

**LEEDS CITY COUNCIL  
(TRAFFIC REGULATION) (MOVEMENT RESTRICTIONS)  
(NO. M08) ORDER  
2010**

**A660 WOODHOUSE LANE/CLARENDON ROAD  
WOODHOUSE  
LEEDS**

**24 HOUR BUS & CYCLE ONLY LANE**

Leeds City Council has today made the above Order under its powers contained in the Road Traffic Regulation Act 1984.

The effect of the Order which comes into effect on 18 June 2010 is to introduce a 24 hour bus and cycle lane on A660 Woodhouse Lane Woodhouse Leeds on near side lay-by that extends from a point 8 metres north west of the the extended north western kerb line of Clarendon Road for a distance of 47 metres in a south easterly direction

A copy of the Order together with a plan showing the affected sections of highway may be examined during normal office hours at the Legal, Licensing & Registration Reception Desk, 1<sup>st</sup> Floor, St. George House, Great George Street, Leeds 1.

If you wish to object to question the validity of the Order or any provision contained within it on the ground that it is not within the powers of the Road Traffic Regulation Act 1984, or on the grounds that any requirements of the Act or any instrument made under the Act has not be complied with in relation to the Order, you may within 6 weeks from the date upon which the Order was made, apply to the High Court for this purpose.

Dated this 18 day of June 2010

Nicolé Jackson  
Assistant Chief Executive (Corporate Governance)  
Civic Hall  
LEEDS LS1 1UR

**LEEDS CITY COUNCIL  
(MOVEMENT RESTRICTION)(NO.M05)  
ORDER 2010**

**GRANGE TERRACE  
CHAPEL ALLERTON LEEDS.**

**STATEMENT OF REASONS**

Chapelton Road is a busy route into the Leeds City Centre. In November 2004 West Yorkshire Police requested that Grange Terrace be re-opened to traffic at its junction with Chapelton Road to assist with crime prevention.

Subsequent changes in the area and developments in police operations have altered the view of the Police and it is now considered that the closure of Grange Close at its junction with Chapelton Road is beneficial in the interests of crime prevention. In addition this closure is also considered to be contribute to public safety in view of previous road accidents that have occurred at the junction.

Grange Terrace is currently closed at its junction with Chapelton Road through existing kerbing, footway and bollards across Grange Terrace. The purpose of this Order is to formalise this closure Under the provisions of Section 1 of the Road Traffic Regulation Act 1984 in the interests of preventing the likelihood of danger to persons or other traffic using the road.

DATED

18 JUNE

2010

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**Nicolé Jackson  
Assistant Chief Executive (Corporate Governance)  
Civic Hall  
LEEDS LS1 1UR**

**Ref: A76/JL/873006**

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(TRAFFIC REGULATION) (MOVEMENT RESTRICTIONS)  
(NO. M08) ORDER  
2010**

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LEEDS**

**24 HOUR BUS & CYCLE ONLY LANE**

Leeds City Council in exercise of the powers contained in Sections 1 and 2 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the 1984 Act") 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:-

<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 and cycle lane"</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>"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
<b>"universal service provider"</b>	has the same meaning as in the Postal Services Act 2000

## BUS OR PEDAL CYCLE LANE

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 traffic warden cause or permit any vehicle other than a bus or pedal cycle to be in the bus and 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 and cycle lane to vehicles prescribed in this Order so as to permit the use of the bus and cycle lane 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 and cycle lane 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 3.1 of this Order
  - 3.1 The purposes referred to in Article 3 are
    - 3.1.1 the removal of obstruction of traffic
    - 3.1.2 police fire brigade or ambulance purposes when being used in pursuance of statutory powers or duties
    - 3.1.3 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
    - 3.1.4 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

3.1.5 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 cycle lane **PROVIDED THAT** notice is given to the police 24 hours in advance and their consent obtained

#### **GENERAL**

4. 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
5. 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
6. This Order is made on the 18 day of June 2010 and shall come into effect on the 18 day of June 2010 and may be cited as the "Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.M08) Order 2010

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

 Jackson

Assistant Chief Executive (Corporate Governance)



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**SCHEDULE**

**COLUMN 1  
NAME OF ROAD**

**COLUMN 2  
LENGTH OF ROAD**

A660 Woodhouse Lane  
Woodhouse  
Leeds

The near side lay-by that extends from a point 8 metres north west of the extended north western kerb line of Clarendon Road in a south easterly direction for a distance of 47 metres