
EXPLANATORY NOTE

(This note is not part of the Order)

This Order modifies provisions of the London Local Authorities Acts 1995 and 2000 relating to parking so as to apply them to Transport for London as well as to London borough councils.

Schedule 1 amends the London Local Authorities Act 1995. *Paragraph 2* modifies section 4 of that Act (stopping on or near pedestrian crossings) so as to provide for notice of intention to prosecute a criminal offence to be given by the Metropolitan or City of London Commissioner of Police to Transport for London, where a crossing is situated on a GLA road or GLA side road. *Paragraph 3* extends the power to impose special temporary waiting prohibitions to Transport for London.

Schedule 2 amends the London Local Authorities Act 2000. *Paragraphs 2 and 3* modify sections 4 and 5 of that Act so as to enable Transport for London to serve penalty charge notices under the Road Traffic Act 1991 for parking contraventions on GLA roads and side roads on the basis of camera information and where a parking attendant is prevented from issuing a notice. *Paragraph 4* modifies section 6 of the London Local Authorities Act 2000 so as to apply a substituted version of section 5 of the London Local Authorities Act 1995 (parking outside designated parking places) to Transport for London.

Sections 7 and 8 of the London Local Authorities Act 2000 are modified by *paragraphs 5 and 6* so that limitations on the service of penalty charge notices under the Road Traffic Act 1991, and the power to serve charge certificates and notices under that Act by FAX or other electronic means, are applied to Transport for London. These limitations are also applied to Transport for London in relation to the enforcement of bus lane orders under Schedule 1 to the London Local Authorities Act 1996. Sections 9 to 13 of the London Local Authorities Act 2000 (provisions relating to the recovery of unpaid charges) are applied to Transport for London by *paragraphs 7 to 11*. Section 16 is modified by *paragraph 12* so as to enable authorised officers of Transport for London to enter vehicles which have been removed by parking attendants under section 99 of the Road Traffic Regulation Act 1984.

A Regulatory Impact Assessment has not been prepared for this instrument as it has no impact on business, charities or voluntary bodies.