

CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL

2009

City of Bradford Metropolitan District Council (Moving Traffic) (Consolidation) Order 2009

Made on – 19th February 2009

Coming into force on – 26th March 2009

City of Bradford Metropolitan District Council (hereinafter referred to as “the Council”) in exercise of its powers under Sections 1, 2 and 4 of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act of 1984”) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 and Part 6 of the Traffic Management Act 2004 (hereinafter referred to as “the Act of 2004”) and with those persons and organisations specified in the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 hereby makes the following Order:-

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PART I - PRELIMINARY

1. Definitions

(1) In the following provisions of this Order;

“the Act of 1984” means the Road Traffic Regulation Act 1984

“the Act of 2004” means the Traffic Management Act 2004

“the 2002 Regulations“ means the Traffic Signs Regulations and General Directions 2002

“axle weight” means the sum of the weights transmitted to the carriageway surface by all wheels of that axle

“bus” has the same meaning as in Regulation 22 of the 2002 Regulations

“bus lane” has the same meaning as in Regulation 23 of the 2002 Regulations and for the purpose of this Order means the area bounded by the edge of the carriageway specified in Schedules 20 and 21 to this Order and a traffic sign consisting of a longitudinal single white line complying with diagram 1049 in Schedule 6 to the 2002 Regulations on the same side of the road as that edge as the case may be broken only by the gap opposite the junction with another road or accessway by a crossing for foot passengers marked on the road in accordance with any regulations made under Section 23 of the Act of 1984 or by a street refuge (such white line being referred to in this Order as “the single white line”)

“bus stop area” means that area of carriageway on a side of a road intended for the waiting of a bus which is comprised within

and indicated by a road marking complying with either diagrams 1025.1, 1025.3 or 1025.4 in Schedule 6 to the 2002 Regulations

“carriageway” means a way constituting or comprised in a highway being a way over which the public have a right of way for the passage of vehicles as defined in Section 329(1) of the Highways Act 1980

“central reserve” means:-

- (i) any land between the carriageways of a road comprising two carriageways; or
- (ii) any permanent work (other than a traffic island) in the carriageway of a road,

which separates the carriageway or, as the case may be, the part of the carriageway which is to be used by traffic moving in one direction from the carriageway or part of the carriageway which is to be used (whether at all times or at particular times only) by traffic moving in the other direction.

“coach” means a vehicle constructed or adapted to carry eight or more passengers

“Council” means the City of Bradford Metropolitan District Council or authorised agent

“cycle lane” means a part of the carriageway which:-

- (i) starts with the marking diagram 1009 in Schedule 6 to the 2002 Regulations and
- (ii) is separated from the rest of the carriageway by the marking diagram 1049 in Schedule 6 to the 2002 Regulations

“disabled persons vehicle” has the same meaning as in Section 2 of the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (England and Wales) (Amendment) Regulations 1986;

“dual purpose vehicle” has the same meaning as in paragraph 2 of Schedule 6 to the Act of 1984

“Event Times” means the period of time during which an event is taking place at Valley Parade Stadium, Manningham or Odsal Stadium, Odsal. This will also include suitable periods of time prior to and after the actual event to allow spectators to access and egress the stadium.

“goods vehicle” means a motor vehicle not exceeding 7.5 tonnes constructed or adapted for use for the carriage or haulage of goods or burden of any description and is not drawing a trailer

“guide arms” means an apparatus fitted to a guided bus that complies with the following specification:-

- (i) the nominal width over guide-wheel faces when not in the guideway and with the steering in the straight-ahead position shall be 2605mm (+10mm, -5mm);
- (ii) the clearance beneath the lowest point of the guide-wheel assembly and the ground when the vehicle is standing on level ground and with the steering in the straight-ahead position shall be 90mm (+20mm, -10mm);
- (iii) the maximum permitted offset of the longitudinal centreline of the second (and third if applicable) axles shall be 25mm when the vehicle has the steering in the straight-ahead position;
- (iv) the vehicle shall be capable of operating in a 2600mm nominal width guideway with minimum radius of 300 metres (for a rigid 2 axle vehicle) or 400 metres (for an articulated vehicle) without any road tyre coming into contact with either guide kerb;
- (v) the guide-arm equipment shall be capable of absorbing a lateral force of 15kN without deformation of or damage to any component;
- (vi) the vehicle shall be fitted with a suitable “run-flat” device such that should either or both front tyres deflate no other part of the guide-arm assemblies shall come into contact with the ground if the vehicle is standing on level ground;
- (vii) the guide-arm equipment shall be fitted with a “weak-link” on each guide-arm assembly such that its integrity or otherwise is clearly visible when the bus steering is in the straight-ahead position designed such as to minimise the transmission of impact forces to the steering and suspension systems;

- (viii) the centreline of the guide-tyre running surface shall be 130mm ± 10mm above ground when the vehicle is standing on level ground and with the steering in the straight-ahead position.

“guided bus” means a bus fitted with guide arms that enables it to operate in the mode prescribed in Article 2(g) of the Transport and Works (Guided Transport Modes) Order 1992 No. 3231

“guideway” means a system which is road based with side guidance in which the vehicles:-

- (i) are capable of operating on a road; and
- (ii) are guided wholly or mainly by means of wheels bearing outwards against fixed apparatus

“hackney carriage” has the same meaning as in Section 38 (1) of the Vehicle Excise and Registration Act 1994

“heavy commercial vehicle” means any goods vehicle which has an operating weight exceeding 7.5 tonnes and is further defined in Section 138 of the Act of 1984

“invalid carriage” has the same meaning as in Section 20 of the Chronically Sick and Disabled Persons Act 1970

“layby” means an area of carriageway intended for the waiting of vehicles bounded partly by a traffic sign the type shown in diagram 1010 in Schedule 6 of the 2002 Regulations and partly by the outer edge of the carriageway on the same side of the road as the traffic sign

“licensed taxi” has the same meaning as in Section 13(3) of the Transport Act 1985

“local bus” means a public service vehicle used for the provision of a local service not being an excursion or tour

“local service” has the same meaning given in Section 2(1) of the Transport Act 1985;

“main carriageway” means any carriageway used primarily by through traffic and includes any carriageway of a slip road, but excludes any lay-by

“Match Times” means the period of time during which a match is being played at Valley Parade Stadium, Manningham or Odsal Stadium, Odsal. This will also include suitable periods of time

prior to and after the actual match to allow spectators to access and egress the stadium.

“mechanical road cleansing vehicle” means a mechanically propelled vehicle using mechanical means to sweep a carriageway surface or empty road gullies.

“motor cycle” has the same meaning as in Section 136 of the Act of 1984

“passenger vehicle” means a motor vehicle (other than a motor cycle or invalid carriage) constructed solely for the carriage of passengers and their effects and adapted to carry not more than eight passengers exclusive of the driver;

“pedal cycle” means a unicycle, bicycle, tricycle, or cycle having four or more wheels, not being in any case mechanically propelled unless it is an electrically assisted pedal cycle of such class as it is to be treated as not being a motor vehicle for the purposes of the Act of 1984

“pedestrian crossing” means a crossing area for foot passengers marked on a road in accordance with regulations made under Section 25 of the Act of 1984

“permit holder” means a person to whom a permit has been issued under the provisions of this Order;

“person authorised by the Council” means a police officer in uniform or any other person designated by the Council to take action in accordance with the relevant provisions of this Order.

“provision of a universal postal service”, “universal service provider” and “postal packet” have the same meanings as in the Postal Services Act 2000

“public service vehicle” has the meaning given in Schedule 1 of the Public Passenger Vehicles Act 1981

“relevant position” insofar as it relates to the display of a permit in accordance with the provisions of this Order means:-

- (i) if the vehicle is fitted with a front windscreen the permit is exhibited there on the nearside of and immediately behind the windscreen; or
- (ii) if the vehicle is not fitted with a front windscreen the permit is exhibited conspicuously on the front of the vehicle;

“school bus” means a vehicle constructed or adapted to carry eight or more passengers and being used to carry persons to or from school;

“special permit” means a permit issued in accordance with the provisions of this Order

“stage carriage” has the same meaning as in Section 2 of the Public Passenger Act 1981.

“taxi” means a vehicle licensed under:-

- (i) Section 37 of the Town Police Clauses Act 1847;
or
- (ii) Section 6 of the Metropolitan Public Carriageway Act 1869

or under any similar enactment

“track laying vehicle” has the same meaning as in the Road Vehicles (Construction and Use) Regulation 1986

“traffic sign” means a sign of any size colour and type prescribed or authorised under or having effect as though prescribed or authorised under Section 64 of the Act of 1984;

“two wheeled motor vehicle” has the same meaning as “motor cycle”

“wheelchair” means an invalid wheelchair or carriage propelled by hand

“works bus” means a vehicle constructed or adapted to carry eight or more passengers and being used to carry persons to or from their places of employment

- (2) Without prejudice to the generality of the definition of “bus lane” above where the single white line marking the boundary of the bus lane is broken by a gap opposite and adjacent to the junction of the length of road specified in Schedules 20 and 21 to this Order with any other road or an accessway or at a pedestrian crossing or by a street refuge the boundary shall nevertheless be regarded as continuing unbroken.

PART II – PROHIBITED MOVEMENTS

2. One Way Traffic Flow

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, in a direction other than that specified in column 4, unless exempted in column 5, as specified in Schedule 1 to this Order.

3. Prohibited Right Turn

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, to turn right into the road specified in column 4, unless exempted or at specified times in column 5, as specified in Schedule 2 to this Order.

4. Prohibited Left Turn

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, to turn left into the road specified in column 4, unless exempted in column 5, as specified in Schedule 3 to this Order.

5. Prohibited Straight Ahead

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, at the location specified in column 4, to proceed straight ahead into the road specified in column 5, unless exempted in column 6, as specified in Schedule 4 to this Order.

6. Prohibited U-Turn

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, to make a U-turn so as to proceed in the opposite direction on that road on the length of road or at the point in the road defined in column 4, as specified in Schedule 5 to this Order.

7. Prohibited Entry

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, to enter and proceed in the road specified in column 3, as specified in Schedule 6 to this Order.

8. Prohibited Overtaking

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, to overtake any other moving vehicle on the length of road defined in column 4, as specified in Schedule 7 to this Order.

PART III – MANDATORY MOVEMENTS

9. Mandatory Right Turn

Save as provided in Articles 30(1) and 30(2) of this Order, every person causing or permitting any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, shall, upon reaching that junction or that point of the road specified in column 4, make a right turn into the road specified in column 4, unless exempted in column 5, as specified in Schedule 8 to this Order.

10. Mandatory Left Turn

Save as provided in Articles 30(1) and 30(2) of this Order, every person causing or permitting any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, shall, upon reaching that junction or that point of the road specified in column 4, make a left turn into the road specified in column 4, unless exempted and/or at specified times in column 5, as specified in Schedule 9 to this Order.

11. Mandatory Straight Ahead

Save as provided in Articles 30(1) and 30(2) of this Order, every person causing or permitting any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, at the location specified in column 4, shall make a straight ahead move into the road specified in column 5, unless exempted in column 6, as specified in Schedule 10 to this Order.

12. Dual Carriageway

Save as provided in Articles 30(1) and 30(2) of this Order, every person causing or permitting any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, for the length defined in column 4, shall cause that vehicle to proceed in such a direction so as to keep the central reserve on the right hand side or offside of the vehicle, unless exempted in column 5, as specified in Schedule 11 to this Order.

PART IV – PROHIBITED VEHICLES

13. Prohibition of Driving (Road Closure)

Save as provided in Articles 30(1), 30(2) and 30(3) of this Order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, unless exempted in column 4, as specified in Schedule 12 to this Order.

14. Prohibition of Driving (Access Only)

Save as provided in Article 30 of this Order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, unless exempted in column 4, if specifically prohibited in column 5, unless at specified times in column 6, as specified in Schedule 13 to this Order.

15. Prohibition of Driving (Weight Access Restriction) (Road)

Save as provided in Articles 30(1), 30(2), 30(3) and 31(1) of this Order, no person shall cause or permit any goods vehicle to proceed in the road specified in column 2, for the length defined in column 3, that exceeds the weight specified in column 4, as specified in Schedule 14 to this Order.

16. Prohibition of Driving (Weight Access Restriction) (Area)

Save as provided in Articles 30(1), 30(2), 30(3) and 31(1) of this Order, no person shall cause or permit any heavy commercial vehicle to proceed in the area specified in column 2, in any roads bounded by, but not included in the restriction, the roads specified in column 3, for their lengths defined in column 4, that exceeds the weight specified in column 5, as specified in Schedule 15 to this Order.

17. Prohibition of Driving (Width Access Restriction)

Save as provided in Article 30 of this order, no person shall cause or permit any vehicle, inclusive of any load on the vehicle, to proceed in the road specified in column 2, for the length defined in column 3, that exceeds the width specified in column 4, as specified in Schedule 16 to this Order.

18. Restricted Access

Save as provided in Articles 30 and 35 of this Order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, unless exempted in column 4, if specifically prohibited in column 5, as specified in Schedule 17 to this Order.

19. Weight Restriction

Save as provided in Articles 30(1), 30(2), and 30(3) of this order, no person shall cause or permit any vehicle, whether laden or unladen, to proceed in the road specified in column 2, on the length of road or at the point in the road defined in column 3, that exceeds the weight specified in column 4, as specified in Schedule 18 to this Order.

20. Width Restriction

Save as provided in Articles 30(1), 30(2), and 30(3) of this Order, no person shall cause or permit any vehicle, inclusive of any load on the vehicle, to proceed in the road specified in column 2, on the length of road or at the point in the road defined in column 3, that exceeds the width specified in column 4, as specified in Schedule 19 to this Order.

PART V – BUS PRIORITY MEASURES

21. Bus With Flow Lane

Save as provided in Articles 30(1), 30(2), 30(4) and 32 of this Order, no person shall cause or permit any vehicle to enter or proceed in a bus lane defined in the road specified in column 2, for the length and side of road defined in column 3, in the direction specified in column 4, during the times specified in column 5, unless permitted in column 6, as specified in Schedule 20 to this Order.

22. Bus Contraflow Lane

Save as provided in Articles 30(1), 30(2), 30(4) and 32 of this order, no person shall cause or permit any vehicle to enter or proceed in a bus lane defined in the road specified in column 2, for the length and side of road defined in column 3, in the direction specified in column 4, during the times specified in column 5, unless permitted in column 6, as specified in Schedule 21 to this Order.

23. Bus Guideway

Save as provided in Articles 33(2) and 33(3) of this Order, no person shall cause or permit any vehicle to enter or proceed in a bus guideway defined in the road specified in column 2, for the length of and location in the road defined in column 3, in the direction specified in column 4, during the times specified in column 5, unless permitted in column 6, as specified in Schedule 22 to this Order.

24. Bus Only Street

Save as provided in Articles 30(1), 30(2) and 30(4) of this order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, in the direction specified in column 4, during the times specified in column 5, unless permitted in column 6, as specified in Schedule 23 to this Order.

25. Bus Gate

Save as provided in Articles 30(1), 30(2) and 30(4) of this Order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, in the direction specified in column 4, during the times specified in column 5, unless permitted in column 6, as specified in Schedule 24 to this Order.

PART VI – PEDAL CYCLE MEASURES

26. Cycle With Flow Lane

Save as provided in Articles 30(1), 30(2) and 30(4) of this order, no person shall cause or permit any vehicle other than a pedal cycle to enter or proceed in a cycle lane defined in the road specified in column 2, for the length and side of road defined in column 3, in the direction specified in column 4, during the times specified in column 5, as specified in Schedule 25 to this Order.

27. Cycle Contraflow Lane

Save as provided in Articles 30(1), 30(2) and 30(4) of the Order, no person shall cause or permit any vehicle other than a pedal cycle to enter or proceed in a cycle lane defined in the road specified in column 2, for the length and side of road defined in column 3, in the direction specified in column 4, during the times specified in column 5, as specified in Schedule 26 to this Order.

28. Prohibition of Cycling

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall ride or cause or permit to be ridden any pedal cycle on the footway/footpath specified in column 2, for the length of footway/footpath or at the point in the footway/footpath defined in column 3, as specified in Schedule 27 to this Order.

PART VII – PEDESTRIAN ZONES

29. Pedestrianised Road

Save as provided in Articles 30 and 34 of this Order, no person shall cause or permit any vehicle to enter or proceed in the road specified in column 2, for the length defined in column 3, during the times specified in column 4, unless exempted in column 5 and is accessing during the times specified in column 6, as specified in Schedule 28 to this Order.

PART VIII – EXCEPTIONS AND EXEMPTIONS

30. General Exceptions and Exemptions

- (1) Nothing in Articles 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29 and 35 of this Order shall apply to anything done with the permission, or at the direction, of a police officer in uniform.
- (2) Nothing in Articles 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28 and 29 of this Order shall apply to any vehicle being used for Police, Fire Brigade or Ambulance purposes when being used in an emergency.
- (3) Nothing in Articles 13, 14, 15, 16, 17, 18, 19, 20 and 29 of this order shall apply if the vehicle is an invalid carriage, wheelchair, perambulator, handcart or a pedal cycle.
- (4) Nothing in Articles 14, 17, 18, 21, 22, 24, 25, 26, 27 and 29 of this Order shall apply so as to prohibit any person from causing or permitting any vehicle to proceed in the length of road specified therein if the vehicle:-
 - (i) is being used in connection with building, industrial or demolition operations, the removal of any obstruction to traffic, the maintenance improvement or reconstruction of the said length of road or the laying erection alteration or repair in or near to the said length of road of any sewer or of any main pipe or apparatus for the supply of water, gas or electricity or of any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984 if that vehicle cannot be used for such purposes in any other road;
 - (ii) is being used for Local Authority or Water or Sewerage Undertaker purposes when used in pursuance of statutory powers or duties;
 - (iii) is being used in connection with the provision of a universal postal service;
 - (iv) requires access to or egress from any premises, for the conveyance of persons, goods or merchandise, situated on or adjacent to the said length of road or any other premises or roads accessible from and only from the said length of road.

31. Goods/Heavy Commercial Vehicle Exceptions and Exemptions

- (1) Nothing in Articles 15 and 16 of this Order shall make it unlawful for a goods/heavy commercial vehicle to proceed on any road or length of road if the vehicle is being used:-
- (i) for or in connection with the conveyance of goods to or from any premises adjacent to that length of road;
 - (ii) in connection with the carrying out on premises situated on or adjacent to the length of road so specified of any of the following operations namely:-
 - (a) building, industrial or demolition operations
 - (b) the removal of obstructions to traffic
 - (c) the maintenance, improvement or reconstruction of any road
 - (d) the laying, erection, alteration or repair in or on land adjacent to any road, of any sewer or any main pipe or apparatus for the supply of water, gas or electricity; or of any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984
 - (iii) for Local Authority or Water or Sewerage Undertaker purposes when used in pursuance of statutory powers or duties;
 - (iv) for or in connection with agriculture on adjacent land
 - (v) for or in connection with a circus, fair or similar and authorisation has been obtained from the Council
 - (vi) for or in connection with the conveyance of goods for sale from their vehicle on any such road.
- (2) The Council is satisfied that for preserving or improving the amenities of the areas within which the roads as specified in Schedules 14 and 15 to this Order run by restricting the use on these roads of goods/heavy commercial vehicles it is requisite that Section 3(1) of the Act of 1984 shall not apply in relation to Schedules 14 and 15 to this Order.

32. Bus Lane Exceptions and Exemptions

- (1) Save as provided in Articles 21, 22 and 32(2) of this Order every person causing a vehicle specified in column 6 of Schedules 20 and 21 to this Order to proceed in the bus lanes specified in Schedules 20 and 21 to this Order shall cause that vehicle to remain in the bus lane

- (2) Nothing in Article 32(1) of this Order shall prevent any person from causing any vehicle specified in column 6 of Schedules 20 and 21 to this Order proceeding in any of the said bus lanes from crossing the solid white line if that person does so to avoid an accident or is prevented from proceeding in the said bus lane by circumstances beyond their control.
- (3) Nothing in Article 21 of this Order shall apply to a vehicle waiting in a bus lane for so long as necessary to allow a passenger to board or alight therefrom.
- (4) Nothing in Articles 21 and 22 of this Order shall apply to a vehicle entering the bus lane:-
 - (i) from a road which does not comprise the bus lane and forthwith leaves the bus lane through the gap in the single white line situated opposite and adjacent to the junction of that road with the bus lane or if there is no such gap at a point opposite that road;
 - (ii) from an adjacent part of the road through any gap in the single white line and forthwith enters a road which lies opposite the gap;
 - (iii) from any vehicular accessway or crossing over the footway adjoining the bus lane and forthwith leaves the bus lane at a point opposite that vehicular accessway or crossing;
 - (iv) from an adjacent part of the road at a point opposite any vehicular accessway or crossing over the footway adjoining the bus lane and forthwith enters that vehicular accessway or crossing;
 - (v) for the gaining of access to or egress from off street loading or garaging premises adjacent to or accessible only from the bus lane;
 - (vi) to gain access or leave a layby or parking facility adjacent to a bus lane; or
 - (vii) to prevent an accident and the vehicle then leaves the bus lane as soon as possible;

33. Bus Guideway Exceptions and Exemptions

- (1) No person shall proceed in a bus guideway other than in those lengths of bus guideway which are indicated by the provisions of appropriate pedestrian crossing facilities.
- (2) Nothing in Article 23 of this Order shall apply so as to prevent any person from driving or causing or permitting to be driven on the guideway referred to in that Article any vehicle which is being used:-
 - (i) in connection with the maintenance improvement cleansing or reconstruction of the said guideway; or
 - (ii) in connection with the laying erection alteration removal or repair in or near the said guideway of any sewer pipe or apparatus for the supply of water, gas or electricity or any pipe used for any other purpose or any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984;
 - (iii) for the removal of any obstruction;

and in each case that person does so with the written approval of the Council's Strategic Director of Regeneration or by any other authorised officer subject to any conditions which may be attached thereto.

- (3) Nothing in Article 23 of this Order shall make it unlawful for a person to cause a guided bus to proceed in the said length of road in a direction other than that specified in the Article if:-
 - (i) the guideway becomes obstructed by a vehicle unable to proceed because of mechanical failure; and
 - (ii) a contraflow is authorised in writing by the Council's Strategic Director of Regeneration or by any other authorised officer.
- (4) The Council is satisfied that for avoiding danger to persons or other traffic and to facilitate movement of traffic on the guideways as specified in Schedule 22 to this Order it is requisite that Section 3(1) of the Act of 1984 should not apply in relation to Schedule 22 to this Order.

34. Pedestrianised Road Exceptions and Exemptions

- (1) Nothing in Article 29 of this Order shall apply to any vehicle being used for the purpose of loading or unloading the vehicle while the vehicle is in actual use in connection with the removal or delivery of furniture to or from any premises situate in the said

length of road provided that notice is given 24 hours in advance to the police and their consent obtained.

- (2) Nothing in Article 29 of this Order shall apply to any vehicle which displays in a prominent position a permit issued by the Council exempting the vehicle from the provisions of Article 29 of this Order or any part thereof

35. Prohibition of Coaches

- (1) Save as provided in Articles 30(1), 35(2) and 35(3) of this Order no person shall cause or permit any coach to proceed in the lengths of road specified in Schedule 17 Items 2, 3 and 7 to this Order.
- (2) Nothing in Article 35(1) of this Order shall apply if the coach is a stage carriage, school bus or works bus.
- (3) Nothing in Article 35(1) of this Order shall prohibit any person from causing or permitting a coach to proceed in the lengths of road specified in Schedule 17 Items 2, 3 and 7 to this Order, if the coach
 - (i) requires access to or egress from the Esholt Cricket and Football Grounds on Esholt Lane PROVIDED THAT any such coach gains access to or egress from the said Cricket or Football Grounds via Station Road, Chapel Lane and the part of Esholt Lane extending from Chapel Lane to the Cricket and Football Grounds AND FURTHER PROVIDED THAT any such coach leaves Esholt Lane and waits within the curtilage of the said Cricket and Football Ground premises, or
 - (ii) is being used in pursuance of a special authorisation issued by the Council for use in behalf.
- (4) The Council is satisfied that for avoiding danger to persons or other traffic using the lengths of road specified in Schedule 17 Items 2,3 and 7 to this Order and for preventing the likelihood of any such danger arising it is requisite that Section 3(1) of the Act of 1984 should not apply in relation to Schedule 17 Items 2, 3 and 7 to this Order.

PART IX - GENERAL

36. The restrictions imposed by this Order shall be in addition to and not in derogation of any restrictions or requirements imposed by any Regulations made or having effect as if made under the Act of 1984 or by or under any other enactment.

37. Where an Act of Parliament referred to in this Order or any Regulation Direction or Order made under it is repealed and new provisions enacted (with or without modifications) then the new provisions shall be substituted in this Order where relevant.
38. The Interpretation Act 1978 shall apply to this Order as it applies to an Act of Parliament.
39. For the avoidance of doubt any reference in the Order to a length of road shall be deemed to be a reference to more than one length of road where the context so requires it

PART X – COMMENCEMENT AND CITATION

This Order is made on the 19th day of February 2009 and shall come into force on the 26th day of March 2009 and may be cited as the “City of Bradford Metropolitan District Council (Moving Traffic) (Consolidation) Order 2009”.

THE COMMON SEAL of **CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL** was hereunto affixed
in the presence of:-

Authorised by the
Assistant Director Corporate Services (City Solicitor)

SCHEDULE 20 – Bus With Flow Lane

Item Number	Road	Length and Side of Road	Direction of Travel	Times of Operation	Permitted Vehicles
1	2	3	4	5	6
1	Bingley Road Saltaire/Nab Wood	Northern side from its junction with Branksome Drive to its junction with the projected south western kerblines of Clarence Road	East bound	Monday to Friday 7.30am – 9.30am	Bus/Licensed taxi/Pedal cycle
2	Bradford Road Frizinghall	North east side from a point approximately 46 metres south east of the projected south eastern kerblines of Norwood Avenue to Aireville Road	South east bound	Monday to Friday 7.30am – 9.30am	Bus/Licensed taxi/Pedal cycle
3	Bradford Road Frizinghall	Western side from a point 50 metres north west of the projected north western kerblines of Redburn Drive to its junction with the projected south eastern kerblines of Otley Road	North bound	Monday to Friday 4.00pm – 6.30pm	Bus/Licensed taxi/Pedal cycle
4	Bradford Road Nab Wood	Northern side from a point 110 metres west of the projected western kerblines of Branksome Drive to its junction with Branksome Drive	East bound	Monday to Friday 7.30am – 9.30am	Bus/Licensed taxi/Pedal cycle
5	Bradford Road Shipley	North east side from a point approximately 2 metres north west of the projected north western kerblines of Westcliffe Road to its junction with the projected north western kerblines of Otley Road	South east bound	Monday to Friday 7.30am – 9.30am	Bus/Licensed taxi/Pedal cycle
6	Bradford Road Shipley	South west side from a point 22 metres north west of the projected north western kerblines of Scarborough Road to its junction with the projected south eastern kerblines of Farfield Road	North west bound	Monday to Friday 4.00pm – 6.30pm	Bus/Licensed taxi/Pedal cycle
7	Bridge Street Bradford	South west side from its junction with Croft Street to its junction with Vicar Lane	North west bound	24 hour	Bus/Licensed hackney carriage/Pedal cycle
8	Huddersfield Road and	West side from a point 47 metres north of the projected north eastern kerblines of	North bound	Monday to Friday 7.30am – 9.30am	Bus/Licensed taxi/Pedal cycle

	Huddersfield Road North Bound Exit Slip Road, Odsal	Netherlands Avenue in a northerly direction to its junction with Odsal Top Roundabout			
9	Keighley Road Frizinghall	North east side from its junction with Aireville Road to a point 85 metres north of the projected northern kerblines of the northern section of Park Grove	South bound	Monday to Friday 7.30am – 9.30am	Bus/Licensed taxi/Pedal cycle
10	Keighley Road Frizinghall	North east side from a point approximately 35 metres south east of the projected south eastern kerblines of Paddock to its junction with the projected north western kerblines of Frizinghall Road	South east bound	Monday to Friday 7.30am – 9.30am	Bus/Licensed taxi/Pedal cycle
11	Keighley Road Manningham	North east side from a point approximately 187 metres south east of the projected south eastern kerblines of the south eastern section of Frizinghall Road to a point approximately 62 metres north west of the projected north western kerblines of Cunliffe Road	South east bound	Monday to Friday 7.30am – 9.30am	Bus/Licensed taxi/Pedal cycle
12	Keighley Road Manningham	South west side from a point approximately 103 metres north west of the projected north western kerblines of Cunliffe Road to its junction with the projected south eastern kerblines of Emm Lane	North west bound	Monday to Friday 4.00pm – 6.30pm	Bus/Licensed taxi/Pedal cycle
13	Leeds Road Bradford	Southern side of west bound carriageway from its junction with Downham Street to its junction with Carroll Street	West bound	Monday to Friday 7.30am – 9.30am 4.00pm – 6.30pm	Bus/Pedal cycle
14	Manchester Road Bradford	South eastern side of north east bound carriageway that part to the north west of the right turn lane for Mill Lane from a point 65 metres south west of the projected south western kerblines of Mill Lane in a north easterly direction to its junction with Mill Lane	North east bound	24 hour	Bus/Pedal cycle
15	Manchester Road Bradford	Eastern side of north bound carriageway that part to the west of the central reserve from its	North bound	24 hour	Bus/Pedal cycle

		junction with Croft Street east bound carriageway in a northerly direction for a distance of 55 metres			
16	Manchester Road North Bound Entry Slip Road, Odsal	West side from its junction with Odsal Top Roundabout in a northerly direction to its junction with Manchester Road main north bound carriageway	North bound	24 hour	Bus/Pedal cycle
17	Manchester Road West Bowling	South east side from its junction with the projected south western kerbline of Ripley Street in a south westerly direction to its junction with St Stephen's Road	South bound	24 hour	Bus/Pedal cycle
18	Manchester Road West Bowling	West side from a point 6 metres south of the projected southern kerbline of Burnett Avenue in a northerly direction to its junction with Ransdale Road	North bound	24 hour	Bus/Pedal cycle
19	Manchester Road West Bowling	South eastern side of north east bound carriageway that part to the north west of the right turn lane for Bowling Old Lane from a point 70 metres south west of the projected south western kerbline of Bowling Old Lane in a north easterly direction to its junction with Clayton Lane	North east bound	24 hour	Bus/Pedal cycle
20	Manningham Lane Manningham	North east side from a point approximately 62 metres south east of the projected south eastern kerbline of Oak Lane to its junction with the projected north western kerbline of Queens Road	South east bound	Monday to Friday 7.30am – 9.30am 4.00pm – 6.30pm	Bus/Licensed taxi/Pedal cycle
21	Manningham Lane Manningham	South west side from a point approximately 72 metres north west of the projected north western kerbline of Drewton Road to its junction with the projected south eastern kerbline of Marlborough Road	North west bound	Monday to Friday 4.00pm – 6.30pm	Bus/Licensed taxi/Pedal cycle
22	Thornton Road Girdlington	South side from a point 8 metres west of the projected eastern kerbline of Hollings Road to its junction with the projected eastern kerbline	West bound	Monday to Friday 4.00pm – 6.30pm	Bus/Licensed taxi/Pedal cycle

		of Ingleby Road			
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SCHEDULE 21 – Bus Contraflow Lane

Item Number	Road	Length and Side of Road	Direction of Travel	Times of Operation	Permitted Vehicles
1	2	3	4	5	6
1	Bolton Road Bradford	West side of the south bound lane and then east side of the north bound lane from a point 56 metres north of its junction with the south bound carriageway of Shipley Airedale Road to its junction with the south bound carriageway of Shipley Airedale Road	South bound	24 hour	Bus
2	Bridge Street Bradford	North east side from its junction with Hall Ings to its junction with Broadway	South east bound	24 hour	Bus/Pedal cycle Mechanical road cleansing vehicle when being used for that purpose Monday to Friday 10.00pm – midnight Midnight – 6.00am Sunday 7.30am – 12.30pm
3	Bridge Street Bradford	South west side from its junction with Vicar Lane to its junction with Hall Ings	North west bound	24 hour	Bus/Licensed hackney carriage/Pedal cycle Mechanical road cleansing vehicle when being used for that purpose Monday to Saturday 10.00pm – midnight Midnight – 7.00am Sunday

*Revised
9/2009*

*Revised
No 1 (2010)*

<p>4</p> <p><i>Revised No 1 (2010)</i></p>	<p>Market Street Bradford</p>	<p>North west side from its junction with Bridge Street to a point 8 metres north east of its junction with Bank Street</p>	<p>North east bound</p>	<p>24 hour</p>	<p>7.30am – 12.30pm Bus/Pedal cycle Mechanical road cleansing vehicle when being used for that purpose Monday to Friday 10.00pm – midnight Midnight – 6.00am Sunday 7.30am – 12.30pm</p>
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SCHEDULE 22 – Bus Guideway

Item Number	Road	Length of and Location in Road	Direction of Travel	Times of Operation	Permitted Vehicles
1	2	3	4	5	6
1	Manchester Road Odsal	Within the central reserve extending from the north bound entry slip road from Odsal Top Roundabout junction with the north bound carriageway to its junction with Mayo Avenue/Smiddles Lane	North bound	24 hour	Guided bus
2	Manchester Road West Bowling	Within the central reserve extending from its junction with St Stephens Road/Ransdale Road to its junction with Mayo Avenue/Smiddles Lane	South bound	24 hour	Guided bus
3	Manchester Road West Bowling/Bradford	Within the central reserve extending from its junction with St Stephen's Road/Ransdale Road to its junction with Croft Street/Senior Way west bound carriageway	North bound	24 hour	Guided bus

SCHEDULE 23 – Bus Only Street

Item Number	Road restricted	Length of Road	Direction of Travel	Times of Operation	Permitted Vehicles
1	2	3	4	5	6
1	Bolton Road Bradford	From its junction with Lingard Street to its junction with Shipley Airedale Road north bound carriageway	North bound and south bound	24 hour	Bus
2	Bolton Road Bradford	From a point 93 metres south of the projected southern kerbline of Balme Street to its junction with Forster Square	North bound and south bound	24 hour	Bus/Pedal cycle
3	Church Bank Bradford	From a point 115 metres south west of the projected western kerbline of Stott Hill to its junction with Canal Road via Forster Square	All	24 hour	Bus/Pedal cycle
4	Market Square East Shipley	Its whole length	North bound and south bound	24 hour	Bus/Pedal cycle
5	Market Street Shipley	From its junction with Central Avenue to its junction with Market Square East	North bound	24 hour	Bus/Pedal cycle
6	Wakefield Road Bradford	Whole length of lay-by east of the south bound carriageway due north of Hall Lane	South east bound	24 hour	Bus

SCHEDULE 24 – Bus Gate

Item Number	Road restricted	Length of Road	Direction of Travel	Times of Operation	Permitted Vehicles
1	2	3	4	5	6
1	Barkerend Road Bradford	Gap in central reserve between west bound and east bound carriageways at its junction with Otley Road	South bound	24 hour	Bus/Pedal cycle
2	Bow Street, Keighley	Southern carriageway from its junction with North Street for a distance of 20 metres	West bound	24 hour	Bus/Pedal cycle/ Invalid carriage/ Wheelchair/Perambulator/ Handcart
3	Channing Way, Bradford	Offside south east bound lane from its junction with Hall Ings for a distance of 17 metres in a north westerly direction	South east bound	24 hour	Bus/Hackney carriage/ Pedal cycle
4	Nelson Street Bradford	From its junction with Hall Ings in a southerly direction to its junction with Kent Street	North bound and south bound	24 hour	Bus/Licensed taxi/ Pedal cycle/Invalid carriage/ Wheelchair/ Perambulator/ Handcart
5	Otley Road Bradford	Whole length of right turn lane for turning right on to Barkerend Road	South bound	24 hour	Bus/Pedal cycle