

**TAMESIDE METROPOLITAN BOROUGH
(HILL STREET, ASHTON-UNDER-LYNE) (ONE-WAY TRAFFIC
AND CONTRAFLOW CYCLE LANE) ORDER 2020**

**TAMESIDE METROPOLITAN BOROUGH
(HILL STREET, ASHTON-UNDER-LYNE)
(PROHIBITION OF WAITING AND LOADING) ORDER 2020**

**TAMESIDE METROPOLITAN BOROUGH COUNCIL
(HILL STREET, ASHTON UNDER LYNE) (SHARED FOOTWAY/ CYCLEWAY) 2020**

Please be aware that all representations sent in response to this Notice are public documents and may be viewed by anyone.

Tameside Metropolitan Borough Council proposes to make the above Orders under the Road Traffic Regulation Act 1984 the effects of which will be to introduce:-

1) Contraflow Cycle Lane

Hill Street from its junction with Cavendish Street to its junction with Bentinck Street in a westerly (south side) direction.

2) No Waiting at Any Time restrictions on:-

Hill Street (north side) from a point 15 metres east of its junction with Bentinck Street to a point 43 metres east of its junction with Bentinck Street.

Hill Street (north side) from a point 58 metres east of its junction with Bentinck Street to its junction with Cavendish Street.

3) No Waiting and No Loading at Any Time restrictions on:-

Hill Street (south side) from a point 15 metres east of its junction with Bentinck Street to its junction with Cavendish Street.

In accordance with the Highways Act 1980 Tameside Metropolitan Borough Council proposes to:

4) Extend the existing Shared Footway and Cycle facility on Cavendish Street:

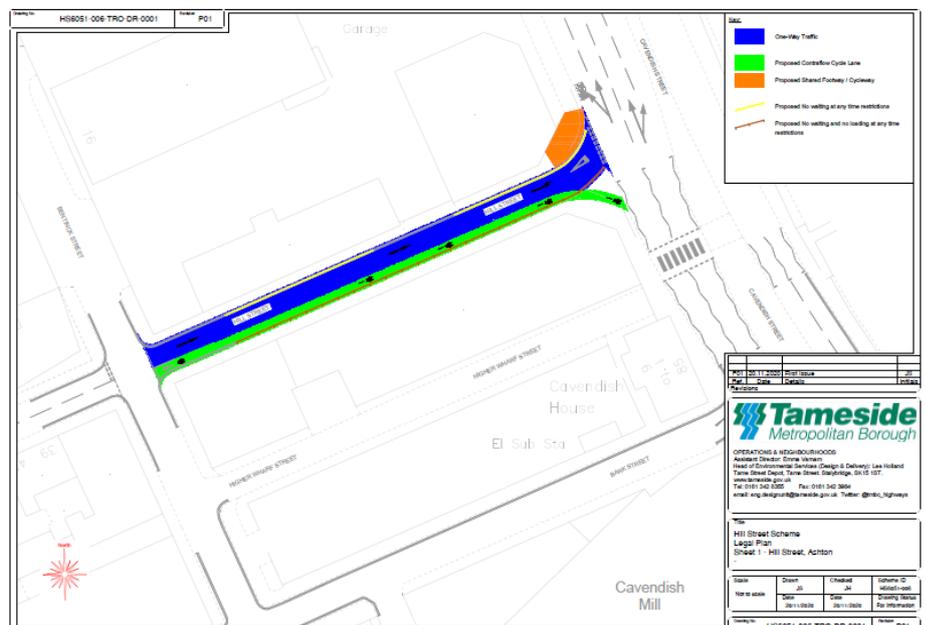
Hill Street (north side) from and including its junction with Cavendish Street for a distance of 11 metres in a westerly direction.

A copy of the proposed Orders, plan and statement of reasons relating thereto may be inspected online via <http://www.tameside.gov.uk/trafficregulationorders> or be sent to you at your request by e-mailing trafficoperations@tameside.gov.uk and asking for the Hill Street deposited documents. Objections or comments to the proposals stating the grounds on which they are being made must be submitted in writing to the undersigned or by emailing: trafficoperations@tameside.gov.uk.

The statutory consultation period is 21 days. This has been extended to run for 28 days, ending on the 24 December 2020. If you wish to discuss the proposals please contact Joanne Biddle on 0161 342 2879.

Date: 26 November 2020

E Varnam; Assistant Director of Operations and Neighbourhoods; Traffic Operations; Tame Street Depot; Tame Street; Stalybridge, SK15 1ST



Statement of Reasons

The Mayors Challenge Fund (MCF) aims to kick start the delivery of Chris Boardman's vision for Greater Manchester to become a city region where walking and cycling are the natural choices for shorter journeys.

This supports Greater Manchester's Transport Strategy 2040, the Made to Move report and the Bee Network infrastructure proposal.

The MCF has so far made £160 million available to deliver schemes across Greater Manchester between now and 2022. This has been made possible thanks to national government's Transforming Cities Fund. This aims to improve productivity and spread prosperity through investment in public and sustainable transport in some of the largest English city regions. This was first announced by the Prime Minister in November 2017.

- [Find out more about Made to Move and The Bee Network proposal](#)

The Bee Network proposal is a vision to make Greater Manchester an easier place for people to get around on foot or by bike.

Our aim is to make the region a nicer place to live, work, get on and grow old and to connect every neighbourhood and community, while helping people to be less dependent on cars.

The proposal is a vision for Greater Manchester to become the very first city-region in the UK to have a fully joined-up cycling and walking network: the most comprehensive in Britain covering over 1,800 miles.

This link provides access to the Bee Network routes being planned across Greater Manchester: <https://mappinggm.org.uk/bee-network/>

We want to create a genuine culture of walking and cycling in Tameside so that it becomes the natural choice for as many short trips as possible.

In Tameside, it is estimated that we spend £26m per annum in avoidable costs to the health system. This is due to treating people for illnesses that could have been prevented if people were more physically active. When you couple that with the fact that 30% of trips under 1km in Greater Manchester are made by car, the equivalent of 15 minutes walking or 4 minutes cycling, the benefits and need for an improved system becomes instantly clear. Not only is walking and cycling good for our health and will reduce pressures on our services, but it reduces congestion and improves air quality too.

To help make walking and cycling the easier and safer option, we have developed a number of schemes to improve our walking and cycling infrastructure across the borough.

This consultation focuses on:

Hill Street: The measures outlined in this public notice, on Hill Street between Bentinck Street and Cavendish Street, support the Hill Street scheme in improving east – west connectivity for walking and cycling and improving the route between Ashton and Guide Bridge.



Key:

- One-Way Traffic
- Proposed Contraflow Cycle Lane
- Proposed Shared Footway / Cycleway
- Proposed No waiting at any time restrictions
- Proposed No waiting and no loading at any time restrictions

Ref.	Date	Details	Initials
P01	06/11/2020	First Issue	JH

Revisions

OPERATIONS & NEIGHBOURHOODS
 Assistant Director: Emma Vietnam
 Head of Environmental Services (Design & Delivery): Lee Holland
 Tame Street Depot, Tame Street, Graybridge, SK15 1ST.
www.tameside.gov.uk
 Tel: 0161 342 8335 Fax: 0161 342 3994
 email: eng.design@tameside.gov.uk Twitter: @tmbc_highways

Title
Hill Street Scheme
 Legal Plan
 Sheet 1 - Hill Street, Acton

Scale	Drawn	Checked	Scheme ID
Not to scale	JH	JH	HS6051-006
	Date	Date	Drawing Status
	26/11/2020	26/11/2020	For Information

TAMESIDE METROPOLITAN BOROUGH COUNCIL
TAMESIDE METROPOLITAN BOROUGH
(HILL STREET, ASHTON-UNDER-LYNE) (ONE-WAY TRAFFIC
AND CONTRAFLOW CYCLE LANE) ORDER 2020

THE TAMESIDE METROPOLITAN BOROUGH COUNCIL in exercise of its powers under Sections 1(1), 2(1), 2(2) and 4(2) of the Road Traffic Regulation Act 1984 (“the Act”) and part IV of schedule 9 to the said Act and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act hereby makes the following Order: -

1. (1) In this Order:-

“cycle lane” means any area of carriageway bounded on one side by the kerb-line and on the other side by the road marking complying with diagram 1049B in Part 6 of Schedule 9 of the Traffic Signs Regulations and General Directions 2016 (or any amendment thereof) on the side of length of road specified in Schedule 1 to this Order.

“pedal cycle” has the same meaning as in Schedule 1 of the Traffic Signs Regulations and General Directions 2016 (or any amendment thereof):

(2) 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 Articles 5 and 6 to this Order no person shall except upon the direction or with the permission of a police constable in uniform or a civil enforcement officer, cause or permit any vehicle other than a pedal cycle to enter, proceed or wait in the cycle lane specified in Schedule 1 to this Order at any time.
3. Save as provided in Article 5 no person shall, except upon direction or with the permission of a police constable in uniform or a civil enforcement officer, cause or permit any vehicle to proceed along the cycle lane specified in columns 1 and 2 of Schedule 1 to this Order in a direction other than that specified in relation to that side of length of road in column 3 of that Schedule.
4. Save as provided in Articles 7 and 8 to this Order no person shall, except upon the direction or with the permission of a police constable in uniform or a civil enforcement officer, cause or permit any vehicle to proceed along the area of carriageway adjacent to the cycle lane specified in columns 1 and 2 of Schedule 2 to this Order in a direction other than that specified in relation to that length of road in column 3 of that schedule.
5. Nothing in Articles 2 and 3 to this Order shall render it unlawful for any person to cause or permit any vehicle to be in the cycle lane specified in Schedule 1 to this Order:-
 - (a) if the vehicle 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 road;
 - (iv) the service of a local authority or any other authority in exercise of statutory powers or duties;
 - (v) 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;
 - (vi) the avoidance of an accident.
- (b) a vehicle being used for ambulance, fire brigade or police purposes if the observance of any provision of the Order would hinder the use of the vehicle for the purpose on which it is being used on that occasion.
6. Nothing in Article 2 to this Order shall prevent any vehicle crossing the cycle lane to get to or from any other road, lay-by, parking place or any other vehicular access to premises adjacent to the cycle lane only for so long as is reasonably necessary for such purposes.
7. Nothing in Article 4 of this Order shall apply to the driving of any mechanical road cleansing vehicle used in pursuance of statutory powers or duties.
8. Nothing in Article 4 of this Order shall apply to the driving of any vehicle being used for Ambulance, Fire Brigade or Police purposes if the observance of any provision of this Order would hinder the use of the vehicle for the purpose on which it is being used on that occasion.
9. TAMESIDE METROPOLITAN BOROUGH (VARIOUS ROADS, ASHTON UNDER LYNE) (ONE-WAY TRAFFIC) ORDER 2014 shall have the effect as though in Schedule 1 to that Order the length of road "Hill Street" were deleted therefrom.
10. 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 <>> day of <>>< 20<> and may be cited as **"TAMESIDE METROPOLITAN BOROUGH (HILL STREET, ASHTON-UNDER-LYNE) (ONE-WAY TRAFFIC AND CONTRAFLOW CYCLE LANE) ORDER 2020"**.

THE COMMON SEAL OF TAMESIDE
METROPOLITAN BOROUGH COUNCIL
was here unto affixed on the ** *****
**** in the presence of

Borough Solicitor

SCHEDULE 1 – contraflow cycle lane

<u>Column 1</u> Name and side of road	<u>Column 2</u> Length of road	<u>Column 3</u> Direction
Hill Street (south side)	from its junction with Cavendish Street to its junction with Bentinck Street	in a westerly direction.

SCHEDULE 2 – one way road adjacent to the contraflow

<u>Column 1</u> Name and side of road	<u>Column 2</u> Length of road	<u>Column 3</u> Direction
Hill Street (north side)	from its junction with Bentick Street to its junction with Cavendish Street	in an easterly direction.

TAMESIDE METROPOLITAN BOROUGH COUNCIL

TAMESIDE METROPOLITAN BOROUGH
(HILL STREET, ASHTON-UNDER-LYNE)
(PROHIBITION OF WAITING AND LOADING) ORDER 2020

THE TAMESIDE METROPOLITAN BOROUGH COUNCIL in exercise of its powers under Sections 1(1), 2(1), 2(2) and 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 Part 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;

(3) 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 Articles 3 and 4 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 Schedules 1 and 2 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 Schedule 1 to this Order at any time.

(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 Schedule 1 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).

5. THE TAMESIDE METROPOLITAN BOROUGH (BANK STREET, BENTINCK STREET, PORTLAND STREET AND HILL STREET, ASHTON UNDER LYNE) (PROHIBITION OF WAITING AND LOADING) ORDER 2009 shall have the effect as though in Schedule 1 to that Order the sides and lengths of roads:

"Hill Street (north side) From a point 43 metres east of its junction with Bentinck Street for a distance of 15 metres in an easterly direction" and;

"Hill Street (south side) From a point 15 metres east of its junction with Bentinck Street for a distance of 43 metres in an easterly direction" were deleted therefrom.

6. 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 xx 2020 and may be cited as "THE TAMESIDE METROPOLITAN BOROUGH (HILL STREET, ASHTON-UNDER-LYNE) (PROHIBITION OF WAITING AND LOADING) ORDER 2020

THE COMMON SEAL OF TAMESIDE
METROPOLITAN BOROUGH COUNCIL
was hereunto affixed on the xx 2020
in the presence of

Borough Solicitor

SCHEDULE 1

No Waiting At Any Time

HILL STREET
(north side)

From a point 15 metres east of its junction with Bentinck Street to its junction with Cavendish Street.

SCHEDULE 2

No Waiting and No Loading At Any Time

HILL STREET
(south side)

From a point 15 metres east of its junction with Bentinck Street to its junction with Cavendish Street.

