



LONDON BOROUGH OF  
RICHMOND UPON THAMES

Planning, Transport & Client Services Department

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# TRAFFIC MANAGEMENT ORDER

1996 NO.56

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THE LONDON BOROUGH OF RICHMOND UPON THAMES  
CYCLE LANES (NO.2) ORDER 1996

Made 16th December 1996

Coming into operation 23rd December 1996

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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 23rd December 1996 and may be cited as the London Borough of Richmond upon Thames Cycle Lanes (No.2) Order 1996.

2. In this Order:-

"cycle lane" means those areas of the east and west sides of Kew Road, Richmond 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;

without prejudice to the generality of the above paragraph where the single white line marking the boundary of the cycle lane is broken by a gap at the junction of any road with the lengths of road set out in the Schedule to this Order or at an accessway or at a pedestrian crossing or by a street refuge, the boundary shall nevertheless be regarded as continuing unbroken;

"telecommunications system" has the same meaning as in Schedule 2 to the Telecommunications Act 1984 (b);

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

"prescribed hours" in relation to the cycle lanes means the times between 8am and 6.30pm throughout the week.

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(a) 1984 c.27  
(b) 1984 c.12  
(c) S.I. 1994/1519

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 in the Kew Road, Richmond cycle lanes set out in the Schedule to this Order during the prescribed hours.
4. Nothing in Article 3 of this Order shall apply to:-
  - (a) a pedal cycle;
  - (b) a taxi whilst picking up and setting down passengers;
  - (c) 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;
  - (d) a bus whilst picking up and setting down passengers;
  - (e) a vehicle being used in connection with the removal of any obstruction in a cycle lane;
  - (f) a 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 enter or proceed in a cycle lane;
  - (g) any vehicle being used in connection with any building operation, demolition or excavation in or adjacent to a cycle lane, the maintenance, improvement or reconstruction of the highway in which a cycle lane is situated, the laying, erection, alteration or repair in or adjacent to a 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 road which is not a cycle lane;
  - (h) any vehicle being used for the loading or unloading of any goods or burden at premises adjacent to or accessible only from a cycle lane. Provided that such loading or unloading can be reasonably carried out only from a cycle lane and that it takes place only whilst no prohibition on loading and unloading in a cycle lane by virtue of any other Order is in force.
  - (i) any vehicle being used for the delivery of milk to properties adjacent to a cycle lane;

(j) a vehicle:-

(i) while postal packets addressed to premises adjacent to a 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 a cycle lane or, having been so collected, are being loaded thereon;

(k) any person causing or permitting any vehicle to enter or proceed in a cycle lane:-

(i) from any side road situated adjacent to a cycle lane if that vehicle forthwith leaves the cycle lane through the gap in the single white line situated opposite and adjacent to the junction of that road with the cycle lane;

(ii) from any part of Kew Road which does not comprise a cycle lane through the gap in the single white line if that vehicle forthwith enters any side road situated opposite that gap;

(iii) from any vehicular accessway or crossing over the footway adjoining a cycle lane if that vehicle forthwith leaves the cycle lane at a point opposite that vehicular accessway or crossing;

(iv) from any part of Kew Road which does not comprise a 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 or wait in a 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 a 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 constable in uniform or a traffic warden; 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 pursuant to Section 66 or Section 67 of the Road Traffic Regulation Act 1984.

*R. L. Alker*

Dated 16th December 1996

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

#### THE SCHEDULE

Kew Road, Richmond:

- (a) the east side, between a point opposite the north-western kerb-line of Pagoda Avenue and a point opposite the south-western kerb-line of Kew Gardens Road;
- (b) the west side, between a point opposite the south-western kerb-line of Pagoda Avenue and a point opposite the south-western kerb-line of Lion Gate Gardens.

#### EXPLANATORY NOTE

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

This Order makes permanent the existing experimental cycle lanes in Kew Road, Richmond that were introduced by TMO 1995/41 on 3rd July 1995.