

**TAMESIDE METROPOLITAN BOROUGH  
(VICTORIA STREET, ASHTON UNDER LYNE)  
(PROHIBITION OF WAITING) ORDER 2020**

**TAMESIDE METROPOLITAN BOROUGH COUNCIL  
(VICTORIA STREET, ASHTON UNDER LYNE) (CYCLE TRACK) 2020**

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

In accordance with the Road Traffic Regulation Act 1984 Tameside Metropolitan Borough Council propose to make the above Order to:

**1) Introduce No Waiting at Any Time Restrictions on:-**

Victoria Street from its junction with Margaret Street to its junction with Pioneer Court.  
(north side)

Victoria Street from its junction with Margaret Street to its junction with Eastgate Street.  
(south side)

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

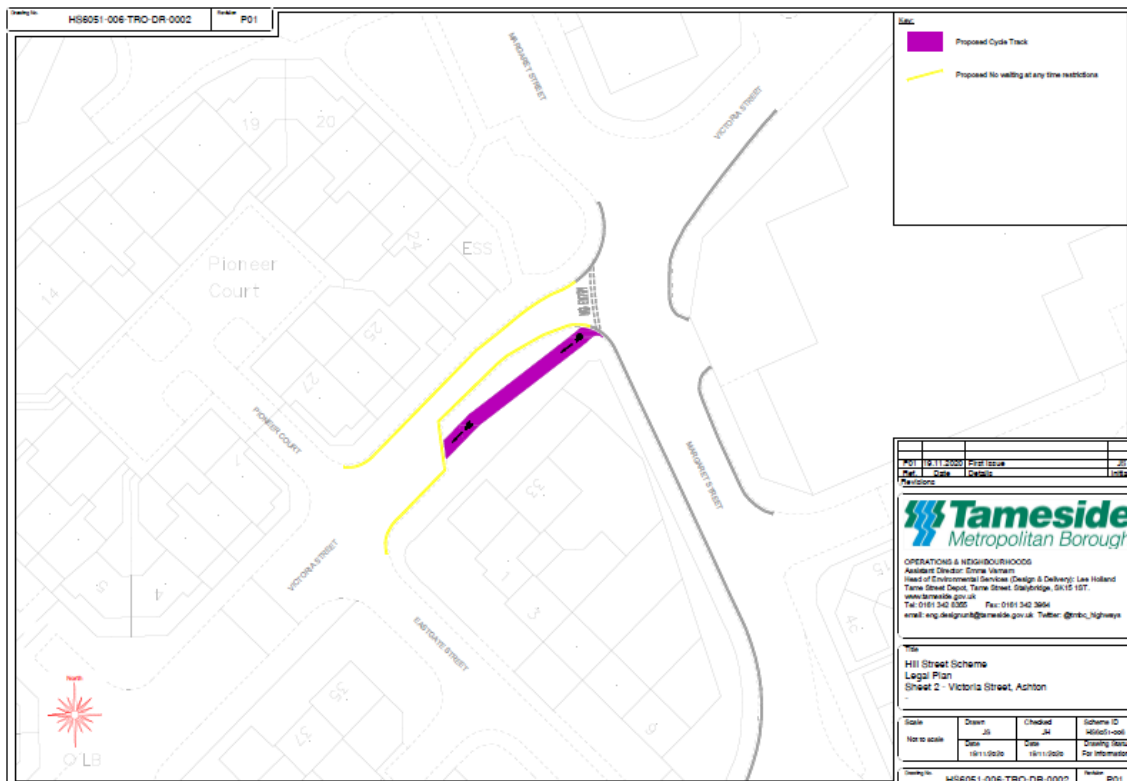
**2) Introduce a Cycle Track on:-**

Victoria Street from its junction with Margaret Street for a distance of 28 metres in a south-westerly  
(south side) direction.

A copy of the proposed Order, 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](mailto:trafficoperations@tameside.gov.uk) and asking for the Victoria 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 email to [trafficoperations@tameside.gov.uk](mailto: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/>

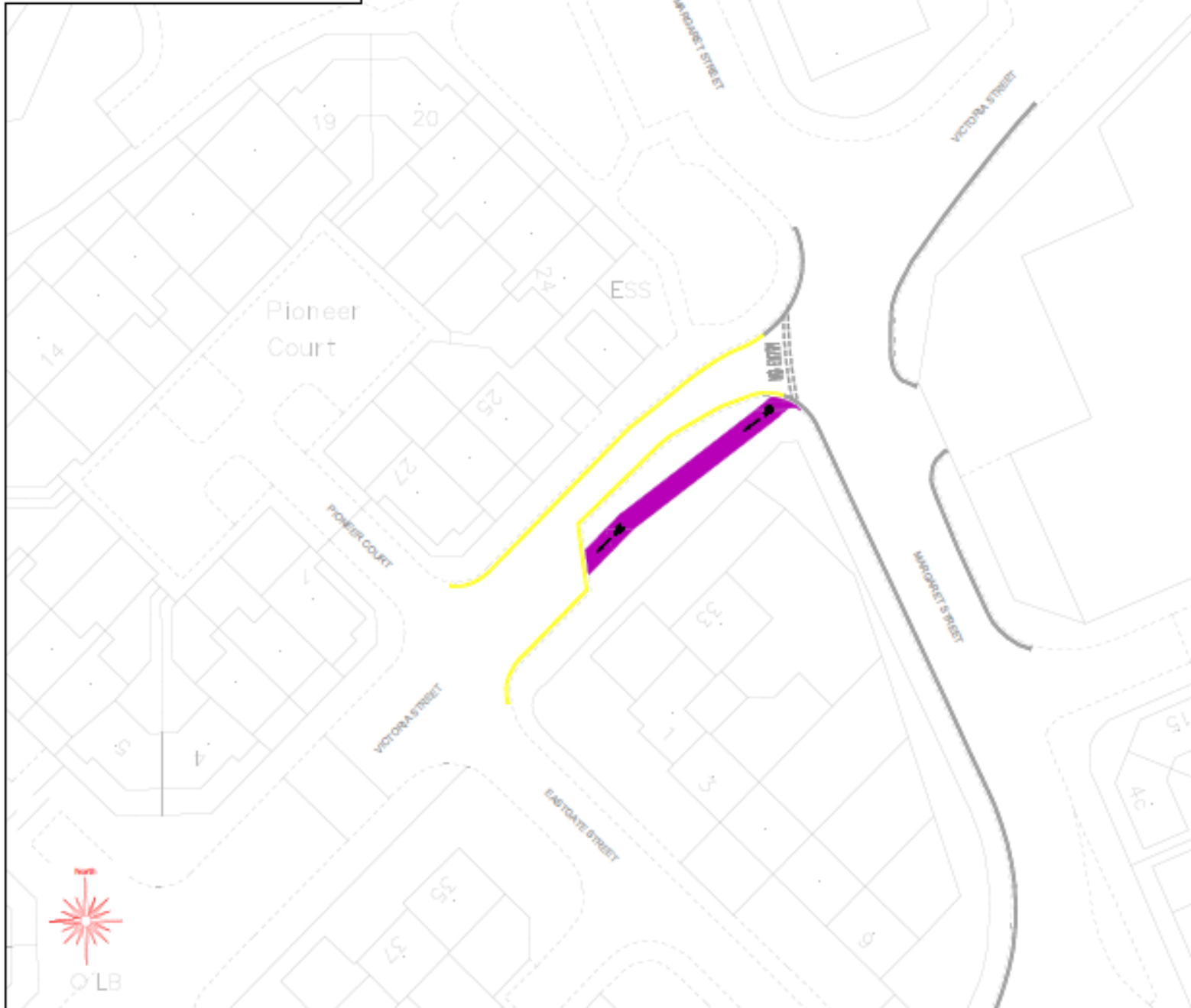
We want to create a genuine culture of walking and cycling in Tameside so that it becomes the natural choice for as many short trips as possible.

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:

- **Victoria Street:** The measures outlined in this public notice, on Victoria 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:**

- Proposed Cycle Track
- Proposed No waiting at any time restrictions

Ref.	Date	Details	Initials
P01	19.11.2020	First Issue	JL

**Tameside Metropolitan Borough**

OPERATIONS & NEIGHBOURHOODS  
 Assistant Director: Emma Verran  
 Head of Environmental Services (Design & Delivery): Lee Holland  
 Tame Street Depot, Tame Street, Galleybridge, SK15 1ST.  
 www.tameside.gov.uk  
 Tel: 0161 342 8305      Fax: 0161 342 3964  
 email: eng.design@tameside.gov.uk      Twitter: @tmbc\_highways

**Title:**  
 Hill Street Scheme  
 Legal Plan  
 Sheet 2 - Victoria Street, Ashton

Scale	Drawn	Checked	Scheme ID
Not to scale	JL	JH	HS6051-006
	Date: 19/11/2020	Date: 19/11/2020	Drawing Status: For Information

**TAMESIDE METROPOLITAN BOROUGH COUNCIL**

**TAMESIDE METROPOLITAN BOROUGH  
(VICTORIA STREET, ASHTON UNDER LYNE)  
(PROHIBITION OF WAITING) ORDER 2020**

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

(2) 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 Article 3 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 the Schedule to this Order.
3. (1) Nothing in Article 2 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.
- (2) 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 the Schedule to this Order, at any time.
- (3) 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 the Schedule 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).

4. 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 day of XX 2020 and may be cited as "TAMESIDE METROPOLITAN BOROUGH (VICTORIA STREET, ASHTON UNDER LYNE) (PROHIBITION OF WAITING) ORDER 2020"

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

**Borough Solicitor**