

DATED

26 May

2000

part 3+2

Amended by (No3) 2007
Copy attached

LEEDS CITY COUNCIL
(TRAFFIC REGULATION) (NO 19) ORDER 1999
(PART I)

CITY SQUARE/PARK ROW

TRAFFIC MANAGEMENT MEASURES

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A76/JAK/864378

**LEEDS CITY COUNCIL
(TRAFFIC REGULATION) (NO 19) ORDER 1999
(PART I)**

CITY SQUARE/PARK ROW

TRAFFIC MANAGEMENT MEASURES

Leeds City Council (hereinafter referred to as "the Council") in exercise of the powers contained in Sections 1 and 2 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the 1984 Act") and of all other powers so enabling and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the 1984 Act and with those persons and organisations specified in the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 hereby makes the following Order:

DEFINITIONS

1. In this Order:

"access bus"

means the access bus service operated by the Leeds City Council or its agents or assigns

"bus and pedal cycle lanes"

means any area of carriageway of a specified road which is comprised within and indicated by a road marking complying with diagram 1049 in Schedule 6 of the Traffic Signs Regulations and General Directions 1994

"bus stop clearway"

means an area of carriageway of a specified road intended for the waiting of buses which is comprised within and indicated by a road marking complying with either diagram 1025.1 or 1025.3 in Schedule 6 to the Traffic Signs Regulations and General Directions 1994

"driver"	in relation to a vehicle waiting in a loading bay means the person driving the vehicle at the time it was left in the loading bay
"hackney carriage"	has the same meaning as in Section 38 of the Town Police Clauses Act 1847 (for the avoidance of doubt this does not include a private hire vehicle within the meaning of Section 80 of the Local Government (Miscellaneous Provisions) Act 1976
"layover period"	in relation to a public service vehicle being used in the operation of a local service means the period during which the vehicle is required to wait in a bus stop clearway specified in the Eighth Schedule to this Order to adhere to the requirements of its specified timetable for departure from that bus stop area provided that the layover period shall not exceed five minutes from the arrival of the vehicle in the bus stop and after any passengers have alighted therefrom
"loading bay"	means that part of road authorised by this Order to be used as a parking place for the purpose of loading or unloading goods as specified in Schedule 6 to this Order
"local service"	has the same meaning as in Section 2 of the Transport Act 1985
"pedal cycle"	has the same meaning as in Regulation 3(1) of the Pedal Cycle (Construction and Use) Regulations 1983 (or any amendment or replacement thereof)
"public service vehicle"	has the meaning as in Section 1 of the Public Passenger Vehicles Act 1981
"traffic sign"	means a sign of any size colour and type prescribed or authorised under Section 64 of the 1984 Act

WAITING LOADING OR UNLOADING RESTRICTIONS

2. Save as provided in Article 3 of this Order no person shall except upon the direction or with the permission of a police constable in uniform or of a traffic warden cause or permit any vehicle to wait load or unload in the lengths of road specified in the First Schedule to this Order
3. Nothing in Article 2 of this Order shall prohibit any person from causing or permitting any vehicle to wait in the length of road specified therein so long as may be necessary:
 - 3.1. to enable a person to board or alight from the vehicle
 - 3.2. to enable a vehicle if it cannot be conveniently used for such purpose in any other road to be used in connection with any wedding funeral building operation or demolition the removal of any obstruction in the length of road so specified or the laying erection alteration or repair in or near the said length of road of any main pipe or apparatus for the supply of gas water or electricity or of any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984
 - 3.3. to enable a vehicle to wait in the said length of road if it is a Royal Mail liveried vehicle engaged in the collection and/or delivery of letters in accordance with the statutory duty of the Post Office for the provision of services for the conveyance of letters

- 3.4. to enable a vehicle to be used in the said length of road for police ambulance fire brigade local authority sewerage or water undertakers purposes when used in pursuance of statutory powers or duties
- 3.5. if a vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond his control or for such waiting as is necessary to prevent an accident
- 3.6. for the purpose of loading or unloading the vehicle while it is in actual use in connection with the delivery or removal of furniture to or from any premises fronting on to the said length of road **PROVIDED THAT** notice is given 24 hours in advance to the police and their consent obtained

ONE WAY TRAFFIC

4. No person shall except upon the direction or with the permission of a police constable in uniform or of a traffic warden cause or permit any vehicle to proceed in the length of road specified in Column 1 of the Second Schedule to this Order to proceed in any direction other than that specified in Column 2 of the said Second Schedule to this Order
5. Nothing in Article 4 of this Order shall apply if the vehicle is a mechanical road cleansing vehicle when being used for that purpose between the hours of 10.00 pm and 6.00 am Monday to Friday inclusive and between the hours of 7.30 am and 12.30 am on Sunday and Christmas Day

OBLIGATORY TURNS

6. Save upon the direction or with the permission of a police constable in uniform or of a traffic warden every person causing a vehicle to proceed in the length of road referred to in Column 1 of the Third Schedule to this Order shall cause that vehicle on reaching the road referred to in Column 2 of the said Third Schedule to make a left turn into that road

CONTRA FLOW BUS AND PEDAL CYCLE LANES

7. Save as provided in Article 8 of this Order no person shall except upon the direction or with the permission of a police constable in uniform or of a traffic warden cause any vehicle other than a bus or a pedal cycle travelling in a south to north direction to proceed in the length of road designated as a contra flow bus and pedal cycle lane and as specified in the Fourth Schedule to this Order.
8. Nothing in Article 7 of this Order shall apply if the vehicle is a mechanical road cleansing vehicle when being used for that purpose between the hours of 10.00 pm and 6.00 am Monday to Friday inclusive and between the hours of 7.30 am and 12.30 am on Sunday and Christmas Day

**WITH-FLOW BUS TAXI AND CYCLE LANES
AND
PROHIBITION OF DRIVING
(with exemptions)**

9. No person shall except upon the direction or with the permission of a police constable in uniform or of a traffic warden cause or permit any vehicle other than a bus a pedal cycle a hackney carriage or a Royal Mail liveried vehicle not exceeding 360 cubic capacity when being used for the purposes of the delivery/collection of letters to and from business premises adjacent to the length of road to proceed in the lengths of road designated as a bus and pedal cycle lane and as specified in the Fifth Schedule to this Order *between the hours of 5.00am and 10.00pm only*
- amended by h.c.c.
(TR) (No 29)
Order 2000*
10. No person shall except upon the direction or with the permission of a police constable in uniform or a traffic warden cause or permit any vehicle other than a pedal cycle using the designated pedal cycle lane or a Royal Mail liveried vehicle not exceeding 360 cubic capacity when being used for the purposes of the delivery/collection of letters to and from business premises adjacent to the length of road to proceed in the length of road specified in the Seventh Schedule to this Order
11. Nothing in Articles 9 and 10 of this Order shall prohibit any person from causing or permitting any vehicle to enter or to wait in the length of road referred to in those Articles if the vehicle:-

- 11.1 is being used in connection with the maintenance improvement reconstruction of that length of road or the laying erection alteration or repair in or adjacent to that length of road of any sewer or of any main pipe or apparatus for the supply of gas water or electricity or of any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984 or for Local Authority purposes **PROVIDED THAT** such vehicle cannot be conveniently used for such purpose in any other road
- 11.2 is a fire engine ambulance or police vehicle proceeding in the bus and pedal cycle lane specified in Article 9 to this Order
- 11.3 is to be used in connection with any building operation or demolition or emergency maintenance to premises or for the purpose of loading or unloading the vehicle while it is in actual use in connection with the removal or delivery of furniture to or from any premises fronting adjoining or abutting or situated off the length of road where the vehicle cannot be conveniently used for such purposes in any other road **PROVIDED THAT** notice is given twenty four hours in advance to the Police and their consent obtained
- 11.4 to enable a vehicle to wait in the said length of road if it is a Royal Mail liveried vehicle engaged in the collection and/or delivery of letters in accordance with the statutory duty of the Post Office for the provision of services for the conveyance of letters

LOADING BAY

12. That part of the road specified in Column 1 of the Sixth Schedule to this Order is authorised to be used subject to the following provisions of this Order as a loading bay for such class of vehicle for such purposes in such positions and during such hours on such days as are specified in relation thereto in the said Sixth Schedule
13. Nothing in Article 12 shall restrict the power of the Council for preventing obstruction of the part of the road specified therein by Order on the occasion of any public procession rejoicing or illumination or where the said part of the road is thronged or liable to be obstructed to close or part close any such loading bay
14. Where in the said Sixth Schedule to this Order the loading bay is described as available for vehicles of a specified class engaged in a specified purpose or in a specified position the driver of a vehicle shall not permit it to wait in that loading bay
 - 14.1. unless it is of the specified class engaged in the specified purpose
 - 14.2. in a position other than that specified
15. Every vehicle using the loading bay shall wait thereon in such a position as is specified in Column 2 of the said Sixth Schedule to this Order in relation to that loading bay

16. The driver of a vehicle shall not permit it to wait in the loading bay for longer than is necessary for the purpose of loading or unloading goods only and in any event for no longer than the maximum period permitted for waiting specified in Column 6 of the said Sixth Schedule to this Order in relation to that loading bay
17. Save as provided in Articles 19, 20, 21 and 22 of this Order the driver of a vehicle other than that of a specified class permitted to use the loading bay shall not use the loading bay unless authorised to do so by a police constable in uniform or a traffic warden **PROVIDED THAT** no vehicle shall use the loading bay
- 17.1. so as unreasonably to prevent access to any premises adjoining the part of the road specified in Column 1 of the said Sixth Schedule to this Order or to prevent the use of the road by other persons or so as to be a nuisance
- 17.2. when for preventing obstruction of the road the Council by an Order made on the occasion of any public procession rejoicing or illumination or where the road is thronged or liable to be obstructed have closed the loading bay and exhibited notice of such closure on or near the loading bay
- PROVIDED ALWAYS** that a police constable in uniform or traffic warden may at any time require the driver of a vehicle to move it if it is reasonably necessary for the purpose of preventing obstruction

18. Subject to the proviso hereto when a vehicle is left in the loading bay in contravention of the provisions of Articles 14, 15, 16 and 17 of this Order a police constable in uniform or a traffic warden may remove the vehicle or arrange for it to be removed from the loading bay or may alter or cause to be altered the position of the vehicle to be altered in order that its position shall comply with those provisions
19. A police constable in uniform or a traffic warden may in case of emergency move or cause to be moved to any place he or she thinks fit any vehicle left in the loading bay
20. A police constable in uniform or traffic warden may suspend the use of the loading bay or any part thereof whenever he or she considers such suspension reasonably necessary:
- 20.1. for the purposes of facilitating the movement of traffic or promoting its safety
 - 20.2. for the convenience of the occupiers of premises adjacent to the loading bay on any occasion of the removal of furniture from one building to another
 - 20.3. for the purpose of any building operation maintenance or demolition or excavation adjacent to the loading bay or the maintenance or reconstruction of the loading bay or the laying erection alteration or repair in or adjacent to the loading bay of any sewer or any main pipe or apparatus for the supply of gas water or electricity or of any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984

21. A police constable in uniform or a traffic warden suspending the use of the loading bay or any part thereof in accordance with the provisions of Article 20 of this Order shall thereupon place or cause to be placed in or adjacent to the loading bay or part thereof the use of which is suspended a traffic sign indicating that waiting by vehicles is prohibited
22. Save as provided in Article 23 of this Order no person shall cause or permit a vehicle to be left in the loading bay or part thereof as the case may be during such period as there is in or adjacent to the loading bay a traffic sign placed in pursuance of Article 21 of this Order
23. Nothing in Articles 14, 17 or 22 of this Order shall prohibit any person from causing or permitting any vehicle to wait in the loading bay for so long as may be necessary:
- 23.1. to enable a person to board or alight from the vehicle
- 23.2. to enable a vehicle if it cannot conveniently be used for such purpose in any other road to be used in connection with any building operation or demolition or the removal of any obstruction in the part of the road specified in Column 1 of the said Sixth Schedule to this Order so specified or the laying erection alteration or repair in or near the said part of the road of any sewer or of any main pipe or apparatus for the supply of gas water or electricity or of any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984
- 23.3. to enable a vehicle if it is in the service of the Post Office to be used for the purpose of delivering or collecting postal packages as defined in Section 87 of the Post Office Act 1953

- 23.4. to enable a vehicle to be used in the said part of the road for police ambulance fire brigade local authority sewerage or water undertakers purposes when used in pursuance of statutory powers or duties
- 23.5. if a vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting as is necessary to prevent an accident
- 23.6. for the purpose of loading or unloading a vehicle while it is in actual use in connection with the delivery or removal of furniture to or from any premises
- 23.7. adjacent to the loading bay provided that notice is given to the police not less than twenty four hours in advance of such use to the police and their consent to such use is obtained

BUS STOP CLEARWAYS

- 24. Save as provided in Article 25 of this Order no person shall except upon the direction or with the permission of a police constable in uniform or of a traffic warden cause or permit any vehicle other than a public service vehicle being used in the provision of a local service to wait between the hours of 7.00 am and 11.00 pm in the bus stop clearways in the lengths of road specified in the Eighth Schedule to this Order
- 25. Nothing in Article 24 of this Order shall render it unlawful for a person to cause or permit a vehicle to wait in the bus stop clearway:-

- 25.1 if the vehicle is being used for the removal of an obstruction
- 25.2 if the vehicle is being used in the service of a local authority water undertaker or sewerage undertaker in exercise of statutory powers or duties and whilst being so used in such service it is necessary for the vehicle to wait in the bus stop clearway
- 25.3 if the vehicle is being used for police fire brigade or ambulance purposes
- 25.4 in any case where the person in control of the vehicle
 - 25.4.1 is required by law to stop
 - 25.4.2 is obliged to stop so as to prevent an accident
 - 25.4.3 is prevented from proceeding by circumstances beyond his control
- 26. In so far as any provision of Article 24 conflicts with any provision which is contained in this Order or of any other Order made or having effect as if made under the 1984 Act and existing at the time when this Order comes into operation and which imposes a prohibition or restriction on waiting by vehicles the provisions of such Order shall not apply to an access bus or public service vehicle being used in the operation of a local service when such a vehicle is waiting during a layover period in a bus stop clearway situated in the lengths of road specified in the said Eighth Schedule to this Order

REVOCATION OR AMENDMENT

- 27. The Orders specified in Column 1 of the Ninth Schedule to this Order are hereby revoked or amended to the extent specified in relation thereto in Column 2 of the said Ninth Schedule as they apply to the lengths of road specified in this Order

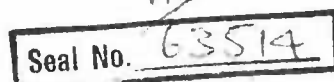
GENERAL

28. 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 1984 Act or by or under any other enactment
29. For the avoidance of doubt any reference in this Order to a length of road or a parking place shall be deemed to be a reference to more than one length of road or more than one parking place where the context requires it
30. For the avoidance of doubt in relation to the offences of:
- 30.1. waiting during the permitted hours without lawful authority in contravention of Section 47 of the 1984 Act or
- 30.2. waiting by a vehicle of class or description not authorised to be left in a loading bay in contravention of Sections 35 or 47 of the 1984 Act
- a police constable in uniform or traffic warden is authorised to institute proceedings by virtue of the Order
31. This Order is made on the 26th day of May 2000 and shall come into effect on the 28th day of May 2000 and may be cited as the "Leeds City Council (Traffic Regulation) (No 19) Order 1999 (Part I)"

THE COMMON SEAL of
LEEDS CITY COUNCIL was
hereunto affixed in the presence of:

N Jackson.

Chief Legal Officer



**LEEDS CITY COUNCIL
(TRAFFIC REGULATION) (No 19) ORDER 1999 (PART 1)**

FIRST SCHEDULE

NO WAITING, NO LOADING OR UNLOADING AT ANY TIME

LENGTHS OF ROAD IN LEEDS IN THE METROPOLITAN DISTRICT OF LEEDS

NAME OF ROAD

LENGTH OF ROAD

1 MILL HILL.

WEST SIDE: from its junction with Boar Lane in a southerly direction to its junction with Bishopgate Street

2 MILL HILL.

EAST SIDE: from its junction with Boar Lane in a southerly direction to its junction with Bishopgate Street, excluding the loading bay designated in Item 1 of the ~~Seventh~~ ^{Sixth} Schedule to this Order in respect of the parking place for loading and unloading goods.

SECOND SCHEDULE **ONE WAY TRAFFIC FLOWS**

COLUMN 1	COLUMN 2	
LENGTH OF ROAD	FROM	TO
1. BISHOPGATE STREET Neville Street to Boar lane (City Square)	SOUTH	NORTH
2. BOAR LANE Park Row to Lower Basinghall Street	WEST	EAST
3. PARK ROW Russell Street to Boar Lane	NORTH	SOUTH
4. PARK ROW The Headrow to Bedford Street	NORTH	SOUTH

THIRD SCHEDULE
OBLIGATORY LEFT TURNS

COLUMN 1
FROM

COLUMN 2
TO

1. RUSSELL STREET
At Park Row Junction

PARK ROW
Northbound direction.

FOURTH SCHEDULE

CONTRA-FLOW BUS AND PEDAL CYCLE LANE

NAME OF ROAD	LENGTH OF LANE
1 PARK ROW	WEST SIDE: (northbound) from its junction with the Bus Only slip road from Infirmary Street in a northerly direction to its junction with the southern projected kerbline of Russell Street.
2 PARK ROW	WEST SIDE: (northbound) from its junction with the northern projected kerbline of Bedford Street in a northerly direction to the southern projected kerbline of The Headrow.

FIFTH SCHEDULE

PROHIBITION OF DRIVING EXCEPT BUSES CYCLES AND TAXIS 5am → 10pm.

Amended by Leeds city council (TR)(No29) Order 2000.

NAME OF ROAD	LENGTH OF ROAD
1. BOAR LANE	NORTH SIDE: from a point at its junction with Park Row on the eastern side of City Square, in an easterly direction for a distance of 60m to its junction with the western projected kerbline of Lower Basinghall Street.
2. PARK ROW	EAST SIDE: from its junction with the southern projected kerbline of Russell Street, in a southerly direction to its junction with Boar Lane.

SIXTH SCHEDULE

AREAS OF HIGHWAY DESIGNATED AS A PARKING PLACE FOR THE PURPOSE OF LOADING AND UNLOADING GOODS LENGTHS OF ROAD IN THE LEEDS METROPOLITAN DISTRICT OF LEEDS

Part of road authorised to be used as Parking Place	Position in which vehicle may wait	Classes of vehicle permitted to use Parking Place	Days of operation of Parking Place	Hours of operation of Parking Place	Maximum period for which vehicles may wait.
1	2	3	4	5	6
1 MILL HILL: EAST SIDE: from a point between the boundary of Nos 5 & 7 Mill Hill in a southerly direction for a distance of 30m, to the end of the lay-by.	Wholly within the limits of the loading bay marked out in the prescribed manner with the nearside of the vehicle parallel to the kerb	Any vehicle being used for the purpose of loading or unloading goods	All Days	7am - 7pm	20 mins

SEVENTH SCHEDULE

PROHIBITION OF ALL VEHICLES (except pedal cycles using the designated pedal cycle lane)

NAME OF ROAD	LENGTH OF ROAD
1. BOAR LANE Westbound carriageway only.	That length of the westbound carriageway between the projected western kerbline of Lower Basinghall Street for a distance of 50 metres to the eastern kerbline of Bishopgate Street.

EIGHTH SCHEDULE

BUS STOP CLEARWAYS 7.00am - 11.00pm
AND A LAYOVER PERIOD OF 5 MINUTES

LENGTHS OF ROAD IN LEEDS IN THE METROPOLITAN DISTRICT OF LEEDS.

NAME OF ROAD	LENGTH OF ROAD
1 BISHOPGATE STREET ✓	WEST SIDE: from its junction with Neville Street to its junction with Wellington Street (City Square)
2 BOAR LANE <i>Revoiced By Order No-4 2008</i>	SOUTH SIDE: from its junction with New Station Street to its junction with Mill Hill.
3 BOAR LANE	NORTH SIDE: from its junction with Park Row (City Square) to its junction with Briggate.
4 PARK ROW	EAST SIDE: from its junction with Infirmary Street to its junction with Boar Lane (City Square).

NINTH SCHEDULE

REVOCATIONS AND AMENDMENTS TO EXISTING ORDERS

ORDER	EXTENT OF AMENDMENT OR REVOCATION
1. The City of Leeds (Controlled Zone) (Prohibition of Waiting and One Way Traffic) (No1) Order 1964.	Items 6 and 36 of the Second Schedule PART II are hereby deleted.
2 West Yorkshire County Council (Leeds) (Traffic Regulation) (No23) Order 1973	Item 14 of the Third Schedule is hereby deleted
3 West Yorkshire Metropolitan County Council (Leeds) (Traffic Regulation) (No15) Order 1974	The whole Order is hereby revoked.
4 West Yorkshire Metropolitan County Council (Leeds) (Traffic Regulation) (No16) Order 1974	Items 2 of the First Schedule is hereby deleted. Items 1 and 8 of the Second Schedule are hereby deleted.
5 West Yorkshire Metropolitan County Council (Leeds) (Traffic Regulation) (No 17) Order 1974	The whole Order is hereby revoked.
6 West Yorkshire Metropolitan County Council (Leeds) (Traffic Regulation) (No 39) Order 1977	The whole Order is hereby revoked
7 West Yorkshire Metropolitan County Council (Leeds) (Traffic Regulation) (No 37) Order 1981	The whole Order is hereby revoked
8 West Yorkshire Metropolitan County Council (Leeds) (Traffic Regulation) (No 11) Order 1983	The whole Order is hereby revoked.

NINTH SCHEDULE - continued

REVOCATIONS AND AMENDMENTS TO EXISTING ORDERS

ORDER	EXTENT OF AMENDMENT OR REVOCATION
9 West Yorkshire Metropolitan County Council (Leeds) (Traffic Regulation) (No 16) Order 1983	The whole Order is hereby revoked.
10 West Yorkshire Metropolitan County Council (Leeds) (Parking Places) (Consolidation) Order 1985	Items 90 and 91 are hereby deleted.
11 Leeds City Council (Traffic Regulation) (No 6) Order 1986	The whole Order is hereby revoked.
12 Leeds City Council (Traffic Regulation) (No 1) Order 1988	Item 2 of the First Schedule is hereby deleted. Item 1 of the Second Schedule is hereby deleted. Item 1 of the Fifth Schedule is hereby deleted
13 Leeds City Council (Traffic Regulation) (No 2) Order 1989	Items 7, 9, 10, 13, 14, 20 and 22 of the Schedule are hereby deleted.
14 Leeds City Council (Traffic Regulation) (No 2) Order 1992	Items 1 and 2 and 7 of the Schedule are hereby deleted.
15 Leeds City Council (Traffic Regulation) (No 17) Order 1992	The Seventh Schedule is hereby deleted.
16 Leeds City Council (Traffic Regulation) (No 28) Order 1995	Items 4 and 5 of the First Schedule are hereby deleted. Items 4 and 5 of the Second Schedule are hereby deleted. Items 1 and 4 of the Sixth Schedule are hereby deleted.

NINTH SCHEDULE - continued

REVOCATIONS AND AMENDMENTS TO EXISTING ORDERS

ORDER

17 Leeds City Council
(Traffic Regulation)
(No 29) Order 1996

EXTENT OF AMENDMENT OR REVOCATION

refers to Part II

Items 8 and 9 of the First Schedule to this Order are excluded from where they appear in Items 5 and 6 of the Thirteenth Schedule, Item 5 of the Fourteenth Schedule and Item 1 of the Fifteenth Schedule to the Order of 1996.

Item 1 of the Eighteenth Schedule is hereby deleted.

Item 1 of Part 1 of the Twentieth Schedule is hereby deleted.

The Twenty Seventh Schedule is hereby deleted.

**LEEDS CITY COUNCIL
(TRAFFIC REGULATION) (NO 19) ORDER 1999**

PROPOSED TRAFFIC MEASURES CITY SQUARE / PARK ROW

STATEMENT OF REASONS FOR PROPOSING THE ORDER.

As part of the proposed scheme to complete the City Centre Loop Road around the central area of Leeds, and in conjunction with the measures to reduce through traffic in the city centre and promote the Public Transport Box, further traffic measures are being proposed by this Order.

The proposed restrictions support the physical improvements to City Square and Park Row and ensure that through traffic use the City Centre Loop Road, giving priority to Public Service vehicles along and around the Public Transport Box.

Waiting and loading restrictions are being strengthened in some cases to ensure the safe passage of public service vehicles to protect bus stops and stop indiscriminate parking. Additional loading facilities are being provided to ensure that servicing can be effectively carried out. All loading bays convert to evening Taxi Ranks after 7.00pm.

Banned and mandatory traffic moves are to be included in the interest of road safety.

Bus Gates are being provided at strategic locations to discourage general traffic from using the Public Transport Box, both cycles and Taxis will be allowed to pass through the Bus Gates. In addition, cycle facilities have been improved within City Square by means of cycle tracks with crossing facilities at traffic signals. Cycle routes are being provided around the "Square" to discourage the use of cycles across the newly paved "Square", due to be completed in early next year.



LEEDS

CITY COUNCIL

LEEDS CITY COUNCIL (TRAFFIC REGULATION) (NO.19) ORDER 1999 CITY SQUARE/PARK ROW TRAFFIC MANAGEMENT MEASURES

Leeds City Council proposes to make the above Order under its powers contained in the Road Traffic Regulation Act 1984 the effect of which will be to introduce various traffic management measures in connection with the City Square/Park Row Environmental Improvement Scheme.

Full details of the proposals in the form of a Draft Order together with a plan showing the affected highways and a statement of reasons for making the order may be examined during normal office hours at The Information Centre, Civic Hall, Leeds or at The Reception Desk of the Department of Highways & Transportation, The Leonardo Building, 2 Rossington Street, Leeds.

If you wish to object to, or make representations concerning the proposed order, you should write to the address below specifying the grounds on which your objections or representations are made, by no later than 12 noon on 24 September 1999 quoting the reference A76/JAK/864378.

Dated this 27th day of August 1999

Nicolé Jackson
Chief Legal Officer
Civic Hall
LEEDS LS1 1UR