

THE URBAN DISTRICT OF DROYLSDEN (MARKET STREET)  
(PROHIBITION AND RESTRICTION OF WAITING) ORDER NO. 1, 1971.

The Council of the Urban District of Droylsden 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 and of all other powers them enabling in that behalf, and after consultation with the chief officer of police in accordance with section 84C(1) of the said Act of 1967, hereby make the following Order :-

1. Save as provided in Article 3 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 to wait in any of the lengths of road specified in Schedule 1 to this Order.
2. Save as provided in Article 3 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 to wait between the hours of 8 a.m. and 7 p.m. in the length of road specified in Schedule 2 to this Order.
3. (1) Nothing in Article 1 or in Article 2 of this Order shall render it unlawful to cause or permit any vehicle to wait in any of the lengths of road referred to in that Article, as the case may be, for so long as may be necessary:-
  - (a) to enable a person to board or alight from the vehicle;
  - (b) to enable the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used 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 so 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 any telegraphic line as defined in the Telegraph Act 1878;
  - (c) to enable the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in pursuance of statutory powers or duties;
  - (d) to enable the vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to the said length of road; or
  - (e) to enable the vehicle to be loaded or unloaded while it is in actual use in connection with the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository.

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  - (c) to enable the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in pursuance of statutory powers or duties;
  - (d) to enable the vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to the said length of road; or
  - (e) to enable the vehicle to be loaded or unloaded while it is in actual use in connection with the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository.

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(2) Nothing in Article 1 or in Article 2 of this Order shall render it unlawful to cause or permit any vehicle to wait in any of the lengths of road referred to in that Article, as the case may be, for so long as may be necessary for the purpose of enabling goods to be loaded on to or unloaded from the vehicle:

Provided that this paragraph shall not apply so as to exempt any person from the prohibition contained in the said Article 1 in so far as that prohibition applies to any of the lengths of road specified in Schedule 3 to this Order and in so far as any time necessary for the purpose before mentioned in this paragraph falls between the hours of 8 a.m. and 9.30 a.m. or between the hours of 4.30p.m. and 6.0 p.m., unless the vehicle is in the service of or employed by the Postmaster General and is in actual use in any of the lengths of road specified in the said Schedule 3 for the purpose of delivering or collecting postal packets as defined in section 87 of the Post Office Act 1953.

4. 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 Road Traffic Regulations Act 1967 as amended as aforesaid or by or under any other enactment.

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

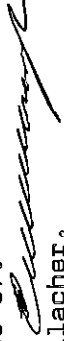
6. This Order shall come into operation on the 22nd March, 1971, and may be cited as the Urban District Council of Droylsden (Market Street) (Prohibition and Restriction of Waiting) Order No. 1, 1971.

THE COMMON SEAL of the DROYLSDEN

URBAN DISTRICT COUNCIL was hereunto

affixed this 2nd day of February, 1971.

in the presence of:-



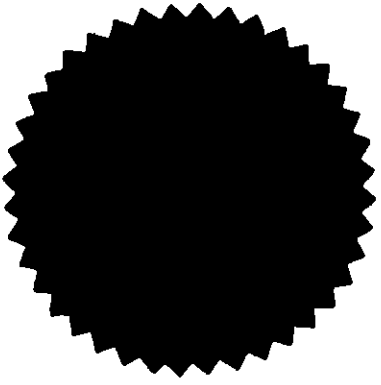
Donald Gallacher.

CHAIRMAN OF THE COUNCIL.

C. Jefferson.



CLERK OF THE COUNCIL.



SCHEDULE I.

Lengths of Road in the Urban District of Droylsden.

POW VALUES

1. Market Street  
from its junction with Manchester Road and Ashton Road in a south westerly direction to the south side of the Manchester and Ashton-under-Lyne (Hollinwood Branch) canal bridge.
2. Market Street  
from its junction with Manchester Road and Ashton Road in a northerly direction for a distance of 50 yards.
3. Ashton Hill Lane  
from its junction with Market Street in a South Easterly direction for a distance of 45 feet.
4. King Street  
from its junction with Market Street in a South Easterly direction for a distance of 45 feet.
5. Durham Street  
from its junction with Market Street in a North Westerly direction for a distance of 45 feet.
6. Corseyfields  
from its junction with Market Street in a South Easterly direction for a distance of 45 feet.
7. Manchester Road  
from its junction with Market Street in a Westerly direction for a distance of 50 yards.
8. Ashton Road  
from its junction with Market Street in a South Easterly direction for a distance of 50 yards.
9. Canal Street  
The whole length.

SCHEDULE II.

1. Craven Street  
8 am - 7 pm.  
The West side from its junction with Manchester Road to Canal Street.

SCHEDULE III.

All streets except Canal Street shown in Schedule I.