

TRAFFIC MANAGEMENT ORDER

1996 NO. 21

THE LONDON BOROUGH OF RICHMOND UPON THAMES
(KEW ROAD, KEW)(CYCLE LANE) ORDER 1996

Made 26th February, 1996

Coming into operation 4th March, 1996

The Council of the London Borough of Richmond upon Thames, having consulted the Commissioner of Police of the Metropolis, in exercise of the powers conferred by Section 6 of the Road Traffic Regulation Act 1984 (a), as amended, and all other enabling powers hereby make the following Order:-

1. This Order shall come into operation on 4th March, 1996 and may be cited as the London Borough of Richmond upon Thames (Kew Road, Kew)(Cycle Lane) Order 1996.

2. In this Order:-

"cycle lane" means those areas of the west side of Kew Road, Kew bounded by the edge of the carriageway and a traffic sign consisting of a longitudinal single white line on the same side of the road as that edge and designated for the passage of pedal cycles;

"licenced cab" has the same meaning as in the London Cab Act 1968 (b);

the expressions "bus" and "pedal cycles" have the same meanings as in the Traffic Signs Regulations and General Directions 1994 (c);

"prescribed hours" in relation to the cycle lane means the times between 8am and 10am throughout the week;

"telecommunications system" has the same meaning as the Telecommunications Act 1984 (d).

3. Except as provided in Article 4, Article 5 or Article 6 of this Order no person shall cause or permit any vehicle to enter or proceed during the prescribed hours in the Kew Road, Kew cycle lane set out in the Schedule to this Order.

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

(a) pedal cycles;

(b) a bus whilst picking up and setting down passengers;

(c) a licenced cab whilst picking up and setting down passengers;

(d) 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;

(a) 1984 c.27

(b) 1968 c.38

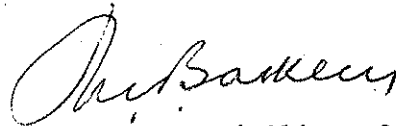
(c) S.I. 1994/1519

(d) 1984 c.12

- (e) a vehicle being used in connection with the removal of any obstruction in the cycle lane;
- (f) any vehicle waiting for the purpose of delivering or collecting goods or loading or unloading at premises adjacent to or accessible only from the cycle lane. Provided that such delivering or collecting or loading or unloading can be reasonably carried out only from the cycle lane and that it takes place only whilst no prohibition of delivering or collecting or loading and unloading in the cycle lane is in force by virtue of any other Order.
- (g) any vehicle being used in the service of a local authority in pursuance of statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or the performance of such duties for the vehicle to wait in the cycle lane;
- (h) any vehicle being used in connection with any building operation, demolition or excavation on or adjacent to the cycle lane, the removal of any obstruction to traffic on or adjacent to the cycle lane, the maintenance, improvement or reconstruction of the road in which the cycle lane is situated, the laying, erection, alteration or repair on 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 system or the placing, maintenance or removal of any traffic sign, if the vehicle cannot conveniently and lawfully be used for that purpose in any part of any street which is not a cycle lane or outside the prescribed hours;
- (i) a vehicle:-
 - (i) while postal packets addressed to premises adjacent to the cycle lane are being unloaded from that vehicle or, having been unloaded therefrom, are being delivered; or
 - (ii) while postal packets are being collected for loading on the vehicle from premises or posting boxes adjacent to the cycle lane or, having been so collected, are being loaded thereon;
- (j) any person causing or permitting any vehicle to enter or proceed in the cycle lane:-
 - (i) from any vehicular accessway or crossing over the footway adjoining the cycle lane if that vehicle forthwith leaves the cycle lane at a point opposite that vehicular accessway or crossing;

- (ii) from any part of Kew Road which does not comprise the cycle lane at a point opposite any vehicle accessway or crossing over the footway adjoining the cycle lane if that vehicle forthwith enters that vehicular accessway or crossing.
5. Nothing in Article 3 of this Order shall render it unlawful to cause or permit a vehicle to enter or proceed in the cycle lane for the sole purpose of waiting to enable any person to board or alight from the vehicle or to load thereon or unload therefrom his personal luggage.
6. 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; or
 - (b) to anything done with the permission or at the direction of a police officer in uniform or a traffic warden; or
 - (c) to any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or Section 67 of the Road Traffic Regulation Act 1984.

Dated 26th February, 1996



Director of Planning Transport and Client Services
(The Officer appointed for this purpose)

THE SCHEDULE

Kew Road, Kew

the west side, between a point opposite the south-western kerb-line of Lion Gate Gardens, Kew and a point opposite the south-western kerb-line of Kew Gardens Road, Kew.

