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THE COUNTY OF CUMBRIA (VARIOUS ROADS, CARLISLE URBAN AND RURAL AREA)(CONSOLIDATION AND MINOR AMENDMENT OF TRAFFIC REGULATIONS) (ORDER 2001) VARIATION ORDER (NO.3) 2003

The County Council of Cumbria in exercise of its powers under Sections 1(1), 2(1) to (4), 19, 32, 35, 35A, 38, 45, 46, 47, 49, 51, 53 and 64 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Constable of Cumbria in accordance with Part III of Schedule 9 to the Act hereby makes the following Order:-

1. This Order shall come into operation on 12<sup>th</sup> January 2004 and may be cited as The County of Cumbria (Various Roads, Carlisle Urban and Rural Area) (Consolidation and Minor Amendment of Traffic Regulations) (Order 2001) Variation Order (No. 3) Order 2003
2. For the purposes of this Order the expression "the 2001 Order" shall mean The County of Cumbria (Various Roads, Carlisle Urban and Rural Area) (Consolidation and Minor Amendment of Traffic Regulations) Order 2001
3. The 2001 Order shall have effect as though: -
  - (a) The entry relating to The Crescent, Carlisle, detailed in Part XI, Article 29, Schedule XXX "One Way Streets" was deleted;
  - (b) The entry relating to The Crescent, Carlisle, detailed in Part VI, Article 20 Schedule XXIV "Provision of Parking Places for Coaches" was deleted;
  - (c) The entry relating to English Street, Carlisle (Zone C), detailed in Part XV, Article 34, Schedule XXXIV "Designated Parking Places" was deleted;
  - (d) The entry relating to Lowther Street, Carlisle, detailed in Part II, Article 4(13), Schedule XII "No Waiting, 8.30 am – 6.00 pm, Monday to Saturday inclusive", was deleted;
  - (e) The entry relating to Devonshire Street, Carlisle, detailed in Part II, Article 4(13), Schedule XII "No Waiting, 8.30 am – 6.00 pm, Monday to Saturday inclusive", was deleted;
  - (f) The following was added to Part IV, Article 13, Schedule XIX "No Loading/Unloading – 8.00 am – 9.30 am, 12 noon – 1.30 pm, 4.30 pm – 6.00 pm, Monday to Saturday inclusive":-

<u>Street Name</u>	<u>Street Side</u>	<u>Restricted Length</u>
The Crescent, Carlisle	East Side	For its full length

- (g) The following were added to Part XI, Article 29, Schedule XXX “One Way Traffic”:-

<u>Street Name</u>	<u>Restricted Length</u>
Citadel Row Carlisle	From its junction with The Crescent to its junction with English Street in a south-westerly direction

- (h) The following was added to Part XIV, Article 32, Schedule XXXIII “Prohibition of Entry/Driving”:-

<u>Street Name</u>	<u>Restricted Length</u>
Citadel Row Carlisle	To prohibit motor vehicles entry from The Crescent into Citadel Row, except for access

- (i) The following were added to Part II, Article 10, Schedule IX “No Waiting At Any Time”:-

<u>Street Name</u>	<u>Street Side</u>	<u>Restricted Length</u>
Lowther Street Carlisle	West Side	From a point 38 metres north of its junction with Citadel Row for a distance of 14m in a northerly direction
Lowther Street		on any part of Lowther Street at the entrances to Packhorse Yard and Old Bush Yard

- (j) The following was added to Part IV, Article 13, Schedule XIX “No Loading/Unloading – 8.00 am – 9.30 am, 12 noon – 1.30 pm, 4.30 pm – 6.00 pm, Monday to Saturday inclusive”:-

<u>Street Name</u>	<u>Street Side</u>	<u>Restricted Length</u>
Lowther Street Carlisle	West Side	From its junction with Citadel Row to its junction with Devonshire Street

- (k) The following was added to Part II, Article 4(10), Schedule IX “No Waiting At Any Time”:-

<u>Street Name</u>	<u>Street Side</u>	<u>Restricted Length</u>
Devonshire Street Carlisle	North Side	From a point 15 metres west of its junction with Lowther Street for a Distance of 35m in a westerly direction

- (l) The following was added to Part IV, Article 13, Schedule XIX “No Loading/Unloading – 8.00 am – 9.30 am, 12 noon – 1.30 pm, 4.30 pm – 6.0 pm, Monday to Saturday inclusive”:-

<u>Street Name</u>	<u>Street Side</u>	<u>Restricted Length</u>
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Devonshire Street	South Side	For its full length
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- (m) The following was added to Part VI, Article 20, Schedule XXIV “Provision of Parking Places for Coaches”:-

<u>Street Name</u>	<u>Street Side</u>	<u>Restricted Length</u>
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Warwick Road Carlisle	East Side	From a point 8m west of its junction with Cecil Street for a distance of 41m in a westerly direction
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- (n) The following entry in Part II, Article 4(10), Schedule IX “No Waiting At Any Time” was deleted:-

<u>Street Name</u>	<u>Street Side</u>	<u>Restricted Length</u>
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Warwick Road Carlisle	South East Side	From its junction with The Crescent to its junction with Cecil Street”
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and replaced with the following:-

<u>Street Name</u>	<u>Street Side</u>	<u>Restricted Length</u>
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Warwick Road Carlisle	South East Side	From its junction with The Crescent for a distance of 40m in a north easterly direction
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Warwick Road Carlisle	South East Side	From its junction with Cecil Street for a distance of 8m in a south westerly direction
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Warwick Road Carlisle	South East Side	From its junction with Bartons Place for a distance of 6m in a south-westerly direction
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- (o) The following was added as Part XIVA, Articles 33A to 33C “Contra-flow Bus Lane”:-

## **PART XIVA**

### **CONTRA-FLOW BUS LANE**

- 33A Save as provided in Article 33C, no person shall cause or permit any vehicle, other than a stage carriage, express carriage, school bus or works bus to proceed, other than in a southerly direction, along the bus

lane on Lowther Street, Carlisle, which extends from its junction with the southern boundary of Victoria Place to its junction with the northern boundary of Warwick Road "the contra-flow bus lane", which is bounded on the east by the eastern kerbline of that road and, where that eastern kerbline is broken by the junction of that road with another road or an accessway, by the line joining the said eastern kerbline on either side of that junction and on the west by the series of kerbed island sites broken only by the gap opposite the junction of that road on its eastern side with another road or an accessway, by a crossing for foot passengers marked on the road in accordance with Regulations made under Section 25 of the Act or by a refuge or foot passengers.

- 33B Save as provided in Article 33C, no person shall cause or permit any vehicle, other than a stage carriage, express carriage, school bus or works bus to enter, proceed or wait in the contra-flow bus lane detailed in Article 33A above, other wise than for the purpose of crossing it.

#### Exemptions

- 33C (1) Nothing in this Part of the Order shall render it unlawful for any person to cause or permit any vehicle to enter or proceed in any direction in the bus lane so far as such entry or proceeding is reasonably necessary to enable the vehicle to be used for any of the purposes specified in paragraph (2) of this Article, or to wait in the contra-flow bus lane for so long as may be necessary for any of those purposes.
- (2) The purposes referred to in paragraph (1) of this Article are:-
- (i) the removal of any obstruction to traffic in the contra-flow bus lane;
  - (ii) police, fire brigade or ambulance purposes, and;
  - (iii) street cleansing between 1.00 am and 7.00 am.
- (3) Nothing in Article 33A of this Order shall render it unlawful for a permit holder to enter the contra-flow bus lane and proceed along it in a southerly direction with a view to stopping and parking for loading and unloading purposes in the loading bays abutting the east side thereof in Lowther Street and thereafter proceeding further in a southerly direction in order to exit the said bus lane via Lonsdale Street.
- (p) The following was added as Part XIVB, Articles 33D to 33E "With-flow Bus Lanes":-

### **PART XIVB**

#### WITH-FLOW BUS LANES

- 33D (1) Save as provided in Article 33E, no person shall cause or permit any vehicle, other than a pedal cycle, stage carriage, express

carriage or school bus, works bus or taxi to wait, enter or proceed, other than in the direction(s) specified, in the following with-flow bus and cycle lanes: -

- (a) that area of the carriageway which runs in a northerly direction along Lowther Street, Carlisle, and extends from its junction with the northern boundary of Packhorse Yard for a distance of 49 metres, which is bounded on the west by the western kerbline of that road and, on the east by the continuous white lane marking imposed on the surface of the carriageway;
- (b) that area of the carriageway which runs in a northerly direction along Lowther Street, Carlisle, and extends from its junction with Devonshire Street to its junction with Packhorse Yard, which is bounded on the west by the western kerbline of that road and, on the east by the continuous white lane marking imposed on the surface of the carriageway;
- (c) that area of the carriageway which runs in an easterly direction along Devonshire Street, Carlisle, for its full length which is bounded on the east by the eastern kerbline of that road and, on the west by the continuous white lane marking imposed on the surface of the carriageway;
- (d) that area of carriageway which runs in a southerly direction along Lowther Street, Carlisle, from a point 40 metres north of its junction with Chapel Street which is bounded on the east by the eastern kerb line of Lowther Street and on the west by the continuous white line marking imposed on the surface of the carriageway;

33D (2) Save as p provided in Article 33E, no person shall cause or permit any vehicle, other than a pedal cycle, stage carriage, express carriage or school bus or works bus to wait, enter or proceed, other than in the direction(s) specified, in the following with-flow bus and cycle lanes: -

- (a) that area of the carriageway which runs in a north westerly direction along London Road, Carlisle, and extends from a point 80 metres north west of its junction with Carliol Drive for a distance of 675 metres which is bounded on the west by the western kerb line of that road and on the east by the continuous white line marking imposed on the surface of the carriageway;

Exemptions

33E (1) Nothing in this Part of the Order shall render it unlawful for any person to cause or permit any vehicle to enter or proceed in any direction in the bus lane so far as such entry or proceeding is reasonably necessary to enable the vehicle to be used for any of the purposes specified in paragraph (2) of this Article, or to wait in the contra-flow bus lane for so long as may be necessary for any of those purposes.

(2) The purposes referred to in paragraph (1) of this Article are:-

- (i) the removal of any obstruction to traffic in the with-flow bus lane;
- (ii) police, fire brigade or ambulance purposes, and;
- (iii) street cleansing between 1.00 am and 7.00 am.

(q) The entry in Schedule XXX "One Way Traffic – Carlisle" relating to Warwick Road from its junction with Hartington Place to its junction with Spencer Street in a westerly direction, except for buses and coaches was deleted and replaced with the following:-

<u>Street Name</u>	<u>Restriction</u>	<u>Restricted Length</u>
Warwick Road	One-Way Streets	From its junction with Hartington Place to its junction with Spencer Street in a westerly direction, except for buses and coaches.

4. The Orders specified in the Schedule hereto are revoked to the extent specified therein.
5. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

Dated the 12<sup>th</sup> day of December 2003

THE COMMON SEAL OF )

CUMBRIA COUNTY COUNCIL )

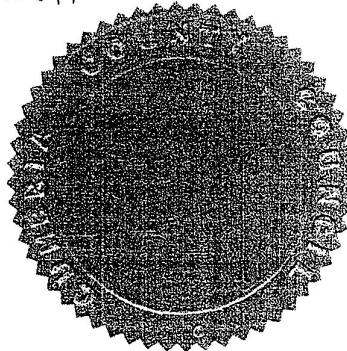
was hereunto affixed )

in the presence of:- )



ASST HEAD OF LEGAL SERVICES

C15397



## SCHEDULE

### Revocation of Existing Orders

<u>Title of Order</u>	<u>Extent of Revocation</u>
The City of Carlisle (London Road/ Botchergate) (With Flow Bus and Cycle Lane) Order 1999	The entire Order
The City of Carlisle (Lowther Street) (With Flow Bus and Cycle Lane) Order 1998	The entire Order
The City of Carlisle (Lowther Street) (With Flow Bus and Cycle Lane) Order 1999	The entire Order
The City of Carlisle (Lowther Street) (One-Way Traffic and Bus Lane) Order 1989	The entire Order
The City of Carlisle (Lowther Street) (One Way Traffic and Bus Lane) (Variation) Order 1997	The entire Order