

**CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL**

**PRINCES WAY, HALL INGS AND LEEDS ROAD, BRADFORD**

**EXPERIMENTAL TRAFFIC REGULATION ORDER (MOVING TRAFFIC) 2023**

**NOTICE** is hereby given that City of Bradford Metropolitan District Council made the above Experimental Traffic Regulation Order on 2<sup>nd</sup> February 2023 under its powers contained in section 9, of the Road Traffic Regulation Act 1984 the general effect of which will be to:

1. Provide shared bus lanes (except custodial vehicles, motor and pedal cycles and taxi will be Authorised Vehicles) on the following lengths of road: -
  - i. Prince's Way – North east side – from its junction with the projected South eastern kerbline of Little Horton Lane to its junction with Hall Ings South east bound;
  - ii. Hall Ings - North west side – from its junction with Princess Way to its junction with Bridge Street North east bound; and
  - iii. Leeds Road – (except bus and pedal cycles) Southern side of west bound carriageway from its junction with Downham Street to its junction with Shipley Airedale Road, West bound, Mon to Fri 7.30am – 9.30am and 4.00pm – 6.30pm.
2. Mandatory left turn (except buses) West bound onto Shipley Airedale Road, South bound.

The Experimental Order has been made as part of the Council's response to create lower trafficked routes to encourage walking and cycling. The Experimental Order will be implemented for a maximum of eighteen (18) months during which time its effects will be monitored by the Council before a decision is taken to give the order permanent effect, be varied or modified in some way (if not already varied, modified or cancelled) or allowed to lapse.

A copy of the sealed Order together with a map showing the affected roads and the Statement of Reasons for proposing to make the Order may be examined on the council web site at [www.bradford.gov.uk/transport-and-travel/highways/traffic-regulation-order](http://www.bradford.gov.uk/transport-and-travel/highways/traffic-regulation-order) or obtained from Mark Gillingham, Senior Engineer, Traffic & Road Safety South by telephone on 01274 437683 or email [Mark.Gillingham@bradford.gov.uk](mailto:Mark.Gillingham@bradford.gov.uk). Quoting reference number: - PTH/HS/104882/DLP07.

If you wish to object to the proposed Order you should send the grounds for your objection in writing either by post to the address below or by e-mail to [legalobjections@bradford.gov.uk](mailto:legalobjections@bradford.gov.uk) to be received no later than 12 noon on Friday 11<sup>th</sup> August 2023 quoting reference: - CORP/PCD/AK/407877.

Dated this 9th day of February 2023

Director of Legal & Governance  
Legal and Democratic Services  
City of Bradford Metropolitan District Council  
City Hall  
Bradford  
BD1 1HY

CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL  
(MOVING TRAFFIC)(NO.1) EXPERIMENTAL ORDER 2023

PRINCES WAY & HALL INGS, BRADFORD

STATEMENT OF REASONS FOR PROPOSING TO MAKE THIS ORDER

The government has allocated funding to local transport authorities to create lower trafficked routes to encourage walking and cycling as part of the Active Travel programme.

An Experimental Order was previously promoted to enable people to walk and cycle in a safe environment. The original proposals were amended during the advertising period and this Experimental Order incorporates the route from Little Horton Lane to Bridge Street along Princes Way and Hall Ings, which reflects the changes.

To help deliver a safe environment for walking and cycling along the route the Council is promoting this Order to provide: -

- A shared bus, taxi, motor bike and cycle lane (custodial vehicles will also be exempt); and
- Mandatory left turn except buses for traffic travelling west bound in the nearside lane of Leeds Road at its junction with Shipley Airedale Road

The proposals will discourage through traffic from the city centre which will benefit pedestrians and cyclists.

The Council considers it expedient to make this Order: -

- i. for improving the amenities of the area through which the road runs; and
- ii. for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;

## CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL

### PRINCES WAY, HALL INGS AND LEEDS ROAD, BRADFORD

#### EXPERIMENTAL TRAFFIC REGULATION ORDER (MOVING TRAFFIC) 2023

City of Bradford Metropolitan District Council (hereinafter referred to as "the Council") in exercise of its powers under Sections 1, 2 and 4 of the Road Traffic Regulation Act 1984 (hereinafter referred to as "the Act of 1984") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act of 1984 and Part 6 of the Traffic Management Act 2004 (hereinafter referred to as "the Act of 2004") and with those persons and organisations specified in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 hereby makes the following Order:-

#### COMMENCEMENT AND CITATION

**This Order** shall come into operation on the 20th day of February 2023 for a period not exceeding 18 months and may be cited as the "City of Bradford Metropolitan District Council Princes Way, Hall Ings and Leeds Road, Bradford Experimental Traffic Regulation Order (Moving Traffic) 2023".

The Experimental Order has been made as part of the Council's response to create lower trafficked routes to encourage walking and cycling. The Experimental Order will be implemented for a maximum of eighteen (18) months during which time its effects will be monitored by the Council before a decision is taken to give the order permanent effect, be varied or modified in some way (if not already varied, modified or cancelled) or allowed to lapse.

The effects of the Experimental Traffic Order are set out in the Schedule(s) to this Order. Listed within Schedule(s) 20B and 9A to this Order, will identify the bus with flow lane and mandatory left turn on the inner lane and amendments to the existing Definitions, Exemptions and Articles for the Experimental Traffic Order.

#### SUSPENSION OF EXISTING ORDER

In the event that any provisions of this Experimental Traffic Order should be inconsistent with any provisions of any previous order then those provisions shall be suspended for the duration of this Experimental Traffic Order.

#### PART I - PRELIMINARY

##### 1. Definitions

(1) In the following provisions of this Order;

"the Act of 1984" means the Road Traffic Regulation Act 1984

"the Act of 2004" means the Traffic Management Act 2004

“the 2002 Regulations” means the Traffic Signs Regulations and General Directions 2016

“Authorised Vehicle” means a Custody Vehicle and or motor cycle

“axle weight” means the sum of the weights transmitted to the carriageway surface by all wheels of that axle

“bus” has the same meaning as in Regulation 22 of the 2002 Regulations

“bus lane” has the same meaning as in Regulation 23 of the 2002 Regulations and for the purpose of this Order means the area bounded by the edge of the carriageway specified in Schedules 20 and 21 to this Order and a traffic sign consisting of a longitudinal single white line complying with diagram 1049 in Schedule 6 to the 2002 Regulations on the same side of the road as that edge as the case may be broken only by the gap opposite the junction with another road or access way by a crossing for foot passengers marked on the road in accordance with any regulations made under Section 23 of the Act of 1984 or by a street refuge (such white line being referred to in this Order as “the single white line”)

“bus stop area” means that area of carriageway on a side of a road intended for the waiting of a bus which is comprised within and indicated by a road marking complying with either diagrams 1025.1, 1025.3 or 1025.4 in Schedule 6 to the 2002 Regulations

“carriageway” means a way constituting or comprised in a highway being a way over which the public have a right of way for the passage of vehicles as defined in Section 329(1) of the Highways Act 1980

“central reserve” means:-

- (i) any land between the carriageways of a road comprising two carriageways; or
- (ii) any permanent work (other than a traffic island) in the carriageway of a road,

which separates the carriageway or, as the case may be, the part of the carriageway which is to be used by traffic moving in one direction from the carriageway or part of the carriageway which is to be used (whether at all times or at particular times only) by traffic moving in the other direction.

“coach” means a vehicle constructed or adapted to carry eight or more passengers

“Council” means the City of Bradford Metropolitan District Council or authorised agent

“Custody Vehicle” means a motor vehicle constructed or adapted for the use of escorting detainees to and from the Magistrates Court

“cycle lane” means a part of the carriageway which:-

- (i) starts with the marking diagram 1009 in Schedule 6 to the 2016 Regulations and
- (ii) is separated from the rest of the carriageway by the marking diagram 1049 in Schedule 6 to the 2016 Regulations

“disabled persons vehicle” has the same meaning as in Section 2 of the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (England and Wales) (Amendment) Regulations 1986;

“dual purpose vehicle” has the same meaning as in paragraph 2 of Schedule 6 to the Act of 1984

“Event Times” means the period of time during which an event is taking place at Valley Parade Stadium, Manningham or Odsal Stadium, Odsal. This will also include suitable periods of time prior to and after the actual event to allow spectators to access and egress the stadium.

“goods vehicle” means a motor vehicle not exceeding 7.5 tonnes constructed or adapted for use for the carriage or haulage of goods or burden of any description and is not drawing a trailer

“guide arms” means an apparatus fitted to a guided bus that complies with the following specification:-

- (i) the nominal width over guide-wheel faces when not in the guideway and with the steering in the straight-ahead position shall be 2605mm (+10mm, -5mm);
- (ii) the clearance beneath the lowest point of the guide-wheel assembly and the ground when the vehicle is standing on level ground and with the steering in the straight-ahead position shall be 90mm (+20mm, -10mm);
- (iii) the maximum permitted offset of the longitudinal centreline of the second (and third if applicable) axles shall be 25mm when the vehicle has the steering in the straight-ahead position;
- (iv) the vehicle shall be capable of operating in a 2600mm nominal width guideway with minimum radius of 300 metres (for a rigid 2 axle vehicle) or 400 metres (for an articulated vehicle) without any road tyre coming into contact with either guide kerb;
- (v) the guide-arm equipment shall be capable of absorbing a lateral force of 15kN without deformation of or damage to any component;

- (vi) the vehicle shall be fitted with a suitable “run-flat” device such that should either or both front tyres deflate no other part of the guide-arm assemblies shall come into contact with the ground if the vehicle is standing on level ground;
- (vii) the guide-arm equipment shall be fitted with a “weak-link” on each guide-arm assembly such that its integrity or otherwise is clearly visible when the bus steering is in the straight-ahead position designed such as to minimise the transmission of impact forces to the steering and suspension systems;
- (viii) the centreline of the guide-tyre running surface shall be 130mm ± 10mm above ground when the vehicle is standing on level ground and with the steering in the straight-ahead position.

“guided bus” means a bus fitted with guide arms that enables it to operate in the mode prescribed in Article 2(g) of the Transport and Works (Guided Transport Modes) Order 1992 No. 3231

“guideway” means a system which is road based with side guidance in which the vehicles:-

- (i) are capable of operating on a road; and
- (ii) are guided wholly or mainly by means of wheels bearing outwards against fixed apparatus

“hackney carriage” has the same meaning as in Section 38 (1) of the Vehicle Excise and Registration Act 1994

“heavy commercial vehicle” means any goods vehicle which has an operating weight exceeding 7.5 tonnes and is further defined in Section 138 of the Act of 1984

“invalid carriage” has the same meaning as in Section 20 of the Chronically Sick and Disabled Persons Act 1970

“layby” means an area of carriageway intended for the waiting of vehicles bounded partly by a traffic sign the type shown in diagram 1010 in Schedule 6 of the 2002 Regulations and partly by the outer edge of the carriageway on the same side of the road as the traffic sign

“licensed taxi” has the same meaning as in Section 13(3) of the Transport Act 1985

“local bus” means a public service vehicle used for the provision of a local service not being an excursion or tour

“local service” has the same meaning given in Section 2(1) of the Transport Act 1985;

“main carriageway” means any carriageway used primarily by through traffic and includes any carriageway of a slip road, but excludes any lay-by

“Match Times” means the period of time during which a match is being played at Valley Parade Stadium, Manningham or Odsal Stadium, Odsal. This will also include suitable periods of time prior to and after the actual match to allow spectators to access and egress the stadium.

“mechanical road cleansing vehicle” means a mechanically propelled vehicle using mechanical means to sweep a carriageway surface or empty road gullies.

“motor cycle” has the same meaning as in Section 136 of the Act of 1984

“passenger vehicle” means a motor vehicle (other than a motor cycle or invalid carriage) constructed solely for the carriage of passengers and their effects and adapted to carry not more than eight passengers exclusive of the driver;

“pedal cycle” means a unicycle, bicycle, tricycle, or cycle having four or more wheels, not being in any case mechanically propelled unless it is an electrically assisted pedal cycle of such class as it is to be treated as not being a motor vehicle for the purposes of the Act of 1984

“pedestrian crossing” means a crossing area for foot passengers marked on a road in accordance with regulations made under Section 25 of the Act of 1984

“permit holder” means a person to whom a permit has been issued under the provisions of this Order;

“person authorised by the Council” means a police officer in uniform or any other person designated by the Council to take action in accordance with the relevant provisions of this Order.

“provision of a universal postal service”, “universal service provider” and “postal packet” have the same meanings as in the Postal Services Act 2000

“public service vehicle” has the meaning given in Schedule 1 of the Public Passenger Vehicles Act 1981

“relevant position” insofar as it relates to the display of a permit in accordance with the provisions of this Order means:-

- (i) if the vehicle is fitted with a front windscreen the permit is exhibited there on the nearside of and immediately behind the windscreen; or
- (ii) if the vehicle is not fitted with a front windscreen the permit is exhibited conspicuously on the front of the vehicle;

“school bus” means a vehicle constructed or adapted to carry eight or more passengers and being used to carry persons to or from school;

“special permit” means a permit issued in accordance with the provisions of this Order

“stage carriage” has the same meaning as in Section 2 of the Public Passenger Act 1981.

“taxi” means a vehicle licensed under:-

- (i) Section 37 of the Town Police Clauses Act 1847; or
- (ii) Section 6 of the Metropolitan Public Carriageway Act 1869

or under any similar enactment

“track laying vehicle” has the same meaning as in the Road Vehicles (Construction and Use) Regulation 1986

“traffic sign” means a sign of any size colour and type prescribed or authorised under or having effect as though prescribed or authorised under Section 64 of the Act of 1984;

“two wheeled motor vehicle” has the same meaning as “motor cycle”

“wheelchair” means an invalid wheelchair or carriage propelled by hand

“works bus” means a vehicle constructed or adapted to carry eight or more passengers and being used to carry persons to or from their places of employment

- (2) Without prejudice to the generality of the definition of “bus lane” above where the single white line marking the boundary of the bus lane is broken by a gap opposite and adjacent to the junction of the length of road specified in Schedules 20 and 21 to this Order with any other road or an access way or at a pedestrian crossing or by a street refuge the boundary shall nevertheless be regarded as continuing unbroken.

## **PART II – PROHIBITED MOVEMENTS**

### 2. One Way Traffic Flow

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, in a direction other than that specified in column 4, unless exempted in column 5, as specified in Schedule 1 to this Order.

### 3. Prohibited Right Turn

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, to turn right into the road specified in column 4, unless exempted or at specified times in column 5, as specified in Schedule 2 to this Order.



4. Prohibited Left Turn

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, to turn left into the road specified in column 4, unless exempted in column 5, as specified in Schedule 3 to this Order.

5. Prohibited Straight Ahead

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, at the location specified in column 4, to proceed straight ahead into the road specified in column 5, unless exempted in column 6, as specified in Schedule 4 to this Order.

6. Prohibited U-Turn

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, to make a U-turn so as to proceed in the opposite direction on that road on the length of road or at the point in the road defined in column 4, as specified in Schedule 5 to this Order.

7. Prohibited Entry

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, to enter and proceed in the road specified in column 3, as specified in Schedule 6 to this Order.

8. Prohibited Overtaking

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall cause or permit any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, to overtake any other moving vehicle on the length of road defined in column 4, as specified in Schedule 7 to this Order.

**PART III – MANDATORY MOVEMENTS**

9. Mandatory Right Turn

Save as provided in Articles 30(1) and 30(2) of this Order, every person causing or permitting any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, shall, upon reaching that junction or that point of the road specified in column 4, make a right turn into the road specified in column 4, unless exempted in column 5, as specified in Schedule 8 to this Order.

10. Mandatory Left Turn

Save as provided in Articles 30(1) and 30(2) of this Order, every person causing or permitting any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, shall, upon reaching that junction or that point of the road

specified in column 4, make a left turn into the road specified in column 4, unless exempted and/or at specified times in column 5, as specified in Schedule 9 to this Order.

11. Mandatory Straight Ahead

Save as provided in Articles 30(1) and 30(2) of this Order, every person causing or permitting any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, at the location specified in column 4, shall make a straight ahead move into the road specified in column 5, unless exempted in column 6, as specified in Schedule 10 to this Order.

12. Dual Carriageway

Save as provided in Articles 30(1) and 30(2) of this Order, every person causing or permitting any vehicle proceeding in the road specified in column 2, in the direction specified in column 3, for the length defined in column 4, shall cause that vehicle to proceed in such a direction so as to keep the central reserve on the right hand side or offside of the vehicle, unless exempted in column 5, as specified in Schedule 11 to this Order.

**PART IV – PROHIBITED VEHICLES**

13. Prohibition of Driving (Road Closure)

Save as provided in Articles 30(1), 30(2) and 30(3) of this Order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, unless exempted in column 4, as specified in Schedule 12 to this Order.

14. Prohibition of Driving (Access Only)

Save as provided in Article 30 of this Order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, unless exempted in column 4, if specifically prohibited in column 5, unless at specified times in column 6, as specified in Schedule 13 to this Order.

15. Prohibition of Driving (Weight Access Restriction) (Road)

Save as provided in Articles 30(1), 30(2), 30(3) and 31(1) of this Order, no person shall cause or permit any goods vehicle to proceed in the road specified in column 2, for the length defined in column 3, that exceeds the weight specified in column 4, as specified in Schedule 14 to this Order.

16. Prohibition of Driving (Weight Access Restriction) (Area)

Save as provided in Articles 30(1), 30(2), 30(3) and 31(1) of this Order, no person shall cause or permit any heavy commercial vehicle to proceed in the area specified in column 2, in any roads bounded by, but not included in the restriction, the roads specified in column 3, for their lengths defined in column 4, that exceeds the weight specified in column 5, as specified in Schedule 15 to this Order.

17. Prohibition of Driving (Width Access Restriction)

Save as provided in Article 30 of this order, no person shall cause or permit any vehicle, inclusive of any load on the vehicle, to proceed in the road specified in column 2, for the length defined in column 3, that exceeds the width specified in column 4, as specified in Schedule 16 to this Order.

18. Restricted Access

Save as provided in Articles 30 and 35 of this Order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, unless exempted in column 4, if specifically prohibited in column 5, as specified in Schedule 17 to this Order.

19. Weight Restriction

Save as provided in Articles 30(1), 30(2), and 30(3) of this order, no person shall cause or permit any vehicle, whether laden or unladen, to proceed in the road specified in column 2, on the length of road or at the point in the road defined in column 3, that exceeds the weight specified in column 4, as specified in Schedule 18 to this Order.

20. Width Restriction

Save as provided in Articles 30(1), 30(2), and 30(3) of this Order, no person shall cause or permit any vehicle, inclusive of any load on the vehicle, to proceed in the road specified in column 2, on the length of road or at the point in the road defined in column 3, that exceeds the width specified in column 4, as specified in Schedule 19 to this Order.

**PART V – BUS PRIORITY MEASURES**

21. Bus With Flow Lane

Save as provided in Articles 30(1), 30(2), 30(4) and 32 of this Order, no person shall cause or permit any vehicle to enter or proceed in a bus lane defined in the road specified in column 2, for the length and side of road defined in column 3, in the direction specified in column 4, during the times specified in column 5, unless permitted in column 6, as specified in Schedule 20 to this Order.

22. Bus Contraflow Lane

Save as provided in Articles 30(1), 30(2), 30(4) and 32 of this order, no person shall cause or permit any vehicle to enter or proceed in a bus lane defined in the road specified in column 2, for the length and side of road defined in column 3, in the direction specified in column 4, during the times specified in column 5, unless permitted in column 6, as specified in Schedule 21 to this Order.

23. Bus Guideway

Save as provided in Articles 33(2) and 33(3) of this Order, no person shall cause or permit any vehicle to enter or proceed in a bus guideway defined in the road specified in column 2, for the length of and location in the road defined in column 3, in the direction specified in column 4, during the times specified in column 5, unless permitted in column 6, as specified in Schedule 22 to this Order.

24. Bus Only Street

Save as provided in Articles 30(1), 30(2) and 30(4) of this order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, in the direction specified in column 4, during the times specified in column 5, unless permitted in column 6, as specified in Schedule 23 to this Order.

25. Bus Gate

Save as provided in Articles 30(1), 30(2) and 30(4) of this Order, no person shall cause or permit any vehicle to proceed in the road specified in column 2, for the length defined in column 3, in the direction specified in column 4, during the times specified in column 5, unless permitted in column 6, as specified in Schedule 24 to this Order.

#### **PART VI –PEDAL CYCLE MEASURES**

26. Cycle With Flow Lane

Save as provided in Articles 30(1), 30(2) and 30(4) of this order, no person shall cause or permit any vehicle other than a pedal cycle to enter or proceed in a cycle lane defined in the road specified in column 2, for the length and side of road defined in column 3, in the direction specified in column 4, during the times specified in column 5, as specified in Schedule 25 to this Order.

27. Cycle Contraflow Lane

Save as provided in Articles 30(1), 30(2) and 30(4) of the Order, no person shall cause or permit any vehicle other than a pedal cycle to enter or proceed in a cycle lane defined in the road specified in column 2, for the length and side of road defined in column 3, in the direction specified in column 4, during the times specified in column 5, as specified in Schedule 26 to this Order.

28. Prohibition of Cycling

Save as provided in Articles 30(1) and 30(2) of this Order, no person shall ride or cause or permit to be ridden any pedal cycle on the footway/footpath specified in column 2, for the length of footway/footpath or at the point in the footway/footpath defined in column 3, as specified in Schedule 27 to this Order.

#### **PART VII – PEDESTRIAN ZONES**

29. Pedestrianised Road

Save as provided in Articles 30 and 34 of this Order, no person shall cause or permit any vehicle to enter or proceed in the road specified in column 2, for the length defined

in column 3, during the times specified in column 4, unless exempted in column 5 and is accessing during the times specified in column 6, as specified in Schedule 28 to this Order.

### **PART VIII – EXCEPTIONS AND EXEMPTIONS**

#### 30. General Exceptions and Exemptions

- (1) Nothing in Articles 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29 and 35 of this Order shall apply to anything done with the permission, or at the direction, of a police officer in uniform.
- (2) Nothing in Articles 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28 and 29 of this Order shall apply to any vehicle being used for Police, Fire Brigade or Ambulance purposes when being used in an emergency.
- (3) Nothing in Articles 13, 14, 15, 16, 17, 18, 19, 20 and 29 of this order shall apply if the vehicle is an invalid carriage, wheelchair, perambulator, handcart and pedal cycle.
- (4) Nothing in Articles 14, 17, 18, 21, 22, 24, 25, 26, 27 and 29 of this Order shall apply so as to prohibit any person from causing or permitting any vehicle to proceed in the length of road specified therein if the vehicle: -
  - (i) is being used in connection with building, industrial or demolition operations, the removal of any obstruction to traffic, the maintenance improvement or reconstruction of the said length of road or the laying erection alteration or repair in or near to the said length of road of any sewer or of any main pipe or apparatus for the supply of water, gas or electricity or of any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984 if that vehicle cannot be used for such purposes in any other road;
  - (ii) is being used for Local Authority or Water or Sewerage Undertaker purposes when used in pursuance of statutory powers or duties;
  - (iii) is being used in connection with the provision of a universal postal service;
  - (iv) requires access to or egress from any premises, for the conveyance of persons, goods or merchandise, situated on or adjacent to the said length of road or any other premises or roads accessible from and only from the said length of road.

#### 31. Goods/Heavy Commercial Vehicle Exceptions and Exemptions

- (1) Nothing in Articles 15 and 16 of this Order shall make it unlawful for a goods/heavy commercial vehicle to proceed on any road or length of road if the vehicle is being used: -

- (i) for or in connection with the conveyance of goods to or from any premises adjacent to that length of road;
  - (ii) in connection with the carrying out on premises situated on or adjacent to the length of road so specified of any of the following operations namely:-
    - (a) building, industrial or demolition operations
    - (b) the removal of obstructions to traffic
    - (c) the maintenance, improvement or reconstruction of any road
    - (d) the laying, erection, alteration or repair in or on land adjacent to any road, of any sewer or any main pipe or apparatus for the supply of water, gas or electricity; or of any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984
  - (iii) for Local Authority or Water or Sewerage Undertaker purposes when used in pursuance of statutory powers or duties;
  - (iv) for or in connection with agriculture on adjacent land
  - (v) for or in connection with a circus, fair or similar and authorisation has been obtained from the Council
  - (vi) for or in connection with the conveyance of goods for sale from their vehicle on any such road.
- (2) The Council is satisfied that for preserving or improving the amenities of the areas within which the roads as specified in Schedules 14 and 15 to this Order run by restricting the use on these roads of goods/heavy commercial vehicles it is requisite that Section 3(1) of the Act of 1984 shall not apply in relation to Schedules 14 and 15 to this Order.

### 32. Bus Lane Exceptions and Exemptions

- (1) Save as provided in Articles 21, 22 and 32(2) of this Order every person causing a vehicle specified in column 6 of Schedules 20 and 21 to this Order to proceed in the bus lanes specified in Schedules 20 and 21 to this Order shall cause that vehicle to remain in the bus lane
- (2) Nothing in Article 32(1) of this Order shall prevent any person from causing any vehicle specified in column 6 of Schedules 20 and 21 to this Order proceeding in any of the said bus lanes from crossing the solid white line if that person does so to avoid an accident or is prevented from proceeding in the said bus lane by circumstances beyond their control.
- (3) Nothing in Article 21 of this Order shall apply to a vehicle waiting in a bus lane for so long as necessary to allow a passenger to board or alight therefrom.
- (4) Nothing in Articles 21 and 22 of this Order shall apply to a vehicle entering the bus lane:-

- (i) from a road which does not comprise the bus lane and forthwith leaves the bus lane through the gap in the single white line situated opposite and adjacent to the junction of that road with the bus lane or if there is no such gap at a point opposite that road;
- (ii) from an adjacent part of the road through any gap in the single white line and forthwith enters a road which lies opposite the gap;
- (iii) from any vehicular accessway or crossing over the footway adjoining the bus lane and forthwith leaves the bus lane at a point opposite that vehicular accessway or crossing;
- (iv) from an adjacent part of the road at a point opposite any vehicular accessway or crossing over the footway adjoining the bus lane and forthwith enters that vehicular accessway or crossing;
- (v) for the gaining of access to or egress from off street loading or garaging premises adjacent to or accessible only from the bus lane;
- (vi) to gain access or leave a layby or parking facility adjacent to a bus lane;  
or
- (vii) to prevent an accident and the vehicle then leaves the bus lane as soon as possible;

### 33. Bus Guideway Exceptions and Exemptions

- (1) No person shall proceed in a bus guideway other than in those lengths of bus guideway which are indicated by the provisions of appropriate pedestrian crossing facilities.
- (2) Nothing in Article 23 of this Order shall apply so as to prevent any person from driving or causing or permitting to be driven on the guideway referred to in that Article any vehicle which is being used:-
  - (i) in connection with the maintenance improvement cleansing or reconstruction of the said guideway; or
  - (ii) in connection with the laying erection alteration removal or repair in or near the said guideway of any sewer pipe or apparatus for the supply of water, gas or electricity or any pipe used for any other purpose or any telecommunications apparatus as defined in Section 4(3) of the Telecommunications Act 1984;
  - (iii) for the removal of any obstruction;

and in each case that person does so with the written approval of the Council's Strategic Director of Regeneration or by any other authorised officer subject to any conditions which may be attached thereto.

- (3) Nothing in Article 23 of this Order shall make it unlawful for a person to cause a guided bus to proceed in the said length of road in a direction other than that specified in the Article if:-
  - (i) the guideway becomes obstructed by a vehicle unable to proceed because of mechanical failure; and
  - (ii) a contraflow is authorised in writing by the Council's Strategic Director of Regeneration or by any other authorised officer.
- (4) The Council is satisfied that for avoiding danger to persons or other traffic and to facilitate movement of traffic on the guideways as specified in Schedule 22 to this Order it is requisite that Section 3(1) of the Act of 1984 should not apply in relation to Schedule 22 to this Order.

#### 34. Pedestrianised Road Exceptions and Exemptions

- (1) Nothing in Article 29 of this Order shall apply to any vehicle being used for the purpose of loading or unloading the vehicle while the vehicle is in actual use in connection with the removal or delivery of furniture to or from any premises situate in the said length of road provided that notice is given 24 hours in advance to the police and their consent obtained.
- (2) Nothing in Article 29 of this Order shall apply to any vehicle which displays in a prominent position a permit issued by the Council exempting the vehicle from the provisions of Article 29 of this Order or any part thereof

#### 35. Prohibition of Coaches

- (1) Save as provided in Articles 30(1), 35(2) and 35(3) of this Order no person shall cause or permit any coach to proceed in the lengths of road specified in Schedule 17 Items 2, 3 and 7 to this Order.
- (2) Nothing in Article 35(1) of this Order shall apply if the coach is a stage carriage, school bus or works bus.
- (3) Nothing in Article 35(1) of this Order shall prohibit any person from causing or permitting a coach to proceed in the lengths of road specified in Schedule 17 Items 2, 3 and 7 to this Order, if the coach
  - (i) requires access to or egress from the Esholt Cricket and Football Grounds on Esholt Lane PROVIDED THAT any such coach gains access to or egress from the said Cricket or Football Grounds via Station Road, Chapel Lane and the part of Esholt Lane extending from Chapel Lane to the Cricket and Football Grounds AND FURTHER PROVIDED THAT any such coach leaves Esholt Lane and waits within the curtilage of the said Cricket and Football Ground premises, or
  - (ii) is being used in pursuance of a special authorisation issued by the Council for use in behalf.



(3) The Council is satisfied that for avoiding danger to persons or other traffic using the lengths of road specified in Schedule 17 Items 2,3 and 7 to this Order and for preventing the likelihood of any such danger arising it is requisite that Section 3(1) of the Act of 1984 should not apply in relation to Schedule 17 Items 2, 3 and 7 to this Order.

### PART IX - GENERAL

36. 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 Act of 1984 or by or under any other enactment.
37. Where an Act of Parliament referred to in this Order or any Regulation Direction or Order made under it is repealed and new provisions enacted (with or without modifications) then the new provisions shall be substituted in this Order where relevant.
38. The Interpretation Act 1978 shall apply to this Order as it applies to an Act of Parliament.
39. For the avoidance of doubt any reference in the Order to a length of road shall be deemed to be a reference to more than one length of road where the context so requires it. The lengths of road specified in the Schedule(s) to this Order are shown for illustrative purposes only on drawing number: - PTH/HS/104882/DLP07 annexed hereto.

This Order shall come into operation on the 20<sup>th</sup> day of February 2023 for a period not exceeding 18 months and may be cited as the "City of Bradford Metropolitan District Council Princes Way, Hall Ings and Leeds Road, Bradford Experimental Traffic Regulation Order (Moving Traffic) 2023".

**THE COMMON SEAL of CITY OF  
BRADFORD METROPOLITAN DISTRICT  
COUNCIL** was hereunto affixed  
in the presence of:-



Authorised by the  
Director of Legal and Governance



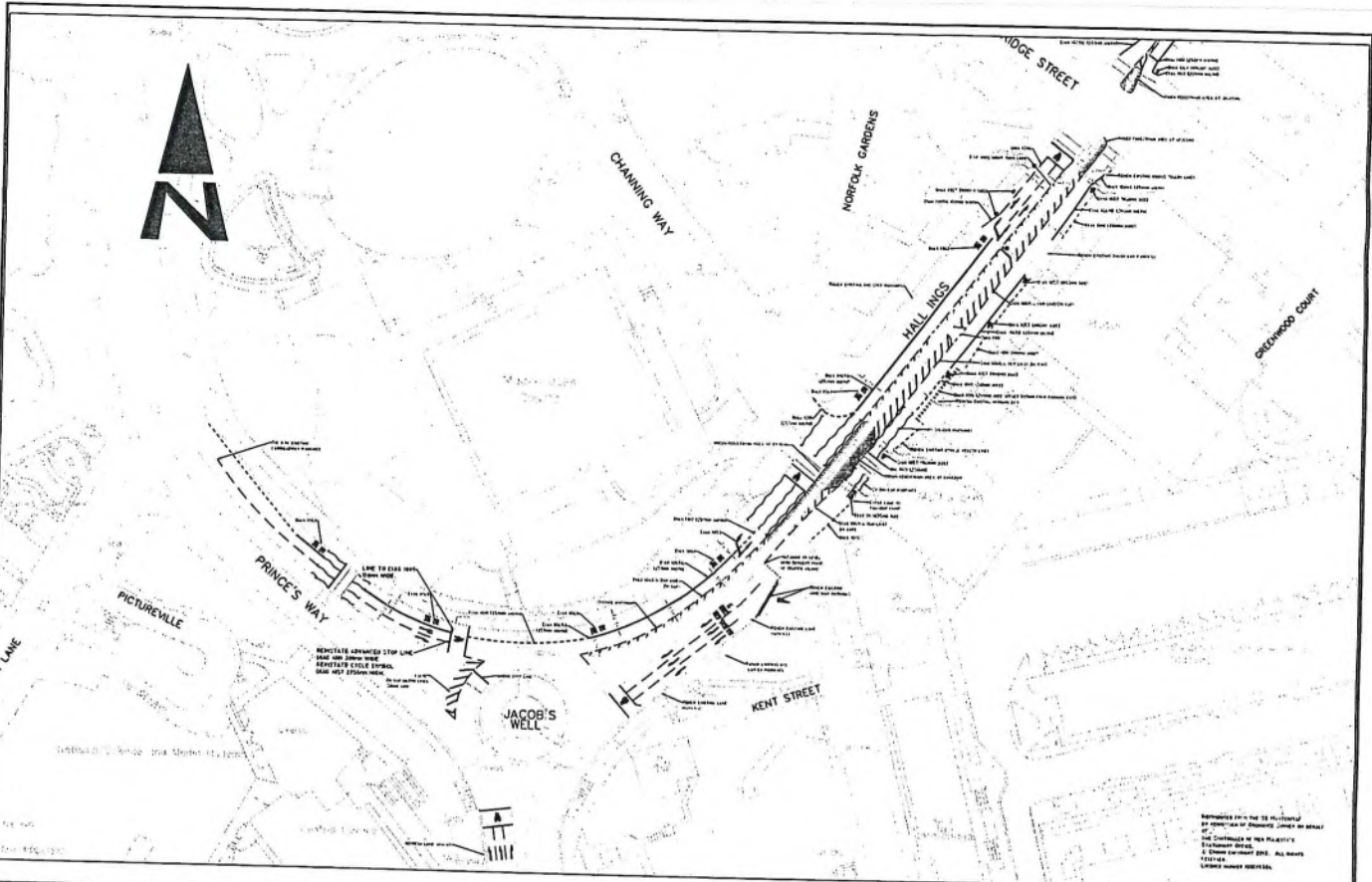
102139A

### SCHEDULE 20B - BUS WITH FLOW LANE

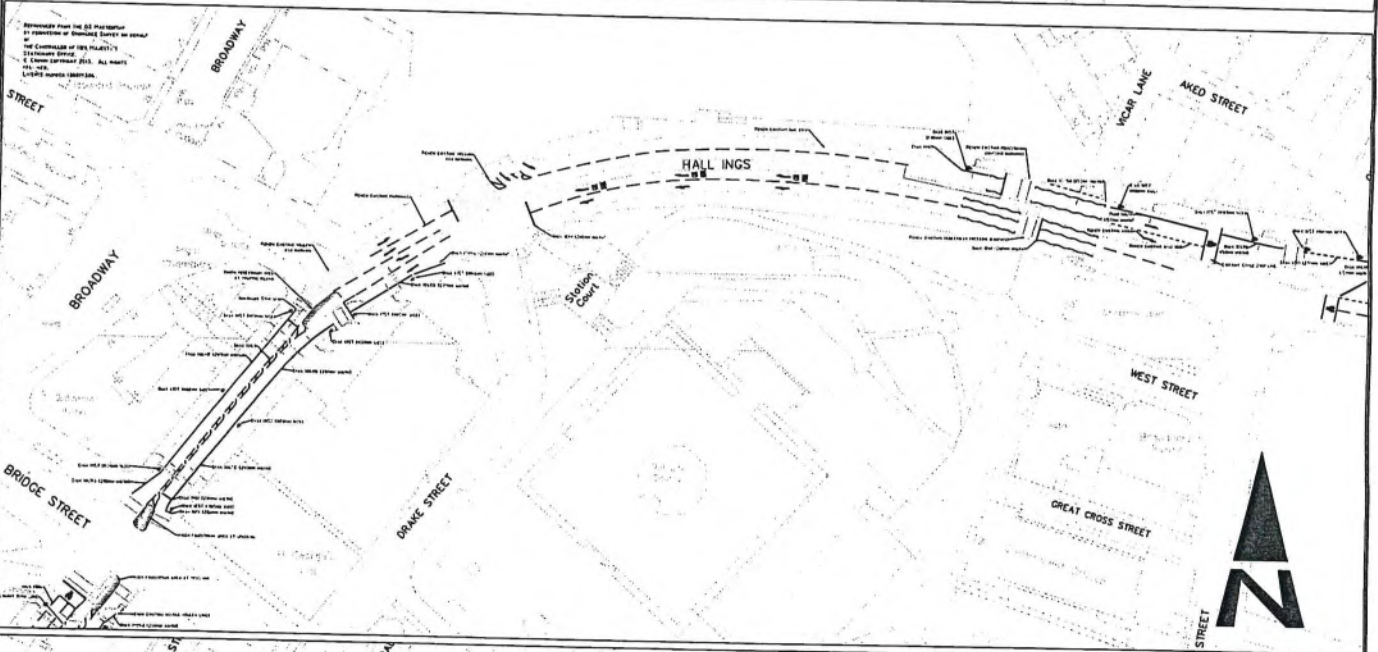
Item Number	Road	Length and Side of Road	Direction of Travel	Times of Operation	Permitted Vehicles
1	2	3	4	5	6
28	Prince's Way	North east side – from its junction with the projected South eastern kerbline of Little Horton Lane to its junction with Hall Ings	South east bound	24 hour	Bus/Taxi/ Hackney Carriage/Pedal cycle/motor cycle Custody vehicle
29	Hall Ings, Bradford	North West Side – from its junction with Princess Way to its junction with Bridge Street	North east bound	24 hour	Bus/Taxi/ Hackney Carriage/Pedal cycle/motor cycle/Custody vehicle
13	Leeds Road Bradford	Southern side of west bound carriageway from its junction with Downham Street to its junction with Shipley Airedale Road	West bound	Monday to Friday 7.30am – 9.30am 4.00pm – 6.30pm	Bus/Pedal cycle

### SCHEDULE 9A – MANDATORY LEFT TURN

Item Number	Road proceeding on	Direction	Road mandatory to turn left into	Exempted Vehicles and/or Specified Times
1	2	3	4	5
60	Leeds Road left turn lane, Bradford	West bound	Shipley Airedale Road south bound carriageway	Bus

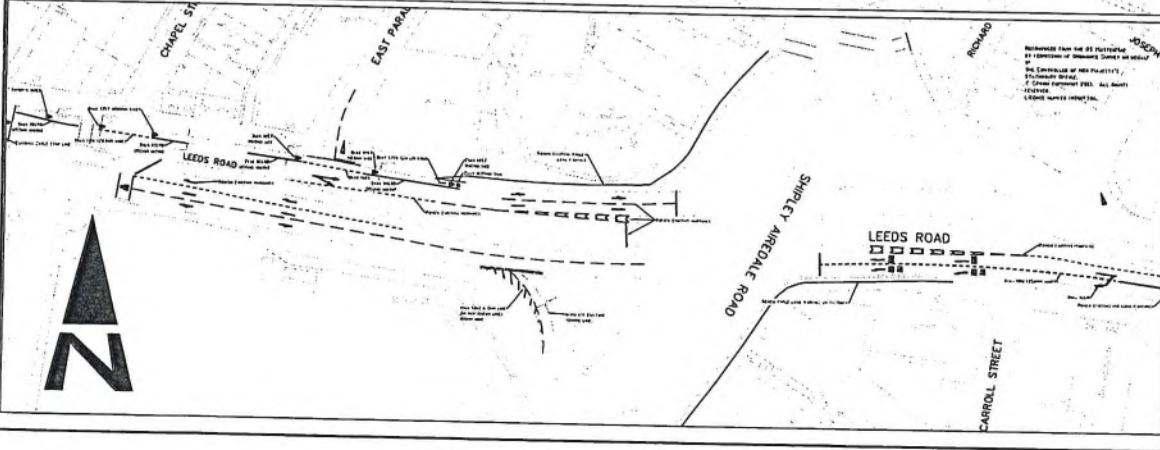


Revised from the 12th November 2010  
 of the City of Bradford, under the authority  
 of the Council of the City of Bradford  
 and the City of Bradford  
 1. Change to the 2010. All hours  
 10/11/10  
 10/11/10



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 10/11/10  
 10/11/10



Original	10/11/10
Revision	10/11/10

City of  
**BRADFORD**  
 Metropolitan Borough Council

Department of Place  
 Strategic Director: David Shepherd

Planning, Transportation & Highways Service  
 Highway Services  
 4th Floor  
 Millers House  
 Hall Ings  
 Bradford  
 BD1 1XK

**HALL INGS, BRADFORD  
 EXPERIMENTAL BUS LANE SCHEME**

Chris Bedford  
 Director

Checked by	10/11/10
Approved by	10/11/10

10/11/10

**LAYOUT DETAILS**

PTH/HS/104882/DLP07

MD

CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL

EXPERIMENTAL TRAFFIC REGULATION ORDER  
(MOVING TRAFFIC) 2023

PRINCES WAY, HALL INGS AND LEEDS ROAD, BRADFORD

SEALED: 2nd February 2023

OPERATIVE: 20<sup>th</sup> February 2023

REFERENCE: CORP/PCD/AK/407877

Director of Legal & Governance  
Legal and Democratic Services  
City of Bradford Metropolitan District Council  
City Hall  
Bradford  
BD1 1HY