



2001 NO. 12

THE LONDON BOROUGH OF RICHMOND UPON THAMES
(RUGBY ROAD, TWICKENHAM) (CYCLE LANE)
ORDER 2001

Made 28th March 2001

Coming into operation 9th April 2001

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 the 9th April 2001 and may be cited as the London Borough of Richmond upon Thames (Rugby Road, Twickenham) (Cycle Lane) Order 2001.

2. In this Order:-

"cycle lane" means the areas of Rugby Road, Twickenham 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 length of road set out in the Schedule to this Order the boundary shall nevertheless be regarded as continuing unbroken;

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

the expressions "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 lane means "at any time".

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 lanes set out in the Schedule to this Order during the prescribed hours.

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

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 vehicle being used in connection with the removal of any obstruction in the cycle lane;
 - (e) 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;
 - (f) 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;
 - (g) 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 that vehicle from premises or posting boxes adjacent to the cycle lane or, having been so collected, are being loaded thereon;
 - (h) any person causing or permitting any vehicle to enter or proceed in the cycle lane:-
 - (i) from Varsity Drive or Butterfield Close if that vehicle forthwith leaves the cycle lane through the gap in the single white line situated opposite and adjacent to the junction of Varsity Drive or Butterfield Close with the cycle lane;

- (ii) 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;
- (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;
- (i) nothing in Article 3 of this Order shall render it unlawful to cause or permit a vehicle to enter or proceed or wait in the cycle lane for the sole purpose of waiting to enable any person to board or alight from the vehicle or to load or unload therefrom his personal luggage;

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
- (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.

Dated 28th March 2001

R. L. Alkar

Head of Highways and Transport
(The Officer appointed for this purpose)

THE SCHEDULE

Rugby Road, Twickenham:

- (a) the north-east and east side, between a point 4 metres north-west of the south-eastern boundary of No. 1 Rugby Road, Whitton and a point 20 metres south of the carriageway surrounding the island site at the junction with Whitton Dene and Mogden Lane;
- (b) the south-west and west side, between a point opposite the common boundary of Nos. 1 and 2 Rugby Road, Twickenham and a point 25 metres south of the carriageway surrounding the island site at the junction with Whitton Dene and Mogden Lane.

EXPLANATORY NOTE

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

~~This Order introduces mandatory cycle lanes operating at any time on both sides of Rugby Road, Twickenham).~~

**THE LONDON BOROUGH OF RICHMOND UPON THAMES
(RUGBY ROAD, TWICKENHAM) (CYCLE LANE) ORDER 2001**

STATEMENT OF REASONS

The Order is intended to introduce mandatory 24 hour cycle lanes on both sides of Rugby Road, Whitton between its junctions with Whitton Road and Mogden Lane to underline the fact that Rugby Road is on the London cycle network.