

THE BOROUGH COUNCIL OF CALDERDALE
(WAITING AND LOADING AND PARKING PLACES) (SOWERBY BRIDGE)
(CONSOLIDATION) ORDER 2008 (VARIATION NO.6) ORDER 2010

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(WAITING AND LOADING AND PARKING PLACES) (SOWERBY BRIDGE)
(CONSOLIDATION) ORDER 2008 (VARIATION NO.6) ORDER 2010

The Borough Council of Calderdale in exercise of its powers under Section 1, 2, 4, 32, 35, 45, 46, 47, 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, (hereinafter referred to as "the Act of 1984") and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III and Part IV of Schedule 9 to the Act of 1984, hereby makes the following Variation Order to The Borough Council of Calderdale (Waiting and Loading and Parking Places) (Sowerby Bridge) (Consolidation) Order 2008.

1. This Order may be cited as The Borough Council of Calderdale (Waiting and Loading and Parking Places) (Sowerby Bridge) (Consolidation) Order 2008 (Variation No. 6) Order 2010 and will come into effect on 11 April 2011.
2. The Borough Council of Calderdale (Sowerby Bridge) (Consolidation) Order 2008 (hereinafter referred to as "the Order") shall be varied as follows: -
 - i. The items in Table A to this Order are to be added to Schedule 5.01 of the Order and the effect of this will be no waiting at any time on the street listed in the said schedule.
3. Except as hereinbefore provided in this Variation Order the provisions and articles of "the Order" shall remain in force.
4. The provisions imposed by this Order shall be in addition to and not in derogation of any restrictions or requirements imposed by any Regulations made or having effect as if made under the Act of 1984 or by or under any other enactment.

THE CORPORATE COMMON SEAL)
of **THE BOROUGH COUNCIL OF**)
CALDERDALE was hereunto affixed)
on the 6th day of April 2011 in the)
presence of: -)

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PRINCIPAL SOLICITOR

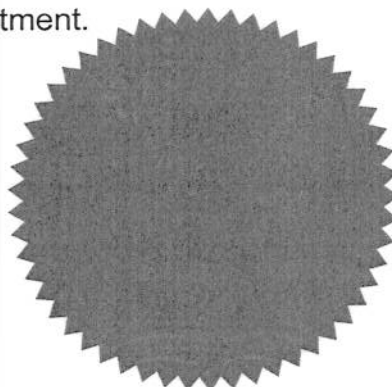


TABLE A

No waiting at any time
Schedule 5.01

<u>Item</u>	<u>Column 1 Road</u>	<u>Column 2 Extent</u>
1	Fore Lane	<p>the north side from a point approximately 81.7 metres south-east then east of its junction with the eastern side of the entry to White Windows (Cheshire Home) in a westerly then north westerly direction to its junction with Fore Lane Avenue, a distance of approximately 151 metres.</p> <p>the south side from a point opposite a point approximately 81.7 metres south-east then east of its junction with the eastern side of the entry to White Windows (Cheshire Home) in a westerly then north westerly direction for a distance of approximately 85.5 metres.</p>
2	Fore Lane Avenue	<p>both sides from its junction with Fore Lane in a north-westerly direction for a distance of approximately 27.65 metres.</p>
3	St Peter's Avenue	<p>the north-west side from its junction with Fore Lane Avenue in a south then south-westerly direction for a distance of approximately 21.75 metres.</p> <p>the south-east side from a point approximately 1.25 metres west of its junction with the south-western kerbline of Fore Lane in a westerly then south-westerly direction for a distance of approximately 20.5 metres.</p>

FORE LANE/FORE LANE AVENUE JUNCTION WITH ST PETER'S AVENUE PROPOSED WAITING RESTRICTIONS

To the south east of the junction of Fore Lane and St Peter's Avenue there is a sharp bend. Vehicles are currently able to park on the bend reducing both forward visibility and the width of the road.

The area around this junction attracts a lot of traffic due to the nearby school and the fact that it is a bus route. The current parking causes problems when vehicles attempt to pass each other on the bend as they cannot see round the bend and conflict due to the narrowed road width, this is particularly a problem for buses. The parking also poses a hazard to pedestrians including school children attempting to cross the road near the junction.

The proposals aim to address this by introducing waiting restrictions at the junction and around the bend. The proposed traffic order will provide control on vehicle parking but will permit limited loading. This will provide a safer environment for both pedestrians and vehicles travelling through the area.