

THE GREATER MANCHESTER COUNTY (VARIOUS STREETS
ASHTON-UNDER-LYNE) (TRAFFIC REGULATION)
(COUNTY) ORDER 1977

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 84C(1) of the said Act of 1967, hereby make the following Order:-

- 1 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 Article 4 of this Order no person shall except when proceeding from one dual carriageway to the other, cause or permit any vehicle to proceed in either of the dual carriageways of the length of road specified in Schedule 1 to this Order in such direction other than so as to keep the central island on the right hand or offside of the vehicle.
- 3 Save as provided in Article 4 of this Order no person shall cause or permit any vehicle to proceed in any of the lengths of road specified in column 1 of Schedule 2 to this Order in a direction other than that specified in relation to those lengths of road in column 2 of the said Schedule.
- 4 Nothing in Articles 2 and 3 of this Order shall apply to the driving of any mechanical road cleansing vehicle being used in pursuance of statutory powers.
- 5 Save as provided in Article 6 of this Order no person shall except upon the direction or with the permission of a constable in uniform or of a traffic warden, cause or permit any vehicle to proceed in the length of road specified in Schedule 3 to this Order.
- 6 Nothing in Article 5 of this Order shall apply so as to prevent any person from causing any vehicle to proceed in the length of road specified in that Article if the vehicle is being used:-
 - (a) for the purpose of enabling goods to be loaded onto or unloaded from the vehicle;
 - (b) in connection with any building operation or demolition, the removal of any obstruction to traffic, the maintenance, improvement or reconstruction of the length of road referred to or the laying, erection, alteration or repair in or near the said length of road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of

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any telegraphic line as defined in the Telegraph Act 1878;

(c) ~~for fire brigade purposes or if the vehicle is an ambulance or a vehicle in the service of a police force, in any case being used in pursuance of statutory powers.~~

- 7 This Order shall come into operation on the 2nd day of January 1978 and may be cited as the Greater Manchester County (Various Streets, Ashton-under-Lyne) (Traffic Regulation) (County) Order 1977.

SCHEDULE 1

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

Wellington Road, Ashton-under-Lyne	from its junction with Market Street to a point 45 metres west of its junction with Market Street.
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SCHEDULE 2

Column 1

Column 2

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

Direction

- | | |
|--|--|
| 1. Cowhill Lane, Ashton-under-Lyne from Penny Meadow to Wimpole Street. | from Penny Meadow to Wimpole Street. |
| 2. Cork Street, Ashton-under-Lyne from Market Street to Swan Street. | from Market Street to Swan Street. |
| 3. Wimpole Street, Ashton-under-Lyne from Cowhill Lane to Henrietta Street. | from Cowhill Lane to Henrietta Street. |
| 4. Service Road adjacent to the Market Hall in Wellington Road, Ashton-under-Lyne from Market Street to Wellington Road. | from Market Street to Wellington Road. |
| 5. Sackville Street, Ashton-under-Lyne from Turner Lane to Harley Street. | from Turner Lane to Harley Street. |

6. West Street, Ashton-under-Lyne from Wellington Road for a distance of 60 metres in a northerly, then westerly, direction.

SCHEDULE 3

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

Service road adjacent to the Market Hall in Wellington Road, Ashton-under-Lyne. from its junction with Market Street to its junction with Wellington Road.

Dated this 6th day of December 1977

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

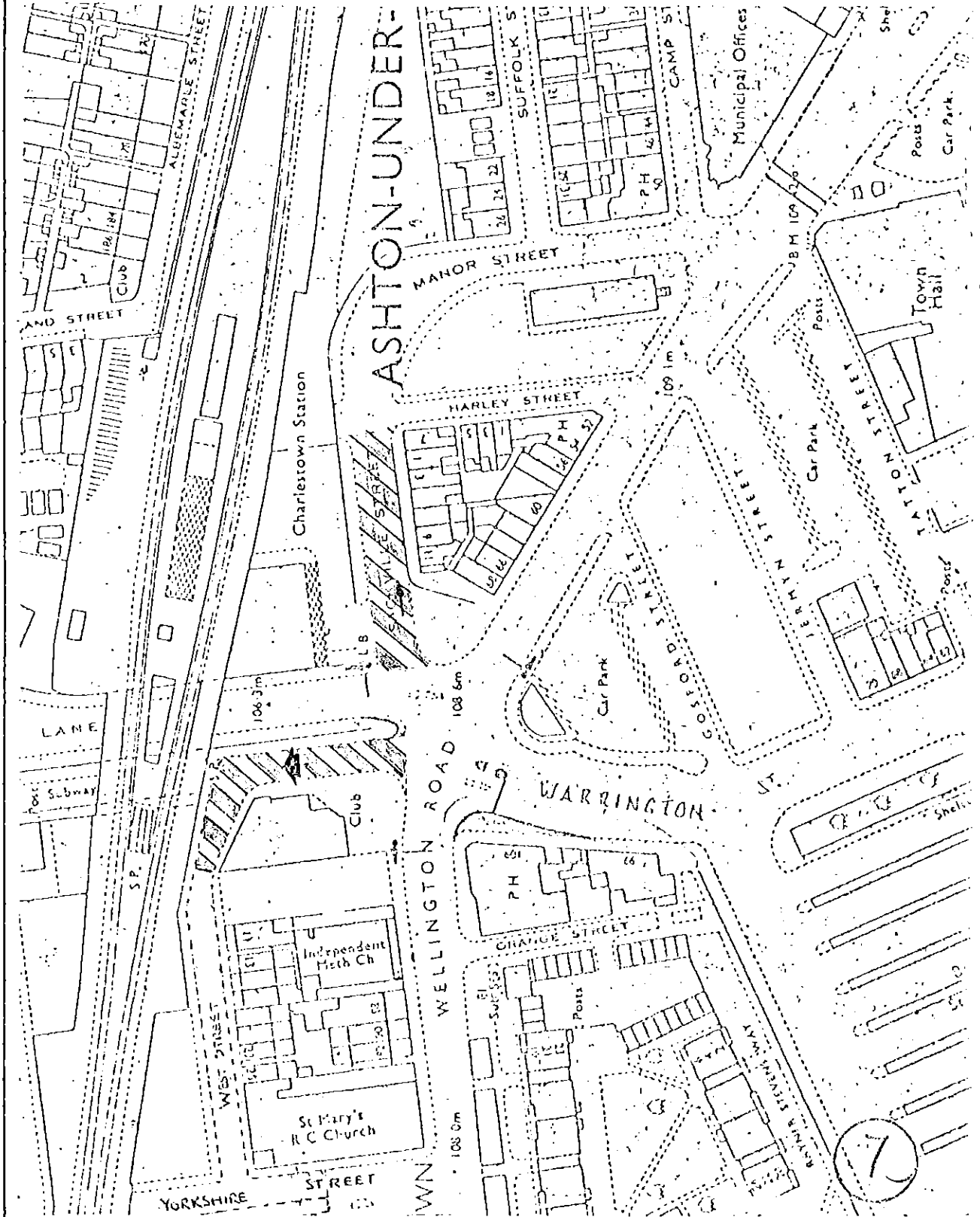
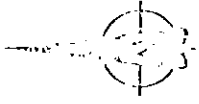
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D.J.BURTON

Solicitor, for County Secretary.

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Title.

WARRINGTON STREET /
WELLINGTON ROAD :
TRAFFIC SIGNALS.
ASHTON - U - LYNE.

Chief Engineer

G.I. Baldwin, B.Eng., M.I.C.E.

Drg. No.

ASH/73/A

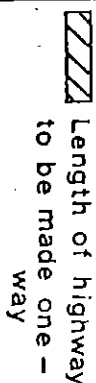
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Drn.

13/6/77

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Title PENNY MEADOW / MARKET STREET JUNCTION	
Chief Engineer G.I. Baldwin B.Eng., MICE, FIMun E. Municipal Buildings, Greenfield Street, Hyde, SK14 1BZ. Tel 061-368 4064	
Date 8-2-77	Scale 1/1250
Dwg. No. ASH/74	Drm. Trd. Chkd.



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Tameside ENGINEERS



Length of highway
to be made one -
way

Title
PENNY MEADOW /
MARKET STREET
JUNCTION

Chief Engineer
G.I. Baldwin BEng, MICE, FIWME
Municipal Buildings,
Greenfield Street,
Hyde, SK14 1BZ. Tel 061-368 4044

Date 8-2-77 Scale 1/1250

Drg. No.	Dn.
ASH/74	Trd.
	Chkd.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is crucial for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for a systematic approach to data collection and the importance of using reliable sources of information.

3. The third part of the document focuses on the analysis of the collected data. It discusses the various statistical techniques and models used to interpret the data and identify trends and patterns. It also emphasizes the importance of using appropriate software tools for data analysis.

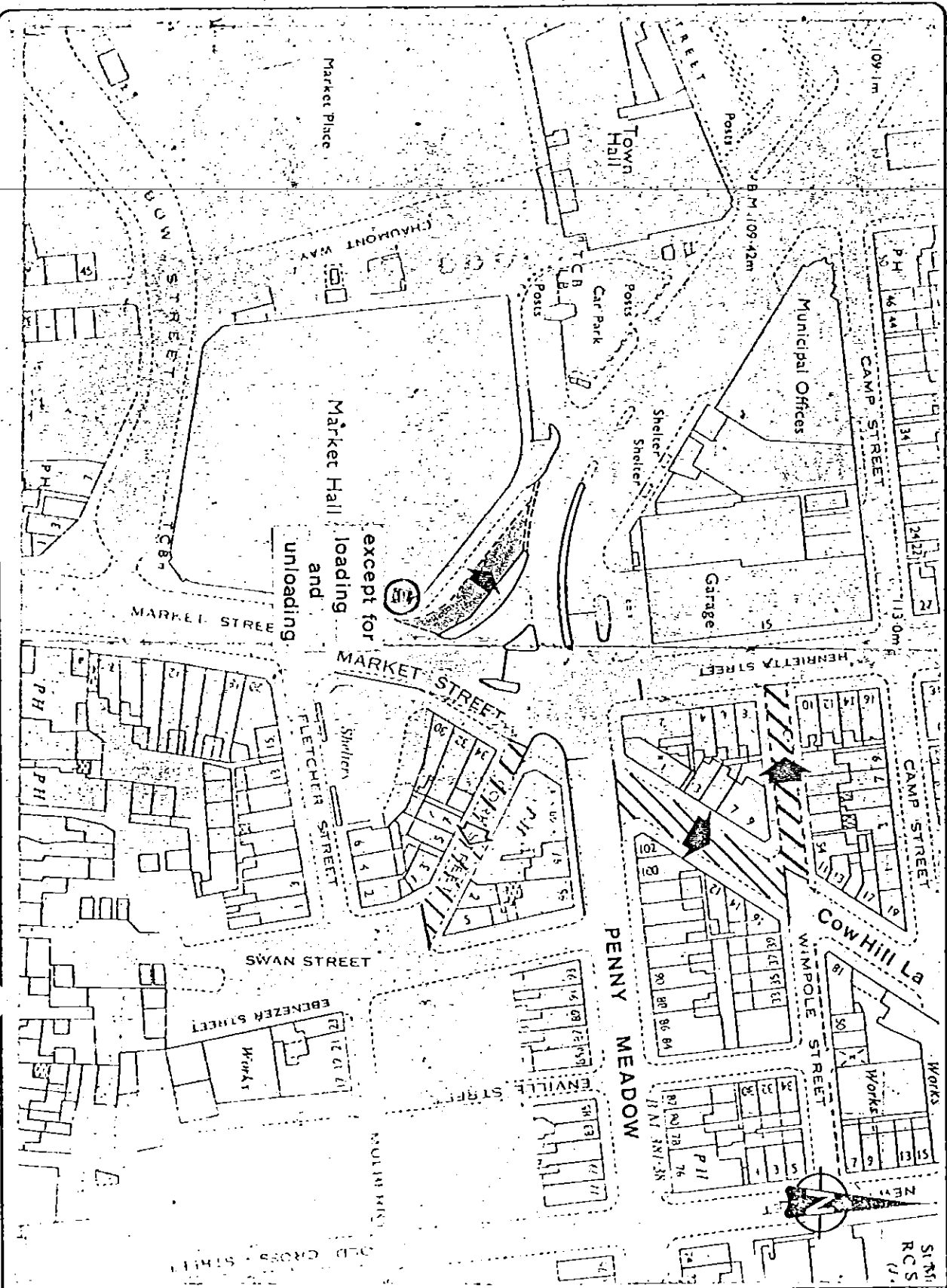
4. The fourth part of the document discusses the results of the analysis and the conclusions drawn from the data. It highlights the key findings and the implications of the results for the organization's operations and decision-making.

5. The fifth part of the document provides a summary of the findings and conclusions. It emphasizes the importance of the data and the analysis in understanding the organization's performance and identifying areas for improvement.

6. The final part of the document provides a conclusion and recommendations for future research. It highlights the need for continued monitoring and evaluation of the organization's performance and the importance of using data to inform decision-making.



Jameside ENGINEERS



Length of highway
to be made one -
way

Title
PENNY MEADOW /
MARKET STREET
JUNCTION

Chief Engineer

G.I. Baldwin B.Eng., MICE, FIMun E.
Municipal Buildings,
Greenfield Street,
Hyde, SK14 1BZ. Tel 061-368 4044

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