

THE SHEFFIELD CITY COUNCIL
(BUS PRIORITY) (CONSOLIDATION) ORDER 1991
(AMENDMENT NO. II) ORDER 1995

The Sheffield City Council in exercise of its powers under Section 1(1), 2(1) and (2) and Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers, and after consultation with the Chief Officer of the Police in accordance with Part III of Schedule 9 to the Act, hereby makes the following Order:-

1. The Sheffield City Council (Bus Priority) (Consolidation) Order 1991 (as amended) shall have effect as though :-

(a) there were included the following Articles:-

- (i) 5A Save as provided in Article 6 of this Order no vehicle other than a tramcar, service bus, works bus or pedal cycle shall proceed or wait in any of the Bus Lanes specified in Part 4 of Schedule 1 to this Order except upon the direction or with the permission of a police constable in uniform or of a traffic warden.
- (ii) 15A Every person causing a vehicle other than a tramcar to proceed in any of the lengths of roads specified in Column 1 of Schedule 5A to this Order shall cause that vehicle to make a left hand turn into the road specified in relation to that road in Column 2 of the said Schedule on reaching the said road except on the direction or with the permission of a police constable in uniform or of a traffic warden.
- (iii) 15B Every person causing a service bus, works bus or pedal cycle to proceed in any of the lengths of road specified in Column 1 of Schedule 5B to this Order shall cause that vehicle to make a right hand turn into the road specified in relation to that road in Column 2 of the said Schedule on reaching the junction of the said road except on the direction or with the permission of a police constable in uniform or of a traffic warden.

(b) In Schedule 3 thereto there were included the following items:-

Road	Description
(i) 9C Ridgeway Road	The gap in the central reserve at it's junction with the Access Road to Manor Top Bus Station.
(ii) 9D Ridgeway Road Access Road to Manor Top Bus Station.	The whole.

(c) There were included the following Schedules:-

**SCHEDULE 1
PART 4
With Flow Bus and Tram Lanes - At All Times**

<u>Road</u>	<u>Description</u>
1. City Road	<p>That area of carriageway of City Road from a point 158 metres south east of it's junction with the south eastern kerb line of Windy House Lane in a south easterly direction to it's junction with Ridgeway Road which is bounded:-</p> <p>a) on the north east side by the authorised traffic sign;</p> <p>b) on the south west side by the authorised traffic sign and the south west kerb line of the traffic island situated at the City Road/ Ridgeway Road junction.</p>
2. City Road	<p>That area of carriageway of City Road situated wholly within the gap in the central reserve at it's junction with Ridgeway Road.</p>
3. Ridgeway Road	<p>That area of carriageway of Ridgeway Road from it's junction with the southern kerb line of City Road to it's junction with the southern kerb line of the Access Road to Manor Top Bus Station which is bounded:-</p> <p>a) on the east side by the eastern kerb line thereof;</p> <p>b) on the west side by the authorised traffic sign.</p>

**Schedule 5A
Prescribed Left Turns Except Tramcars
(From Road Named in Column 1 into Road Named in Column 2)**

<u>Column 1</u>	<u>Column 2</u>
1. Ridgeway Road south of it's junction with Hurlfield Road -western side between the western kerb line thereof and the traffic island.	Hurlfield Road

Schedule 5B
Prescribed Right Turn for Buses
 (From Road Named in Column 1 into Road Named in Column 2)

<u>Column 1</u>	<u>Column 2</u>
City Road (the bus lane within the gap in the central reserve at it's junction with Ridgeway Road).	Ridgeway Road

(d) In Schedule 3C thereto there were included the following items:-

Road	Description
(i) 3 Norton Avenue	a) The segregated tramway within the central reserve on Norton Avenue between it's junctions with Leighton Road and Bowman Drive.
(ii) 4 Ridgeway Road	a) The segregated tramway adjacent to the eastern carriageway of Ridgeway Road between it's junctions with the Access Road to Manor Top Bus Station and Hurlfield Road. b) The segregated tramway adjacent to the western carriageway of Ridgeway Road from it's junction with Hurlfield Road for a distance of 85 metres in a north westerly direction. c) The segregated tramway within the central reserve of Ridgeway Road from a point opposite the projected south eastern kerb line of Ridgeway Crescent for a distance of 35 metres in a north westerly direction. d) The segregated tramway within the central reserve of Ridgeway Road from a point 66 metres south east of it's junction with the south eastern kerb line of Chatsworth Park Road for a distance of 123 metres in a south easterly direction.

(ii) 4 Ridgeway Road
(continued)

e) The segregated tramway within the central reserve of Ridgeway Road from it's junction with Gleadless Road for a distance of 160 metres in a north easterly direction.

f) The segregated tramway within the central reserve of Ridgeway Road between it's junctions with Herdings Road and Gleadless Road.

(e) In Schedule 4 thereto there were included the following items:-

Column 1	Column 2
1a City Road	Park Grange Road
6a Ridgeway Road	Access road to Manor Top Bus Station.

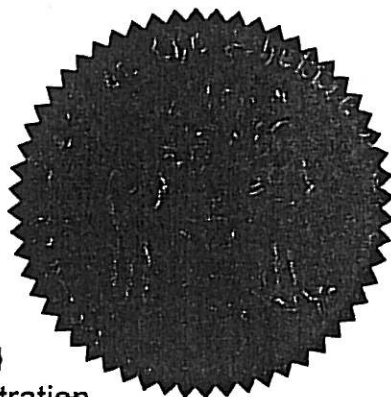
(f) For Article 6(1) thereto there was substituted the following item:-

6(1) Nothing in Article 3, Article 4, Article 5 or Article 5A of this Order shall render it unlawful for any vehicle to enter, proceed or wait in any of the bus lanes referred to therein, as the case may be, if and so long as may be necessary to enable:-

This Order shall come into operation on the 25th day of September, 1995 and may be cited as The Sheffield City Council (Bus Priority) (Consolidation) Order 1991 (Amendment No. 11) Order 1995.

GIVEN under the Common Seal of the Sheffield City Council this 21st day of September, 1995.

THE COMMON SEAL of The)
Sheffield City Council)
was hereunto affixed in)
the presence of:-)



C. Aubrey

~~City Solicitor and~~
~~Head of Administration~~