

10/12/02 - 20/3/03
Transport 19/12/02 & 20/3/03
& Cabinet 10/3/03 M.107

COLCHESTER BOROUGH COUNCIL

Colchester Borough (Northern Approach, Colchester) (Traffic Regulation) Order 2003

The Colchester Borough Council ("the Council") pursuant to arrangements made under Section 19 of the Local Government Act 2000 with the Essex County Council, in exercise of the powers conferred on that County Council under Sections 1(1) and (2), 2(1) to (3), 3(2) and 4(1) of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby makes the following Order:-

1. This Order may be cited as the Colchester Borough (Northern Approach, Colchester) (Traffic Regulation) Order 2003 and shall come into operation on day of *26 June* 2003.

2. In this Order-

"bus" has the same meaning as in Section 24 of the 2002 Regulations, i.e

- (i) motor vehicles constructed or adapted to carry more than 8 passengers (exclusive of the driver), and
- (ii) local buses not so constructed or adapted

"bus lane" has the same meaning as in Section 144(4) and (5) of the Transport Act 2000

"bus and cycle lane" means the areas of carriageway specified in Schedule 2 to this Order and bounded by a traffic sign of a type to diagram 1048.4 of the 2002 Regulations

"carriageway" means a way constituting or comprised in a highway, being a way over which the public have a right of way for the passage of vehicles

"cycle lane" means the area of carriageway specified in Schedule 6 of this Order and which is bounded on its left by the kerb line and on the right by a traffic sign of a type to diagram 1049 of the 2002 Regulations

"pedal cycle" has the same meaning as in the 2002 Regulations

"the 2002 Regulations" means the Traffic Signs Regulations and General Directions 2002

CLEARWAY, WAITING RESTRICTIONS AND BUS STAND

3. The Colchester Borough (Various Roads, Colchester Borough) (Special Parking Area) (Waiting Restrictions and Parking Places) Order 2003 is hereby varied to the extent detailed in Schedule 1 to this Order

BUS AND CYCLE LANES

4. Save as provided in Article 5 of this Order no person shall, except upon the direction or with the permission of a Police Constable in uniform, cause or permit any vehicle other than a bus or pedal cycle to enter or proceed in the lengths of road specified in Schedule 2 to this Order.
5. Nothing in Article 4 of this Order shall apply to a vehicle being used:
 - (a) for the removal of any obstruction to traffic;
 - (b) for police, fire brigade or ambulance purposes whilst on operational duties;
 - (c) in the service of any local authority or with the permission of any such authority in pursuance of statutory powers or duties, provided that whilst being so used it is necessary for the vehicle to wait in the bus and cycle lane;
 - (d) for any building or demolition operation
 - (e) for the maintenance, improvement or reconstruction of the road
 - (f) for the laying, erection, alteration or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus as defined in Schedule 2 to the Telecommunications Act 1984 on or near the road
 - (g) for the placing, maintenance or removal of any traffic sign

AHEAD ONLY

6. Save as provided in Article 9 of this Order no person shall, except upon the direction or with the permission of a Police Constable, cause or permit any vehicle to proceed from the point specified in column 1 of Schedule 3 to this Order in a direction other than that specified in relation to that point in column 2 of the said Schedule.

NO RIGHT TURN

7. Save as provided in Article 9 of this Order no person shall, except upon the direction or with the permission of a Police Constable in uniform, cause or permit any vehicle proceeding in the direction and length of road specified in column 1 of Schedule 4 to this Order to make a right hand turn so as to proceed in the direction and length of road specified in column 2 of the said Schedule.

NO U-TURN

8. Save as provided in Article 9 of this Order no person shall, except upon the direction or with the permission of a Police Constable in uniform, cause or permit any vehicle proceeding in the direction and length of road specified in column 1 of Schedule 5 to this Order to make a U-turn so as to proceed in the direction and length of road specified in column 2 of the said Schedule.

9. Nothing in Articles 6, 7 and 8 of this Order shall apply to a vehicle being used for fire brigade, ambulance or police purposes whilst on operational duties.

CYCLE LANE

10. Save as provided in Article 12 of this Order no person shall, except upon the direction or with the permission of a Police Constable in uniform, cause or permit any vehicle other than a pedal cycle to enter, wait or proceed at any time in the cycle lane specified in Schedule 6 to this Order.

BUS LANE

11. Save as provided in Article 12 of this Order no person shall, except upon the direction or with the permission of a Police Constable in uniform, cause or permit any vehicle other than a bus to enter, wait or proceed at any time in the bus lane specified in Schedule 7 to this Order.

12. (1) Nothing in Articles 10 and 11 of this Order shall apply to a vehicle being used:

- (h) for the removal of any obstruction to traffic;
- (i) for police, fire brigade or ambulance purposes whilst on operational duties;
- (j) in the service of any local authority or with the permission of any such authority in pursuance of statutory powers or duties, provided that whilst being so used it is necessary for the vehicle to wait in the bus or cycle lane;
- (k) for any building or demolition operation
- (l) for the maintenance, improvement or reconstruction of the road
- (m) for the laying, erection, alteration or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus as defined in Schedule 2 to the Telecommunications Act 1984 on or near the road
- (n) for the placing, maintenance or removal of any traffic sign

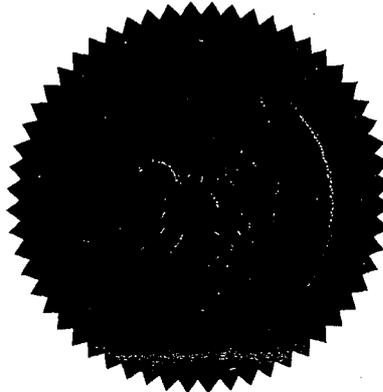
- (2) Nothing in Articles 10 and 11 of this Order shall render it unlawful for a person to cause or permit any vehicle to enter the bus or cycle lane for so long as may be necessary to avoid an accident.

13. The Council are satisfied that for facilitating the passage of vehicular traffic on the roads, it is requisite that Section 3(1) of the 1984 Act should not apply in relation to this Order.

14. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made or having effect as if made under the Act or by or under any other enactment.

DATED this 26th day of June 2003

THE COMMON SEAL of COLCHESTER)
BOROUGH COUNCIL was hereunto)
affixed in the presence of:-)



Mayor *[Signature]*
A.C. Weaver
Proper Officer

ENTERED IN SEAL REGISTER No. 24403

SCHEDULE 1

The Colchester Borough (Various Roads, Colchester Borough) (Special Parking Area) (Waiting Restrictions and Parking Places) Order 2003 is varied as follows:-

1. Schedule 63 -no stopping at any time - insert:-

“Northern Approach – from its junction with Turner roundabout to its junction with Nayland Road/Boxted Road”

2. Schedule 1:-no waiting at any time -

Bruff Close – delete “both sides - from its junction with Mile End Road to a point 13.5 metres north-east of that junction” and insert “south-east side - from its junction with Mile End Road north-eastwards to a point 67 metres south-west of its junction with Northern Approach, and north-west side – from its junction with Mile End Road north-eastwards to a point 76 metres south-west of its junction with Northern Approach including the turning area”

Mile End Road –delete “the east side from a point 19 metres north of its junction with Bruff Close to its junction at the roundabout with Petrolea Close and the A134” and insert “from a point 31 metres north of its junction with Bruff Close southwards to its junction with Turner Road” ...

Mill Road – insert “both sides – from a point 1 metre south-west of the boundary between Nos 86 and 88 south-westwards for a distance of 163 metres”

Nayland Road – insert “both sides – from its junction with the Fords Lane roundabout southwards to a point 3 metres south of the boundary of Nos 100 and 102 including the turning area on the eastern side”

3. Schedule 5:- no waiting Mon-Sat 8am-6pm -

Delete “Bruff Close – both sides – from a point 13.5 metres north-east of its junction with Mile End Road north-eastwards for the remainder of its length”

4. Schedule 15:- no waiting Mon-Fri 7.30-10am -

Mile End Road – delete “the north-east side from a point 20 metres north-west of its junction with Bruff Close north-westwards for a distance of 142.5 metres” and insert “from a point 31 metres north-west of its junction with Bruff Close north-westwards for a distance of 131.5 metres”

5. Insert new Article 17(j):-

“17(j) other than a bus to stop or wait at any time on any day in the bus stands specified in Schedule 66A”

6. Insert new Schedule 66A:-

“Schedule 66A – Bus Stand 24 hours daily - Bruff Close – south-east side – from a point 20 metres west of its junction with Northern Approach south-westwards for a distance of 47 metres, and north-west side – from a point 30 metres west of its junction with Northern Approach south-westwards for a distance of 46 metres”

7. Index – delete “66. Bus Stand – Middleborough” and insert “66. Bus Stand – Middleborough – 7am – 7pm, 66A Bus Stands – Bruff Close – 24 hours daily”

SCHEDULE 2

Bus and Cycle Lanes

Nayland Road – from its junction with the Fords Lane roundabout south-westwards for a distance of 30 metres

Bruff Close – from its junction with Northern Approach south-westwards for a distance of 64 metres

SCHEDULE 3

Ahead only

Column 1 Description of road	Column 2 Direction
1. The point where the circulatory area of North Station roundabout crosses the northbound carriageway of Station Way, shown as point A on plan 2001-326/TO/14.	Ahead only so as to proceed westwards around the circulatory area of the North Station roundabout.
2. The point where the middle and eastern lanes of the northbound carriageway of Station Way cross the circulatory area of the North Station roundabout, shown as point B on plan 2001-326/TO/14.	Ahead only so as to proceed through the central island of the North Station roundabout.
3. The point where the 2 traffic lanes through the central island of the North Station roundabout cross the circulatory area of North Station roundabout, shown as point C on plan 2001-326/TO/15.	Ahead only so as to proceed in a southerly direction around the circulatory area of North Station roundabout.
4. The point where the 2 western lanes of the circulatory area of North Station roundabout cross the west to east lane through the central island of the North Station roundabout, shown as point D on plan 2001-326/TO/15.	Ahead only so as to proceed in a southerly direction around the circulatory area of North Station roundabout.
5. The point where the 2 eastern lanes of the north to south circulatory area of Turner roundabout crosses the west to east lane through the central island of Turner roundabout, shown as point E on plan 2001-326/TO/16.	Ahead only so as to proceed on a northerly direction around the circulatory area of Turner roundabout.
6. The point where the west to east link through the central island of Turner roundabout crosses the circulatory area of Turner roundabout, shown as point F on plan 2001-326/TO/17.	Ahead only into Petrolea Close.
7. The point where the northbound carriageway of Northern Approach crosses the junction with Bruff Close, shown as point I on plan 2001-326/TO/18.	Ahead only.

SCHEDULE 4

No Right Turn

Column 1	Column 2
<ol style="list-style-type: none"><li data-bbox="49 465 724 611">1. Eastwards along the west to east link between North Station and Turner roundabouts, shown as point G on plan 2001-326/TO/19.<li data-bbox="49 651 724 723">2. Westwards along Petrolea Close, shown as point H on plan 2001-326/TO/20.	<p data-bbox="724 465 1412 537">Southwards into the south to north circulatory area of Turner roundabout.</p> <p data-bbox="724 651 1412 723">Northwards into the circulatory area of Turner roundabout.</p>

SCHEDULE 5

No U-Turn

Column 1	Column 2
<p>1. Northwards along the northbound carriageway of Northern Approach at the junction of Turner Road, shown as point J on plan 2001-326/TO/12.</p> <p>2. Southwards along the southbound carriageway of Northern Approach at the junction of Turner Road, shown as point K on plan 2001-326/TO/12.</p>	<p>Southwards along the southbound carriageway of Northern Approach.</p> <p>Northwards along the northbound carriageway of Northern Approach.</p>

SCHEDULE 6

Cycle Only Lane

Turner Road, Colchester – south side – from its junction with the North Station Roundabout westwards for a distance of approximately 25 metres

SCHEDULE 7

Bus Only Lane

Northern Approach, Colchester – that length of the off-side lane of the southbound carriageway which extends from a point 34 metres south of its junction with the southern kerblines of Turner Road southwards for a distance of 44 metres, shown as the shaded area marked L on plan 2001-326/TO/07.