

TAMESIDE METROPOLITAN BOROUGH COUNCIL
THE TAMESIDE METROPOLITAN BOROUGH
(CLARENDON STREET, HYDE)
(RESERVED TAXI/CYCLE LANE) (EXPERIMENTAL) ORDER 1997

THE TAMESIDE METROPOLITAN BOROUGH COUNCIL in exercise of its powers under Sections 9 and 10 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 Schedule 9 of the Act hereby makes the following Order:-

1 This Order shall come into force on the 27th February 1997 and may be cited as the **CLARENDON STREET, HYDE)(RESERVED TAXI/CYCLE LANE) (EXPERIMENTAL) ORDER 1997.**

2 In this Order :-

"taxi" has the same meaning as in Section 37 of the Town Police Clauses Act 1847 or any similar enactment:

"pedal cycle" means a pedal bicycle or pedal tricycle not being in either case capable of being mechanically propelled: and

"carriageway" means a way constituting or comprised in a highway being a way over which the public have a right of way for the passage of vehicle.

- 3 (1) In this Order, the "taxi/cycle lane" specified in Column 1 of the Schedule to this Order means the area bounded by :-
- (a) the easterly edge of the carriageway of that length of Clarendon Street, Hyde, which extends from the junction with the southerly boundary of New Beech Street for a distance of 20 metres in a southerly direction in the Metropolitan Borough of Tameside in the County of Greater Manchester and:
 - (b) a traffic sign consisting of a longitudinal single white line complying with diagram 1049 in Schedule 6 of the Traffic Signs Regulations and General Directions 1994 which for the purpose of this Order shall be referred to as "the single white line".
- (2) Without prejudice to the generality of paragraph (1) above, where the single white line marking the boundary of the taxi/cycle lane is broken by a gap opposite and adjacent to the junction of the length of road mentioned in paragraph (1) with any other road or an accessway or at a pedestrian crossing, or by a street refuge the boundary shall nevertheless be regarded as continuing unbroken.
- (3) In this Order a reference to an adjacent part of the road is a reference to an area that is not within the taxi/cycle lane but is within the carriageway of the length of road which comprises the taxi/cycle lane.

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- 4 Save as provided in Article 6 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 enter or proceed in the taxi/cycle lane specified in Column 1 of the Schedule to this Order.
- 5 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 taxi/cycle lane specified in Column 1 of the Schedule to this Order in a direction other than that specified in Column 2 of the Schedule to this Order.
- 6 (1) Nothing in Article 4 of this Order shall apply to :-
- (a) a taxi;
 - (b) a pedal cycle;
 - (c) a vehicle being used for Fire Brigade, Ambulance or Police purposes
- (2) Nothing in Article 4 shall render it unlawful to cause or permit any vehicle to enter or proceed in the side of length of road referred to therein, 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 :-
- (a) building, industrial or demolition operations;
 - (b) the removal of any obstruction to traffic;
 - (c) the maintenance, improvement or reconstruction of the said sides of lengths of roads; or
 - (d) 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 telecommunications apparatus as defined in the Telecommunications Act 1984;
 - (e) the service of a local authority or any other authority in the pursuance of statutory powers or duties;
 - (f) the avoidance of an accident;
- provided that in all circumstances it is necessary for the vehicle to enter the taxi/cycle lane.
- 7 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 along Clarendon Street in the area of the carriageway west of the taxi/cycle lane other than in a northerly direction : provided that the foregoing provisions shall not apply so as to prevent any person causing or permitting any such taxi or cycle which is proceeding in a southerly direction in the taxi/cycle lane to cross over the white line if it is necessary to do so in order to overtake a vehicle that is stationary in the taxi/cycle lane.

8 **THE GREATER MANCHESTER (HYDE TOWN CENTRE NORTHERN CIRCULATION) (TRAFFIC REGULATION) (COUNTY) ORDER 1980** shall have effect as though in the Schedule to that Order the length of road and direction relating thereto in paragraph (1) below was deleted therefrom and the length of road and direction relating thereto in paragraph (2) below substituted therefore:-

- (1) Clarendon Street from Market Street - Northerly
to New Beech Street.
- (2) Clarendon Street from Market Street - Northerly
to a point 20 metres south of New
Beech Street

9 The prohibition imposed by this Order is in addition to and not in derogation of any restriction, prohibition or requirement imposed by any other enactment and any exception from the provision of this Order is without prejudice to the provisions of any other enactment.

Schedule

(contra-flow taxi/cycle lane)

Column 1

Column 2

Road


Direction

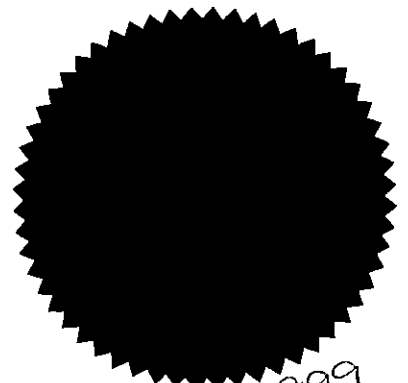
Clarendon Street from its junction
with New Beech Street for a distance
of 20 metres in a southerly direction.

Southerly

**THE COMMON SEAL OF
TAMESIDE METROPOLITAN
BOROUGH COUNCIL**

was hereunto affixed on the day of
1997 in the presence of


Borough Solicitor



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