

DATED this Twenty Eighth day of November 2014

LEEDS CITY COUNCIL  
(TRAFFIC REGULATION) (MOVEMENT RESTRICTION) (NO.M14)  
ORDER 2012  
AMENDMENT No.2 (EXPERIMENTAL) ORDER 2014

BUS TAXI PEDAL CYCLE STREET

CALL LANE, LEEDS

Leeds City Council  
Civic Hall  
LS1 1 UR  
Ref: A76/RAH



LEEDS CITY COUNCIL  
(TRAFFIC REGULATION) (MOVEMENT RESTRICTION) (NO.M14)  
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BUS TAXI PEDAL CYCLE STREET

CALL LANE, LEEDS

Leeds City Council (hereinafter referred to as "the Council") in exercise of the powers contained in Sections 1, 2, 9, 10 and 11 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:-

1 For the purposes of this Order

- |  |   |
|--|---|
| <b>"bus"</b>                             | means a motor vehicle which is constructed or adapted to carry more than eight seated passengers in addition to the driver  |
| <b>"bus taxi and pedal cycle street"</b> | means any 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  |
| <b>"pedal cycle"</b>                     | has the same meaning as in Regulation 3(1)(b) of the Pedal Cycle (Construction and Use) Regulations 1983  |
| <b>"taxi"</b>                            | 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 |
| <b>"relevant position"</b>               | has the same meaning as given in Regulation 4 of the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000   |

“civil enforcement officer” means a person employed by the Council for the enforcement of road traffic contraventions

“universal service provider” has the same meaning as in the Postal Services Act 2000

- 2 Save as provided in Articles 3 or 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 taxi or pedal cycle to be in the bus taxi and pedal cycle lane specified in the 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 deemed suitable) the provisions of this Order insofar as they restrict the use of the bus taxi and pedal cycle street to vehicles prescribed in this Order so as to permit the use of the bus taxi and pedal cycle street by any vehicle
- 3 Nothing in Article 2 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 street 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 · 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

- 5.1.4 were 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
- 5.1.5 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 adjacent to the bus and pedal cycle lanes and the pedal cycle lanes **PROVIDED THAT** notice is given to the police 24 hours in advance and their consent obtained
- 5.1.6 to access premises lay bys and any other roads to which access is required through the bus and pedal cycle lanes and pedal cycle lanes
- 5.1.7 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 6.30am and 9.30am and 3.30 pm and 6.30pm 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<sup>!</sup> or preventing obstruction

5 The Chief Officer (Highways & Transportation) of the Council is hereby empowered to

modify or suspend the operation of this Order or any provision of it if it appears to him essential

5.1 in the interests of the expeditious convenient and safe movement of traffic

5.2 for preserving or improving the amenities of the area through which any road affected by this Order runs

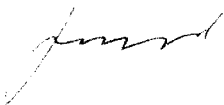
in accordance with the provisions of Sections 9 to 11 inclusive of the 1984 Act

- 5 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
- 6 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
- 7 This Order is made on the 28<sup>th</sup> day of November 2014 and shall come into effect on the 5th day of December 2014 and may be cited as the "Leeds City Council (Traffic Regulation) (Movement Restriction) (No.M14) Order 2012 Amendment No.2 (Experimental) Order 2014"

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

Name: Jason Field

Signature:



Job Title: Principal Legal Officer (Development)

Seal No. 92412

LEEDS CITY COUNCIL  
 (TRAFFIC REGULATION) (MOVEMENT RESTRICTION) (NO.14)  
 ORDER 2012  
 AMENDMENT No.2 EXPERIMENTAL ORDER 2014

“VARIOUS BUS PRIORITY MEASURES”

FIRST SCHEDULE

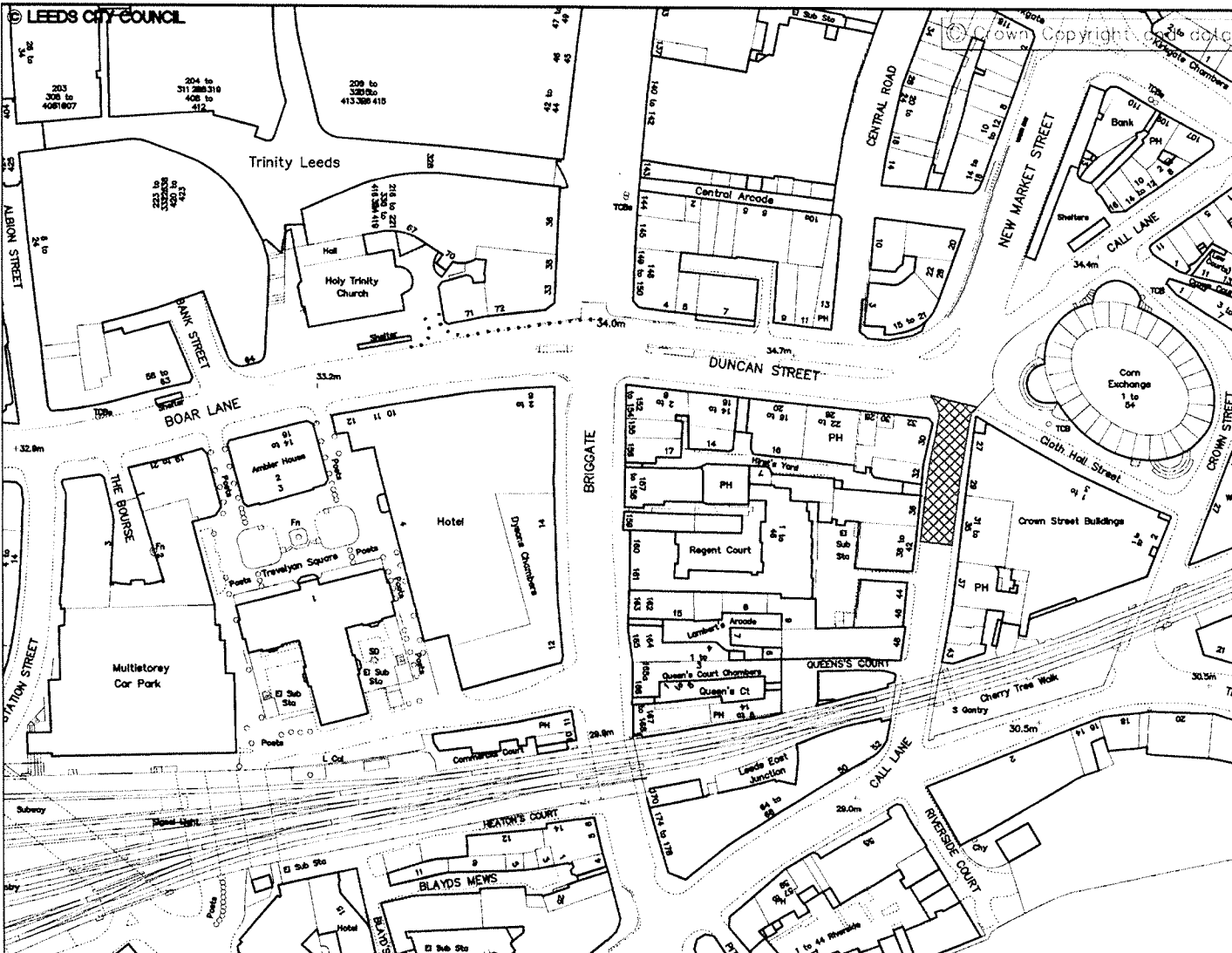
BUS TAXI PEDAL CYCLE ONLY STREET

Lengths of Road in the Metropolitan District of Leeds

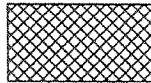
ITEM No	COLUMN 1 NAME OF ROAD	COLUMN 2 LENGTH OF ROAD	COLUMN 3 DAY AND HOURS OF OPERATION	COLUMN 4 SITE SPECIFIC EXEMPTIONS
1	Call Lane  City & Hunslet	From its junction with the projected southern kerb line of Duncan Street in a southerly direction for a distance of 45 metres in a southerly direction	Friday to Monday 10pm to Midnight & Midnight to 5am (inclusive)	







KEY:-

- proposed no waiting except hackney carriages All Days 11pm to 7am
- - - - - proposed no waiting at any time
- ..... proposed no loading at any time
-  proposed bus and hackney carriage gate

FIRST APPROVED	GRP		
AMENDMENTS	DRAWN	CHECK	DATE

**CALL LANE, CITY & HUNSLT  
EXPERIMENTAL TRAFFIC MANAGEMENT MEASURES**

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INITIALS	DATE	SCALE
GRP	11/14	N.T.S
ACAD	NH	
CHECK		



HIGHWAYS AND TRANSPORTATION

DRAWING NUMBER:
CALL LANE BUS GATE EXPERIMENTAL TRO
DATE: November 2014



**LEEDS CITY COUNCIL  
(TRAFFIC REGULATION) (WAITING RESTRICTIONS) (NO.W60) &  
(TRAFFIC REGULATION) (MOVEMENT RESTRICTION) (NO.M14)  
ORDER 2012 AMENDMENT NO.2  
EXPERIMENTAL ORDERS 2014**

**WAITING RESTRICTIONS AND  
BUS PRIORITY MEASURES  
CALL LANE/BOAR LANE/NEW MARKET STREET, LEEDS**

Leeds City Council has made the above Orders on the 28<sup>th</sup> day of November 2014 under the powers contained in the Road Traffic Regulation Act 1984. The effect of the Orders which come into force on the 5<sup>th</sup> day of December 2014 and which will continue for a period of 18 months is to introduce the following restrictions:-

1. No Loading or Unloading At Any Time on Boar Lane (northern side) from its junction with Duncan Street in a south westerly direction to a point 105 metres east of its intersection with New Station Street.
2. No Waiting At Any Time on:-
  - i. Call Lane (north west side) from a point 52 metres north east of its junction with Briggate for a distance of 53.5 metres in a generally northerly direction;
  - ii. New Market Street (north west side) from its junction with Kirkgate for a distance of 22 metres in a south westerly direction; and from its junction with Duncan Street in a north easterly direction to a point 39 metres south west of its junction with Kirkgate;
3. No Waiting Between Specified Hours (Monday to Saturday 8:00am to 10:00pm & Sunday 10:00am to 10:00pm inclusive) on Call Lane (north west side) from a point 24.5 metres north east of its junction with Briggate for a distance 27.5 metres in a north easterly direction;
4. No Waiting Between 11:30pm and 7:00am All Days except for Hackney Carriages on Boar Lane (northern side) from a point 8.5 metres east of New Station Street for a distance of 96.5 metres in an easterly direction.
5. A Bus Taxi and Pedal Cycle only street on Call Lane, Leeds (Friday to Monday 10:00pm to Midnight & Midnight to 5:00am (inclusive)) from its junction with Duncan Street for a distance of 45 metres in a southerly direction.

The Council's Chief Highways Officer may under Sections 9 to 11 inclusive of the Road Traffic Regulation Act 1984 modify or suspend the operation of the Orders or any of its provisions if it appears to him to be essential.

A copy of the Orders together with a plan showing the affected sections of highway and a statement of reasons for making the Orders may be examined during normal office hours at the Leeds City Council, Legal Services Reception Desk, 1<sup>st</sup> Floor, St. George House, Great George Street, Leeds 1.

The Council will be considering in due course whether the provisions of the Orders should be continued indefinitely. If you wish to object to, or make representations concerning the making of the Orders for the purpose of indefinite continuation, you should write to **Mr R A Hardy, Development Section, Legal Services, Civic Hall, Leeds LS1 1UR** or e-mail [legal.development@leeds.gov.uk](mailto:legal.development@leeds.gov.uk) specifying the grounds on which your objection or representation is made by not later than 8 June 2015 quoting reference A76/RAHW6014&M1412.

Dated this 28 day of November 2014

Leeds City Council  
Civic Hall  
LEEDS LS1 1UR



**LEEDS CITY COUNCIL  
(TRAFFIC REGULATION) (WAITING RESTRICTION)  
(No.W60) EXPERIMENTAL ORDER 2014  
&  
LEEDS CITY COUNCIL  
(TRAFFIC REGULATION) (MOVEMENT RESTRICTION) (NO.14) ORDER 2012  
AMENDMENT No.2 EXPERIMENTAL ORDER 2014**

**STATEMENT OF REASONS**

Recently the Police have made deputations to the Licensing Committee to express their concerns in relation to public order, street management and road safety which relates to the night time economy within Leeds City Centre.

The Police have identified Call Lane (between Duncan Street and The Calls) and Boar Lane and surrounding streets as areas of concern.

The main concerns/ issued in relation to Call Lane are:-

- public disorder – drunken revellers
- Indiscriminate parking by private hire and hackney carriage vehicles, causing physical obstructions of the carriageway, resulting delays to Police incidents.
- Over spilling of pedestrians from the footways into the carriageway
- Over spilling of pedestrians into the hackney carriage ranks, resulting in conflict between drivers and pedestrians.
- Mass congregation of both revellers and vehicles at closing time from some of the local establishments, which all adds to the road safety and public disorder concerns.

An interim arrangement was introduced to enable the Police powers to close Call Lane and Albion Street during the busiest period to ensure public safety. This ultimately resulted in all vehicles being restricted from access between the hours of 22:00 and 05:00 Friday, Saturday and Sunday evenings.

This has been successful in reducing vehicle/ pedestrian conflict incidents, but some further anti-social behaviour has been observed and it has been requested that some restricted access is proposed. It is therefore proposed allow limited access to only buses, hackney carriage and local residents vehicles during these times. It is anticipated that this will reduce the anti-social conflict situation, will be less onerous on Police resources and will make the location much safer during the night time weekend periods. Limiting access will also enable a speedier and more convenient hackney carriage collection points during these periods where demands are high. It is proposed to manage the requested restriction through the introduction of a bus gate order enforced by a static camera.

Amendments to the existing waiting along Duncan Street, Boar Lane and New Market Street to provide additional hackney carriageway bays and short stay parking for private hire vehicles and other drop off and collection needs are also proposed in the locality. These proposals will help share the limited available kerbside space evenly to remove areas of parking congregation which at times restricts the flow and access to this area of the City and creates road safety concerns. It is deemed necessary to introduce all of the proposals outlined above by way of an Experimental Traffic Regulation Order so that the effects of the scheme can be monitored and enable the Council to be reactive in addressing any adverse effects by way of an amendment to the Experimental Orders.

These measures will enhance and improve pedestrian safety in the City Centre and ensure safe and expeditious movement of traffic on these roads.

