

# TRAFFIC MANAGEMENT ORDER

## THE LONDON BOROUGH OF RICHMOND UPON THAMES (PRESCRIBED ROUTES) (CYCLE LANES) (No. 2) ORDER 2007

Made: 24 August 2007

Coming into operation: 3 September 2007

The Council of the London Borough of Richmond upon Thames, having consulted with the Commissioner of Police of the Metropolis, in exercise of the powers conferred by Sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984(a), as amended by the Local Government Act 1985(b), the Road Traffic Act 1991(c) and all other enabling powers hereby make the following Order –

1. This Order shall come into operation on 3 September 2007 and may be cited as the London Borough of Richmond upon Thames (Prescribed Routes) (Cycle Lanes) (No. 2) Order 2007.

2. (1) In this Order, unless the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:-

“enactment” means any enactment whether public, general or local and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

“cycle lane” means that length of Strathmore Road, Teddington set out in column 2 of any item in the Schedule to this Order, bounded by the edge of the carriageway and by a traffic sign consisting of a 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 track 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(d);

“pedal cycle” and “taxi” have the same meanings as in the Traffic Signs Regulations and General Directions 2002(e);

“prescribed hours” in relation to the cycle lane means “at any time”.

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- (a) 1984 c. 27.  
(b) 1985 c. 51  
(c) 1991 c. 40.  
(d) 1948 c. 12.  
(e) S.I. 2002 No 3113.

- (2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
  - (3) The Interpretation Act 1978(a) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
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 lane during the prescribed hours.
4. Nothing in Article 3 of this Order shall apply to:-
  - (a) a pedal cycle proceeding in a cycle lane described in column 2 of any item in the Schedule to this Order in a direction specified in column 3 of that item;
  - (b) 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;
  - (c) a vehicle being used in connection with the removal of any obstruction in the cycle lane;
  - (d) 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;
  - (e) 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;

any person causing or permitting any vehicle to enter or proceed in the cycle lane from any vehicular accessway or crossing over the footway adjoining a cycle lane if that vehicle forthwith leaves the cycle lane a point opposite that vehicular accessway or crossing.

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;

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(a) 1978 c. 30.

- (b) to anything done with the permission or at the direction of a police officer in uniform or a traffic warden or a parking attendant; 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 in pursuance to Section 66 or Section 67 of the Road Traffic Regulation Act 1984.

Dated 24 August 2007

Assistant Director, Traffic and Transport  
(The officer appointed for this purpose)

**SCHEDULE**  
(See Article 2 and Article 4 (a))

1 Item No.	2 Street	3 Direction of travel
1	<p>STRATHMORE ROAD, TEDDINGTON</p> <p>The north-east to south-west arm, the north-west side, from a point 10 metres north-east of the eastern kerb-line of Stanley Road, Teddington to a point opposite the common boundary of Nos 61 and 63 Strathmore Road.</p>	From south-west to north-east

**EXPLANATORY NOTE**

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

This Order makes mandatory the existing advisory cycle lane in Strathmore Road, Teddington outside the Stanley Junior School, and extends it by approximately 20 metres into the two-way section of Strathmore Road.

**STATEMENT OF REASONS**

The mandatory cycle lane will make it an offence for drivers of any vehicle proceeding in Strathmore Road to enter the cycle lane in which pedal cycles are permitted to travel in a contra-flow direction to the one-way traffic in Strathmore Road, thus providing greater protection to cyclists. Since the location of the cycle lane is adjacent to a school, this measure is intended to encourage pupils and others attending the school to travel by cycle.

THE LONDON BOROUGH OF RICHMOND UPON THAMES (PROHIBITION OF STOPPING OUTSIDE SCHOOLS) (AMENDMENT NO. \*\*) ORDER 200\*

THE LONDON BOROUGH OF RICHMOND UPON THAMES (PRESCRIBED ROUTES) (CYCLE LANES) (NO. \*) ORDER 200\*

THE LONDON BOROUGH OF RICHMOND UPON THAMES (WAITING AND LOADING RESTRICTION) (SPECIAL PARKING AREA) (AMENDMENT NO. \*\*) ORDER 200\*

STRATHMORE ROAD, TEDDINGTON  
(REFERENCE 24/07)

1. The Council of the London Borough of Richmond upon Thames proposes to make the above Orders under sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 (as amended).
2. The general effect of the **Prohibition of Stopping Outside Schools Order** will be to:-
  - (a) introduce a new "school keep clear" clearway in Strathmore Road outside the Strathmore Centre which will operate between 8am and 5pm on Mondays to Fridays inclusive; and
  - (b) revoke two other similar clearways where the markings no longer exist.
3. The general effect of the **Cycle Lane Order** will be to:-
  - (a) make mandatory the cycle lane in the north-east to south-west arm of Strathmore Road, Teddington which is currently an advisory cycle lane, to extend it by a further 20 metres and to specify that the cycle lane will operate at all times; and
  - (b) remove an ambiguity as to the hours of operation of the north-bound cycle lane in Kew Road, Kew.
4. The general effect of the **Waiting and Loading Restriction Order** will be to lengthen the existing double yellow lines ("no waiting at any time") within the cycle lane in Strathmore Road such that they will be extended for the 20 metres as described in paragraph 3 (a) above and for an additional 5 metres so as to protect cyclists using the cycle lane and as they leave it from any hazards caused by obstructive parking.
5. Copies of the draft Orders, plans showing the location and effect of the proposals and the Council's Statement of Reasons for proposing to make the Orders can be inspected for a period of 21 days from the date of this Notice, quoting Reference 24/07, at:-
  - (a) Teddington Library, Waldegrave Road, Teddington, Middlesex TW11 8LG during opening hours; and
  - (b) the Civic Centre (Second Floor), 44 York Street, Twickenham between 9.15am and 5pm on Mondays to Fridays, except for Bank and other public holidays, for a period of 21 days from the date of this Notice.

6. Persons wishing to object to or support the proposals or any part thereof should write to the Head of Transport Planning Service, Civic Centre, 44 York Street, Twickenham TW1 3BZ within 21 days of the date of this Notice giving the grounds of their objection.

ANDREW DARVILL  
ASSISISTANT DIRECTOR, TRAFFIC AND TRANSPORT,  
Civic Centre, 44 York Street, Twickenham TW1 3BZ

Dated 8 June 2007

THE LONDON BOROUGH OF RICHMOND UPON THAMES (PROHIBITION OF  
STOPPING OUTSIDE SCHOOLS) (AMENDMENT No. 14) ORDER 2007

THE LONDON BOROUGH OF RICHMOND UPON THAMES (PRESCRIBED  
ROUTES) (CYCLE LANES) (No. 2) ORDER 2007

THE LONDON BOROUGH OF RICHMOND UPON THAMES (WAITING AND  
LOADING RESTRICTION) (SPECIAL PARKING AREA) (AMENDMENT No. 26)  
ORDER 2007

STRATHMORE ROAD, TEDDINGTON  
(Reference 40/07)

1. The Council of the London Borough of Richmond upon Thames on 24 August 2007 made the above Orders under Sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984 as amended by the Local Government Act 1985 and the Road Traffic Act 1991.
2. The general effect of the **Prohibition of Stopping Outside Schools Order** will be to:-
  - (a) introduce a new "school keep clear" clearway in Strathmore Road outside the Strathmore Centre which will operate between 8am and 5pm on Mondays to Fridays inclusive; and
  - (b) revoke two other similar clearways where the markings no longer exist.
3. The general effect of the **Cycle Lane Order** will be to make mandatory the cycle lane in the north-east to south-west arm of Strathmore Road, Teddington which is currently an advisory cycle lane, to extend it by a further 20 metres and to specify that the cycle lane will operate at all times.
4. The general effect of the **Waiting and Loading Restriction Order** will be to lengthen the existing double yellow lines ("no waiting at any time") within the cycle lane in Strathmore Road such that they will be extended for the 20 metres as described in paragraph 3 above and for an additional 5 metres so as to protect cyclists using the cycle lane and as they leave it from any hazards caused by obstructive parking.
5. The proposal, of which notice was given on 8 June 2007, to remove an ambiguity as to the hours of operation of the north-bound cycle lane in Kew Road, Kew has been withdrawn.
6. Copies of the Orders, which will come into operation on 3 September 2007, a plan showing the location and effect of the Orders and the Council's Statement of Reasons for making the Orders can be inspected for a period of 6 weeks from the date of this Notice, quoting Reference 40/07, at:-
  - (a) Teddington Library, Waldegrave Road, Teddington, Middlesex TW11 8LG during opening hours; and
  - (b) the Civic Centre (Second Floor), 44 York Street, Twickenham between 9.15am and 5pm on Mondays to Fridays, except for Bank and other public holidays.

7. Copies of the Orders may be purchased from the Environment Directorate, Civic Centre, 44 York Street, Twickenham TW1 3BZ.
8. Persons wishing to question the validity of the Orders or any of their provisions on the grounds that they are not within the powers conferred by the 1984 Act, or that any requirement of the Act or any instrument made under the Act has not been complied with that person may, within six weeks from the date on which the Orders were made, apply for the purpose to the High Court.

ANDREW DARVILL  
Assistant Director, Traffic and Transport  
Civic Centre, 44 York Street, Twickenham TW1 3BZ

Dated 31 August 2007