

WESTMINSTER CITY COUNCIL

ROAD TRAFFIC ACT, 1960

ROAD TRAFFIC AND ROADS IMPROVEMENT ACT, 1960

ROAD TRAFFIC ACT, 1962

Parking Meter Schemes—Proposed Amendments

Notice is hereby given that the Mayor, Aldermen and Councillors of the City of Westminster (hereinafter called "the Council") are applying to the Minister of Transport for Orders under section 85 of the Road Traffic Act, 1960, to amend the Parking Places (Westminster) (No. 1) Order, 1960, and the Parking Places (Westminster) (No. 1) Order, 1962, designating parking places on certain highways (controlled by meters) and for regulations under section 34 of the Act (as amended) to amend regulations which are ancillary to the existing Orders.

The proposed Order and Regulations would apply to streets within an area generally bounded by Coventry Street, New Coventry Street, Charing Cross Road, West Street, Upper St. Martin's Lane, parts of Long Acre and Garrick Street, St. Martin's Lane, part of William IV Street, Adelaide Street, part of Strand, the north side of Trafalgar Square, Pall Mall East, part of Pall Mall, Regent Street and parts of Piccadilly including Piccadilly Circus. The streets within the area are at present, between the hours of 8.30 a.m. and 6.30 p.m. Monday to Friday, and 8.30 a.m. and 1.30 p.m. on Saturday, subject to restrictions prohibiting waiting by vehicles except at a parking place and in some parts of the streets the loading and unloading of goods is also prohibited during the hours of restriction.

The general effect of the proposed amendments is to extend the lengths of streets and the hours of control where a restriction on waiting, loading and unloading applies and to vary the limits of certain of the parking places and cycle parking areas.

The proposed Order would:

(i) revoke the designation of the parking places in the streets contained within the area described in the preceding paragraph;

(ii) designate new parking places in those streets which are named in the First Schedule hereto;

(iii) fix the maximum number of parking bays (i.e. spaces on the carriageway where vehicles may be left) in each parking place; provide that the number and situation of such parking bays in each parking place may be determined by the Council; and provide that parts of certain parking places shall not be occupied by parking bays;

(iv) provide that the parking bays may be used for the leaving of vehicles of any class or description specified in the Second Schedule hereto, between the hours of 8.30 a.m. and 6.30 p.m. on Mondays to Fridays inclusive and between the hours of 8.30 a.m. and 1.30 p.m. on Saturdays, any such day not being Christmas Day, Good Friday or a Bank Holiday;

(v) provide that the initial charge for leaving a vehicle in a parking place shall be one shilling for two hours or sixpence for one hour and that such charge shall be payable on the leaving of the vehicle in a parking place by the insertion of a coin or coins in a parking meter;

(vi) provide that an excess charge of ten shillings shall be incurred in respect of any vehicle left in a parking place for longer than the period for which payment was made by the initial charge and that payment of any excess charge incurred shall be made to the Council by the seventh day following the day on which the excess charge was incurred;

(vii) prescribe the manner in which vehicles shall stand in parking places and in particular that every part of a vehicle shall be within the limits of a parking bay;

(viii) provide that a traffic warden may remove from a parking place any vehicle in respect of which certain provisions of the Order have been contravened or not complied with;

(ix) empower the Council to install parking meters at parking places; and

(x) make other incidental provision.

The proposed Regulations would:

(i) prohibit waiting by vehicles for the purpose of loading or unloading goods between the hours of 8.30 a.m. and midnight and prohibit waiting by vehicles for any other purpose at all times in certain parts of the streets named in the Third Schedule hereto (these proposals amend existing regulations which apply generally in the area

described above restricting waiting by vehicles, other than licensed street traders' vehicles, between the hours of 8.30 a.m. and 6.30 p.m. on Mondays to Fridays inclusive and between the hours of 8.30 a.m. and 1.30 p.m. on Saturdays);

(ii) alter the description of the cycle parking areas in the streets named in the Fourth Schedule hereto.

A copy of the proposed Order, and a plan relating thereto, may be inspected between the hours of 9 a.m. and 4.30 p.m. on Mondays to Fridays, during a period of twenty-eight days from the date of this notice, at the office of the undersigned at the Westminster City Hall, Charing Cross Road, London W.C.2.

The plans show in detail:

(a) what parts of the carriageway of highways named in the First Schedule hereto, are comprised in the parking places proposed to be designated;

(b) the parts of the streets named in the Third Schedule hereto, which will be subject to a prohibition on waiting at any time for the purpose of loading and unloading goods; and

(c) the areas in streets named in the Fourth Schedule hereto where solo bicycles propelled by mechanical power will be permitted to wait.

Any person wishing to object to the making of the proposed Orders and Regulations may do so by sending to the Secretary, Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, within the said period of twenty-eight days, notice in writing of his objection, stating the grounds thereof.

Dated the 3rd day of January 1964.

A. G. Dawtry, Town Clerk.

Westminster City Hall,
London W.C.2.

THE FIRST SCHEDULE above referred to

The highways in which parking places are to be designated by the proposed Order are those in the City of Westminster, namely:

Adelaide Street, Charing Cross Road, Charles II Street, Duncannon Street, Haymarket, Irving Street, Jermyn Street, Leicester Square, Norris Street, Orange Street, Oxendon Street, Pall Mall East, Regent Street, St. James's Market, St. Martin's Lane, St. Martin's Place, St. Martin's Street, Suffolk Place, Suffolk Street, Whitcomb Street.

THE SECOND SCHEDULE above referred to

Class or description of vehicle

Passenger Vehicle, that is to say, a motor vehicle (other than a motor cycle or invalid carriage) constructed solely for the carriage of passengers and their effects and adapted to carry not more than twelve passengers exclusive of the driver, and not drawing a trailer.

Goods Vehicle, that is to say, 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.

Motor Cycle, as defined in section 253 of the Road Traffic Act, 1960.

Invalid Carriage, as defined in section 253 of the Road Traffic Act, 1960.

THE THIRD SCHEDULE above referred to

Streets in which additional restrictions on waiting, loading and unloading are proposed

Adelaide Street, Bear Street, Carlton Street, Charing Cross Road, Charles II Street, Coventry Street, Cranbourn Street, Craven Street, Duncannon Street, Garrick Street, Glasshouse Street, Great Newport Street, Great Windmill Street, Haymarket, Irving Street, Jermyn Street, Leicester Place, Leicester Square, Leicester Street, Litchfield Street, Long Acre, New Coventry Street, New Row, Norris Street, Northumberland Avenue, Northumberland Street, Orange Street, Oxendon Street, Pall Mall, Pall Mall East, Pantons Street, Piccadilly, Piccadilly Circus, Regent Street, Rupert Street, St. Alban's Street, St. James's Market, St. Martin's Lane, St. Martin's Place, St. Martin's Street, Shaftesbury Avenue, Strand, Suffolk Place, Suffolk Street, Trafalgar Square, Upper St. Martin's Lane, Wardour Street, Waterloo Place, West Street, Whitcomb Street, William IV Street.