

DATED 12 September

2012

**LEEDS CITY COUNCIL
(TRAFFIC REGULATION) (MOVEMENT RESTRICTION)
(NO.M13) ORDER 2012**

**A65 KIRKSTALL ROAD
QUALITY BUS INITIATIVE SCHEME**

TRAFFIC MANAGEMENT MEASURES

**Leeds City Council
Civic Hall
LEEDS LS1 1UR**

Ref: A76/874162

**LEEDS CITY COUNCIL
(TRAFFIC REGULATION) (MOVEMENT RESTRICTION)
(NO.M13) ORDER 2012**

**A65 KIRKSTALL ROAD
QUALITY BUS INITIATIVE SCHEME**

Leeds City 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. For the purposes of this Order:-

"Abnormal Indivisible Load Vehicle"	has the same meaning as defined in Paragraph 3 Schedule 1 of The Road Vehicles (Authorisation of Special Types) (General) Order 2003
"Abnormal Indivisible Load Vehicle Escort Vehicle"	means a vehicle undertaking the 'self escort' duties of an Abnormal Indivisible Load Vehicle and complying with The Code of Practice (self escorting of Abnormal Loads and Abnormal Vehicles)
"A vehicle operating under The Road Vehicles (Construction & Use) Regulations 1986"	means a vehicle which is notified to the police under Schedule 12 of The Road Vehicles (Construction & Use) Regulations 1986
"Bus"	means a motor vehicle which is constructed or adapted to carry more than eight seated passengers in addition to the driver
"Bus Taxi and Pedal Cycle Lane"	means an area of a carriageway of a road which is comprised within and designated by a road marking complying with the current Traffic Signs Regulations and General Directions
"Civil Enforcement Officer"	means a person employed by the Council for the enforcement of road traffic contraventions
"Coach"	means a bus with a maximum gross weight of more than 7.5 tonnes and with a maximum speed exceeding 60 mph

"Pedal Cycle Lane"	means the area of a carriageway of a road which is comprised within and designated by a road marking complying with the current Traffic Signs Regulations and General Directions
"Taxi"	has the same meaning as a hackney carriage as defined 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
"lay-by"	means a length of road which has been set aside for vehicles to wait
"Motor Vehicle"	has the same meaning as in Section 136 of the 1984 Act
"Pedal Cycle"	has the same meaning as in Regulation 3(1)(b) of the Pedal Cycle (Construction and Use) Regulations 1983

BUS TAXI AND PEDAL CYCLE LANES

2. Save as provided in Article 4 of this Order no person shall except upon the direction of or with the permission of a police constable in uniform or of a civil enforcement officer cause or permit any vehicle other than a Bus Coach Taxi or Pedal Cycle to be in the Bus Taxi and Pedal Cycle Lanes specified in the First Schedule to this Order **PROVIDED THAT** the Chief Officer of Police may at his absolute discretion and for any period he may determine suspend (by adoption of any means he deems suitable) the provisions of this Order insofar as they restrict the use of the Bus Taxi and Pedal Cycle Lanes to vehicles prescribed in this Order so as to permit the use of the Bus Taxi and Pedal Cycle Lanes by any vehicle
3. Save as provided in Article 4 of this Order no person shall except upon the direction of or with the permission of a police constable in uniform or of a Civil Enforcement Officer cause or permit any vehicle other than a Pedal Cycle to be in the Pedal Cycle Lanes specified in the Second Schedule to this Order **PROVIDED THAT** the Chief Officer of Police may at his absolute discretion and for any period he may determine suspend (by adoption of any means he deems suitable) the provisions of this Order insofar as they restrict the use of the Pedal Cycle Lanes to vehicles prescribed in this Order so as to permit the use of the Pedal Cycle Lanes by any vehicle

4. Nothing in Articles 2 or 3 of this Order shall render it unlawful for any person to cause or permit any vehicle to be in or wait in the Bus Taxi and Pedal Cycle Lanes or the Pedal Cycle Lanes so far as such proceeding or waiting is reasonably necessary to enable a vehicle to be used for any of the purposes specified in Article 4.1 of this Order

4.1 The purposes referred to in Article 4 are

4.1.1 the removal of obstruction of traffic

4.1.2 police fire brigade or ambulance purposes when being used in pursuance of statutory powers or duties

4.1.3 any purposes whilst in the service of any local authority or water authority in pursuance of statutory powers or duties in connection with the supply of gas electricity or any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984

4.1.4 any purpose whilst in the service of West Yorkshire Passenger Transport Executive (or successive body) whilst in pursuance of its duties and responsibilities

4.1.5 any purpose for which the Highway Authority has given its express permission in writing

4.1.6 a vehicle which is an Abnormal Indivisible Load Vehicle carrying an abnormal load

4.1.7 an Abnormal Indivisible Load Vehicle escort vehicle whilst acting as an escort to an Abnormal Indivisible Load Vehicle carrying an abnormal load

4.1.8 A vehicle operating under The Road Vehicles (Construction & Use Regulations 1986 carrying a load of abnormal width

4.1.9 where a vehicle is waiting owing to the driver being prevented from proceeding by circumstances beyond his control or to such waiting

as in necessary to prevent an accident

- 4.1.10 for the purpose of loading or unloading a vehicle while it is in actual use in connection with the removal or delivery of furniture to or from any premises adjacent to the Bus Taxi and Pedal Cycle Lanes or the Pedal Cycle Lanes **PROVIDED THAT** notice is given to the police 24 hours in advance and their consent obtained
- 4.1.11 to access premises lay bys and any other roads to which access is required through the Bus Taxi and Pedal Cycle Lanes or Pedal Cycle Lanes
- 4.1.12 In respect of the lengths of road specified in the First and Second Schedule with the exception of the section of road referred to at paragraph 4.1.13 below only for so long as may be necessary to deliver to or collect from or load or unload goods at any premises fronting onto the said lengths of Road **PROVIDED THAT** no vehicle so engaged shall wait load or unload between 7.00 am and 10.00 am and 4.00 pm and 7.00 pm on Monday to Friday inclusive or for longer than 30 minutes outside the same premises without the permission of a police constable in uniform or a civil enforcement officer and provided always that a police constable in uniform or a civil enforcement officer may at any time require the driver of the vehicle to move it if it is reasonably necessary for the purpose or preventing obstruction
- 4.1.13 In respect of that part of the section of road specified at item 6 of the First and Second Schedule which is contained within the length of road specified at Item 1 of the Third Schedule of Leeds City Council (Traffic Regulation Order (Waiting Restrictions) (No.W40) Order 2012 only for so long as may be necessary to deliver to or collect from or load or unload goods at any premises fronting onto the said

lengths of Road **PROVIDED THAT** no vehicle so engaged shall wait load or unload between 4.00 pm and 7.00 pm on Monday to Friday inclusive or for longer than 90 minutes outside the same premises without the permission of a police constable in uniform or a civil enforcement officer and provided always that a police constable in uniform or a civil enforcement officer may at any time require the driver of the vehicle to move it if it is reasonably necessary for the purpose or preventing obstruction

MANDATORY LEFT TURNS

5. Save upon the direction or with the permission of a police constable in uniform or of a civil enforcement officer every person causing a vehicle to proceed in the lengths of road specified in Column 1 of the Third Schedule to this Order shall cause that vehicle on reaching the road referred to in relation thereto in Column 2 of the said Third Schedule to make a left turn into that road

MANDATORY RIGHT TURNS

6. Save upon the direction or with the permission of a police constable in uniform or of a civil enforcement officer every person causing a vehicle to proceed in the lengths of road specified in Column 1 of the Fourth Schedule to this Order shall cause that vehicle on reaching the road referred to in relation thereto in Column 2 of the said Fourth Schedule to make a right turn into that road

NO ENTRY

7. Save upon the direction of or with the permission of a police constable in uniform or of a civil enforcement officer no person shall cause or permit any vehicle to enter the lengths of road specified in Column 2 of the Fifth Schedule to this Order at their junctions with the lengths of road specified in Column 1 of the said Fifth Schedule

ONE WAY TRAFFIC FLOW

8. No person shall except upon the direction or with the permission of a police constable in uniform or of a civil enforcement officer cause or permit any vehicle to proceed in the lengths of road specified in Column 1 of the Sixth Schedule to this Order in any direction other than that specified in relation thereto in Column 2 of the said Sixth Schedule
9. Nothing in Article 8 of this Order shall apply if the vehicle is a mechanical road cleansing vehicle when being used for that purpose between 10.00 pm and 6.00 am on Monday to Friday inclusive and between 7.30 am and 12.30 am on Sundays and Christmas day

AMENDMENT/REVOCATION OF EXISTING ORDERS

10. The Orders specified in Column 1 of the Seventh Schedule to this Order are hereby amended/revoked to the extent specified in relation thereto in Column 2 of the said Seventh Schedule

GENERAL

11. 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
12. For the avoidance of doubt any reference in this Order to a length of road shall be deemed to be a reference to more than one length of road where the context requires it

13. This Order is made on the 12 day of September 2012 and shall come into force on the 12 day of September 2012 and shall be cited as the "Leeds City Council (Traffic Regulation) (Movement Restrictions) (No. M13) Order 2012"

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

Name: Robert Pritchard

Signature: *Robert Pritchard*

Job Title: Section Head (Development)



**LEEDS CITY COUNCIL
(TRAFFIC REGULATION) (MOVEMENT RESTRICTIONS)
(NO.M13) ORDER 2012**

**A65 KIRKSTALL ROAD
QUALITY BUS INITIATIVE SCHEME**

FIRST SCHEDULE

BUS TAXI & PEDAL CYCLE LANES

Lengths of Road in Kirkstall in the Metropolitan District of Leeds

ITEM NUMBER	COLUMN 1 NAME OF ROAD	COLUMN 2 LENGTH OF ROAD
1	Commercial Road	NORTH-EAST SIDE: From a point 135.5 metres south east of its junction with the projected south eastern kerb line of Beecroft Street to the point where Commercial Road meets Kirkstall Road.
2	Commercial Road	SOUTH-WEST SIDE : From the point where Commercial Road meets Kirkstall Road to a point 55.5 metres south east of its junction with the projected south eastern kerb line of Beecroft Street.
3	Kirkstall Road	NORTH-EAST SIDE: From the point where Kirkstall Road meets Commercial Road to a point 73 metres north west of its junction with the projected north western kerb line of Woodside View.
4	Kirkstall Road	SOUTH-WEST SIDE: From a point 9 metres south east of its junction with the projected south eastern kerb line of Birfed Crescent to the point where Kirkstall Road meets Commercial Road.
5	Kirkstall Road	NORTH-EAST SIDE: From a point 63.5 metres south east of its junction with the projected south eastern kerb line of Willow Road (southbound) to the point where Kirkstall Road meets West Street.

ITEM NUMBER	COLUMN 1 NAME OF ROAD	COLUMN 2 LENGTH OF ROAD
6	Kirkstall Road	SOUTH-WEST SIDE: From a point 75metres north west of its junction with the projected north western kerb line of Bingley Street to a point 36.5 metres north west of its junction with the projected western kerb line of Burley Place.
7	West Street	NORTH-EAST SIDE: From the point where West Street meets Kirkstall Road to a point 49 metres north west of its junction with the projected north western kerb line of Bingley Street.

SECOND SCHEDULE

MANDATORY PEDAL CYCLE LANES

Lengths of Road in Kirkstall in the Metropolitan District of Leeds

	COLUMN 1 NAME OF ROAD	COLUMN 2 LENGTH OF ROAD
1	Commercial Road	NORTH-EAST SIDE: From the point where Commercial Road meets with the projected north western kerb line of Beecroft Street to the point where Commercial Road meets Kirkstall Road.
2	Commercial Road	SOUTH-WEST SIDE: From the point where Commercial Road meets Kirkstall Road to a point 67 metres north west of its junction with the projected north western kerb line of Beecroft Street.
3	Kirkstall Road	NORTH-EAST SIDE: From the point where Commercial Road meets Kirkstall Road to a point 22.5 metres north west of its junction with the projected north western kerb line of Woodside View.
4	Kirkstall Road	SOUTH-WEST SIDE: From a point 75 metres north west of its junction with the projected north western kerb line of Woodside View to the point where Commercial Road meets Kirkstall Road.

	COLUMN 1 NAME OF ROAD	COLUMN 2 LENGTH OF ROAD
5	Kirkstall Road	NORTH-EAST SIDE: From the projected eastern kerb line of Weaver Street to the point where Kirkstall Road meets West Street.
6	Kirkstall Road	SOUTH-WEST SIDE: From a point 75 metres north west of its junction with the projected north western kerb line of Bingley Street to the projected eastern kerb line of Weaver Street.
7	West Street	NORTH-EAST SIDE: From the point where Kirkstall Road meets West street to a point 84 metres east of its junction with the projected north western kerb line of Marlborough Street.

THIRD SCHEDULE

MANDATORY LEFT TURNS

Lengths of Road in Kirkstall in the Metropolitan District of Leeds

ITEM NUMBER	COLUMN 1 FROM	COLUMN 2 TO
1	Washington Street (North-East Bound)	Kirkstall Road (North-West Bound)
2	Studio Road (South-West Bound)	Kirkstall Road (South-East Bound)

FOURTH SCHEDULE

MANDATORY RIGHT TURNS

Lengths of Road in Kirkstall in the Metropolitan District of Leeds

ITEM NUMBER	COLUMN 1 FROM	COLUMN 2 TO
1	Willow Road/Kirkstall Road junction u-turn facility (east bound)	Willow Road (eastern carriageway) (southbound)
2	Kirkstall Road u-turn facility, opposite Studio Road (south-east bound)	Kirkstall Road (north-west bound)

ITEM NUMBER	COLUMN 1 FROM	COLUMN 2 TO
3	Kirkstall Road u-turn facility, opposite Washington Street (north-west bound)	Kirkstall Road (south-east bound)
4	Kirkstall Road/West Street u-turn facility, situated 112 metres north west of Cavendish Street (north-west bound)	West Street (south-east bound)
5	West Street/Kirkstall Road u-turn facility, situated 40 metres south east of Cavendish Street (south-east bound)	Kirkstall Road (north-west bound)

FIFTH SCHEDULE

NO ENTRY

Lengths of Road in Kirkstall in the Metropolitan District of Leeds

ITEM NUMBER	COLUMN 1 FROM	COLUMN 2 TO
1	Willow Road (eastern carriageway) (south bound)	Willow Road/Kirkstall Road junction u-turn facility
2	Kirkstall Road (south-east bound)	Kirkstall Road u-turn facility, opposite Washington Street
3	Kirkstall Road (north-west bound)	Kirkstall Road u-turn facility, opposite Studio Road
4	West Street (south-east bound)	Kirkstall Road/West Street u-turn facility, situated 112 metres north west of Cavendish Street
5	Kirkstall Road (north-west bound)	West Street/Kirkstall Road u-turn facility, situated 40 metres south east of Cavendish Street
6	Kirkstall Road (north-west bound)	West Street/Kirkstall Road gap in central reserve Opposite the Fire Station (No.88 Kirkstall Road)

SIXTH SCHEDULE

ONE-WAY TRAFFIC FLOW

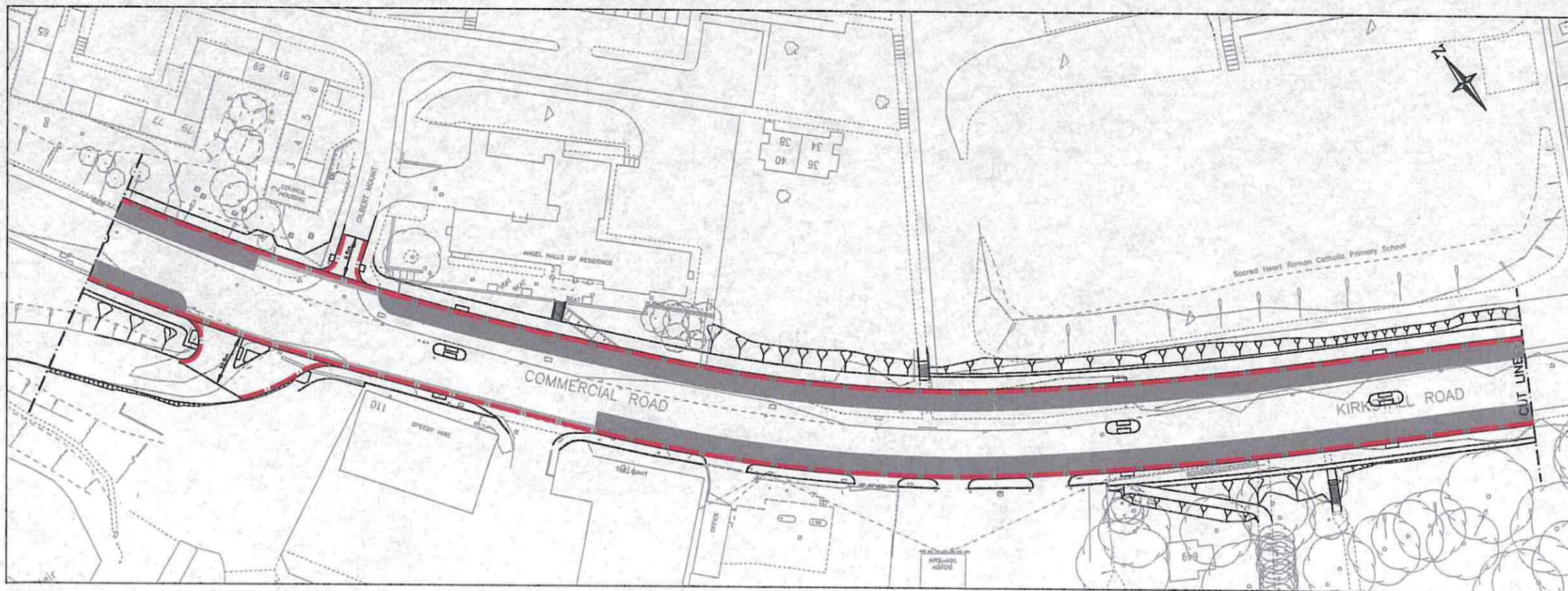
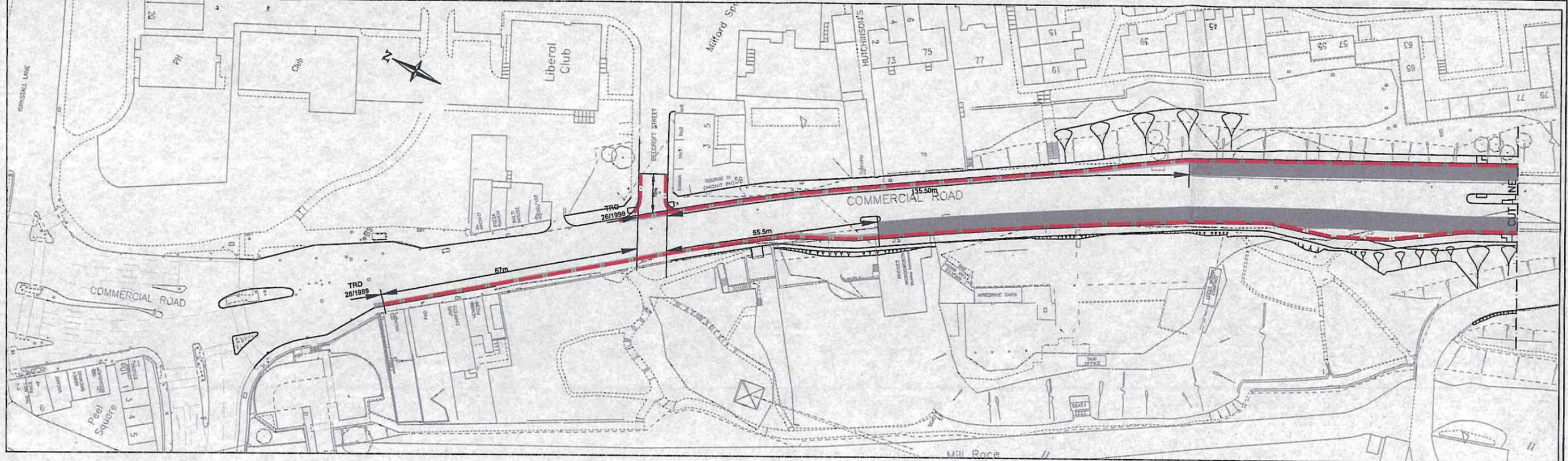
Lengths of Road in Kirkstall in the Metropolitan District of Leeds

ITEM	COLUMN 1 NAME AND LENGTH OF ROAD	COLUMN 2 DIRECTION OF TRAFFIC FLOW FROM TO	
1	Kirkstall Road (north eastern carriageway) from a point 40 metres south east of its junction with the south eastern kerbline of Weaver Street to its junction with West Street	North west	South east
2	Kirkstall Road (south western carriageway) from its junction with Wellington Street (southern carriageway) to a point 40 metres south east of its junction with the south eastern kerbline of Weaver Street.	South east	North west
3	Willow Road U-Turn Facility through splitter island from its north western kerbline to its south eastern kerbline	North west	South east
4	Kirkstall Road U-Turn Facility through central reserve situated 35 metres north west of Studio Road from the south western kerbline of Kirkstall Road to the north eastern kerbline of Kirkstall Road	South west	North east
5	Kirkstall Road U-Turn Facility through central reserve situated 40 metres south east of Studio Road from the north eastern kerbline of Kirkstall Road to the south western kerbline of Kirkstall Road	North east	South west
6	Kirkstall Road/West Street U-Turn Facility through central reserve situated 112 metres north west of Cavendish Street from the south western kerbline of Kirkstall Road to the north eastern kerbline of West Street	South west	North east
7	West Street/Kirkstall Road U-Turn Facility through central reserve situated 40 metres south east of Cavendish Street from the north eastern kerbline of West Street to the south western kerbline of Kirkstall Road	North east	South west

SEVENTH SCHEDULE

AMENDMENT/REVOCAION OF EXISTING ORDERS

ITEM NUMBER	COLUMN 1 ORDER	COLUMN 2 EXTENT OF AMENDMENT/REVOCAION
1.	Leeds City Council (Traffic Regulation) (No. 4) Order 1976	Items 3, 4, 5, 17, 22, 29 & 30 in the Fourth Schedule are hereby revoked
2	Leeds City Council (Traffic Regulation) (No. 17) Order 1979	Items 2 & 3 in the Second Schedule are hereby revoked
3	Leeds City Council (Traffic Regulation) (No. 8) Order 1981	Item 2 in the Fourth Schedule is hereby revoked
4	Leeds City Council (Traffic Regulation) (No. 28) Order 1983	Item 2 of the First Schedule (Part I) is hereby revoked
5	Leeds City Council (Traffic Regulation) (No. 4) Order 1976	<p align="center">Amend Item 23 of the Fourth Schedule to read:-</p> <p align="center">West Street Car Park Access Road from its junction with West Street/ Wellington Street Roundabout (opposite Marlborough Street) in a south westerly direction for a distance of 27 metres</p> <p align="center">Amend Item 24 of the Fourth Schedule to read:-</p> <p align="center">West Street Car Park Egress Road from its junction with West Street/ Wellington Street Roundabout (opposite Marlborough Street) in a south westerly direction for a distance of 27 metres</p>



KEY:

- No Waiting At Anytime. No Loading or Unloading 7:00am-10:00am and 4:00pm-7:00pm
- No Waiting At Anytime. No Loading or Unloading 4:00pm-7:00pm
- No Entry
- Mandatory Right Turns
- Mandatory Left Turns
- Existing - Prohibited Right Turn
- Existing No Waiting No Loading or Unloading At Anytime.
- Existing No Waiting at Anytime, No Loading or Unloading 8:00-9:15 and 16:30-18:30 Mon-Fri.
- Amended Lengths of No Waiting 8:00-9:15 and 16:30-18:30 Mon-Fri Plus No Loading or Unloading 8:00-9:15 and 16:30-18:30 Mon-Fri as scheduled in TRO 28/1983 and amended by TRO 21/1997.
- Amended Lengths of No Waiting No Loading or Unloading at Anytime as Scheduled in TRO 04/1976.
- Extent of 24hr Bus, Taxi & Pedal Cycle Lane Road Markings to be Shown on Carriageway
- Extent of Pedal Cycle Lane Road Markings to be Shown on Carriageway
- One Way Traffic Flow

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A65 KIRKSTALL ROAD QUALITY BUS INITIATIVE TRAFFIC REGULATION ORDERS (M13) 2012 & (W40) 2012 (SHEET 1 OF 6)

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AMENDMENTS

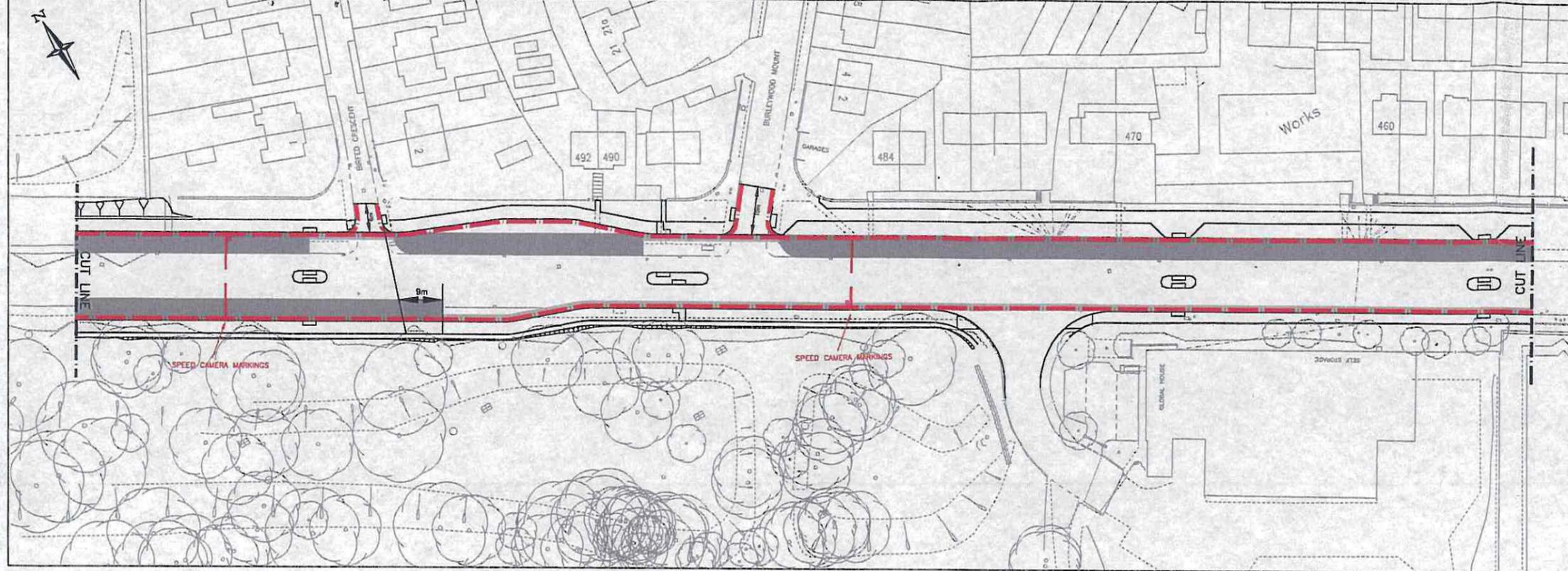
FIRST APPROVED	DATE	DESCRIPTION
LM/ALS	09/12	Amendment for final Traffic Regulation Order.
LM/ALS	09/12	Amendment for final Traffic Regulation Order.

DRAWN	CHECK	DATE	DRAWN BY	SCALE
LM	SH	11/09	INITIALS	DATE
LM/ALS	SH	07/12	LM/JH	09/12
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			INITIALS	DATE
			SH	09/12

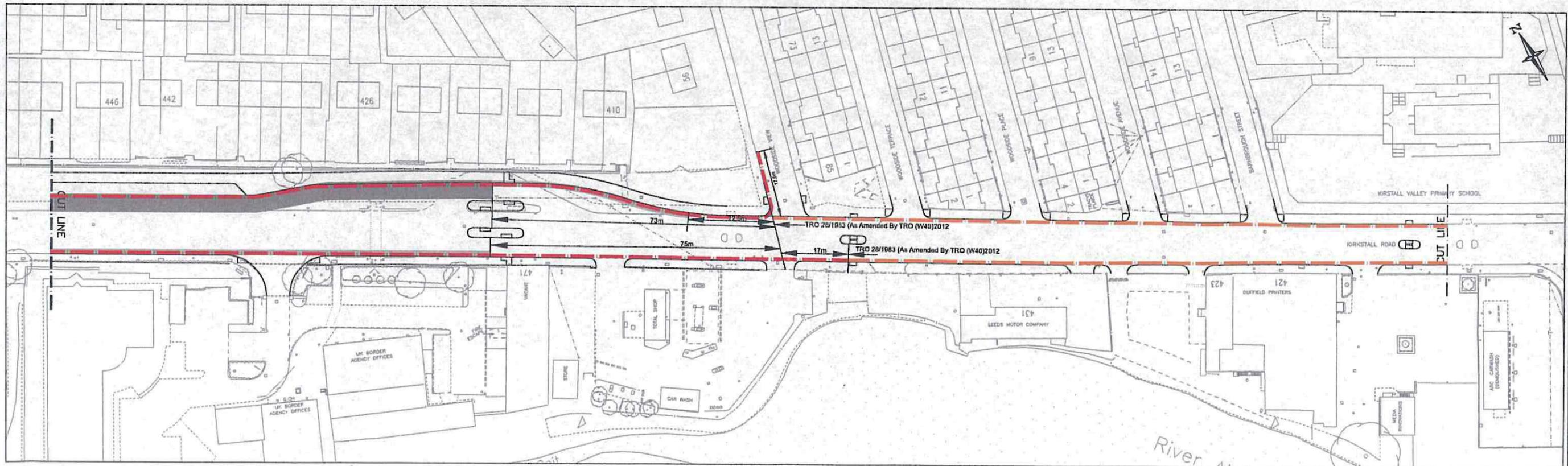
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HDC/713184/TRO/01b
 DATE: September 2012



- KEY:**
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 - Extent of 24hr Bus, Taxi & Pedal Cycle Lane Road Markings to be Shown on Carriageway
 - Extent of Pedal Cycle Lane Road Markings to be Shown on Carriageway
 - One Way Traffic Flow



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**A65 KIRKSTALL ROAD
 QUALITY BUS INITIATIVE
 TRAFFIC REGULATION ORDERS
 (M13) 2012 & (W40) 2012 (SHEET 2 OF 6)**

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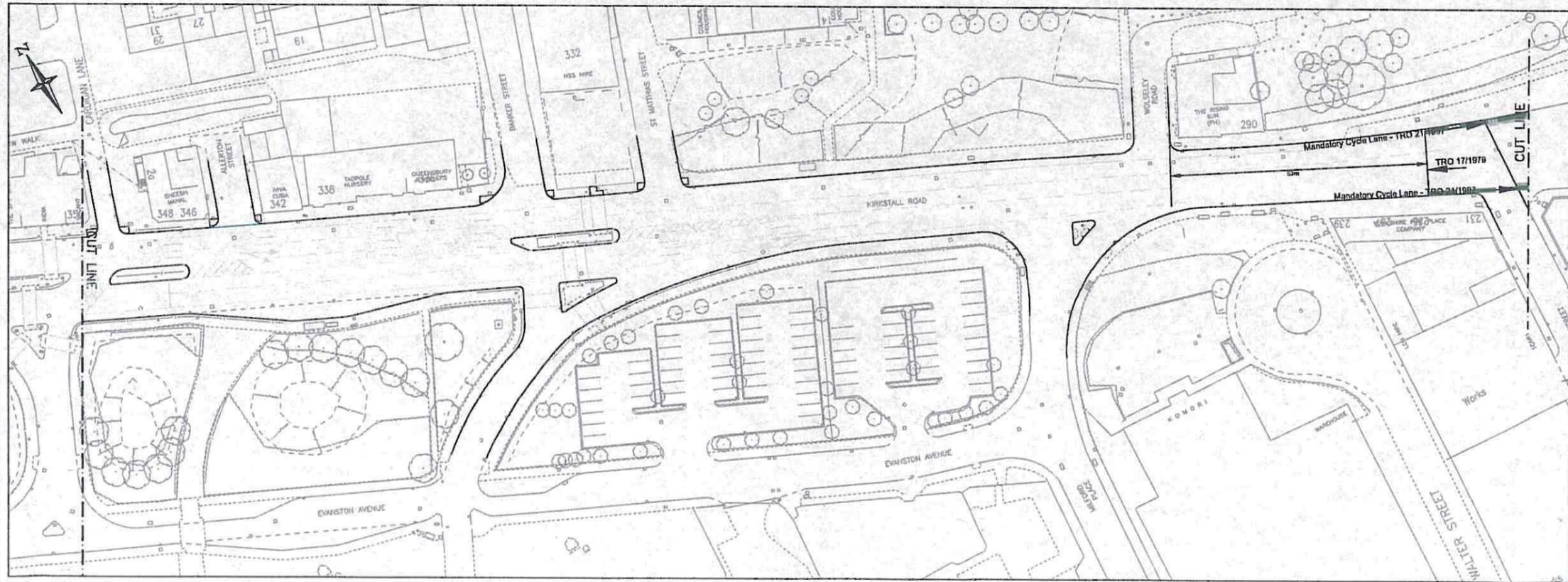
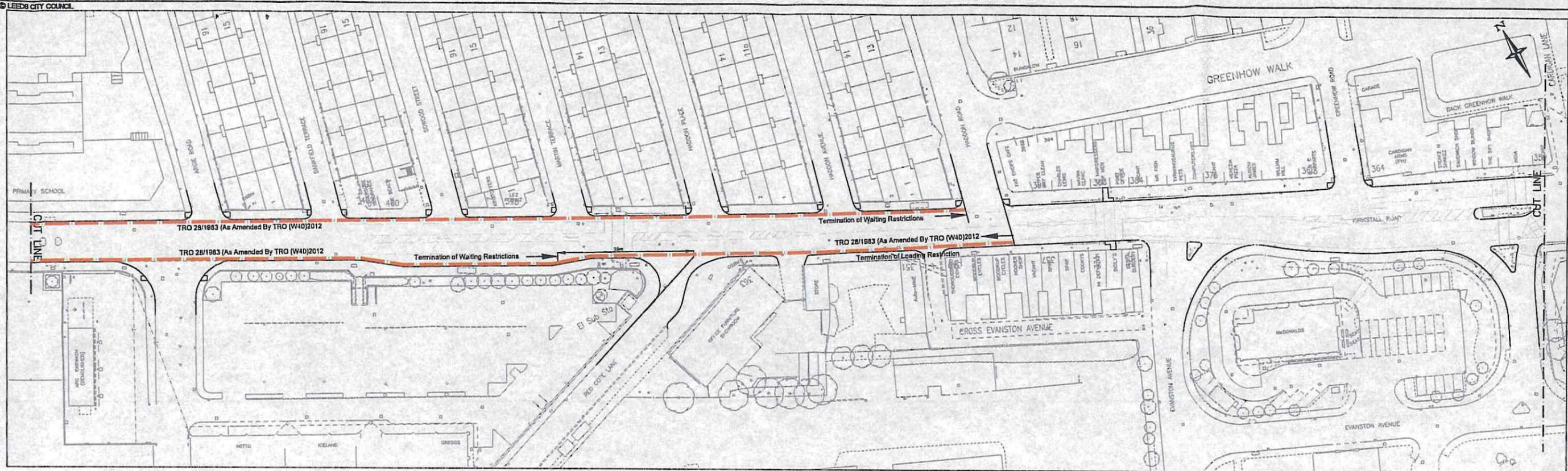
AMENDMENTS

NO.	DESCRIPTION	DATE
a)	Amendment for final Traffic Regulation order	07/12
b)	Amendment for final Traffic Regulation Order	08/12

DRAWN	CHECK	DATE	DRAWN BY	SCALE
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 HDC/713184/TRO/02b
DATE: September 2012



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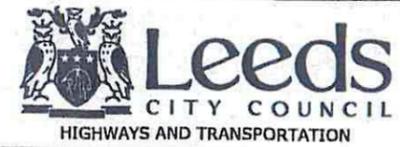
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A65 KIRKSTALL ROAD QUALITY BUS INITIATIVE TRAFFIC REGULATION ORDERS (M13) 2012 & (W40) 2012 (SHEET 3 OF 6)

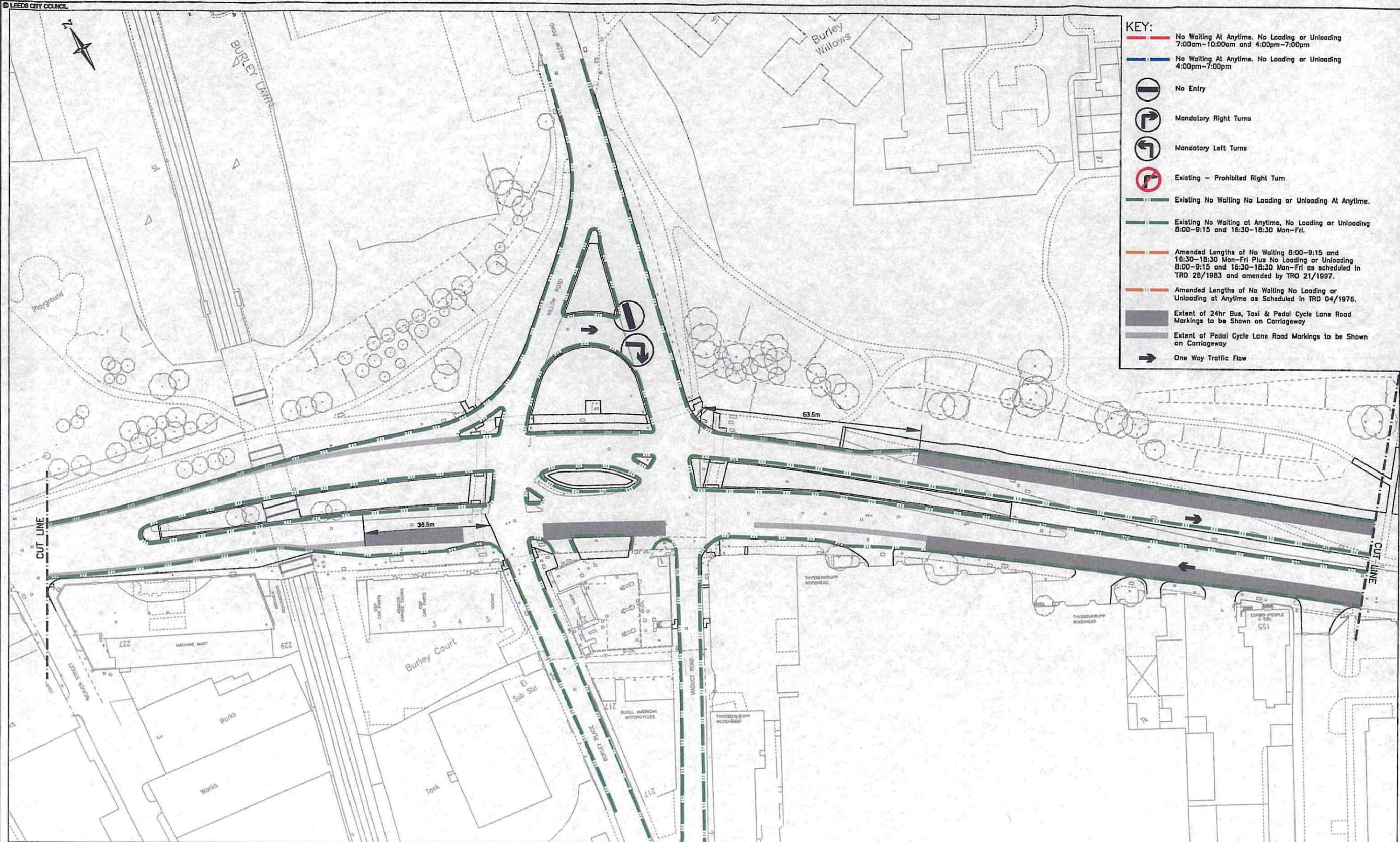
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AMENDMENTS	
FIRST APPROVED	
a) Amendment for Road Traffic Regulation Order	LM/ALS SH 07/12
b) Amendment for Road Traffic Regulation Order	LM/ALS SH 09/12

DRAWN	CHECK	DATE	DRAWN BY		SCALE	
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			SH	09/12		



DRAWING NUMBER:
 HDC/713184/TRO/03b
DATE: September 2012



KEY:

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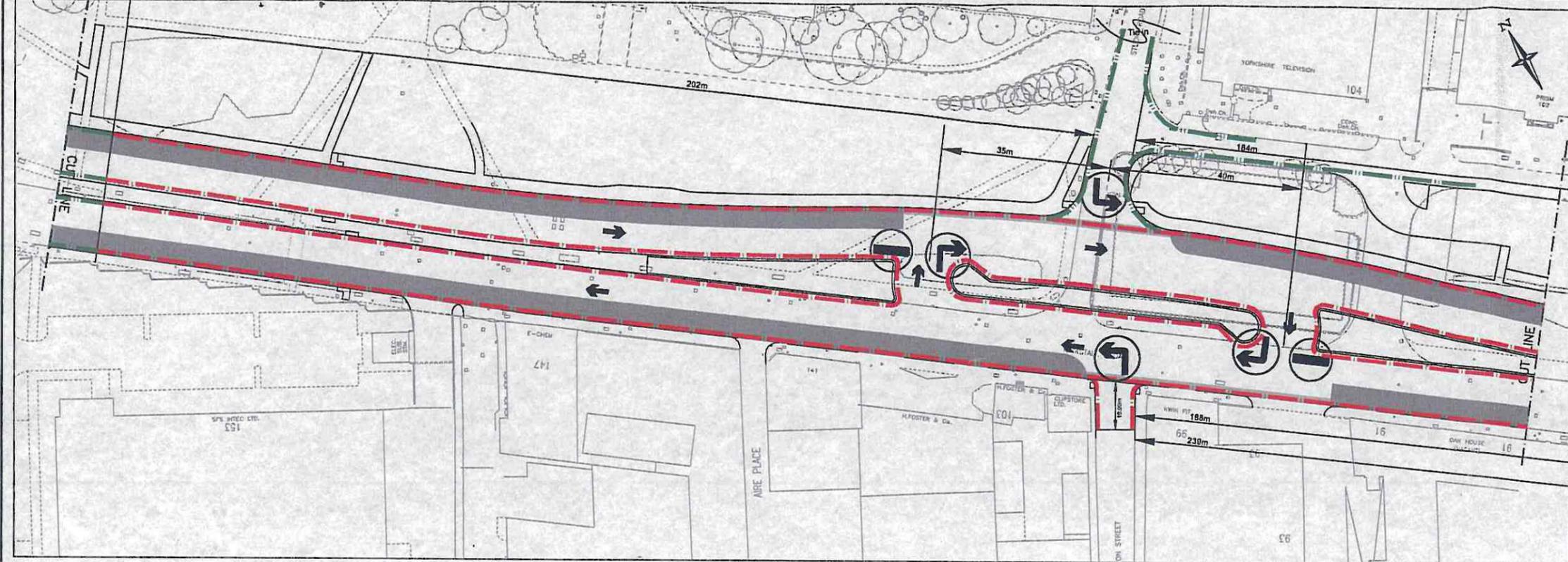
A65 KIRKSTALL ROAD QUALITY BUS INITIATIVE TRAFFIC REGULATION ORDERS (M13) 2012 & (W40) 2012 (SHEET 4 OF 6)

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AMENDMENTS		DRAWN	CHECK	DATE	DRAWN BY		SCALE
FIRST APPROVED		PH	SH	11/09	INITIALS	DATE	1:500
a) Amendment for final Traffic Regulation Order		LM/ALS	SH	07/12	LM/SH	09/12	
b) Amendment for final Traffic Regulation Order		LM/ALS	SH	08/12	AutoCAD ITY		ORIGINAL SHEET SIZE A1
					INITIALS	DATE	
					LM/ALS	09/12	
					CHECKED BY		
					INITIALS	DATE	
					SH	08/12	

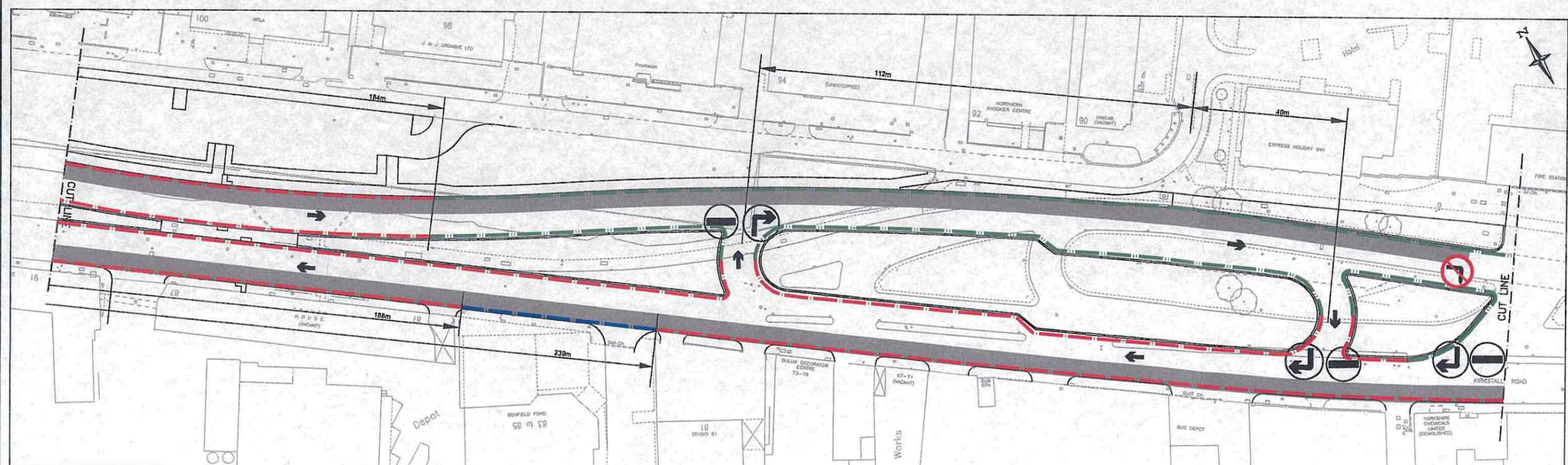


DRAWING NUMBER:
HDC/713184/TRO/04b
 DATE: September 2012



KEY:

- No Waiting At Anytime, No Loading or Unloading 7:00am-10:00am and 4:00pm-7:00pm
- No Waiting At Anytime, No Loading or Unloading 4:00pm-7:00pm
- No Entry
- Mandatory Right Turns
- Mandatory Left Turns
- Existing - Prohibited Right Turn
- Existing No Waiting No Loading or Unloading At Anytime.
- Existing No Waiting at Anytime, No Loading or Unloading 8:00-9:15 and 16:30-18:30 Mon-Fri.
- Amended Lengths of No Waiting 8:00-9:15 and 16:30-18:30 Mon-Fri Plus No Loading or Unloading 8:00-9:15 and 16:30-18:30 Mon-Fri as scheduled in TRO 28/1983 and amended by TRO 21/1997.
- Amended Lengths of No Waiting No Loading or Unloading at Anytime as Scheduled in TRO 04/1976.
- Extent of 24hr Bus, Taxi & Pedal Cycle Lane Road Markings to be Shown on Carriageway
- Extent of Pedal Cycle Lane Road Markings to be Shown on Carriageway
- One Way Traffic Flow



D.S. SHEET REF-VARIOUS
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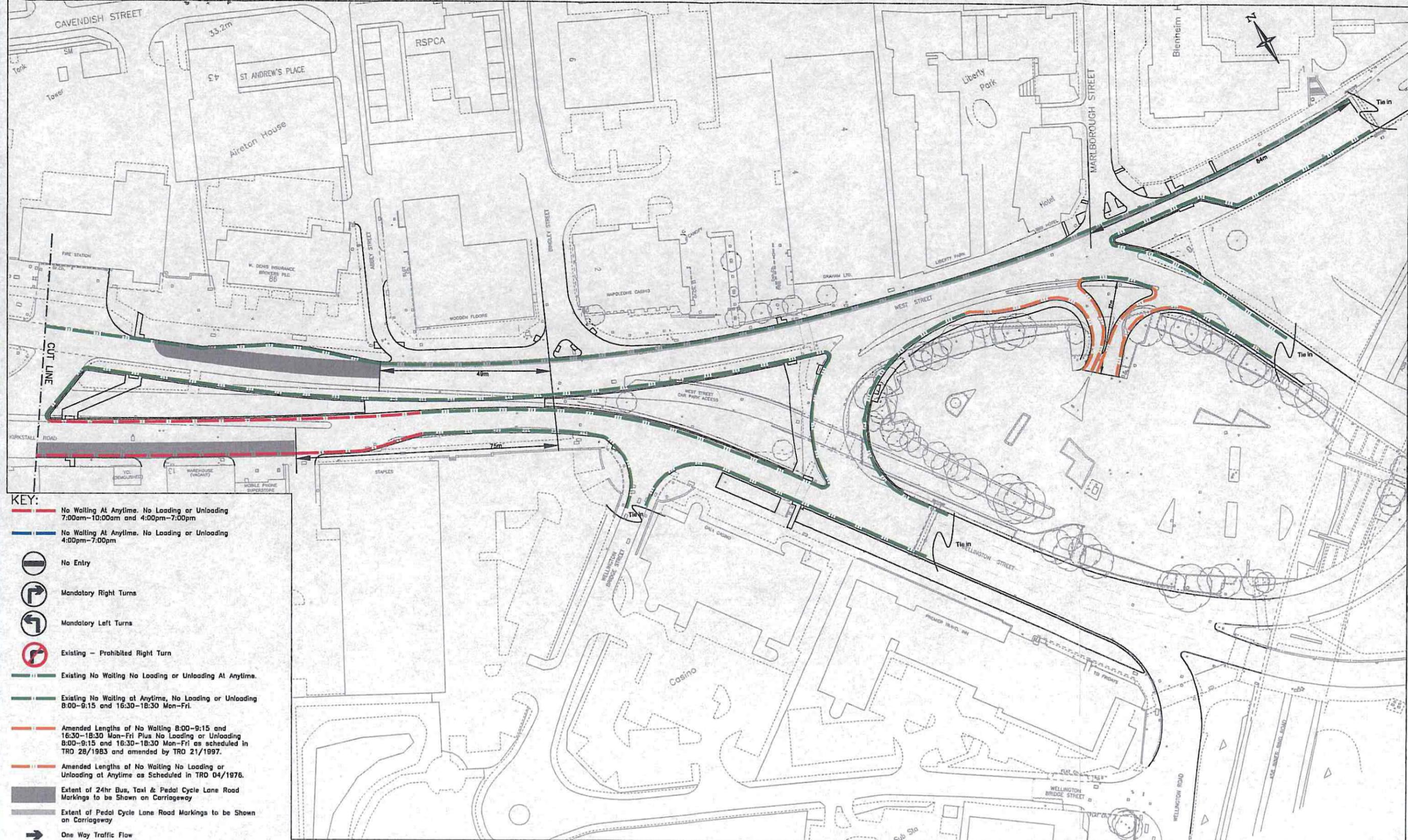
A65 KIRKSTALL ROAD QUALITY BUS INITIATIVE TRAFFIC REGULATION ORDERS (M13) 2012 & (W40) 2012 (SHEET 5 OF 6)

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DRAWN		CHECK		DATE		DRAWN BY		SCALE	
LM/ALS	SH	LM/ALS	SH	07/12	09/12	LM/JM	09/12	1:500	A1
LM/ALS	SH	LM/ALS	SH	09/12	09/12	AutoCAD BY	DATE		
INITIALS		DATE		INITIALS		DATE		ORIGINAL SHEET SIZE	
LM/ALS		09/12		LM/ALS		09/12		A1	
CHECKED BY		DATE		INITIALS		DATE			
LM/ALS		09/12		SH		09/12			



DRAWING NUMBER:
 HDC/713184/TRO/05b
DATE: September 2012



- KEY:**
- No Waiting At Anytime. No Loading or Unloading 7:00am-10:00am and 4:00pm-7:00pm
 - No Waiting At Anytime. No Loading or Unloading 4:00pm-7:00pm
 - No Entry
 - Mandatory Right Turns
 - Mandatory Left Turns
 - Existing - Prohibited Right Turn
 - Existing No Waiting No Loading or Unloading At Anytime.
 - Existing No Waiting at Anytime, No Loading or Unloading 8:00-9:15 and 16:30-18:30 Mon-Fri.
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A65 KIRKSTALL ROAD QUALITY BUS INITIATIVE TRAFFIC REGULATION ORDERS (M13) 2012 & (W40) 2012 (SHEET 6 OF 6)

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AMENDMENTS	DRAWN	CHECK	DATE	DRAWN BY	SCALE
FIRST APPROVED	PH	SH	11/08	INITIALS	DATE
a) Amendment for final Traffic Regulation Order	LM/ALS	SH	08/12	LM/JM	09/12
b) Amendment for final Traffic Regulation Order	LM/ALS	SH	09/12	AutoCAD BY	
				INITIALS	DATE
				LM/ALS	09/12
				CHECKED BY	
				INITIALS	DATE
				SH	09/12
				ORIGINAL SHEET SIZE	A1



DRAWING NUMBER:
 HDC/713184/TRO/06b
DATE: September 2012