

LONDON BOROUGH OF HILLINGDON
THE HILLINGDON (RUISLIP PARKING MANAGEMENT SCHEME PARKLET)
EXPERIMENTAL TRAFFIC ORDER 2021
THE HILLINGDON (EASTCOTE PARKING MANAGEMENT SCHEME PARKLET)
EXPERIMENTAL TRAFFIC ORDER 2021
THE HILLINGDON) (WAITING AND LOADING RESTRICTION) NO. 14
EXPERIMENTAL ORDER 2021

Hillingdon Council gives notice that it made these experimental Orders under Section 9 of the Road Traffic Regulation Act 1984 on 22nd October 2021 coming into operation on 8th November 2021, **to remove the following sections of parking places and replace them with 'at any time' waiting restrictions to facilitate the installation of parklets:**

- i) A section of the business permit holders parking place on Brickwall Lane, Ruislip adjacent to No. 129 High Street.**
- ii) A section of the pay & display parking place within the service road outside No. 263 Field End Road, Eastcote.**
- iii) A section of the pay & display parking place within the service road outside No. 105 Field End Road, Eastcote.**

Copies of the Orders together with plans and the Council's statement of reasons for the above amendments can be sent upon request or viewed online at <https://www.hillingdon.gov.uk/improvement-schemes> for 6 months following the date on which this notice is published. Further information can be obtained by email parkingmanagementschemes@hillingdon.gov.uk. If the provisions of these Orders continue in operation for a period of not less than 6 months, the Council will consider in due course whether the provision of these Orders should be reproduced and continued in force indefinitely by means of Orders under Section 6 of the Road Traffic Regulation Act 1984. Persons wishing to object to the making of these Orders under Section 6 of the said Act should write or email before 8th May 2022, stating grounds for objection and your home address to Transport and Projects, Residents Services, Civic Centre, Uxbridge, Middlesex UB8 1UW quoting reference 3N/04/CF/27/10/21. Applications to the High Court challenging the validity of these Orders should be made within six weeks of the date on which these Orders were made. Dated this the 27th day of October 2021.

PERRY SCOTT,

Corporate Director of Infrastructure, Building Services & Transport

STATEMENT OF REASONS

The proposed amendments will create additional outdoor dining options for hospitality businesses in Eastcote and Ruislip. This approach has the support of the Cabinet Member for Environment, Housing & Regeneration and the Cabinet Member for Public Safety & Transport.

KEY

 PARKLET LOCATION

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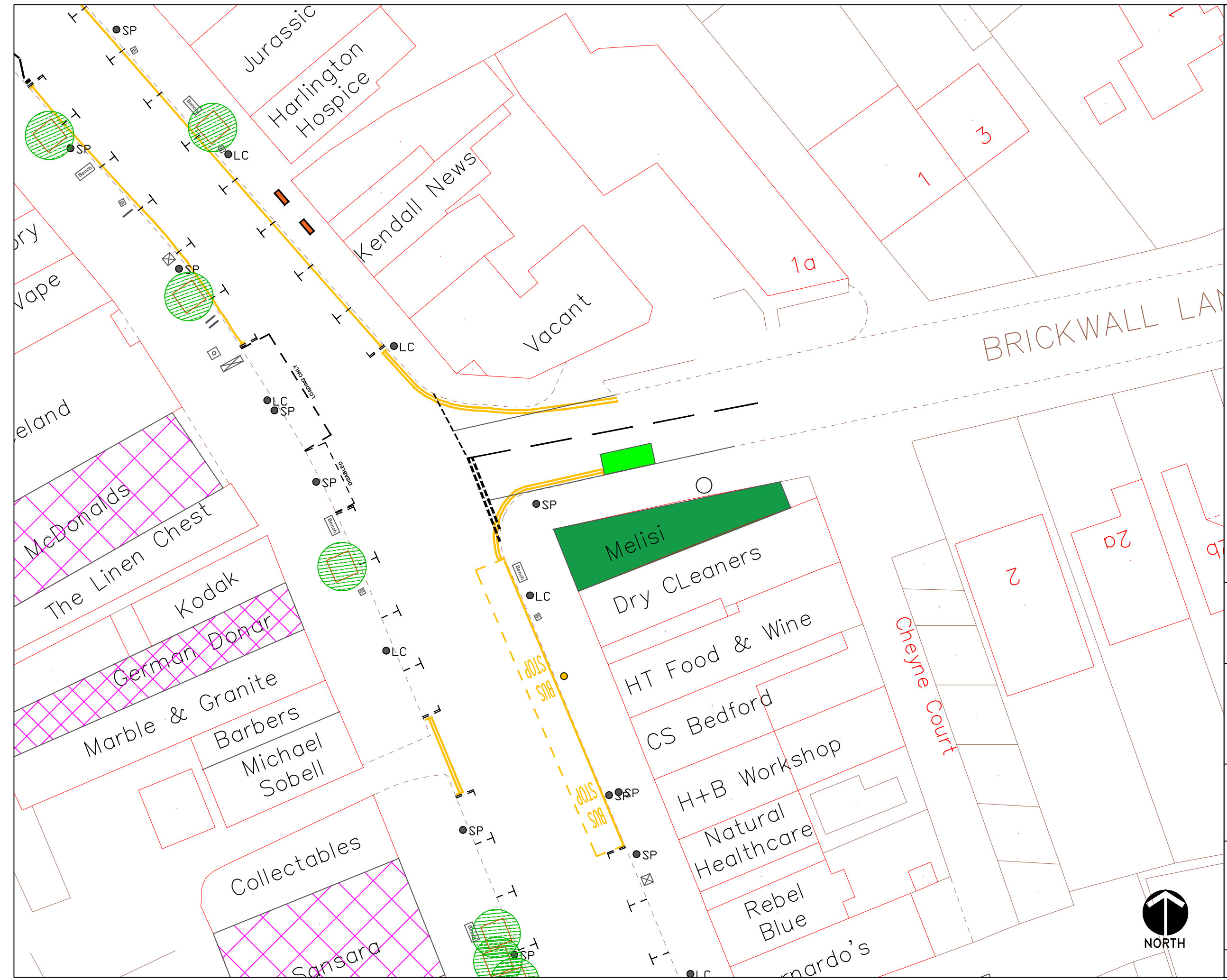


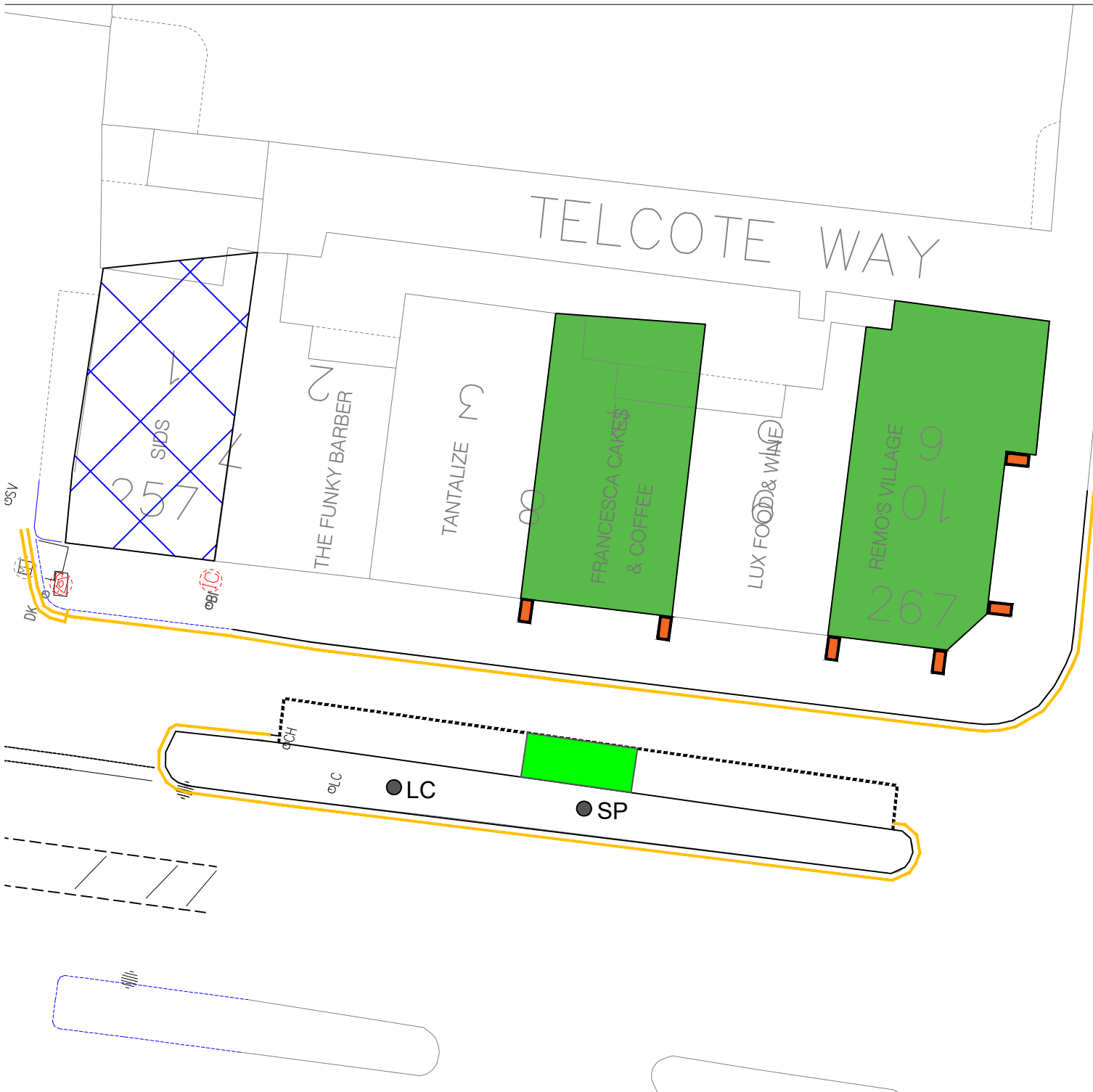
TRANSPORT & PROJECTS
RESIDENTS SERVICES DIRECTORATE
CIVIC CENTRE 4W/05, HIGH STREET, UXBRIDGE, UBB 1UW
Tel No. 01895 277006/01895 250676

Project
Welcome Back Fund
Temp. Street Furniture

Description
Ruislip Town Centre
APP C

Scale	Designed	Drawn	Date
NTS	HT	HT	





KEY

- PARKLET LOCATION
- PLANTER LOCATION



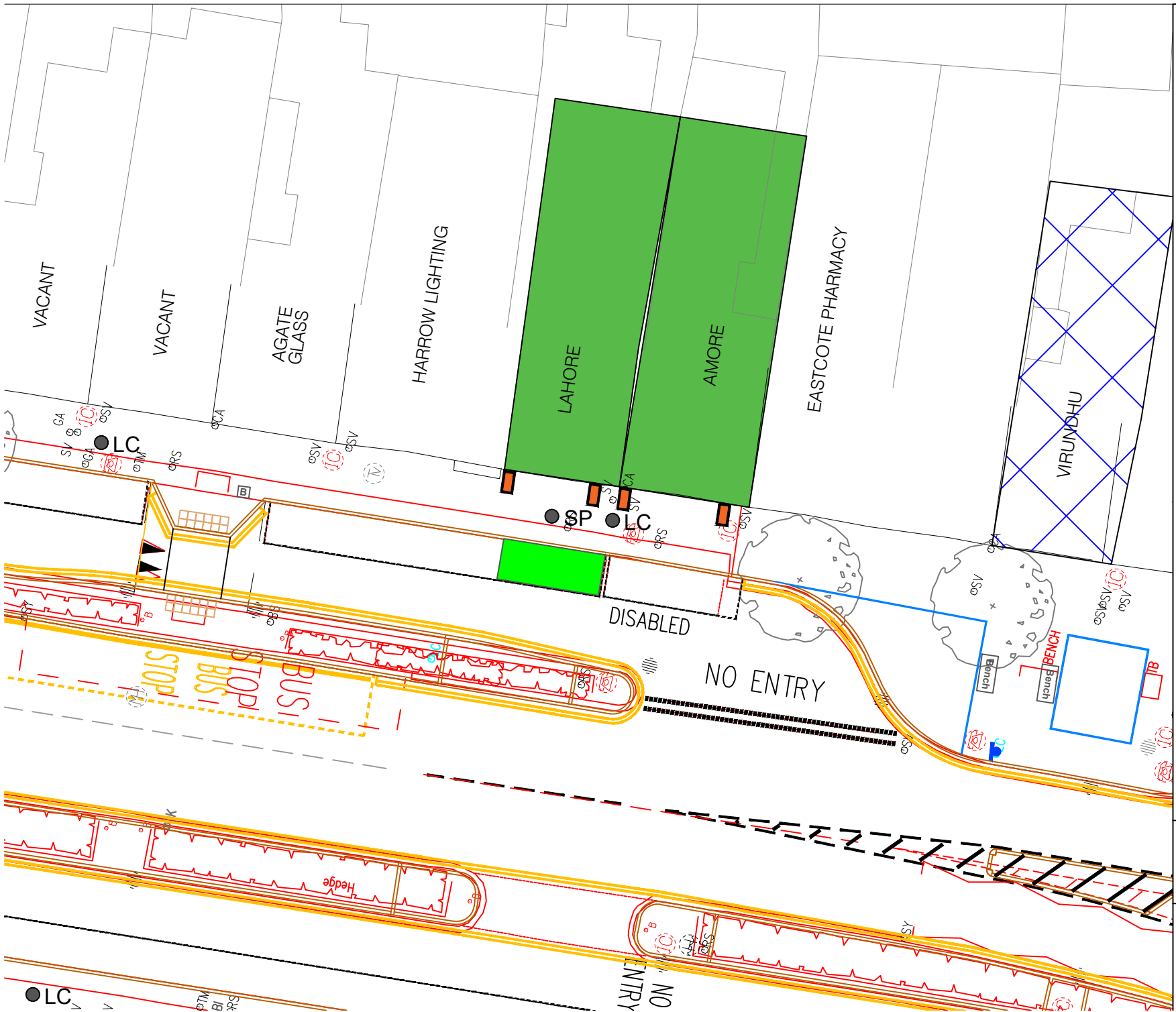
TRANSPORT & PROJECTS
RESIDENTS SERVICES DIRECTORATE
Civic Centre 4th/5th, High Street, Uxbridge,
Tel No. 01895 277006/01895 250676

Project

Welcome Back Fun
Temp. Street Furnitu

Description

Eastcote Town
Centre
APP A



KEY

- PARKLET LOCATION
- PLANTER LOCATION



Project
 Welcome Back Fun
 Temp. Street Furnitu

Description
 Eastcote Town
 Centre
 APP B



HILLINGDON
LONDON

London Borough of Hillingdon Traffic Management Order

2021 No. 73

The Hillingdon) (Waiting and Loading Restriction) No. 14 Experimental Order
2021

Made on 22nd October 2021

Coming into operation on 8th November 2021

The Council of the London Borough of Hillingdon, after consulting the Commissioner of Police of the Metropolis, in the exercise of the powers conferred by Sections 6 and 124 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 powers enabling hereby makes the following Order:-

1. This Order shall come into operation on 8th November 2021 and may be cited as the Hillingdon (Waiting and Loading Restriction) No. 14 Experimental Order 2021.
2. In this Order "Council" means the Council of the London Borough of Hillingdon.
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 2021⁴ shall have effect as though the items numbered 26 and 67 in Schedule 1 of that Order was substituted by the same numbered items as set out in columns 1, 2 and 3 of Schedule 1 to this Order;

¹ 1984(c.27)

² 1985(c.51)

³ 1991(c.40)

⁴ 2021 No. 20

4. In pursuance of Section 10(2) of the Road Traffic Regulation Act 1984, the Corporate Director of Infrastructure, Building Services & Transport of the London Borough of Hillingdon, for the time being, or some other person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious convenient and safe movement of traffic or for preserving or improving the amenities of the area or any road affected by this Order, modify or suspend this Order or any provision thereof.

Dated this the 22nd day of October 2021



PERRY SCOTT,
Corporate Director of Infrastructure, Building Services & Transport

SCHEDULE 1

1	2	3
26	BRICKWALL LANE, RUISLIP	
	<p>a) The north side,</p> <p>i) from a point in line with the northeastern kerbline of High Street, Ruislip, northeastwards for a distance of 19 metres.</p> <p>ii) between a point 19 metres northeast of the northeastern kerbline of High Street, Ruislip and a point in line with the common boundary of Nos. 3 Brickwall Lane and No. 1 South Drive;</p> <p>iii) between a point in line with the common boundary of Nos. 3 Brickwall Lane and No. 1 South Drive and a point in line with the common boundary of Nos. 5 and 7 Brickwall Lane;</p> <p>iv) between a point in line with the common boundary of Nos. 5 and 7 Brickwall Lane and a point in line with the eastern flank wall of No 16 Brickwall Lane.</p> <p>c) The south side,</p> <p>i) from a point in line with the northeastern kerbline of High Street, Ruislip northeastwards for a distance of 15 metres.</p> <p>ii) between a point 10 metres northeast of the north-eastern kerbline of High Street, Ruislip and a point in line with the western wall of No. 14 Brickwall Lane.</p> <p>d) The north-west side, between a point 4 metres south-west of the north-eastern boundary of No. 33 Brickwall Lane and the south-western boundary of No. 34 Windmill Way;</p> <p>e) The south-east side, between a point 5 metres south-west of the common boundary of Nos. 28 and 30 Brickwall Lane and a point in line with the south-western boundary of Nos. 27/25 Windmill Way.</p>	<p>A</p> <p>C</p> <p>A</p> <p>C</p> <p>A</p> <p>C</p> <p>A</p> <p>A</p>
67	FIELD END ROAD, EASTCOTE	
	<p>a) The north-east and east sides</p> <p>i) between its junction with Bridle Road and a point 10 metres southwards;</p> <p>ii) between a point 10 metres southwards of its junction of Bridle Road and a point 4.5 metres south of a point opposite the southern boundary of No. 84 Field End Road;</p> <p>iii) between a point 4.5 metres south of a point opposite the southern boundary of No. 84 Field End Road. and a point in line with the northwestern kerbline of North View.</p> <p>iv) the service road fronting Nos. 83 to 115 Field End Road;</p> <p>1) The southwest side,</p> <p>2) The northeast side, from a point in line with the northeastern kerbline of Field End Road eastwards and southeastwards to a point in line with the common boundary of Nos. 85/87 and 89 Field End Road.</p>	<p>A</p> <p>C</p> <p>A</p> <p>A</p> <p>C</p> <p>C</p> <p>C</p>

	<p>3) The northeast side, from a point in line with the common boundary of Nos. 85/87 and 89 Field End Road, to a point 8.39 metres northwest of the common boundary of Nos. 101 and 103 Field End Road.</p> <p>4) The northeast side, from a point 2.74 metres northwest of the common boundary of Nos. 101 and 103 Field End Road, northwestwards for a distance of 5.65 metres.</p> <p>5) The northeast side, from a point 2.74 metres northwest of the common boundary of Nos. 101 and 103 Field End Road, southeastwards for a distance of 16.53 metres.</p> <p>6) The northeast side, from a point 14.0 metres southeast of the common boundary of Nos. 101 and 103 Field End Road, northwestwards for a distance of 5.0 metres.</p> <p>6) The northeast side, from a point 14 metres southeast of the common boundary of Nos. 101 and 103 Field End Road, southeastwards to a point in line with the northeastern kerbline of Field End Road.</p> <p>v) the service road fronting Nos. 117 to 181 Field End Road;</p> <p>1) The southwest side,</p> <p>2) The northeast side, from a point in line with the northeastern kerbline of Field End Road, eastwards and then southeastwards to a point in line with the common boundary of Nos. 125 and 127/129 Field End Road.</p> <p>3) The northeast side, from a point 2.29 metres southeast of the common boundary of Nos. 147 and 149 Field End Road, southeastwards for a distance of 6.03 metres.</p> <p>4) The northeast side, from a point 23.31 metres northwest of the common boundary of Nos. 169/171 and 173 Field End Road, northwestwards for a distance of 6.23 metres.</p> <p>5) The northeast side, from a point in line with the northeastern kerbline of Field End Road, to a point 28.80 metres southeast of the common boundary of Nos. 169/171 and 173 Field End Road.</p> <p>6) The rest of the northeast side of the service road fronting Nos. 117 to 181 Field End Road not mentioned in v) 1), 2), 3), 4) or 5) above.</p> <p>vi) between a point in line with the common boundary of Nos. 169 and 171 Field End Road and a point in line with the common boundary of Nos. 199 and 201 Field End Road;</p> <p>vii) between a point in line with the common boundary of Nos. 199 and 201 Field End Road and a point 10 metres south of the southern kerbline of the entrance to the station car park.</p>	<p>A</p> <p>C</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>C</p> <p>C</p> <p>A</p>
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	<p>viii) the service road fronting Nos. 239 to 255 Field End Road;</p> <p>1) the northwest and northeast side, between its northernmost junction with the northeastern kerbline of Field End Road and a point 0.8 metres northwest of a point in line with the common boundary of Nos. 241 and 243 Field End Road;</p> <p>2) the northwest and northeast side, from a point 3 metres northwest of the northwestern kerbline of the entrance to the car park south of the station, southeastwards, extending to the back of the footway on both sides of said entrance.</p> <p>ix) the service road fronting Nos. 239 to 255 Field End Road</p> <p>1) the south and southwest side, from its northernmost junction with the northeastern kerbline of Field End Road southeastwards to a point 5 metres southeast of a point in line with the kerbline of the island separating the service road from the main carriageway;</p> <p>2) the south and southwest side, from a point in line with the kerbline of the island separating the service road from the main carriageway, northwestwards for a distance of 4.6 metres.</p> <p>3) Service road fronting Nos. 239 to 255 Field End Road remainder of both sides not mentioned in ix) 1) or 2) above.</p> <p>x) between a point in line with the common boundary of Nos. 213/215 and 217 Field End Road and a point 10 metres south of the southern kerbline of the entrance to the station car park, extending 10 metres into said entrance road, including both ends of the island separating the main carriageway from the service road;</p> <p>xi) both sides of the service road which lies between No 215 Field End Road and No. 255 Field End Road, between a point in line with the common boundary of Nos. 215 and 217 Field End Road and a point in line with the common boundary of Nos. 253 and 255 Field End Road;</p> <p>xii) both sides of the service road which lies between No 215 Field End Road and No. 255 Field End Road, between a point in line with the common boundary of Nos. 253 and 255 Field End Road and the northern kerbline of the entrance to the station car park;</p> <p>xiii) between a point 10 metres south of the southern kerbline of the entrance to the station car park and a point 10 metres north of the northern kerbline of Woodlands Avenue, northern arm including both sides of the service road which lies between the common boundary of Nos. 257 and 259 Field End Road and a point 10 metres north of the northern kerbline of Woodlands Avenue, northern arm, and the northern end of the island separating the main carriageway from the service road;</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>C</p> <p>C</p> <p>A</p> <p>C</p> <p>A</p>
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	<p>xiv) the southwest side of the service road fronting Nos. 257 to 267 Field End Road, from a point 1.0 metre southeast of the common boundary of Nos. 261 and 263 Field End Road southeastwards for a distance of 5.0 metres.</p> <p>xv) from a point 10 metres north of the northern kerbline of Woodlands Avenue, northern arm to a point in line with the southern kerbline of Woodlands Avenue, northern arm, including as much of both sides of the service road fronting Nos. 257 to 267 Field End Road as lies within these points and the southern end of the island separating the main carriageway from the service road;</p> <p>xvi) the rest of the adopted highway of the service road fronting Nos. 257 to 267 Field End Road not mentioned in a) xiii), a) xiv) and a) xv) above.</p> <p>xvii) the northeast side of the service road fronting No. 269 Field End Road, between a point in line with the southern kerbline of Woodlands Avenue, northern arm and a point 15 metres southwards;</p> <p>xviii) both sides and ends of the service road fronting Nos. 269 to 281 Field End Road from the southern kerbline of Woodlands Avenue, northern arm, excluding that section which lies on the north-east side, between a point in line with the southern kerbline of Woodlands Avenue, northern arm and a point 15 metres southwards, to a point 10 metres north-west of the northwestern kerbline of Sunningdale Avenue;</p> <p>xix) from a point in line with the southern kerbline of Woodlands Avenue, northern arm and a point 10 metres north of the northern kerbline of Sunningdale Avenue;</p> <p>xx) between a point 10 metres north of the northern kerbline of Sunningdale Avenue and a point 6 metres south of the southern kerbline of Sunningdale Avenue, including as much of both sides of the services road which lies adjacent to No. 281 Field End Road as lies between those points;</p> <p>xxi) between a point 6 metres south of with the southern kerbline of Sunningdale Avenue and a point 10 metres north of the northern kerbline of the southern arm of Woodlands Avenue;</p> <p>xxii) both sides of the service road which lies between Nos. 319 and 371 Field End Road, including both ends of the island separating the main carriageway from the service road extending to the north-eastern kerbline of the main carriageway of Field End Road;</p> <p>xxiii) between a point 10 metres north of the northern kerbline of the southern arm of Woodlands Avenue and a point 10 metres south of the southern kerbline of the southern arm of Woodlands Avenue;</p> <p>xxiv) between a point 10 metres south of the southern kerbline of the southern arm of Woodlands Avenue and a</p>	<p>A</p> <p>A</p> <p>C</p> <p>A</p> <p>C</p> <p>C</p> <p>A</p> <p>C</p> <p>CC</p> <p>A</p> <p>C</p>
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	<p>point 2.9 metres north-west of a point in line with the common boundary of Nos. 385 and 387 Field End Road;</p> <p>xxv) from a point 8 metres south east of the southernmost boundary of the Clay Pigeon Public House south eastwards for a distance of 50 metres</p> <p>xxvi) from a point 15 metres north-west of the south eastern limit of the island fronting Nos. 575 to 581 Field End Road continuing south eastwards, east wards and north westwards to a point on the south-west kerbline of the service road fronting Nos. 575 to 581 Field End Road, 10 metres northwest of the south eastern limit of the island fronting Nos. 575 to 581 Field End Road.</p> <p>xxvii) from a point opposite a point in line with the southeastern kerbline of Whitby Road to a point 58 metres southeast of the southernmost boundary of the Clay Pigeon Public House.</p> <p>xxviii) from a point 10 metres south-east of the north western limit of the island fronting Nos. 583 to 645 Field End Road, continuing north westwards, eastwards and south eastwards to a point on the south-west kerbline of the service road fronting Nos. 583 to 645 Field End Road, 10 metres south east of the north western limit of the island fronting Nos. 583 to 645 Field End Road.</p> <p>xxix) between a point in line with northwestern kerbline of Parkfield Crescent and a point 266 metres north west of said kerbline.</p> <p>xxx) From a point 2.1 metres southeast of the southeastern boundary of No. 725 Field End Road to a point 1.6 metres northwest of the common boundary of Nos. 743 and 745 Field End Road.</p> <p>xxxii) From a point opposite a point in line with southwestern flank wall of No. 405 Eastcote Lane to a point 25.5 metres northeast of southeastern kerbline of Field End Road.</p> <p>xxxii) from a point in line with the southeastern kerbline of Parkfield Crescent, southeastwards for a distance of 64.1 metres.</p> <p>b) The south-west and west side,</p> <p>i) between a point 20 metres south-east of the south-eastern kerbline of Farthings Close and a point 55 metres north-west of the north-western kerbline of Farthings Close;</p> <p>ii) from the south-western kerbline of Field End Road, at its junction with Bridle Road, southwards for 10 metres;</p> <p>iii) between a point 10 metres south of the south-western kerbline of Field End Road, at its junction with Bridle Road and a point 10 metres north of the northern kerbline of The Sigers;</p> <p>iv) between a point 10 metres north of a point opposite the north-western kerbline of The Sigers and a point 10 metres south of the southern kerbline of The Sigers;</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>C</p> <p>A</p> <p>C</p>
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	<p>v) between a point 10 metres south of the southern kerbline of the Sigers and a point in line with the common boundary of No. 38 Meadow Way and No.86 Field End Road;</p> <p>vi) between a point in line with the common boundary of No.38 Meadow Way and a point 50.06 metres northwest of the northwestern kerbline of Morford Way.</p> <p>vii) The service road fronting Nos. 88-142 Field End Road,</p> <p>1) The northeast side.</p> <p>2) The southwest side, from a point in line with the southwestern kerbline of Field End Road, to a point 16.56 metres northwest of the common boundary of Nos. 98 and 100 Field End Road.</p> <p>3) The southwest side, from a point in line with the common boundary of Nos. 98 and 100 Field End Road, northwestwards for a distance of 6.15 metres.</p> <p>4) The southwest side, from a point in line with the southwestern kerbline of Field End Road, to a point in line with the common boundary of Nos. 130 and 132 Field End Road.</p> <p>5) The rest of the southwest side of the service road fronting Nos. 88 to 142 Field End Road not mentioned in vii) 1), 2), 3) or 4) above.</p> <p>viii) from a point 50.06 metres northwest of the northwestern kerbline of Morford Way, to a point 13. 69 metres northwest of the northwestern kerbline of Morford Way.</p> <p>ix) from a point 13.69 metres northwest of the northwestern kerbline of Morford Way, to a point 10.87 metres southeast of the southeastern kerbline of Morford Way.</p> <p>x) from a point 10.87 metres southeast of the southeastern kerbline of Morford Way, southeastwards for a distance of 20.56 metres.</p> <p>xi) from a point 31.43 metres southeast of the southeastern kerbline of Morford Way extending southwestwards into the service road which lies between 204/214 Field End Road, to a point 3 metres south of a point in line with the common boundary of 202/204 Field End Road.</p> <p>xii) South and south-west sides of the service road which lies between 204/214 Field End Road between a point 3 metres south of a point in lie with the common boundary of 202/204 Field End Road and the junction of the service road with the main carriageway at the southern end;</p> <p>xiii) Northeast side of the service road which lies between 204/214 Field End Road, between a point in line with the common boundary of Nos. 206 and 208 Field End Road and a point 15 metres south-eastwards;</p> <p>xiv) All of the Northeast side of the service road which lies between 204/214 Field End Road, excluding that section which lies between a point in line with the common boundary of Nos. 206 and 208 Field End Road and a point 15 metres south-eastwards, including both ends of the</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>C</p> <p>C</p> <p>A</p> <p>C</p> <p>A</p> <p>C</p> <p>C</p> <p>A</p>
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	<p>island separating the main carriageway from the service road;</p> <p>xv) Between a point in line with the common boundary of 204/206 Field End Road and the junction of the access road to Eastcote Industrial Estate;</p> <p>xvi) Both sides of the access road to Eastcote Industrial Estate extending southwards to a point in line with the northern boundary of 260 Field End Road;</p> <p>xvii) The north east side of service road which lies between the northern boundary of No. 260 Field End Road and the north-western boundary of 314 Field End Road;</p> <p>xviii) the south-west side of the service road, which lies between the northern boundary of No. 260 Field End Road and the north-western boundary of 314 Field End Road:</p> <p>1) between the northern boundary of No. 260 Field End Road and a point 10 metres north of the northern kerbline of Kildare Close;</p> <p>2) between a point 10 metres north of the northern kerbline of Kildare Close and a point 10 metres south of the southern kerbline of Kildare Close;</p> <p>3) between a point 10 metres south of the southern kerbline of Kildare Close and a point 17 metres north of the northern kerbline of Rodwell Close;</p> <p>4) between a point 17 metres north of the northern kerbline of Rodwell Close and a point 10 metres south of the southern kerbline of Rodwell Close;</p> <p>5) between and a point 10 metres south of the southern kerbline of Rodwell Close and a point in line with the north western boundary of No. 314 Field End Road.</p> <p>xix) the north east side of the service road which lies between the north-western boundary of 314 Field End Road and the junction with Southbourne Gardens;</p> <p>1) all, excluding that section which lies between a point in line with the northern kerbline of Southbourne Gardens and a point 10 metres northwards;</p> <p>2) between a point in line with the northern kerbline of Southbourne Gardens and a point 10 metres northwards;</p> <p>xx) the south west side of the service road which lies between the north-western boundary of 314 Field End Road and the junction with Southbourne Gardens:</p> <p>1) between a point in line with the northwestern boundary of No. 314 Field End Road and a point 5 metres north of the northern kerbline of Southbourne Gardens;</p> <p>2) between a point 5 metres north of the northern kerbline of Southbourne Gardens and said kerbline</p> <p>xxi) between the southern kerbline of Southbourne Gardens and; a point opposite a point 2.5 metres south of the northwestern wall of No. 315 Field End Road;</p>	<p>A</p> <p>A</p> <p>C</p> <p>C</p> <p>A</p> <p>C</p> <p>A</p> <p>C</p> <p>CC</p> <p>A</p> <p>CC</p> <p>A</p> <p>A</p> <p>C</p>
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	<p>1) from a point in line with the southern kerbline of the northernmost access to the service road fronting Nos. 702 to 724 Field End Road to a point 9.9 metres southeast of a point in line with northwestern flank wall of No. 702 Field End Road;</p> <p>2) from a point 9.9 metres southeast of a point in line with the northwestern flank wall of No. 702 Field End Road to a point 0.4 metres northwest of the common boundary of Nos. 722 and 724 Field End Road;</p> <p>3) from a point 0.4 metres northwest of the common boundary of Nos. 722 and 724 Field End Road and a point in line with the northern kerbline of the southern access to the service road.</p> <p>iii) Main carriageway (south east side) between a point in line with the southern kerbline of the northern access to the service road and a point in line with the northern kerbline of the southern access to said service road.</p> <p>g) The service road which fronts Brackenhill.</p> <p>i) both sides, between a point 13 metres southwest of the southwestern kerbline of the southern most access road leading to Brackenbridge House and a point 12 metres northeast of the northeastern kerbline of the southern most access road leading to Brackenbridge House.</p> <p>ii) both sides, between a point 10 metres southwest of the southwestern kerbline of the northern most access road leading to Brackenbridge House and a point in line with the southwestern kerbline of island which separates the service road from the main carriageway of Field End Road.</p> <p>iii) The adopted highway of the service road fronting Brackenhill not mentioned in g) i) and g) ii) above.</p>	<p>A</p> <p>C</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>LL</p>
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KEY

A = 'At any time' waiting restrictions.

C = 'Monday to Saturday 8am to 6.30pm' waiting restrictions.

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

LL = 'Monday to Friday 9am to 5pm' waiting restrictions.



HILLINGDON
LONDON

London Borough of Hillingdon Traffic Management Order

2021 No. 74

The Hillingdon (Eastcote Parking Management Scheme Parklet) Experimental Traffic Order 2021

Made on 22nd October 2021

Coming into operation on 8th November 2021

The Council of the London Borough of Hillingdon, after consulting the Commissioner of Police of the Metropolis, in the exercise of the powers conferred by Sections 6 and 124 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 powers enabling hereby makes the following Order:-

1. This Order shall come into operation on 8th November 2021 and may be cited as The Hillingdon (Eastcote Parking Management Scheme Parklet) Experimental Traffic Order 2021.
2. In this Order "Council" means the Council of the London Borough of Hillingdon.
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 (On Street Parking Places) (Eastcote Parking Management Scheme) Zones E, E1, E2 & E3 Order 2020 shall have effect as though:

¹ 1984(c.27)

² 1985(c.51)

³ 1991(c.40)

- i) the parking place numbered 10 in Schedule 5 of that Order was substituted by the parking places numbered 10a and 10b in Schedule 5 of this Order.
 - ii) the parking place numbered 3 in Schedule 5 of that Order was substituted by the parking place numbered 3 in Schedule 5 of this Order.
4. In pursuance of Section 10(2) of the Road Traffic Regulation Act 1984, the Corporate Director of Infrastructure, Building Services & Transport of the London Borough of Hillingdon, for the time being, or some other person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious convenient and safe movement of traffic or for preserving or improving the amenities of the area or any road affected by this Order, modify or suspend this Order or any provision thereof.

Dated this the 22nd day of October 2021



PERRY SCOTT,
Corporate Director of Infrastructure, Building Services & Transport

SCHEDULE 5

PAY & DISPLAY PARKING BAYS - TWO HOUR MAX STAY

In relation to the parking place referred to in this schedule, the expression "permitted hours," means the period between 'Monday to Saturday 8am to 6.30pm' inclusive, any such day not being Christmas Day, Good Friday or a Bank Holiday. Parking places in which a vehicle may be left during the permitted hours if it displays a valid ticket, by use of the cashless payment system. A vehicle displaying a valid Zone E1 residents parking permit may also be left between the hours of '8am to 10am'. All parking places are 2 metres wide unless otherwise stated. The maximum initial period for which a vehicle may be left during the permitted hours is two hours if it displays a valid ticket from a ticket machine or by use of the cashless payment system.

Parking Place No.	Designated Parking Place
3	FIELD END ROAD, The service road fronting Nos. 83-115 Field End Road, the northeast side, from a point 2.74 metres northwest of the common boundary of Nos. 101 and 103 Field End Road, southeastwards to a point 9.0 metres southeast of the common boundary of Nos. 101 and 103 Field End Road.
10a	FIELD END ROAD, The south-west side the service road situated on the northeast side of Field End Road, from a point 2.5 metres northwest of the common boundary of Nos. 259 and 261 Field End Road south eastwards to a point 1 metres southeast of the common boundary of Nos. 261 and 263 Field End Road.
10b	FIELD END ROAD, The south-west side the service road situated on the northeast side of Field End Road, from a point 6 metres southeast of the common boundary of Nos. 261 and 263 Field End Road, to a point 24 metres southeast of the common boundary of Nos. 261 and 263 Field End Road.



HILLINGDON
LONDON

London Borough of Hillingdon Traffic Management Order

2021 No. 75

The Hillingdon (Ruislip Parking Management Scheme Parklet) Experimental Traffic Order 2021

Made on 22nd October 2021

Coming into operation on 8th November 2021

The Council of the London Borough of Hillingdon, after consulting the Commissioner of Police of the Metropolis, in the exercise of the powers conferred by Sections 6 and 124 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 powers enabling hereby makes the following Order:-

1. This Order shall come into operation on 8th November 2021 and may be cited as The Hillingdon (Ruislip Parking Management Scheme Parklet) Experimental Traffic Order 2021.
2. In this Order "Council" means the Council of the London Borough of Hillingdon.
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 (On Street Parking Places) (Ruislip Parking Management Schemes) Zones R1, R1(B), R2 & MW Order 2021 shall have effect as though Schedule 4 of that Order was substituted by Schedule 4 of this Order.

¹ 1984(c.27)

² 1985(c.51)

³ 1991(c.40)

4. In pursuance of Section 10(2) of the Road Traffic Regulation Act 1984, the Corporate Director of Infrastructure, Building Services & Transport of the London Borough of Hillingdon, for the time being, or some other person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious convenient and safe movement of traffic or for preserving or improving the amenities of the area or any road affected by this Order, modify or suspend this Order or any provision thereof.

Dated this the 22nd day of October 2021



PERRY SCOTT,
Corporate Director of Infrastructure, Building Services & Transport

SCHEDULE 4

BUSINESS PERMIT PARKING PLACES - ZONE R1(B)

In relation to the parking place referred to in this schedule, the expression "permitted hours," means the period between 'Monday to Saturday 8am to 6.30pm' inclusive, any such day not being Christmas Day, Good Friday or a Bank Holiday. Parking places in which a vehicle may be left during the permitted hours if it displays a valid Zone R1(B) business permit. All parking places are 2 metres wide unless otherwise stated.

Parking Place No.	Designated Parking Place
1	BRICKWALL LANE, the southwest side, from a point 15 metres northeast of the northeastern kerbline of Ruislip High Street, northeastwards for a distance of 9 metres.