

2005 NO. 43

# TRAFFIC MANAGEMENT ORDER

## THE LONDON BOROUGH OF RICHMOND UPON THAMES (CYCLE LANES) (No. 1) ORDER 2005

Made: 15 August 2005

Coming into operation: 22 August 2005

The Council of the London Borough of Richmond upon Thames, having consulted with the Commissioner of Police of the Metropolis, in exercise of the powers conferred by Sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984(a), as amended, and the Road Traffic Act 1991(b) and all other enabling powers hereby make the following Order:-

1. This Order shall come into operation on 22 August 2005 and may be cited as The London Borough of Richmond upon Thames (Cycle Lanes) (No. 1) Order 2005.

2. (1) In this Order, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:-

“enactment” means any enactment whether public, general or local and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

without prejudice to the generality of the above paragraph where the single white line marking the boundary of the cycle track is broken by a gap at the junction of any road with the length of road set out in the Schedule to this Order the boundary shall nevertheless be regarded as continuing unbroken;

“cycle lane” means that length of Rosslyn Road, Twickenham, set out in item 1 of the Schedule to this Order, bounded by the edge of the carriageway and by a traffic sign consisting of a single white line on the same side of the road as that edge and designated for the passage of pedal cycles;

“telecommunications apparatus” has the same meaning as in Schedule 2 to the Telecommunications Act 1984(c);

“pedal cycle” and “taxi” have the same meanings as in the Traffic Signs Regulations and General Directions 2002(d);

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- (a) 1984 c. 27.  
(b) 1991 c. 40.  
(c) 1948 c.12.  
(d) S.I. 2002 No 3113.

"prescribed hours" in relation to the cycle lane means "at any time".

- (2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
  - (3) The Interpretation Act 1978<sup>(a)</sup> shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
3. Except as provided in Article 4 of this Order, no person shall cause or permit any vehicle to enter or proceed in the cycle lane during the prescribed hours.
4. Nothing in Article 3 of this Order shall apply to:-
- (a) a pedal cycle proceeding in a direction generally from west to east;
  - (b) vehicles being used for fire brigade, ambulance or police purposes if the observance of any provision of this Order would hinder the use of the vehicle for the purpose for which it is being used on that occasion;
  - (c) a vehicle being used in connection with the removal of any obstruction in the cycle lane;
  - (d) a vehicle being used in the service of a local authority for the purpose of collecting refuse from premises adjacent to the cycle lane or for exercising any statutory powers or performing any statutory duties in the cycle lane, a vehicle being used in connection with any building operation, demolition or excavation in or adjacent to the cycle lane, the maintenance, improvement or reconstruction of the highway in or adjacent to the cycle lane of any sewer or of any main, pipe or apparatus for the supply of gas water or electricity or of any telecommunications apparatus, or the placing, maintenance or removal of any traffic sign, provided that in all the circumstances it is reasonably necessary for the vehicle to enter and wait in the cycle lane;
  - (e) any vehicle being used for the loading or unloading of any goods or burden at premises adjacent to or accessible only from the cycle lane provided that such loading or unloading can be reasonably carried out only from the cycle lane and that it takes place only whilst no prohibition on loading and unloading in the cycle lane by virtue of any other Order is in force;
  - (f) any person causing or permitting any vehicle to enter or proceed in the cycle lane from any vehicular accessway or crossing over the footway adjoining a cycle lane if that vehicle forthwith leaves the cycle lane a point opposite that vehicular accessway or crossing.

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<sup>(a)</sup> 1978 c. 30.

5. Nothing in Article 3 of this Order shall apply:-

- (a) in any case where the person in control of the vehicle is required by law to stop in the cycle lane, or is obliged to do so in order to avoid an accident and as soon as reasonably practical thereafter causes that vehicle to leave the cycle lane;
- (b) to anything done with the permission or at the direction of a police officer in uniform or a traffic warden or a parking attendant; or
- (c) to any person who causes or permits any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed in pursuance to Section 66 or Section 67 of the Road Traffic Regulation Act 1984.

Dated 15 August 2005



Director of Environment  
(The officer appointed for this purpose)

#### SCHEDULE

1 Item Number	2 Street
1	ROSSLYN ROAD, TWICKENHAM the north-west and north-east side, from the eastern kerb-line of Riverdale Road to a point 21 metres north-west of the north-western kerb-line of Richmond Road, Twickenham.

#### EXPLANATORY NOTE

(This Note is not part of the Order but is intended to indicate its general purport.)

The Order introduces a contra-flow cycle lane in Rosslyn Road, in a part of Rosslyn Road between its junctions with Riverdale Road and Richmond Road, Twickenham.

#### STATEMENT OF REASONS

The Council is implementing a scheme at the junction of Richmond Road, St Margaret's Road and Rosslyn Road, Twickenham whose principal objective is to introduce traffic management measures aimed at improving road safety, especially for pedestrians and to provide facilities for the safe and convenient movement of cyclists at the junction of Richmond Road, St Margaret's Road and Rosslyn Road.

The particular features of the scheme

- provides additional on-street waiting and loading facilities;
- improves pedestrian facilities at the traffic signal junction and
- provides a contra-flow cycle lane in part of Rosslyn Road.

This Order makes the statutory provision for the introduction of the contra-flow cycle lane associated with the above.