

ORIGINAL. Held By Gmc.

THE GREATER MANCHESTER COUNTY (WATER STREET,
ASHTON-UNDER-LYNE) (PROHIBITION OF WAITING)
(COUNTY) ORDER 1975

The Greater Manchester County Council in exercise of their powers under Section 1(1) (2) and (3) of the Road Traffic Regulation Act 1967, as amended by Part IX of the Transport Act 1968, Schedule 19 to the Local Government Act 1972 and Schedule 6 to the Road Traffic Act 1974, and of all other enabling powers and after consultation with the Chief Officer of Police for the County of Greater Manchester in accordance with Section 24C(1) of the said Act of 1967, hereby make the following Order:-

1. (1) In this Order the following expressions have the meanings hereby respectively assigned to them:-

"goods" includes postal packets of any description and "delivering" and "collecting" in relation to any goods includes checking the goods for the purpose of their delivery or collection;

"disabled person's vehicle" has the same meaning as in the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England and Wales) Regulations 1971 as amended by the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England and Wales) (Amendment) Regulations 1975.

(2) For the purposes of Article 4 of this Order, a vehicle shall be regarded as displaying a disabled person's badge in the "relevant position" when:-

(a) in the case of a vehicle fitted with a front windscreen the badge is exhibited thereon with the obverse side facing forwards on the nearside of and immediately behind the windscreen; and

(b) in the case of a vehicle not fitted with a front windscreen, the badge is exhibited in a conspicuous position on the vehicle;

(3) The Interpretation Act 1889 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

2. Save as provided in Articles 3 and 4 of this Order, no person shall except upon the direction or with the permission of a constable in uniform or a traffic warden cause or permit any vehicle to wait at any time on the side of length of road specified in the Schedule to this Order.

3. Nothing in Article 2 of this Order shall render it unlawful to cause or permit any vehicle to wait on the side of length of road referred to in that Article for so long as may be necessary:-

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes the need for transparency and accountability in financial reporting.

2. The second part of the document outlines the various methods and techniques used to collect and analyze data. It includes a detailed description of the experimental procedures and the statistical analysis performed.

3. The third part of the document presents the results of the study. It includes a series of tables and graphs that illustrate the findings of the research. The data shows a clear trend of increasing activity over time, which is consistent with the hypothesis.

4. The fourth part of the document discusses the implications of the findings. It suggests that the results have significant implications for the field of study and may lead to further research in this area.

5. The fifth part of the document concludes the study. It summarizes the key findings and provides a final statement on the importance of the research.

Table 1: Summary of Data Collection Methods	
Method	Description
Survey	Online questionnaire distributed to a sample of 100 participants.
Interview	Semi-structured interviews with 5 experts in the field.
Focus Group	Group discussions with 3 participants to explore specific issues.
Observation	Direct observation of participants in a controlled environment.
Experiment	Controlled experiments to test specific hypotheses.

Table 2: Statistical Analysis Results	
Variable	Mean
Activity Level	12.5
Time Spent	45.2
Frequency	3.1
Duration	18.7
Intensity	7.8

Table 3: Comparison of Results with Previous Studies	
Study	Findings
Smith et al. (2010)	Similar trends in activity levels over time.
Johnson et al. (2012)	Consistent results regarding the impact of time spent.
Lee et al. (2015)	Comparable findings on the frequency of activities.
Chen et al. (2018)	Similar results on the duration of activities.
Wang et al. (2020)	Consistent findings on the intensity of activities.

Table 4: Implications for Future Research	
Area	Recommendation
Methodology	Use of mixed methods for more comprehensive data.
Sample Size	Increase sample size for more robust results.
Control Variables	Include more control variables to account for confounding factors.
Data Collection	Implement real-time data collection for more accurate results.
Analysis Techniques	Use advanced statistical techniques for more detailed analysis.

- (a) to enable a person to board or alight from the vehicle;
- (b) for the purpose of delivering or collecting goods or merchandise or loading or unloading the vehicle;
- (c) to enable the vehicle, if it cannot be conveniently used for such purpose in any other road, to be used in connection with any funeral, building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of the side of length of road referred to or the laying, erection, alteration or repair in or near the said side of length of road, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telegraphic line as defined in the Telegraph Act 1878;
- (d) for the purpose of loading or unloading the vehicle while the vehicle is in actual use in connection with the removal of furniture from one office or dwellinghouse to another for the removal of furniture from such premises to a depository or to such premises from a depository;
- (e) to enable the vehicle if it cannot be conveniently used for such purpose in any other road to be used in pursuance of statutory powers or duties;
- (f) if the vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting being necessary in order to avoid an accident;
- (g) to enable the vehicle if it is in the service of or employed by the Post Office to be used for the purpose of delivering or collecting postal packets as defined in Section 87 of the Post Office Act 1953; or
- (h) to enable the vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to the side of length of road.

4. Nothing in Article 2 of this Order shall render it unlawful to cause or permit any disabled person's vehicle to wait at any time on the side of length of road referred to in that Article for a period not exceeding 2 hours, not being a period separated by an interval of less than 1 hour from a previous period of waiting by the same vehicle in the same road or part of a road on the same day providing that the requirements of Paragraph (1B) of Regulation 3 of the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England and Wales) Regulations 1971 are satisfied.

5. This Order shall come into operation on the 1st day of September 1975 and may be cited as The Greater Manchester County (Water Street, Ashton-under-Lyne) (Prohibition of Waiting) (County) Order 1975.

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SCHEDULE

Road in the Borough
of Tameside in the
County of Greater
Manchester

Water Street, Ashton-under-Lyne

South side, between Oldham
Road and a point 65 metres
east thereof.

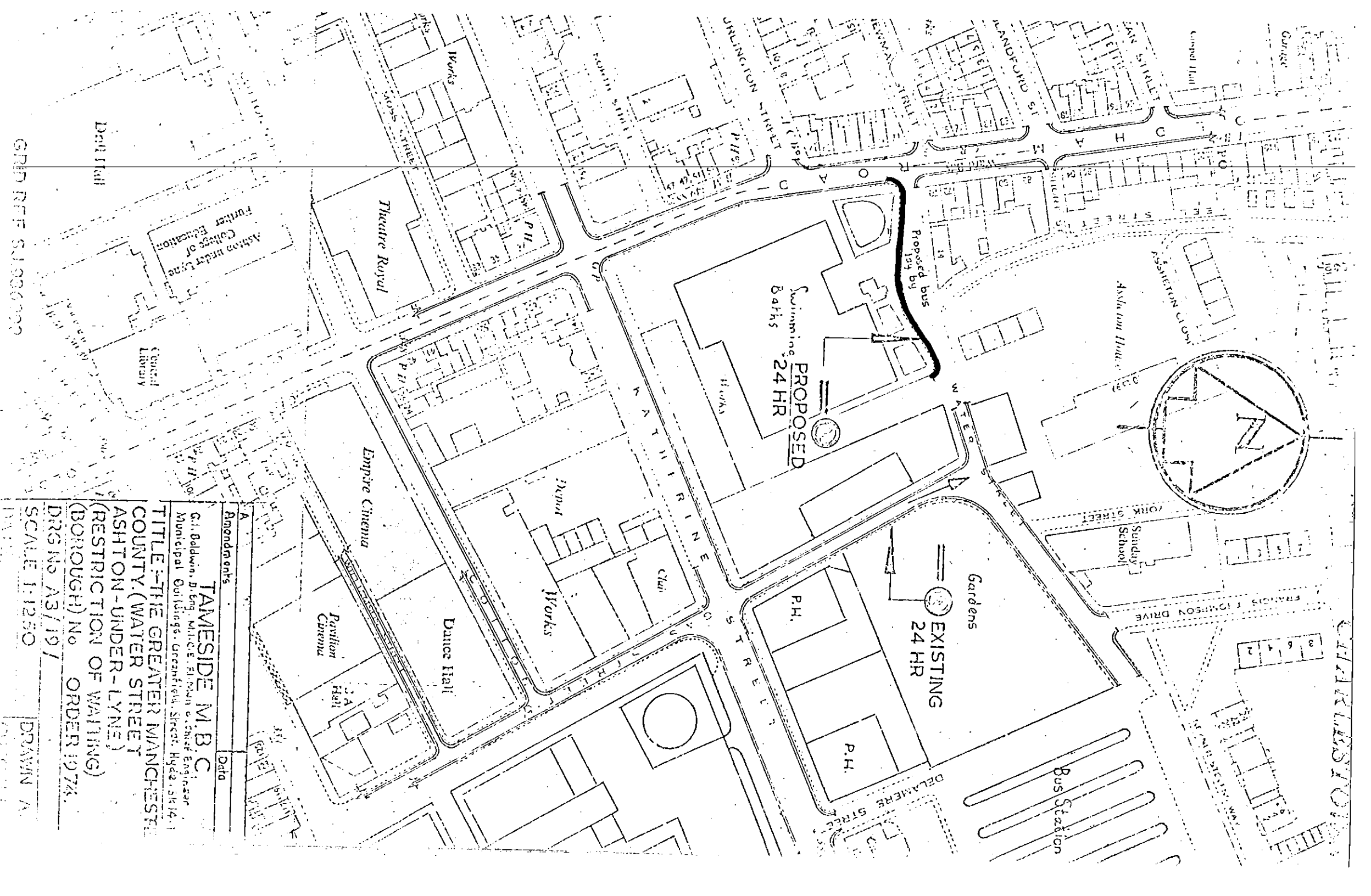
Dated this 24th day of July 1975

THE COMMON SEAL OF
THE GREATER MANCHESTER
COUNTY COUNCIL was
hereunto affixed in
the presence of:-

Seal No. 1069

DAVID BRINDLE
Solicitor for County
Secretary





GRID REF S1036000

TAMESIDE M.B.C.
C.I. Baldwin, B. Eng. M. Sc. Chief Engineer
Municipal Buildings, Greenfield Street, Hyde, SK14 1
TITLE:-THE GREATER MANCHESTER
COUNTY.(WATER STREET
ASHTON-UNDER-LYNE)
(RESTRICTION OF WAITING)
(BOROUGH) No ORDER 1973.
DGS No A3/19/
SCALE 1:1250
DRAWN A

Amendments	Date
A	

JK/KL/BA.282
Mr. Kitchen
225
17th January, 1975

Mr. G. M. Tideswell,
County Secretary,
Greater Manchester Council,
P. O. Box 430,
County Hall,
Piccadilly Gardens,
Manchester, M60 3HP.

Dear Sir,

re: Traffic Regulation Orders

I enclose for your attention pro-formas and plans in respect of various traffic regulation orders approved by my Council. A schedule is also enclosed setting out those orders to be made by the G. M. C. and those to be made by my Council, following approval by your Committee.

Should you require any further information I should be pleased to hear from you or if the matter is of a technical nature no doubt you will wish to contact the Chief Engineer at the Town Hall, Hyde.

Yours faithfully,

Director of Administration



[illegible]

Table 1

Variable	Mean	SD	Range
Age	60.7	8.9	45-78
Gender			
Male	10		
Female	10		
Marital status			
Married	10		
Single	10		
Divorced	10		
Widowed	10		
Ethnicity			
Caucasian	10		
African American	10		
Hispanic	10		
Asian	10		
Other	10		
Education			
Less than high school	10		
High school graduate	10		
Some college	10		
Bachelor's degree	10		
Master's degree	10		
Doctorate	10		
Income			
Less than \$10,000	10		
\$10,000-\$20,000	10		
\$20,000-\$30,000	10		
\$30,000-\$40,000	10		
\$40,000-\$50,000	10		
\$50,000-\$60,000	10		
\$60,000-\$70,000	10		
\$70,000-\$80,000	10		
\$80,000-\$90,000	10		
\$90,000-\$100,000	10		
More than \$100,000	10		

[illegible][illegible][illegible]

TRAFFIC REGULATION ORDERS

1. Orders to be made by Tameside M. B. C.

- (a) Dukinfield - Sandy Lane, Hyde Street - One way traffic order
- (b) Stalybridge - Elgin Street - One way traffic order
- (c) Droylsden - Cooper Street - One way traffic order

2. Orders to be made by G. M. C.

- (a) Ashton-under-Lyne - Water Street - Prohibition of waiting
- (b) Hyde - Godley Hill Road, - Prohibition of waiting
- (c) Hyde - Stockport Road - Prohibition of waiting
- (d) Hyde - Clarendon Place, Alternating unilateral restriction of waiting
- (e) Stalybridge Mottram Road - Prohibition of waiting

*see instructions
file*

1. The first part of the document discusses the importance of maintaining accurate records of all transactions.

2. It is essential to ensure that all data is entered correctly and that the system is updated regularly.

3. The second part of the document outlines the procedures for handling customer inquiries and complaints.

4. It is important to respond to all inquiries in a timely and professional manner.

5. The third part of the document describes the process for conducting regular audits of the system.

6. Audits should be performed at least once a year to ensure the accuracy and integrity of the data.

7. The fourth part of the document provides information on the training and development of staff.

8. Staff should receive ongoing training to stay up-to-date on the latest technology and best practices.

9. The fifth part of the document discusses the importance of maintaining a secure and reliable system.

10. It is crucial to implement strong security measures to protect the data and prevent unauthorized access.

11. The sixth part of the document outlines the process for handling system downtime and emergencies.

12. It is important to have a clear plan in place for how to respond to such situations.

13. The seventh part of the document provides information on the costs associated with the system.

14. It is important to understand the full range of costs, including hardware, software, and maintenance.

15. The eighth part of the document discusses the benefits of the system and how it can improve the organization's efficiency.

16. The system can help to streamline processes, reduce errors, and improve customer satisfaction.

17. The ninth part of the document provides information on the support and maintenance services available.

18. It is important to choose a provider that offers reliable and responsive support.

19. The tenth part of the document discusses the future of the system and potential areas for improvement.

20. It is important to stay up-to-date on the latest technology and to plan for future growth.

GMC

Greater Manchester Council

County Secretariat

P O Box 430
County Hall
Piccadilly Gardens
Manchester M60 3HP
Telephone 061-247 3111
Telex 667683

G M Tidswell LLB Solicitor
County Secretary

D. Leeming, Esq.,
Director of Administration,
Tameside Borough Council,
Town Hall,
Ashton-under-Lyne,
OL6 6DL.

Your Reference
My Reference GJO
Telephone Ext. 389
Date 30th July, 1975

Dear Sir,

- (1) The Greater Manchester County (Water Street, Ashton-under-Lyne) (Prohibition of Waiting) (County) Order 1975
- (2) The Greater Manchester County (Wellington Road, Ashton-under-Lyne) (Prohibition of Waiting) (County) Order 1975

On the 24th July, 1975 the GMC made these Orders and they will come into operation on the 1st September, 1975. I shall be obliged if you will have available for inspection a copy of the Order (enclosed) together with the plan, which is already in your possession, for the six week period from the 24th July, 1975.

Yours faithfully,

G M Tidswell

RECEIVED
DEPARTMENT OF ADMINISTRATION
- 1 AUG 1975
REFERRED TO: <i>LTA</i>
FILE NO:-

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JAMESIDE METROPOLITAN BOROUGH COUNCIL

ROAD TRAFFIC ORDER

1. Road(s)
2. Type of Order
3. Order to be made by -
4. Description of Road
5. Route classification
6. Is road a trunk road
7. Is road a bus route
8. Location and size of car parks in locality
9. Location of clubs, public houses, discotheques, recreation centres, etc. in road(s) affected
10. Reasons for Order
11. Date of approval by
12. Any adjacent Orders which may effect the proposal
13. Location of road(s) affected by the proposals in relation to nearby major traffic routes.

Water Street, Ashton-under-Lyne

Prohibition of waiting along length of new bus stopage including the recently approved bay by.

~~TMBC~~/GMC/~~1974~~

~~Industrial/Residential/~~Residential/
~~Route/Minor Traffic Route/~~Other specific

District.

~~YES~~/NO

~~YES~~/NO

To rear of new Bus 1 Stop

None

To prevent undue obstruction of bus bay for safety of school children moving the Buses and to enable them to alight and board buses.

TMU

17/9/74

TMBC (P & D)

9/10/74

see plan.

abuts onto Oldham Road
Class I Principal

14. 2 copies of plan 1:1250 or 1:500
scale showing proposals and
existing Orders attached. ✓

15. 1 copy of plan 1:10,000 scale
attached. ✓

Description

GRID REF. SJ 936992.

DATE: SCALE 1:1250 DRAWN A M

Amendments	Date
A	

JAMESIDE M.B.C

G.I. Baldwin, B.Eng., M.I.C.E., F.I.M.M. & Chief Engineer
Municipal Buildings, Greenfield, Street, Hyde, SK14 1E

**TITLE - THE GREATER MANCHESTER
COUNTY (WATER STREET
ASHTON-UNDER-LYNE)
(RESTRICTION OF WAITING)
(BOROUGH) No. ORDER 1974.**

DRG No. A3/19/

