

TAMESIDE METROPOLITAN BOROUGH COUNCIL

THE TAMESIDE METROPOLITAN BOROUGH (MOSSLEY ROAD AREA, ASHTON-UNDER-LYNE) (PROHIBITION OF WAITING) (PART 1) ORDER 2012

THE TAMESIDE METROPOLITAN BOROUGH COUNCIL in exercise of its powers under Sections 1(1), 2(1), 2(2) and of Part IV of Schedule 9 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 Parts III of Schedule 9 to the Act hereby makes the following Order:-

1. (1) In this Order:-

"disabled person's badge" has the same meaning as in the Disabled Persons (Badges For Motor Vehicles) (England) Regulations 2000.

"disabled person's vehicle" means a vehicle which displays a disabled person's badge in accordance with the provisions of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 as amended, or under any succeeding legislation, and shall include a badge issued under regulations having effect in Scotland or Wales under Section 21 of the Chronically Sick and Disabled Person's Act 1970, and a recognised badge under Section 21A and B of the 1970 Act.

"parking disc" means a disc issued by a local authority, 125 millimetres square, coloured blue and capable of showing the quarter hour period during which a period of waiting begins;

(2) For the purpose of this Order a vehicle shall be regarded as displaying:-

(a) a disabled person's badge in the relevant position, when:-

- (i) the badge is exhibited on the dashboard or fascia of the vehicle so that the front of the badge is clearly legible from the outside of the vehicle or;
- (ii) where a vehicle is not fitted with a dashboard or fascia, the badge is exhibited in a conspicuous position on the vehicle, so that the front of the badge is clearly legible from the outside of the vehicle.

(b) a parking disc in the relevant position if;

- (i) the disc is exhibited on the dashboard or fascia of the vehicle and shows the quarter hour period during which a period of waiting began and that period is clearly legible from the outside of the vehicle or;
- (ii) where the vehicle does not have a dashboard or fascia, the disc is exhibited in a conspicuous position on the vehicle, so that, when marked to show the quarter hour period during which a period of waiting began and that period is clearly legible from the outside of the vehicle.

(3) except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.

2. Save as provided in Article 3 to this Order no person shall except upon the direction or with the permission of a police constable in uniform or of a civil enforcement officer, cause or permit any

vehicle to wait at any time, on the sides of lengths of roads specified in the Schedule to this Order.

3. (1) Nothing in Article 2 shall render it unlawful to cause or permit any vehicle to wait on the sides of lengths of roads referred to therein for so long as may be necessary to enable:-
 - (a) persons to board or alight from a vehicle;
 - (b) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations, namely:-
 - (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said sides of lengths of roads; or
 - (iv) the laying, erection, alteration or repair in, or the land adjacent to, the sides of lengths of roads of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or any electronic communications network as defined in the Communications Act 2003.
 - (c) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in the service of a local authority or any other Authority in the pursuance of statutory powers or duties;
 - (d) the vehicle, to be used for the purpose of delivering or collecting postal packets as defined in the Postal Services Act 2000.
 - (e) the vehicle to wait at or near to any premises situated on or adjacent to the sides of lengths of roads for so long as such waiting is reasonably necessary in connection with any wedding or funeral; or
 - (f) the vehicle to be used for Fire Brigade, Ambulance or Police purposes.
4. (1) Nothing in Article 2 to this Order shall render it unlawful to cause or permit any vehicle to wait for so long as may be necessary for the purpose of enabling goods to be loaded onto or unloaded from the vehicle on the sides of lengths of roads specified in the Schedule to this Order.
- (2) Nothing in Article 2 to this Order shall render it unlawful to cause or permit a disabled person's vehicle which displays in the relevant position a disabled person's badge and a parking disc (on which the driver, or person in charge of the vehicle, has marked the time at which the period of waiting began) to wait on any of the sides of lengths of roads referred to in the Schedule to this Order for a period not exceeding three hours (not being a period separated by an interval of less than one hour from a previous period of waiting by the same vehicle on the same side of length of road on the same day) Provided that such period lies entirely within the period during which the exemption as to loading and unloading specified in this Article applies.
5. THE GREATER MANCHESTER COUNTY (MOSSLEY ROAD/BEAUFORT ROAD, ASHTON UNDER LYNE) (PROHIBITION OF WAITING) ORDER 1981 shall have the effect as though 'Mossley Road' in the Schedule to that Order be deleted therefrom.

6. THE TAMESIDE METROPOLITAN BOROUGH (CRICKETS LANE, PENNY MEADOW AND MOSSLEY ROAD, ASHTON – UNDER- LYNE) (PROHIBITION OF WAITING) ORDER 1988 is hereby revoked.
7. THE TAMESIDE METROPOLITAN BOROUGH (CURZON ROAD & HERRIS STREET, ASHTON UNDER LYNE)(PROHIBITION OF WAITING) ORDER 2010 is hereby revoked.
8. THE TAMESIDE METROPOLITAN BOROUGH (MOSSLEY ROAD, CURZON ROAD AND ALEXANDRA STREET, ASHTON UNDER LYNE)(PROHIBITION OF WAITING)ORDER 2009 is hereby revoked
9. THE BOUROUGH OF ASHTON UNDER LYNE (VARIOUS ROADS) (CONSOLIDATION OF WAITING RESTRICTIONS) ORDER 1973 shall have the effect as though items 23, 24, 57, 58, 60, 61, 62, 63, 77 and 78 were deleted therefrom
10. THE TAMESIDE METROPOLITAN BOROUGH (QUEENS ROAD, ASHTON UNDER LYNE)(PROHIBITION AND RESTRICTION OF WAITING)ORDER 1999 is hereby revoked
11. THE TAMESIDE METROPOLITAN BOROUGH COUNCIL (GORDON STREET, ASHTON UNDER LYNE)(PROHIBITION OF WAITING) ORDER 1989 is hereby revoked
12. THE TAMESIDE METROPOLITAN BOROUGH COUNCIL (MOSSLEY ROAD (A670) ASHTON UNDER LYNE) (PROHIBITION OF WAITING) ORDER 1990 is hereby revoked
13. THE TAMESIDE METROPOLITAN BOROUGH (MOSSLEY ROAD, ASHTON UNDER LYNE) (SCHOOL ENTRANCE PROHIBITION OF STOPPING) ORDER 2003 is hereby revoked
14. THE TAMESIDE METROPOLITAN BOUROUGH (MELLOR ROAD, MOSSLEY ROAD AND ROSE HILL ROAD, ASHTON UNDER LYNE)(PROHIBITION OF WAITING) ORDER 2009 is hereby revoked.
15. The prohibitions and restrictions imposed by this Order shall be in addition to and not in derogation from any restrictions or requirement imposed by any regulations made or having effect as if made under the said Act of 1984 or by or under any other enactment.

The Order shall come into operation on the 1st March 2013 and may be cited as "THE TAMESIDE METROPOLITAN BOROUGH (MOSSLEY ROAD AREA, ASHTON UNDER LYNE) (PROHIBITION OF WAITING) (PART 1) ORDER 2012"

THE COMMON SEAL OF TAMESIDE
METROPOLITAN BOROUGH COUNCIL
was hereunto affixed on the 25th day of
February 2013 in the presence of


Borough Solicitor
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28280

SCHEDULE

'No Waiting at Any Time'

MOSSLEY ROAD

(north west side)

from its junction with Ashlynn to a point 15 metres north east of its junction with Penny Meadow
from a point 60 metres north of its junction with Penny Meadow to its junction with Crickets Lane
from a point 15 metres south west of its junction with Herries Street to a point 10 metres north east of Stanhope Street
from its junction with Curzon Road for a distance of 25 metres in a north easterly direction

from a point 10 metres south of its junction with Princess Street to a point 125 metres north east of Queens Road.

from a point 75 metres south west of its junction with Hurst Bank Road to a point 35 metres north east of that junction

from a point 15 metres south west of its junction with Crompton Street to a point 15 metres north east of that junction

from the projected northerly kerblin of Pennine Drive for a distance of 33 metres in a north easterly direction

from a point 50 metres south west of its junction with Rose Hill Road to a point 20 metres north east of that junction.

from a point 20 metres north east of its junction with The Ladysmith to a point 20 metres south west of that junction.

(south east side)

from a point 15 metres south west of its junction Harper Mill Apartment entrance to a point 15 metres north east of that junction.

from a point 35 metres south west of its junction with Beaufort Road to a point 60 metres north east of Neal Avenue

from a point 15 metres north east of its junction with Herries Street to a point 15 metres south west of that junction

from a point 10 metres south west of its junction with Curzon Road to a point 33 metres north east of its junction with Pennine Drive.

from its junction with Park Square for a distance of 115 metres in a north easterly direction.

(central island)

the whole of the central island located on Mossley Road at its junction with Crickets Lane.

CRICKETS LANE

(south easterly side)

from its junction with Penny Meadow for a distance of 65 metres in a north easterly direction

from a point 130 metres north east of its junction with Penny Meadow to its junction with Mossley Road

(north west side)

from its junction with Raynham Street for a distance of 15 metres in a south westerly direction

from a point 55 metres south west of its junction with Raynham Street to its junction with Whiteacre Road

PENNY MEADOW

(northerly side)

from its junction with Crickets Lane for a distance of 15 metres in an easterly direction

(both sides)

from its junction with Mossley Road for a distance of 30 metres in a westerly direction

CAROLINE STREET

(both sides)

from its junction with Mossley Road for a distance of 10 metres in a north westerly direction

NEAL AVENUE

(both sides)

from its junction with Mossley Road for a distance of 10 metres in a south easterly direction

ALEXANDRA STREET

(east side)

from its junction with Mossley Road for a distance of 10 metres in a

(west side)	northerly direction from its junction with Mossley Road for a distance of 6 metres in a northerly direction
CURZON ROAD (south east side)	from a point 10 metres south east of its junction with Sugden Street to a point 10 metres north west of that junction from a point 9 metres south east of its junction Mossley Road to a point 10 metres north west of this junction. from a point 15 metres south east of its junction with Stanhope Street to a point 15 metres north west of that junction.
(north east side)	from a point 11 metres south east of its junction with Mossley Road to a point 10 metres north west of that junction. from a point 8 metres south east of its junction with Stanhope Street to a point 15 metres north west of that junction.
STANHOPE STREET (both sides)	from its junction with Mossley Road for a distance of 15 metres in a northerly direction
(east side)	from a point 27 metres north of its junction with Curzon Road to a point 35 metres south of that junction
(west side)	from a point 25 metres north of its junction with Curzon Road to a point 17 metres south of that junction
HERRIS STREET (both sides)	from a point 10 metres south east of its junction with Sugden Street to a point 10 metres north west of that junction
(north west side)	from its junction with Mossley Road for a distance of 27 metres in a north westerly direction.
(south west side)	from its junction with Mossley Road for a distance of 15 metres in a north westerly direction
PRINCESS STREET (east side)	from a point 10 metres north of its junction with Hope Street to a point 10 metres south of that junction.
(both sides)	from its junction with Mossley Road for a distance of 10 metres in a northerly direction
HOPE STREET (south side)	from its junction with Princess Street for a distance of 45 metres in an easterly direction
(north side)	from its junction with Princess Street for a distance of 30 metres in an easterly direction.
MONTAGUE ROAD (east side)	from its junction with Mossley Road for a distance of 53 metres in a southerly direction
(west side)	from its junction with Mossley Road for a distance of 69 metres in a southerly direction
QUEENS ROAD (west side)	from its junction with Mossley Road to its junction with Whiteacre Road
(east side)	from its junction of Mossley Road for a distance of 91 metres in a northerly direction from its junction with Mackeson Drive for a distance of 15 metres in a northerly direction from a point 10 metres south of its junction with Mackeson Road to its junction with Claremont Street from a point 95 metres north of its junction with Claremont Street for a distance of 35 metres in a northerly direction
DARNTON ROAD (north east side)	from its junction with Mossley Road for a distance of 43 metres in an easterly direction
(south west side)	from its junction with Mossley Road for a distance of 46 metres in an

GORDON STREET (east side) (west side)	easterly direction for its entire length from its junction with Mossley Road for a distance of 15 metres on a southerly direction
WITHAM STREET (both sides)	from its junction with Mossley Road for a distance of 23 metres in a south easterly direction
HURST BANK ROAD (west side) (east side)	from its junction with Mossley Road for a distance of 25 metres in a northerly direction from its junction with Mossley Road for a distance of 15 metres in a northerly direction
CROMPTON STREET (both sides)	from its junction with Mossley Road for a distance of 15 metres in a north westerly direction
ROSE HILL ROAD (both sides)	from its junction with Mellor Road for a distance of 15 metres in a northerly direction
MELLOR ROAD (both sides)	from its junction with Mossley Road for a distance of 125 metres in a southerly direction.
HOSPITAL ACCESS ROAD (both sides)	from its junction with Mellor Road for a distance of 25 metres in a south westerly direction. Located approximately 125 metres south of Mossley Road.
PARK SQUARE (both sides)	from its junction with Mossley Road up to and including its cul de sac end (approx. 100m).
UNION ROAD (south east side)	from a point 10 metres north east of its junction with Holden Street to a point 10 metres south west of that junction
HOLDEN STREET (south side) (north side) (both sides)	from a point 15 metres east of its junction with Hillgate Street to a point 15 metres west of that junction from a point 45 metres east of its junction with Union Road for a distance of 25 metres in an easterly direction from a point 15 metres east of its junction with Cottingham Drive to a point 15 metres west of that junction from its junction with Union Road for a distance of 10 metres in a easterly direction
COTTINGHAM DRIVE (east side) (west side)	from its junction with Holden Street for a distance of 10 metres in a northerly direction from its junction with Holden Street to a point 15 metres north of its junction with Hurst Brook Close
HURST BROOK CLOSE (both sides)	from its junction with Cottingham Drive for a distance of 11 metres in a north westerly direction
BOTANY LANE (west side)	from a point 7 metres north of its junction with Ripon Street for a distance of 25 metres.
HILLGATE STREET (both sides)	from its junction with Holden Street for a distance of 15 metres in a south westerly direction.