

Glasgow City Council
(Barras (North)) (Traffic Management) Order 2014
(Variation No. 4) (Melbourne Street) Order 202_

Glasgow City Council in exercise of the powers conferred on them by the Road Traffic Regulation Act 1984 (“the Act”) and of all other enabling powers and after consultation with the Chief Constable of Police Scotland hereby make the following Order:-

Citation and Commencement

This Order may be cited as “The Glasgow City Council (Barras (North)) (Traffic Management) Order 2014 (Variation No.4) (Melbourne Street) Order 202~~X~~” and shall come into operation on ~~XXth~~ ~~XXXXXXX~~ 2024.

The Orders specified in Schedule 1 shall have the effect subject to the variations specified in that Schedule.

The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies to an Act of Parliament.

Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended by any subsequent enactment.

Definitions

In this Order the following expressions have the meanings hereby assigned to them:-

“**Two Way Cycle Track**” means a width of carriageway, for the use of cyclists travelling in either direction separated from the rest of the carriageway by a 500mm wide white line or raised median.

Sealed with the Common Seal of the Glasgow City Council and subscribed for it, and on its behalf by GEORGE GILLESPIE, EXECUTIVE DIRECTOR OF NEIGHBOURHOODS, REGENERATION & SUSTAINABILITY, at GLASGOW on the ~~XTH~~ DAY OF ~~X~~, TWO THOUSAND AND TWENTY~~X~~.

Glasgow City Council
(Barras (North)) (Traffic Management) Order 2014
(Variation No. 4) (Melbourne Street) Order 202_

<u>Name of Order</u>	<u>Extent of Variation</u>
Glasgow City Council (Barras (North)) (Traffic Regulation) Order 2014	<p>Add new articles pertaining to <u>Schedule 3A, Prohibition of driving in a two way cycle track</u> after schedule 3 and before schedule 4</p> <p><u>Prohibition of driving in a two way cycle track</u></p> <p>1. No person shall drive or cause or permit any vehicle to be driven in a two way cycle track on any of the lengths of roads listed in Schedule 3A other than a pedal cycle where the cycle track is segregated from the main carriageway by a white line or physical barrier and signed in accordance with The Traffic Signs Regulations and General Directions 2016 regulations.</p> <p><u>Exemptions from Prohibition of driving in a contra-flow cycle track</u></p> <p>2. Nothing in Article 1 hereof shall apply if the vehicle is:</p> <ul style="list-style-type: none">(i) an emergency services vehicle being used for emergency services purposes.(ii) to be used in connection with any building or roadworks operations, or works associated with the provision or maintenance of public utilities, provided that prior permission has been granted by the Council, including works being done by the Council or on the Council's behalf.(iii) crossing the cycle track in order to gain access to or egress from a vehicular access point or loading area or parking area adjacent to or accessible only by crossing the cycle track.

Glasgow City Council
(Barras (North)) (Traffic Management) Order 2014
(Variation No. 4) (Melbourne Street) Order 202_

Glasgow City Council (Barras (North)) (Traffic Regulation) Order 2014 (continued)	<p>Add new <u>Schedule 3A, Prohibition of driving in a two way cycle track</u> after schedule 3 and before schedule 4</p> <p><u>Melbourne Street</u></p> <p>1. On the east side, from the extended south kerbline of Duke Street, southwards to a point 97 metres north of the extended north kerbline of Armour Street.</p>
---	--