City of Westminster

TRAFFIC MANAGEMENT ORDER

WCC 2014 No. 141

The City of Westminster (Restriction of Buses) (Terminal Points) (Consolidation No. 1) Order 2014

Made: 18th August 2014

Coming into force: 23rd August 2014

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SCHEDULES

SCHEDULE 1 – Designated Terminal Points
SCHEDULE 2 – Permitted Hours

(a) 1984 c.27    (b) 2004 c.18
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 enabling powers hereby makes the following Order:

Citation and commencement

1. This Order may be cited as the City of Westminster (Restriction of Buses) (Terminal Points) (Consolidation No. 1) Order 2014 and shall come into force on 23rd 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:

"bus operator" means the bus operating company for whose use a terminal point is specified in Schedule 1 in relation to that terminal point;

"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 terminal point;

"Council" means the Council of the City of Westminster;

"driver", in relation to a vehicle waiting at a terminal point, means the person driving the vehicle at the time it was left at the terminal point;

"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;

"one-way street" means a highway in which the driving of vehicles otherwise than in one direction is prohibited;

"penalty charge" and "penalty charge notice" have the same meanings as in the Civil Enforcement of Parking Contraventions (England) General Regulations 2007(e);

"permitted hours", in relation to a terminal point, means the period specified in column 2 of Schedule 2 in relation to the letter set out in column 1 of that Schedule and which letter is the letter set out in column 5 of Schedule 1 in relation to that terminal point;

"terminal point" means an area on a highway designated as a terminal point by this Order;

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(a) 1984 c.27  (b) 2004 c.18

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(2) Any reference in this Order to a numbered Article or Schedule shall, unless the context otherwise requires, be construed as a reference to the Article or Schedule bearing that number in this Order.

(3) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

(4) Any reference in this Order to the number of a terminal point shall be construed as a reference to the number set out in column 1 of Schedule 1 in relation to the terminal point referred to in column 2 of that Schedule.

Amendments to Orders

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:

(a) The City of Westminster (Restriction of Buses) (Terminal Points) (No. 1) Order 2009(a) shall have effect as though terminal points B2, B3, B4, B5, B7, B8, B9, B10.1, B10.2, B10.3, B10.4, B11.1, B11.2, B11.3, B12, B13, B15, B16, B43 and B45 were omitted; and

(b) The City of Westminster (Restriction of Buses) (Terminal Points) (No. 1) Experimental Order 2014(b) shall have effect as though:

(i) the references to terminal points B7, B8, B12, B15 and B16 in Article 3(a) of that Order were omitted;

(ii) Article 3(b) of that Order were omitted.

Designation of terminal points

4. Each area on a highway comprising the length of carriageway of a street specified in column 2 of Schedule 1 and, unless otherwise so specified, bounded on one side of that length by the edge of carriageway and having a width through of 3.05 metres is designated as a terminal point.

Vehicles for which a terminal point is designated

5. Each terminal point referred to in column 2 of Schedule 1 may be used for the leaving during the permitted hours of vehicles used by the bus operator specified in column 3 of that Schedule in relation to that terminal point, provided that such vehicle bears the livery of the said bus operator.

(a) WCC 2009/181    (b) WCC 2014/44
Contravention at a terminal point

6. (1) If a vehicle is left at a terminal point during its permitted hours 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 showing the information required by the Civil Enforcement of Parking Contraventions (England) General Regulations 2007 may then be issued in accordance with those Regulations.

(2) A civil enforcement officer in uniform or a person acting under their direction may attach an immobilisation device and a notice in accordance with the requirements of the above-mentioned Regulations, and a release fee of an amount to be prescribed from time to time by the Council in addition to the penalty charge specified in paragraph (1) of this Article shall be payable.

Alteration of position of a vehicle at a terminal point

7. Where any vehicle is standing at a terminal point in contravention of the provisions of Article 10, a police constable in uniform or a civil enforcement officer may alter, or cause to be altered, the position of the vehicle in order that its position shall comply with those provisions.

Removal of a vehicle from a terminal point

8. (1) Where a civil enforcement officer is of the opinion that any of the provisions contained in this Order have been contravened or not complied with in respect of a vehicle left in any part of a terminal point, they may remove, or cause to be removed, the vehicle from the terminal point and, where it is so removed, shall provide for the safe custody of the vehicle.

(2) Where a vehicle has been removed from a terminal point 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 midnight after the day of removal of the vehicle shall be payable in respect of the storage of the vehicle.

Movement of a vehicle at a terminal point in an emergency

9. A police constable in uniform or a civil enforcement officer may move or cause to be moved, in case of emergency, to any place they think fit any vehicle left at a terminal point.

Manner of standing at a terminal point

10. Every vehicle left at a terminal point in accordance with the foregoing provisions of this Order shall stand:

(a) in the case of a terminal point in relation to which special provisions as to the manner of standing of a vehicle at that terminal point are specified in column 2 of Schedule 1, so as to be in accordance with those provisions;

(b) in the case of any other terminal point:
(i) if the terminal point is not in a one-way street, so that the left or nearside of the vehicle is adjacent to the left hand edge of the carriageway; and

(ii) if the terminal point is in a one-way street, so that the left or nearside of the vehicle is adjacent to the left hand edge of the carriageway or that the right or offside of the vehicle is adjacent to the right hand edge of the carriageway; and

(c) so that every part of the vehicle is within the limits of the terminal point.

Power to suspend the use of a terminal point

11. (1) The Commissioner of Police of the Metropolis or any police officer above the rank of Superintendent may suspend the use of a terminal point or any part thereof for a period not exceeding twenty-eight days whenever they consider such suspension necessary for maintaining the security of premises in the vicinity of the terminal point.

(2) At the expiration of the period of twenty-eight days mentioned in paragraph (1) of this Article, the suspension of a terminal point or any part thereof shall be reviewed by the person who suspended its use and any continuation of the suspension that they consider 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 may suspend the use of a terminal point or any part thereof whenever they consider 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 terminal point, the maintenance, improvement or reconstruction of the highway or the cleansing of gullies at or adjacent to the terminal point, the laying, erection, alteration or repair in or adjacent to the terminal point or 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 the occupiers of premises adjacent to the terminal point on any occasion of the removal of furniture to or from one office or dwelling house adjacent to terminal point from or to a depository, another office or dwelling house;

(d) for the convenience of the occupiers of premises adjacent to the terminal point at times of weddings or funerals, or on other special occasions; or

(e) on any occasion on which it is likely by reason of some special attraction that any street will be thronged or obstructed.
(4) A police constable in uniform may suspend for not longer than twenty-four hours the use of a terminal point or any part thereof whenever they consider such suspension reasonably necessary for the purpose of facilitating the movement of traffic or promoting its safety.

(5) Any person suspending the use of a terminal point, or any part thereof, in accordance with the provisions of paragraph (1) or, as the case may be, paragraph (3) or (4) of this Article shall thereupon place or cause to be placed at or adjacent to that terminal point, a traffic sign indicating that the use of such terminal point is suspended and that waiting, including waiting for the purpose of delivering or collecting goods or loading or unloading a vehicle, is prohibited.

(6) No person shall cause or permit a vehicle to wait at any part of a terminal point during such period as there is in or adjacent to that terminal point a sign placed in pursuance of paragraph (5) of this Article unless authorised to do so by a police constable in uniform, a civil enforcement officer or the Council.

Provided that nothing in this paragraph shall apply:

(a) 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 12(2)(a) or (c); or

(b) to anything done with the permission of the person suspending the use of the terminal point or part thereof in pursuance of paragraph (1), (3) or (4) of this Article, a police constable in uniform or a civil enforcement officer.

Prohibition of stopping by a vehicle at a terminal point

12. (1) Except as provided by this Order, the driver or person in charge of a vehicle shall not cause or permit that vehicle to stop at a terminal point during the permitted hours.

(2) Notwithstanding the foregoing provisions of this Order, any vehicle may wait during the permitted hours anywhere at any part of a terminal point if:

(a) the vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond their control or to such waiting being necessary to avoid an accident;

(b) the vehicle is being used for fire brigade, ambulance or police purposes or 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 in 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; or

(d) the vehicle is waiting only for so long as may be reasonably necessary to enable it to be used for any purposes specified in Article 11(3)(b).
(3) Nothing in the foregoing provisions of this Order shall be taken as authorising anything which would be a contravention of any Regulations made or having effect as if made under section 25 of the Road Traffic Regulation Act 1984.

**Placing of traffic signs, etc**

13. The Council shall:

   (a) place and maintain traffic signs indicating the limits of each terminal point referred to in Schedule 1 and that each terminal point may be used during the permitted hours for the leaving only of the vehicles specified in Article 5; and

   (b) carry out such other work as is reasonably required for the purposes of the satisfactory operation of a terminal point.

Dated 18\(^{th}\) August 2014

[Signature]

MARTIN LOW  
City Commissioner of Transportation  
(The officer appointed for this purpose)
## SCHEDULE 1

**TERMINAL POINT IN WHICH A VEHICLE MAY BE LEFT DURING THE PERMITTED HOURS IF IT IS THE DESIGNATED BUS OPERATOR BEARING THE LIVERY OF THAT DESIGNATED BUS OPERATOR**

<table>
<thead>
<tr>
<th>No. of Terminal Point</th>
<th>Designated Terminal Point</th>
<th>Designated Bus Operator</th>
<th>Company Name (for reference only)</th>
<th>Permitted Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>BUCKINGHAM PALACE ROAD, the south-east side, from a point 1.7 metres north-east of the party wall of Nos. 14 and 16 Buckingham Palace Road, north-eastward for a distance of 24 metres. <em>Red Route</em></td>
<td>Big Bus Tours</td>
<td>The Big Bus Co Ltd</td>
<td>A</td>
</tr>
<tr>
<td>2.</td>
<td>BUCKINGHAM PALACE ROAD, the south-east side, from a point 82 metres north-east of the north-eastern kerb-line of Eccleston Bridge, north-eastward for a distance of 12 metres. <em>Red Route</em></td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>A</td>
</tr>
<tr>
<td>3.</td>
<td>CHARING CROSS ROAD, the east side, from a point 31 metres south of the southern kerb-line of Cranbourn Street, southward for a distance of 18 metres.</td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>A</td>
</tr>
<tr>
<td>4.</td>
<td>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).</td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>C</td>
</tr>
<tr>
<td>5.</td>
<td>COVENTRY STREET, the north side, from a point 5.4 metres east of the north-eastern kerb-line of Rupert Street, eastward for a distance of 24.1 metres.</td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>B</td>
</tr>
<tr>
<td>No. of Terminal Point</td>
<td>Designated Terminal Point</td>
<td>Designated Bus Operator</td>
<td>Company Name (for reference only)</td>
<td>Permitted Hours</td>
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<tr>
<td>6.</td>
<td>CUMBERLAND GATE, the south side, from a point 37 metres east of the eastern kerb-line of Tyburn Way, eastward for a distance of 12 metres. <em>Red Route</em></td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>A</td>
</tr>
<tr>
<td>7(a).</td>
<td>GROSVENOR GARDENS (the southernmost arm), the southwest side, from a point 25 metres north-west of the northwestern kerb-line of Buckingham Palace Road, north-westward for a distance of 25.5 metres. <em>Red Route</em></td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>A</td>
</tr>
<tr>
<td>7(b).</td>
<td>GROSVENOR GARDENS (the southernmost arm), the southwest side, from a point 25 metres north-west of the northwestern kerb-line of Buckingham Palace Road, north-westward for a distance of 25.5 metres. <em>Red Route</em></td>
<td>Go-Ahead London (on Route 810)</td>
<td>London General Transport Services Ltd</td>
<td>D</td>
</tr>
<tr>
<td>8.</td>
<td>GROSVENOR GARDENS (the southernmost arm), the southwest side, from a point opposite the party wall of Nos. 46 and 48 Grosvenor Gardens, north-westward for a distance of 34.5 metres. <em>Red Route</em></td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>A</td>
</tr>
<tr>
<td>9.</td>
<td>KNIGHTSBRIDGE, the north side, from a point 122.5 metres west of the western kerb-line of Park Lane, westward for a distance of 11 metres. <em>Red Route</em></td>
<td>Big Bus Tours</td>
<td>The Big Bus Co Ltd</td>
<td>A</td>
</tr>
<tr>
<td>No. of Terminal Point</td>
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<td>10.</td>
<td>NORTHUMBERLAND AVENUE, the south-west side, from a point 23.6 metres west of the western kerb-line of Great Scotland Yard, westward for a distance of 11 metres.</td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>A</td>
</tr>
<tr>
<td>11.</td>
<td>NORTHUMBERLAND AVENUE, the south-west side, from a point 34.6 metres west of the western kerb-line of Great Scotland Yard, westward for a distance of 11 metres.</td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>A</td>
</tr>
<tr>
<td>12.</td>
<td>NORTHUMBERLAND AVENUE, the south-west side, from a point 45.6 metres west of the western kerb-line of Great Scotland Yard, westward for a distance of 11 metres.</td>
<td>Ghost Bus</td>
<td>Ghost Bus Tours Ltd</td>
<td>A</td>
</tr>
<tr>
<td></td>
<td></td>
<td>BB Afternoon Tea Bus Tour</td>
<td>BB Afternoon Tea Limited</td>
<td></td>
</tr>
<tr>
<td>13.</td>
<td>PARK LANE, the north-east side of the eastern carriageway, from a point 4 metres north of the northern kerb-line of North Row, northward for a distance of 19 metres. <em>(Red Route)</em></td>
<td>Big Bus Tours</td>
<td>The Big Bus Co Ltd</td>
<td>A</td>
</tr>
<tr>
<td>14.</td>
<td>PARK LANE, the north-east side of the eastern carriageway, from a point 38 metres south-east of the south-eastern kerb-line of Green Street, south-eastward for a distance of 30 metres. <em>(Red Route)</em></td>
<td>The Original Tour <em>(maximum of one bus at any one time at this terminal point)</em></td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>A</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>No. of Terminal Point</th>
<th>Designated Terminal Point</th>
<th>Designated Bus Operator</th>
<th>Company Name (for reference only)</th>
<th>Permitted Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.</td>
<td>PARK LANE, the north-east side of the eastern carriageway, from a point 6 metres north-west of the party wall of Nos. 70 and 72 Park Lane (projected perpendicular to the kerb-line), south-eastward for a distance of 12 metres. {Red Route}</td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>A</td>
</tr>
<tr>
<td>16.</td>
<td>PARK LANE, the south-west side of the western carriageway, from a point 5 metres north-west of the northern kerb-line of Upper Brook Street, north-westward for a distance of 30 metres. {Red Route}</td>
<td>Big Bus Tours</td>
<td>The Big Bus Co Ltd</td>
<td>A</td>
</tr>
<tr>
<td>17(a).</td>
<td>PICCADILLY, the south-east side, from a point 2.8 metres south-west of a point opposite the south-westernmost wall of the Ritz Hotel, Piccadilly, south-westward for a distance of 24.6 metres.</td>
<td>Big Bus Tours</td>
<td>The Big Bus Co Ltd</td>
<td>E</td>
</tr>
<tr>
<td>17(b).</td>
<td>PICCADILLY, the south-east side, from a point 2.8 metres south-west of a point opposite the south-westernmost wall of the Ritz Hotel, Piccadilly, south-westward for a distance of 24.6 metres.</td>
<td>See London By Night</td>
<td>See-London.co.uk</td>
<td>F</td>
</tr>
<tr>
<td>18.</td>
<td>PICCADILLY, the south-east side, from a point 9.2 metres south-west of a point opposite the south-western front wall of No. 1 Old Park Lane, north-eastward for a distance of 24 metres.</td>
<td>Big Bus Tours</td>
<td>The Big Bus Co Ltd</td>
<td>A</td>
</tr>
<tr>
<td>No. of Terminal Point</td>
<td>Designated Terminal Point</td>
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<td>Company Name (for reference only)</td>
<td>Permitted Hours</td>
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<tr>
<td>19.</td>
<td>PICCADILLY, the south-east side, from a point 14.8 metres north-east of a point opposite the south-western front wall of No. 1 Old Park Lane, north-eastward for a distance of 12 metres.</td>
<td>Golden Tours</td>
<td>Golden Tours (Transport) Ltd</td>
<td>A</td>
</tr>
<tr>
<td>20.</td>
<td>PICCADILLY, the south-east side, from a point 28.8 metres north-east of a point opposite the south-western front wall of No. 1 Old Park Lane, north-eastward for a distance of 12 metres.</td>
<td>Golden Tours</td>
<td>Golden Tours (Transport) Ltd</td>
<td>A</td>
</tr>
<tr>
<td>21.</td>
<td>VICTORIA EMBANKMENT, the south-east side, from a point 102.5 metres south-west of the south-western face of Cleopatra’s Needle, Victoria Embankment, south-westward for a distance of 21 metres.  {Red Route}</td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>A</td>
</tr>
<tr>
<td>22.</td>
<td>VICTORIA EMBANKMENT, the east side, from a point 11.6 metres south of a point opposite the southern boundary of Victoria Embankment Gardens, southward for a distance of 28 metres.  {Red Route}</td>
<td>Big Bus Tours</td>
<td>The Big Bus Co Ltd</td>
<td>A</td>
</tr>
<tr>
<td>23.</td>
<td>VICTORIA STREET, the south side, from a point 2.3 metres east of the party wall of Nos. 187 and 189 Victoria Street to the party wall of Nos. 191 and 193 Victoria Street.  {Red Route}</td>
<td>The Original Tour</td>
<td>The Original London Sightseeing Tour Ltd</td>
<td>A</td>
</tr>
</tbody>
</table>
**SCHEDULE 2**

**PERMITTED HOURS**

<table>
<thead>
<tr>
<th>Item</th>
<th>Permitted Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>At any time</td>
</tr>
<tr>
<td>B</td>
<td>Between 8.00 a.m. and 9.30 p.m.</td>
</tr>
<tr>
<td>C</td>
<td>Between 9.00 a.m. and 7.00 p.m.</td>
</tr>
<tr>
<td>D</td>
<td>Between 7.00 p.m. and 11.00 p.m.</td>
</tr>
<tr>
<td>E</td>
<td>Between Midnight and 7.15 p.m.</td>
</tr>
<tr>
<td>F</td>
<td>Between 7.15 p.m. and Midnight</td>
</tr>
</tbody>
</table>
EXPLANATORY NOTE

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

This Order:

(a) consolidates the tour bus stands designated by The City of Westminster (Restriction of Buses) (Terminal Points) (No. 1) Order 2009, as amended, with the exception of the tour bus stand on the north-east side of Whitcomb Street, lying to the rear of No. 48 Leicester Square, which remains in that Order;

(b) amends The City of Westminster (Restriction of Buses) (Terminal Points) (No. 1) Experimental Order 2014 to suspend all provisions of that Order, except for the suspension of the tour bus stand on the north-east side of Whitcomb Street, lying to the rear of No. 48 Leicester Square;

(c) reinstates the tour bus stand revoked by The City of Westminster (Restriction of Buses) (Terminal Points) (Amendment No. 6) Order 2014; and

(d) corrects discrepancies between the existing bus stand designations and their on-street markings and bus operator assignments to ensure the latter are correctly reflected in the Order,

all in the City of Westminster.