

BOROUGH OF HYDE (PROHIBITION OF WAITING AT VARIOUS JUNCTIONS)

ORDER, 1967.

The Hyde Borough Council, in exercise of the powers conferred upon them by sub-sections (1), (2) and (3) of section 26 and sub-section (4) of section 27 of the Road Traffic Act, 1960, and of all other powers then enabling in that behalf make the following Order.

1. Save as provided in Articles 2 and 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 the lengths of road in the Borough of Hyde, specified in the first column of the Schedules hereto, during the hours specified in the second column.
2. Nothing in Article 1 of the Order shall prevent any person from causing or permitting a vehicle to wait in the lengths of road referred to in that Article for so long as may be necessary to enable goods to be loaded on to or unloaded from the vehicle, subject to the exceptions indicated in Items 1, 2, 4, 11, 12, 17 and 18 in the above-mentioned Schedule.
3. Nothing in Article 1 of the Order shall prevent any person from causing or permitting a vehicle to wait in the lengths of road referred to in that Article 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 lengths of road so referred to, or the laying, erection, alteration or repair in or near to the said lengths 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 any vehicle owned by a Funeral Director or owner of funeral vehicles to be used as part of a funeral cortege or otherwise in connection with a funeral.

4. The restriction imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made under the Road Traffic Act, 1960, or by or under any other enactment.

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

6. The Order shall come into operation on the EIGHTEENTH day of SEPTEMBER, 1967, and may be cited as "The Borough of Hyde (Prohibition of Waiting at Various Junctions) Order, 1967."

S C H E D U L E.

Lengths of Road in the
Borough of Hyde.

PART I.

1. Joel Lane (both sides) from its junction with Stockport Road to a point 40 feet east of that junction.

2. Wygh Fold (both sides) from its junction with Stockport Road to a point 50 feet south of that junction.

Hours during which waiting
is prohibited.

At any time. (Loading and unloading of goods vehicles prohibited between 8:0 a.m. - 9:30 a.m. and 4:30 p.m. - 6:30 p.m. Monday to Friday inclusive).

At any time. (Loading and unloading of goods vehicles prohibited between 8:0 a.m. - 9:30 a.m. and 4:30 p.m. - 6:30 p.m. Monday to Friday inclusive).

3. Union Street (both sides) from its junction with Hadding Lane to a point 185 feet south west of its junction with Travis Street. At any time.

4. Hyde Bus Station (south west entrance) on its north west side from its junction with Market Street to a point 80 feet north east of that junction; and on its south east side from its junction with Market Street to its junction with the Clarendon Street Car Park Service Road. At any time. (Loading and unloading of goods vehicles prohibited between 8:0 a.m. - 9:30 a.m. and 4:30 p.m. - 6:30 p.m. Monday to Friday inclusive).

5. Hyde Bus Station (south west entrance), on its north west side for the whole length of the south east face of the traffic island opposite the Clarendon Street Car Park Service Road. At any time.

6. Water Street (south west side) from its junction with Greenfield Street to its junction with Corporation Street. At any time.

7. Corporation Street (south east side) from its junction with Henry Street to a point 30 feet south of that junction. At any time.

8. Henry Street (south west side) from its junction with Corporation Street to a point 40 feet south east of that junction. At any time.

9. Bennett Street (both sides) from its junction with Old Road to a point 120 feet east of that junction. At any time.

10. Old Road (both sides) from its junction with Bennett Street to a point 110 feet south of that junction. At any time.

11. Dowson Road on its west side from a point 90 feet south of its junction with Kirkley Street to a point 30 feet north of its junction with Higher Henry Street; and on its east side from a point 100 feet south of its junction with Markland Street to a point 50 feet north of its junction with Green Street. At any time. (Loading and unloading of goods vehicles prohibited between the hours of 8:0 a.m. - 9:30 a.m. and 4:30 p.m. - 6:30 p.m. (Monday to Friday inclusive)).

12. Dowson Road (both sides) from its junction with Thornley Street to its junction with Market Street. At any time. (Loading and unloading of goods vehicles prohibited between 8:0 a.m. - 9:30 a.m. and 4:30 p.m. - 6:30 p.m. (Monday to Friday inclusive)).

13. Wych Fold (both sides) from its junction with Hudson Road to a point 70 feet north of that junction. Between 8:0 a.m. - 9:30 a.m. and between 4:30 p.m. and 6:30 p.m. Monday to Friday inclusive.

✓ 14. Hudson Road (both sides) from a point 80 feet west of its junction with the section of Wych Fold north of Hudson Road, to a point 90 feet east of that junction.

Between 8:0.a.m. - 9:30.a.m. and between 4:30.p.m. and 6:30.p.m. Monday to Friday inclusive.

✓ 15. Ashton Road (both sides) from a point 120 feet north west of its junction with Gregory Street to a point 100 feet south east of that junction,

Between 8:0.a.m. - 9:30.a.m. and between 4:30.p.m. and 6:30.p.m. Monday to Friday inclusive.

✓ 16. Gregory Street (both sides) from its junction with Ashton Road to a point 160 feet north east of that junction.

Between 8:0.a.m. - 9:30.a.m. and between 4:30.p.m. - 6:30.p.m. Monday to Friday inclusive.

✓ 17. Lunn Road (both sides) from its junction with Mottram Road to a point 55 feet south of that junction.

Between 8:0.a.m. - 9:30.a.m. and between 4:30.p.m. - 6:30.p.m. Monday to Friday inclusive. (Loading and unloading of goods vehicles prohibited during the same hours).

✓ 18. Cheapside (both sides) from its junction with Mottram Road to a point 55 feet north of that junction.

Between 8:0.a.m. - 9:30.a.m. and between 4:30.p.m. - 6:30.p.m. Monday to Friday inclusive. (Loading and unloading of goods vehicles prohibited during the same hours).

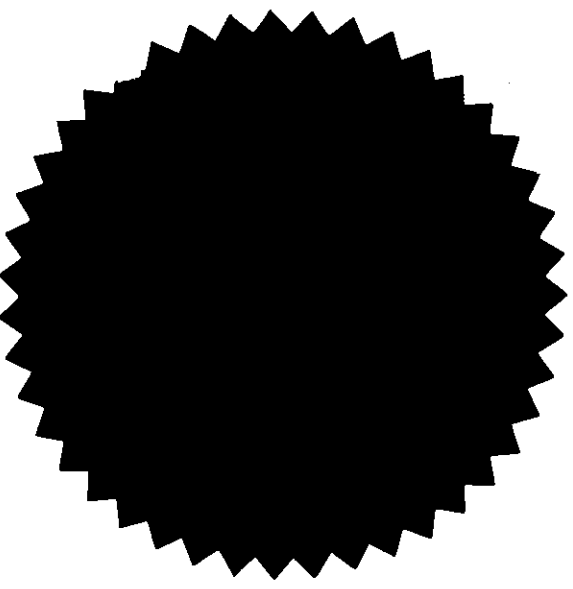
19. Dowson Road, on its west side from a point 30 feet north of its junction with Higher Henry Street to its junction with Thornley Street; and on its east side from a point 50 feet north of its junction with Green Street to its junction with Thornley Street.

Between 8:0.a.m. - 9:30.a.m. and between 4:30.p.m. - 6:30.p.m. Monday to Friday inclusive.

THE COMMON SEAL OF THE MAYOR,
ALDERMEN AND BURGESSSES OF THE
BOROUGH OF HYDE WAS HERETO
AFFIXED THIS Seventh day of
August, 1967, in the presence
of:-

W. J. H. H. H. MAYOR.

A. W. W. TOWN CLERK.



The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author outlines the various methods used to collect and analyze the data. This includes both manual and automated techniques. The goal is to ensure that the information gathered is both reliable and comprehensive.

The third section provides a detailed breakdown of the results. It shows that there is a significant correlation between the variables being studied. This finding is supported by statistical analysis and is consistent with previous research in the field.

Finally, the document concludes with a series of recommendations for future research. It suggests that further studies should be conducted to explore the underlying causes of the observed trends. This will help to refine the current model and provide more accurate predictions.

