (Article 7)	5 Period before a vehicle may return to a loading bay (Article 8)
21.	JERMYN STREET, the south-east side, from a point 1.8 metres south-west of the north-eastern wall of No. 11 Jermyn Street north-eastward for a distance of 15 metres (and having a width throughout of 2 metres).	F	1 hour	1 hour
22.	KILBURN HIGH ROAD, the south-west side, from a point 1 metre north-west of the south-eastern flank wall of Nos. 3 to 13a Kilburn High Road to a point 9 metres north-west of that point.	G	20 minutes	1 hour
23.	LONG ACRE, the north-west side, from a point 25.5 metres south-west of the south-western kerb-line of Neal Street south-westward for a distance of 16.5 metres (and having a width throughout of 1.83 metres).	I	20 minutes	1 hour
24.	LONG ACRE, the north-west side, from a point 30.5 metres south-west of the south-western kerb-line of Slingsby Place south-westward for a distance of 16.5 metres (and having a width throughout of 1.83 metres).	I	20 minutes	1 hour
25.	LONG ACRE, the south-east side, from a point 0.9 metres north-east of the party wall of Nos. 67/68 and 69/76 Long Acre north-eastward for a distance of 17.4 metres (and having a width throughout of 2.5 metres).	I	20 minutes	1 hour
26.	LONG ACRE, the south-east side, from a point 10.2 metres north-east of a point opposite the south-western flank wall of Nos. 55 and 56 Long Acre south-westward for a distance of 19.5 metres (and having a width throughout of 2.5 metres).	I	20 minutes	1 hour
27.	LONG ACRE, the south-east side, from a point 4.8 metres north-east of the north-eastern kerb-line of Slingsby Place north-eastward for a distance of 17.2 metres (and having a width throughout of 1.83 metres).	I	20 minutes	1 hour

SCHEDULE 1 (Continued)

1 No. of loading bay	2 DESIGNATED LOADING BAY	3 Permitted hours (Article 2)	4 Maximum waiting period (Article 7)	5 Period before a vehicle may return to a loading bay (Article 8)
28.	LONG ACRE, the south-east side, from a point 5 metres south-west of the south-western kerb-line of Langley Street south-westward for a distance of 16.2 metres (and having a width throughout of 1.83 metres).	I	20 minutes	1 hour
29.	LONG ACRE, the south-east side, from a point 7.9 metres north-east of the north-eastern kerb-line of Bow Street north-eastward for a distance of 22.4 metres (and having a width throughout of 2.5 metres).	I	20 minutes	1 hour
30.	MARKET PLACE, the south-eastern arm, the north-west side, from the north-eastern boundary wall of Kent House (14 - 17 Market Place) south-westward for a distance of 9 metres (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour
31.	MARKET PLACE, the north-western arm, the south-east side, from a point 9.8 metres north-east of Market Place (the central arm), north-eastward for a distance of 17.9 metres (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour
32.	MARKET PLACE, the central arm, the north-east side, from a point 7.3 metres north-west of Market Place (the south eastern arm), north-westward for a distance of 9 metres (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour
33.	MARYLANDS ROAD, the north-west side, from a point 9 metres north-east of the north-eastern kerb-line of Harrow Road, north-eastwards for a distance of 9.8 metres (and having a width throughout of 2.4 metres).	G	30 minutes	1 hour
34.	MARYLEBONE HIGH STREET, the south-east side, between a point 1 metre north-east of a point opposite the south-western boundary wall of No. 57 Marylebone High Street and a point 8 metres north-east of that boundary wall (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour

SCHEDULE 1 (Continued)

1 No. of loading bay	2 DESIGNATED LOADING BAY	3 Permitted hours (Article 2)	4 Maximum waiting period (Article 7)	5 Period before a vehicle may return to a loading bay (Article 8)
35.	MOTCOMB STREET, the south-east side, from a point 17.6 metres south-west of the south-western kerb-line of the unnamed road which lies adjacent to No. 28 Motcomb Street south-westward for a distance of 12 metres (and having a width throughout of 2.4 metres).	L	30 minutes	1 hour
36.	MOTCOMB STREET, the south-east side, from a point 3.7 metres north-east of the north-eastern kerb-line of the unnamed road which lies adjacent to No. 28 Motcomb Street north-eastward for a distance of 12 metres (and having a width throughout of 2.4 metres).	L	30 minutes	1 hour
37.	PALL MALL, the south-east side, from a point 1.2 metres north-east of a point opposite the party wall of Nos. 116 and 120 Pall Mall south-westward for a distance of 20 metres.	A	20 minutes	1 hour
38.	PANTON STREET, the south-east side, from a point 15 metres north-east of the north-eastern kerb-line of Haymarket north-eastward for a distance of 15 metres.	A	30 minutes	1 hour
39.	PORTNALL ROAD, the west side from a point 6 metres north of the north-eastern kerb-line of Harrow Road, northwards for a distance of 8.2 metres (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour
40.	QUEENSWAY, the north-east side, from a point 18.8 metres north of the northern kerb-line of Bishop's Bridge Road northward for a distance of 26 metres (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour
41.	QUEENSWAY, the south-west side, from a point 29 metres north-west of the north-western kerb-line of Westbourne Grove north-westward for a distance of 20.8 metres (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour

SCHEDULE 1 (Continued)

1 No. of loading bay	2 DESIGNATED LOADING BAY	3 Permitted hours (Article 2)	4 Maximum waiting period (Article 7)	5 Period before a vehicle may return to a loading bay (Article 8)
42.	RAMILLIES PLACE, the north-west side, from a point 12 metres north-east of the north-eastern kerb-line of Hills Place north-eastward for a distance of 15 metres (and having a width throughout of 2.4 metres).	A	30 minutes	1 hour
43.	REGENT STREET, the south-west side, from a point 2.7 metres north-west of a point opposite the party wall of 'British Columbia House' No. 1 Regent Street and No. 3 Regent Street south-eastward for a distance of 16 metres.	A	20 minutes	1 hour
44.	SUTHERLAND STREET, the south-west side, from a point 4.6 metres south-east of the south-eastern kerb-line of Turpentine Lane south-eastward for a distance of 6.5 metres.	L	30 minutes	1 hour
45.	TERMINUS PLACE, the north side, from a point 0.3 metres west of the western building line of No. 15 Terminus Place westward for a distance of 8 metres.	A	30 minutes	1 hour
46.	WARWICK WAY, the north-west side, from a point 3.2 metres south-west of a point opposite the party wall of Nos.49 and 51 Warwick Way north-eastward for a distance of 15 metres.	L	30 minutes	1 hour
47.	WARWICK WAY, the south-east side, from a point 10.4 metres south-west of the south-western kerb-line of Denbigh Street south-westward for a distance of 15.1 metres.	L	30 minutes	1 hour
48.	WARWICK WAY, the north-west side, from a point 7.3 metres north-east of the north-eastern kerb-line of Wilton Road north-eastward for a distance of 14.1 metres.	L	30 minutes	1 hour

SCHEDULE 1 (Continued)

1 No. of loading bay	2 DESIGNATED LOADING BAY	3 Permitted hours (Article 2)	4 Maximum waiting period (Article 7)	5 Period before a vehicle may return to a loading bay (Article 8)
49.	WARWICK WAY, the south-east side, from a point 1.8 metres north-east of a point opposite the party wall of Nos. 18 to 24 and No. 26/28 Warwick Way north-eastward for a distance of 15.2 metres.	L	30 minutes	1 hour
50.	WARWICK WAY, the south-east side, from a point 16.8 metres north-east of a point opposite the north-eastern kerb-line of Upper Tachbrook Street north-eastward for a distance of 16.1 metres.	L	30 minutes	1 hour

SCHEDULE 2

LOADING BAYS

1 No. of loading bay	2 DESIGNATED LOADING BAY	3 Permitted hours (Article 2)	4 Maximum waiting period (Article 7)	5 Period before a vehicle may return to a loading bay (Article 8)
1.	CIRENCESTER STREET, the south-east side, from a point 9 metres north-east of the north-eastern kerb-line of Harrow Road, north-eastwards for a distance of 10.4 metres (and having a width throughout of 2.4 metres).	G	30 minutes	1 hour
2.	CLIFTON ROAD, the north-west side, from a point 1.5 metres north-east of a point opposite the party wall of Nos. 12 and 14 Clifton Road north-eastward for a distance of 11.2 metres (and having a width throughout of 2.1 metres).	H	30 minutes	1 hour
3.	CLIFTON ROAD, the south-east side, from a point 3 metres north-east of the south-western flank wall of Nos. 27 to 33 Clifton Road north-eastward for a distance of 21.3 metres (and having a width throughout of 2.6 metres).	H	30 minutes	1 hour
4.	DEAN STREET, the south-west side, from a point 9.5 metres north-west of the north-western kerb-line of Shaftesbury Avenue, north-westward for a distance of 11 metres (and with a width throughout of 2.5 metres).	A	-	1 hour
5.	GREEK STREET, the north-east side, from a point 2.8 metres north-west of the party wall of Nos. 7 and 8 Greek Street to a point 2 metres south-east of the party wall of Nos. 8 and 9 Greek Street (and having a width throughout of 1.83 metres).	A	30 minutes	1 hour
6.	KINGLY STREET, the north-east side, from a point 0.7 metres north-west of a point opposite the party wall of Nos. 25 and 26 Kingly Street, north-westward for a distance of 15.2 metres (and having a width throughout of 1.83 metres).	J	-	1 hour

SCHEDULE 2 (Continued)

1 No. of loading bay	2 DESIGNATED LOADING BAY	3 Permitted hours (Article 2)	4 Maximum waiting period (Article 7)	5 Period before a vehicle may return to a loading bay (Article 8)
7.	KINGLY STREET, the north-east side, from a point 1.1 metres north-west of a point opposite the party of Nos. 18 and 19 Kingly Street, north-westward for a distance of 11.8 metres (and having a width throughout of 1.83 metres).	J	-	1 hour
8.	KINGLY STREET, the north-east side, from a point opposite the party wall of Nos. 3 and 4 Kingly Street, south-eastward for a distance of 15.7 metres (and having a width throughout of 1.83 metres).	J	-	1 hour
9.	KINGLY STREET, the north-east side, from a point opposite the party wall of Nos. 11 and 12 Kingly Street, south-eastward for a distance of 37.3 metres (and having a width throughout of 1.83 metres).	J	-	1 hour
10.	KINGLY STREET, the north-east side, from a point opposite the party wall of Nos. 14 and 15 Kingly Street, north-westward for a distance of 13.1 metres (and having a width throughout of 1.83 metres).	J	-	1 hour
11.	MAIDA VALE, the south-west side, from a point 12.5 metres south-east of the south-eastern kerb-line of Kilburn Park Road south-eastward for a distance of 19 metres.	G	20 minutes	1 hour
12.	MARSHALL STREET, the north-east side, from a point 2 metres south-east of the party wall of No. 11 and Nos. 14 to 16 Marshall Street south-eastward for a distance of 13 metres (and having a width throughout of 2 metres).	A	30 minutes	1 hour
13.	NEW BOND STREET, the north-east side, from a point 3 metres south-east of the south-eastern kerb-line of the north-east to south-west arm of Dering Street south-eastward for a distance of 27.4 metres.	K	30 minutes	1 hour

SCHEDULE 2 (Continued)

1 No. of loading bay	2 DESIGNATED LOADING BAY	3 Permitted hours (Article 2)	4 Maximum waiting period (Article 7)	5 Period before a vehicle may return to a loading bay (Article 8)
14.	NEW BOND STREET, the north-east side, from a point 19 metres north-west of the north-western kerb-line of the north-east to south-west arm of Dering Street north-westward for a distance of 32 metres.	K	30 minutes	1 hour
15.	PENFOLD STREET, the south-west side, from a point 10 metres north-west of the north-western kerb-line (footway extension) of Church Street north-westward for a distance of 15 metres (and having a width throughout of 2 metres).	I	30 minutes	1 hour
16.	RUPERT STREET, the south-west side, from a point 6 metres north-west of a point opposite the party wall of Nos. 34 and 36 Rupert Street south-eastward for a distance of 13 metres (and having a width throughout of 1.83 metres).	I	30 minutes	1 hour
17.	ST. JAMES'S STREET, the north-east side, from a point 3.5 metres north-west of the north-westernmost kerb-line of Jermyn Street north-westwards for a distance of 15 metres (and having a width throughout of 2.2 metres).	A	20 minutes	1 hour
18.	TACHBROOK STREET, the north-east side, from a point 2.6 metres north-west of a point opposite the south-eastern flank wall of No. 45 Tachbrook Street north-westward for a distance of 13.2 metres (and with a width throughout of 2.3 metres).	L	30 minutes	1 hour
19.	WHITEHALL, the north-east side, from a point 9.5 metres south-west of the south-western kerb-line of Horse Guards Avenue south-westward for a distance of 20.3 metres.	A	-	1 hour

SCHEDULE 3

PERMITTED HOURS

1 Item No.	2 Permitted Hours
A	At any time.
B	Between 7 p.m. and 9 a.m. throughout the week.
C	Between 5 a.m. and 6.30 p.m. throughout the week.
D	Between 6 a.m. and 11 a.m. throughout the week.
E	Between 7 a.m. and midday throughout the week.
F	Between 7 a.m. and 10 p.m. on Mondays to Saturdays inclusive.
G	Between 7 a.m. and 7 p.m. on Mondays to Saturdays inclusive.
H	Between 8 a.m. and 7 p.m. on Mondays to Saturdays inclusive.
I	Between 8.30 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive.
J	Between 7 a.m. and 11 a.m. on Mondays to Saturdays inclusive.
K	Between 8.30 a.m. and 10 a.m. on Mondays to Saturdays inclusive.
L	Between 8.30 a.m. and 6.30 p.m. on Mondays to Fridays inclusive.

SCHEDULE 4

ORDERS THAT ARE REVOKED BY THIS ORDER

1	2
Order Number	Title
WCC 1996/214	The City of Westminster (Goods Vehicle Loading Bay) (No. 2) Order 1996
WCC 1997/101	The City of Westminster (Goods Vehicle Loading Bay) (No. 1) Order 1997
WCC 1997/212	The City of Westminster (Goods Vehicle Loading Bay) (No. 3) Order 1997
WCC 1997/271	The City of Westminster (Goods Vehicle Loading Bay) (No. 4) Order 1997
WCC 1999/88	The City of Westminster (Goods Vehicle Loading Bay) (No. 1) Order 1999
WCC 2000/48	The City of Westminster (Goods Vehicles Loading Bays) (No. 1) Order 2000
WCC 2000/84	The City of Westminster (Goods Vehicles Loading Bay) (No. 2) Order 2000
WCC 2000/125	The City of Westminster (Goods Vehicle Loading Bays) (No. 3) Order 2000
WCC 2002/1	The City of Westminster (Goods Vehicle Loading Bay) (No. 1) Order 2002
WCC 2002/173	The City of Westminster (Goods Vehicle Loading Bays) (No. 2) Order 2002
WCC 2003/54	The City of Westminster (Goods Vehicle Loading Bays) (No. 1) Order 2003
WCC 2003/198	The City of Westminster (Goods Vehicle Loading Bay) (No. 2) Order 2003
WCC 2004/129	The City of Westminster (Goods Vehicle Loading Bays) (No. 1) Order 2004
WCC 2004/136	The City of Westminster (Goods Vehicle Loading Bays) (No. 2) Order 2004
WCC 2005/18	The City of Westminster (Goods Vehicle Loading Bays) (No. 1) Order 2005
WCC 2006/63	The City of Westminster (Goods Vehicle Loading Bay) (No. 1) Order 2006
WCC 2006/121	The City of Westminster (Goods Vehicle Loading Bay) (No. 2) Order 2006
WCC 2007/36	The City of Westminster (Goods Vehicle Loading Bays) (No. 1) Order 2007
WCC 2007/39	The City of Westminster (Goods Vehicle Loading Bay) (No. 2) Order 2007
WCC 2007/52	The City of Westminster (Goods Vehicle Loading Bays) (No. 3) Order 2007
WCC 2007/57	The City of Westminster (Goods Vehicle Loading Bays) (No. 4) Order 2007

SCHEDULE 4 (Continued)

1	2
Order Number	Title
WCC 2007/60	The City of Westminster (Goods Vehicle Loading Bay) (No. 5) Order 2007
WCC 2007/68	The City of Westminster (Goods Vehicle Loading Bay) (No. 6) Order 2007
WCC 2007/132	The City of Westminster (Goods Vehicle Loading Bays) (No. 7) Order 2007
WCC 2008/29	The City of Westminster (Goods Vehicle Loading Bays) (No. 1) Order 2008
WCC 2008/54	The City of Westminster (Goods Vehicle Loading Bay) (No. 2) Order 2008
WCC 2008/64	The City of Westminster (Goods Vehicle Loading Bays) (Amendment No. 1) Order 2008
WCC 2008/114	The City of Westminster (Goods Vehicle Loading Bays) (No. 3) Order 2008
WCC 2008/251	The City of Westminster (Loading Bays) (Amendment No. 1) Order 2008
WCC 2008/275	The City of Westminster (Loading Bay) (Amendment No. 2) Order 2008
WCC 2009/3	The City of Westminster (Loading Bay) (Amendment No. 3) Order 2009
WCC 2009/28	The City of Westminster (Loading Bay) (Amendment No. 4) Order 2009
WCC 2009/46	The City of Westminster (Loading Bay) (Amendment No. 5) Order 2009
WCC 2010/19	The City of Westminster (Goods Vehicle Loading Bay) (Amendment No. 1) Order 2010
WCC 2010/135	The City of Westminster (Goods Vehicles Loading Bay) (Amendment No. 2) Order 2010
WCC 2010/169	The City of Westminster (Goods Vehicle Loading Bay) (No. 1) Order 2010
WCC 2010/201	The City of Westminster (Loading Bay) (Amendment No. 6) Order 2010
WCC 2010/243	The City of Westminster (Goods Vehicle Loading Bay) (Amendment No. 3) Order 2010
WCC 2010/271	The City of Westminster (Goods Vehicle Loading Bay) (Amendment No. 4) Order 2010
WCC 2011/17	The City of Westminster (Goods Vehicle Loading Bay) (Amendment No. 5) Order 2011
WCC 2011/18	The City of Westminster (Loading Bay) (Amendment No. 7) Order 2011
WCC 2011/30	The City of Westminster (Loading Bay) (Amendment No. 8) Order 2011
WCC 2011/76	The City of Westminster (Loading Bay) (Amendment No. 9) Order 2011
WCC 2011/89	The City of Westminster (Goods Vehicle Loading Bay) (Amendment No. 6) Order 2011
WCC 2011/106	The City of Westminster (Loading Bays) (Amendment No. 10) Order 2011

SCHEDULE 4 (Continued)

1	2
Order Number	Title
WCC 2011/132	The City of Westminster (Loading Bay) (Amendment No. 11) Order 2011
WCC 2011/133	The City of Westminster (Goods Vehicle Loading Bay) (Amendment No. 7) Order 2012
WCC 2011/147	The City of Westminster (Loading Bay) (Amendment No. 12) Order 2011
WCC 2012/1	The City of Westminster (Loading Bay) (Amendment No. 13) Order 2012
WCC 2012/59	The City of Westminster (Loading Bay) (Amendment No. 14) Order 2012
WCC 2012/93	The City of Westminster (Loading Bay) (Amendment No. 15) Order 2012
WCC 2012/109	The City of Westminster (Loading Bays) (Amendment No. 16) Order 2012
WCC 2012/207	The City of Westminster (Goods Vehicle Loading Bay) (Amendment No. 8) Order 2012
WCC 2013/32	The City of Westminster (Loading Bays) (Amendment No. 17) Order 2013
WCC 2013/56	The City of Westminster (Goods Vehicle Loading Bay) (Amendment No. 9) Order 2013
WCC 2013/98	The City of Westminster (Loading Bays) (Amendment No. 18) Order 2013
WCC 2013/104	The City of Westminster (Goods Vehicle Loading Bay) (Amendment No. 10) Order 2013
WCC 2013/107	The City of Westminster (Loading Bays) (Amendment No. 19) Order 2013
WCC 2013/139	The City of Westminster (Loading Bays) (Amendment No. 20) Order 2013
WCC 2013/145	The City of Westminster (Goods Vehicle Loading Bay) (Amendment No. 11) Order 2013
WCC 2013/169	The City of Westminster (Loading Bays) (Amendment No. 21) Order 2013
WCC 2013/187	The City of Westminster (Goods Vehicle Loading Bay) (Amendment No. 12) Order 2013
WCC 2014/10	The City of Westminster (Loading Bays) (Amendment No. 22) Order 2014
WCC 2014/91	The City of Westminster (Loading Bays) (Amendment No. 23) Order 2014

EXPLANATORY NOTE

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

This Order consolidates the provisions of The City of Westminster (Goods Vehicles Loading Bay) (No. 1) Order 1996, The City of Westminster (Goods Vehicles Loading Bays) (No. 2) Order 1997, The City of Westminster (Loading Bays) (No. 1) Order 2008 and any Order which has amended or applied those Orders.