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CITY AND ROYAL BURGH OF EDINBURGH.



0334

The Edinburgh Corporation (Mitchell Street, Leith, One-Way) (Traffic Regulation) Order, 1951.

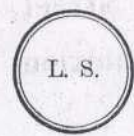
The Lord Provost, Magistrates and Council of the City and Royal Burgh of Edinburgh, in exercise of the powers conferred upon them by sub-section (2) of section 46 of the Road Traffic Act, 1930; and sub-section (4) of section 29 of the Road and Rail Traffic Act, 1933, by virtue of section 301 of the Edinburgh Corporation Order, 1933, and of all other powers enabling them in that behalf, hereby make the following Order:—

- 1. No person shall drive or cause to be driven any vehicle on the length of road specified in the first column of the schedule to this Order otherwise than in the direction specified opposite to such length of road in the second column of the said schedule.
2. The Interpretation Act, 1889, shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.
3. This Order may be cited as "The Edinburgh Corporation (Mitchell Street, Leith, One-way) (Traffic Regulation) Order, 1951."

SCHEDULE.

Table with 2 columns: 1. Length of Road. Mitchell Street, Leith. 2. Direction. From south-east to north-west.

Given under the Seal of the Lord Provost, Magistrates and Council of the City and Royal Burgh of Edinburgh this 28th day of June 1951.



JAMES MILLER, Lord Provost.
J. STORRAR, Town Clerk.

The foregoing Order made by the Lord Provost, Magistrates and Council of the City and Royal Burgh of Edinburgh, was confirmed by the Minister of Transport on 22nd October 1951.

CITY AND ROYAL BURGH OF EDINBURGH

THE EDINBURGH CORPORATION (VARIOUS STREETS IN KIRKGATE
AREA, LEITH – ONE-WAY) (TRAFFIC REGULATION) ORDER, 1957

The Corporation of the City of Edinburgh, in exercise of the powers conferred upon them by section 46 (2) of the Road Traffic Act, 1930, as applicable to the Corporation in accordance with the provisions of section 301 of the Edinburgh Corporation Order, 1933, hereby order as follows:-

1. No person shall drive any vehicle on any of the road or lengths of roads specified in the first column of the Schedule to this Order otherwise than in the direction specified opposite to such road or length of road respectively in the second column of the said Schedule.
2. The Interpretation Act, 1889, shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.
3. This Order may be cited as “The Edinburgh Corporation (Various Street in Kirkgate Area, Leith – One-Way) (Traffic Regulation) Order 1957.

Given under the seal of the Corporation of the City of Edinburgh, this tenth day of January 1957.

JOHN G. BANKS, *Lord Provost*

SCHEDULE

1. <u>Lengths of road</u>	2. <u>Direction</u>
Broad Wynd (from Shore to Water Street)	From North West to South East
Shore Place (from Tolbooth Wynd to Shore)	From South to North
Tolbooth Wynd (from Henderson Street to Water Street)	From North West to South East
Maritime Street (from Bernard Street to Maritime Lane)	From North East to South West
Maritime Lane (from Maritime Street to Constitution Street)	From North West to South East
Maritime Lane (from Maritime Street to Water Street)	From South East to North West
Water Street (from Tolbooth Wynd to Broad Wynd)	From South East to North
Carpet Lane (the length of road from the Broad Wynd/Water Street junction to Maritime Street)	From South West to South East
Seaport Street (from the road between the Broad Wynd/Water Street junction and Maritime Street to Bernard Street)	From South West to North East
St Anthony Place (from its junction with Henderson Street to its junction with St Anthony Lane)	West to East
St Anthony Lane (from its junction with St Anthony Place to its junction with St Anthony Street)	North to South
St Anthony Street (from its junction with St Anthony Lane to its junction with Henderson Street)	East to West

The foregoing Order made by the Corporation of Edinburgh was confirmed as now amended by the Secretary of State on 11th September 1958.

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (LEITH AREA, EDINBURGH) (ONE-WAY, BUS PRIORITY MEASURES AND PROHIBITION OF ENTRY) AND (VARIOUS STREETS IN KIRK_GATE AREA, LEITH – ONE-WAY) (VARIATION) ORDER 2001 -
TO/E/00/162B

The City of Edinburgh Council in exercise of the powers conferred on them by Sections 1(1), 2(1) to (3) and 4(2) of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended (which Act as so amended is hereinafter referred to as "the 1984 Act") and of all other enabling powers and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:-

1. This Order may be cited as "The City of Edinburgh Council (Leith Area, Edinburgh) (One-Way, Bus Priority Measures and Prohibition of Entry) and (Various Streets in Kirkgate Area, Leith – One-Way) (Variation) Order 2001" and shall come into operation on the Twenty first day of December Two thousand and one.

2. In this Order the following phrases have the meanings respectively assigned to them:-

" Article" means an Article of this Order;

" bus lane" means any part of a roadway indicated by a traffic sign of the form and dimensions as set out in diagram 1048 in Schedule 2 to the Traffic Signs Regulations and General Directions 1981 and which is bounded on the one side by the nearside edge of the carriageway and on the other by a longitudinal solid white line of the form and dimensions as set out in diagram 1049 in said Schedule 2;

" Chief Constable" means the Chief Constable of the Police Authority for the Lothian and Borders Police Area;

" local authority" means The City of Edinburgh Council;

" pedal cycle" shall have the meaning assigned to that phrase by section 151 of the Roads (Scotland) Act 1984;

" postal vehicle" means a vehicle in the service of a universal postal service provider in actual use for the loading or unloading of postal packets;

" public service vehicle" shall have the meaning assigned to that phrase by section 1 of the Public Passenger Vehicles Act 1981;

" road" includes part of a road;

" Schedule" means a Schedule to this Order;

" taxi" shall have the meaning assigned to that phrase by section 23 of the Civic Government (Scotland) Act 1982;

" telecommunication apparatus" shall have the meaning assigned to that phrase by paragraph 1 of Schedule 2 to the Telecommunications Act 1984;

" 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 1984 Act and includes any line or mark on a road for conveying warnings, information, requirements, restrictions or prohibitions; and

" traffic warden" means an officer employed by the police authority as a traffic warden in pursuance of section 9 of the Police (Scotland) Act 1967.

3. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made under the 1984 Act or by or under any other enactment.
4. No person shall, except upon the direction or with the permission of a police constable in uniform or a traffic warden, drive or cause or permit any vehicle to be driven on the lengths of roads specified in column 1 of Schedule 1 of this Order otherwise than in the direction specified opposite in column 2 of the said Schedule 1.
5. For the purposes of this Order a vehicle shall be deemed to have entered to remain in, or as the case may be, to be proceeding or waiting in a bus lane described in Schedule 2 to this Order if any part of said bus lane is below the vehicle or its load.
6. Save as provided in Articles 8, 10 and 11 no person shall cause or permit any vehicle to enter or proceed in a bus lane described in Schedule 2, provided that nothing in this Article shall apply to any vehicle entering or proceeding in a bus lane where the person in control of the vehicle is required by law to do so or is obliged to enter or proceed in a bus lane in order to avoid an accident, a parked vehicle or is prevented by circumstances outwith his control from avoiding entering or proceeding other than in the bus lane and as soon as possible causes the vehicle to leave the bus lane.
7. Save as provided in Articles 8 and 10 no person shall cause or permit any vehicle to wait in a bus lane described in Schedule 2. Provided that nothing in this Article shall render it unlawful to cause or permit any vehicle so to wait if the person in control of the vehicle is required by law to stop or is obliged to do so to avoid an accident or is prevented from proceeding by circumstances outwith his control and it is not reasonably practicable for him to drive or move the vehicle to a place outwith such bus lane.
8. Nothing in Articles 6 and 7 shall apply:-
 - (i) to a public service vehicle;
 - (ii) to a vehicle being used for fire brigade, ambulance or police purposes if it is reasonably necessary for that vehicle to enter, proceed or wait in a bus lane described in Schedule 2;
 - (iii) to a vehicle being used in connection with the removal of any obstruction in a bus lane described in Schedule 2;
 - (iv) to a vehicle being used in connection with any building operation, demolition or excavation in or adjacent to a bus lane described in Schedule 2, the maintenance, improvement or reconstruction of the road in or adjacent to the said bus lane, the laying, alteration, erection or repair in or adjacent to the said bus lane, of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunication apparatus, or the placing, maintenance or removal of any traffic sign, bus stops and bus shelters, provided that in all the circumstances it is reasonably necessary for the vehicle to enter or proceed in the bus lane, or, as the case may be, to wait in the bus lane;
 - (v) to a pedal cycle;

- (vi) to a vehicle entering or waiting in a bus lane described in Schedule 2 when in actual use in connection with a funeral undertaking; provided that in all the circumstances it is reasonably necessary for the vehicle to enter or wait in the bus lane;
 - (vii) to a postal vehicle;
 - (viii) to a vehicle, not being a passenger vehicle, while being used in the service of a local authority in pursuance of statutory powers and duties; provided that in all the circumstances it is reasonably necessary in the exercise of such powers and duties for the vehicle to enter or proceed in a bus lane described in Schedule 2 or, as the case may be, to wait in the bus lane;
 - (ix) to a vehicle crossing a bus lane described in Schedule 2 for the purpose of access to or egress from premises fronting on the bus lane;
 - (x) to a vehicle entering or waiting in a bus lane described in Schedule 2 to enable a person to board or alight from the vehicle or to load thereon or unload therefrom his personal luggage; provided that in all the circumstances it is reasonably necessary for such vehicle to enter or wait in the bus lane for such purposes and that such vehicle shall not wait longer than two minutes;
 - (xi) to a vehicle entering or waiting in a bus lane described in Schedule 2 when in actual use in connection with the removal of furniture to or from one office, dwellinghouse or depository adjacent to the bus lane from or to another office, dwellinghouse, or depository; provided that notice is given twenty four hours in advance to the Chief Constable, his consent, either generally or specifically, is obtained and such reasonable conditions as he may impose are complied with;
 - (xii) to a vehicle entering or waiting in a bus lane described in Schedule 2 when in actual use in connection with the collection or delivery of goods from or to premises in or adjacent to the bus lane provided that notice is given twenty four hours in advance to the Chief Constable, his consent either generally or specifically, is obtained and such reasonable conditions as he may impose are complied with; or
 - (xiii) to a taxi.
9. Notwithstanding any exemption granted by this Order, the person in control of a vehicle waiting in a bus lane described in Schedule 2 shall move the vehicle on the instructions of a police constable in uniform or traffic warden whenever such removal is reasonably necessary for the purpose of facilitating the passage of traffic.
10. Nothing in this part of this Order shall apply to anything done with the permission or at the direction of a police constable in uniform or traffic warden.
11. The Council's Director of City Development or any person authorised by him may, after consultation with the Chief Constable, suspend the operation of a bus lane or part thereof and the restriction imposed by Article 6 of this Order on vehicles entering or proceeding in a bus lane or part thereof, whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or in the interests of road safety.

- 12 Save as provided in Article 13 to this Order no person shall, except upon the direction or with the permission of a police constable in uniform or a traffic warden, drive or cause or permit to be driven any vehicle on the roads specified in column 1 of Schedule 3 to this Order so as to enter the roads specified in the corresponding line of column 2 of the said Schedule 3.
13. Nothing in Article 12 shall apply:-
- (i) to a vehicle being used for fire brigade, ambulance or police purposes;
 - (ii) to a vehicle being used in connection with any building operation, demolition or excavation, road maintenance, improvement or reconstruction, the laying, alteration, erection or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunication apparatus, or the placing, maintenance or removal of any traffic sign, bus stop or bus shelter, provided that in all the circumstances it is reasonably necessary for the vehicle to make the turn specified; or
 - (iii) to a pedal cycle.
14. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, The Edinburgh Corporation (Various Streets in Kirkgate Area, Leith – One-Way) Traffic Regulation Order 1957 shall have effect subject to the variations, insertions, amendments and substitutions specified thereto in Schedule 4 to this Order.

Executed by The City of Edinburgh Council this Seventh day of December Two thousand and One.

(witness)

Council Solicitor

SCHEDULE 1

ONE-WAY ROADS

<u>1.</u>		<u>2.</u>
Length of Road		Direction
Giles Street	(from Henderson Street to Spier's Place)	North-west to South-east
Henderson Street	(from Henderson Gardens to Yardheads and St Anthony Place)	North-west to South-east
Spier's Place	(from Giles Street to Henderson Street)	North-east to South-west

SCHEDULE 2

NEW BUS LANE

Length of Road	Description of Section of Road Containing Bus Lane	Length of Section of Road	Exclusion of Length as indicated by the appropriate traffic sign
Henderson Street (West side)	From Henderson Gardens to Yardheads and St Anthony Place.	115 metres or thereby	None.

SCHEDULE 3

PROHIBITION OF ENTRY

1. <u>From</u>	2. <u>To</u>
Tolbooth Wynd	Queen Charlotte Street

SCHEDULE 4

VARIATIONS ETC. TO THE EDINBURGH CORPORATION (VARIOUS STREETS IN LEITH – ONE-WAY) TRAFFIC REGULATION ORDER 1957

The above Order will have effect as if:-

In the SCHEDULE

In Item Giles Street all the words in Column 1 and Column 2 were deleted.

In Item Spier's Place all the words in Column 1 and Column 2 were deleted.

In Item Queen Charlotte Street all the words in Column 1 and Column 2 were deleted.

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (EDINBURGH TRAM) (PROHIBITION OF ENTRY, MOTOR VEHICLES AND TURNING, ONE-WAY ROADS, BUS/TRAM PRIORITY LANES AND WEIGHT LIMIT) TRAFFIC REGULATION ORDER 2023 - TRO/20/24A

The City of Edinburgh Council in exercise of their powers under sections 1(1), 2(1) to (3) and 4(2) of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended, (which Act as so amended is hereinafter referred to as “the 1984 Act”), and of all other enabling powers, taking into account Section 122 of the Road Traffic Regulation Act 1984, and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:-

1. This Order may be cited as “The City of Edinburgh Council (Edinburgh Tram) (Prohibition of Entry, Motor Vehicles and Turning, One-Way Roads, Bus/Tram Priority Lanes and Weight Limit) Traffic Regulation Order 2023” and shall come into operation on the Thirteenth day of March Two Thousand and Twenty-three.

The Council is satisfied that, for facilitating the passage of vehicular traffic on the road, it is requisite that Section 3 (1) of the 1984 Act should not apply to this Order.

2. In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:-

“Article” means an Article of this Order;

“bus lane” has the same meaning as in Schedule 1 of the Traffic Signs Regulations and General Directions 2016;

“Chief Constable” means the Chief Constable for the Police Scotland area;

"Council" means the City of Edinburgh Council incorporated under the Local Government Etc. (Scotland) Act 1994 as local authority for the City of Edinburgh area;

"electronic communications apparatus" has the same meaning as in Section 32 of the Communications Act 2003;

"Executive Director of Place " means the Executive Director of Place of the Council;

"goods" means merchandise, produce and corporeal moveable items of a similar nature (excluding money) and "delivering" and "collecting" in relation to any goods includes checking the goods for the purpose of their delivery or collection;

"local authority" means a council constituted under Section 2 of the Local Government etc. (Scotland) Act 1994; “local service” has the meaning given in section 2 of the Transport Act 1985; “motor cycle” has the same meaning as in Section 136 of the 1984 Act;”

“motor vehicle” has the same meaning as Section 136 of the 1984 Act;

“parking attendant” has the same meaning as in Section 63A of the 1984 Act;

“pedal cycle” shall have the meaning assigned to that phrase by Section 151 of the Roads (Scotland) Act 1984;

“public service vehicle” shall have the meaning assigned to that phrase by Section 1 of the Public Passenger Vehicles Act 1981;

“road" has the same meaning as in Section 151 of the Roads (Scotland) Act 1984 and for the avoidance of doubt, a road includes part of a road;

“Schedule” means a schedule to this Order;

“taxi” shall have the meaning assigned to that phrase by Section 23 of the Civic Government (Scotland) Act 1982;

“tram” shall have the meaning assigned to that phrase by Section 82 of the Edinburgh Tram (Line One) Act 2006;

“tram and bus lane” means any road described in Schedule 6 to this Order;

“tram lane” means any part of a road specified in Schedule 5 of this Order;

"tram maintenance vehicle" means those vehicles required to maintain the tram system, provide emergency response or breakdown recovery. These vehicles will be identified by the Edinburgh Trams Limited logo and a flashing light;

“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 1984 Act;

“universal service provider” has the same meaning as in Part 3 of the Postal Services Act 2011;

“traffic warden” means an officer employed by the police authority as a traffic warden in pursuance of Section 9 of the Police (Scotland) Act 1967.

- (1) Unless the context otherwise requires, a reference in this Order:-
 - a. to a Schedule or Schedules is a reference to a Schedule or the Schedules to this Order;
 - b. to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order; and
 - c. to a numbered paragraph is a reference to the paragraph bearing that number in the Article in which the reference occurs.
- (2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- (3) The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made or having effect as if made under the 1984 Act as amended as aforesaid or by or under any other enactment.
- (4) The Interpretation Act 1889 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament and as if, for the purposes of section 38 of that Act, this Order were an Act of Parliament and the Regulations and Orders revoked by this Order were Acts of Parliament thereby repealed.

PROHIBITION OF ENTRY

3. Save as provided in Article 4 of this Order no person shall, except with the permission of a police constable in uniform or a traffic warden, drive or cause or permit to be driven any vehicle on the road specified in column 1 so as to enter the road specified in column 2 of Schedule 1.
4. Nothing in Article 3 shall apply to any vehicle which is of one or more of the categories specified in column 3 of Schedule 1.
5. In column 3 of Schedule 1 the reference numbers utilised shall have the meanings assigned to them as are set out in the heading of Schedule 1.

PROHIBITION OF MOTOR VEHICLES

6. Save as provided in Article 7 of this Order, no person shall cause or permit any motor vehicle to enter, proceed or wait in or on any part of the lengths or areas of road described in column 1 of Schedule 2.
7. Nothing in Article 6 shall apply to any vehicle which is of one or more of the categories specified in column 2 of Schedule 2.
8. In column 2 of Schedule 2 the reference numbers utilised shall have the meanings assigned to them as are set out in the heading of Schedule 2.

PROHIBITION OF TURNING

9. Save as provided in Article 10 of this Order, no person shall, except with the permission of a police constable in uniform or a traffic warden, drive or cause or permit to be driven any vehicle on the road specified in column 1 so as to make the prohibited turn specified in column 2, into the road specified in column 3 of Schedule 3.
10. Nothing in Article 9 shall apply to any vehicle which is of one or more of the categories specified in column 4 of Schedule 3.
11. In column 4 of Schedule 3 the reference numbers utilised shall have the meanings assigned to them as are set out in the heading of Schedule 3.

ONE-WAY ROADS

12. Save as provided in Article 13 of this Order, no person shall, except with the permission of a police constable in uniform or a traffic warden, drive or cause or permit to be driven any vehicle on the lengths of road specified in column 1 otherwise than in the direction specified opposite to such road in column 2 of Schedule 4.
13. Nothing in Article 12 shall apply to any vehicle which is of one or more of the categories specified in column 3 of Schedule 4.
14. In column 3 of Schedule 4 the reference numbers utilised shall have the meanings assigned to them as are set out in the heading of Schedule 4.

TRAM LANES

15. For the purposes of this Order a vehicle shall be deemed to be in, to have entered to remain in, or as the case may be, to be proceeding or waiting in a tram lane described in Schedule 5 if any part of the tram lane is directly below any part of the vehicle or its load.
16. Save as provided for in Articles 18, 20 and 21 no person shall cause or permit any vehicle to be in, to enter or proceed in a tram lane described in Schedule 5; Provided that nothing in this Article shall apply to any vehicle being in in a tram lane where the person in control of the vehicle is required by law to do so or is obliged to enter or proceed in a tram lane in order to avoid an accident, a parked vehicle or is prevented by circumstances outwith his control from avoiding entering or proceeding other than in the tram lane and as soon as possible causes the vehicle to leave the tram lane.
17. Save as provided in Articles 18 and 20 no person shall cause or permit any vehicle to wait in a tram lane described in Schedule 5; Provided that nothing in this Article shall render it unlawful to cause or permit any vehicle so to wait if the person in control of the vehicle is required by law to stop or is obliged to do so to avoid an accident or is prevented from proceeding by circumstances outwith his control and it is not reasonably practicable for him to drive or move the vehicle to a place outwith the tram lane.

18. Nothing in Articles 16 and 17 shall apply to a:-
- (i) tram;
 - (ii) motor vehicle being used for fire brigade, ambulance or police purposes if it is reasonably necessary for that motor vehicle to enter, proceed or wait in a tram lane described in Schedule 5;
 - (iii) motor vehicle being used in connection with the removal of any obstruction in a tram lane described in Schedule 5;
 - (iv) tram maintenance vehicle; or
 - (v) vehicle being used in connection with the enforcement of the tram lane contraventions.
19. Notwithstanding any exemption granted by this Order, the person in control of a vehicle waiting in a tram lane described in Schedule 5 shall move the vehicle on the instructions of a police constable in uniform, traffic warden or parking attendant whenever such removal is reasonably necessary for the purpose of facilitating the passage of traffic.
20. Nothing in Articles 16 and 17 shall apply to anything done with the permission or at the direction of a police constable in uniform, traffic warden or parking attendant.
21. The Executive Director of Place, or any person authorised to act on his/her behalf may, after consultation with the Chief Constable and the operator of the Edinburgh tram network, suspend the operation of a tram lane or part thereof and the restriction imposed by Article 16 of this Order on vehicles entering or proceeding in a tram lane or part thereof, whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or in the interests of road safety.

TRAM AND BUS LANES

22. For the purposes of this Order a vehicle shall be deemed to be in, to have entered to remain in, or as the case may be, to be proceeding or waiting in a tram and bus lane described in Schedule 6 if any part of the tram and bus lane is directly below any part of the vehicle or its load.
23. Save as provided for in 25, 28 and 29 no person shall cause or permit any vehicle to be in, to enter or proceed in a tram and bus lane described in Schedule 6; Provided that nothing in this Article shall apply to any vehicle being in in a tram and bus lane where the person in control of the vehicle is required by law to do so or is obliged to enter or proceed in a tram and bus lane in order to avoid an accident, a parked vehicle or is prevented by circumstances outwith his control from avoiding entering or proceeding other than in the tram and bus lane and as soon as possible causes the vehicle to leave the tram and bus lane.
24. Save as provided in Articles 25 and 28 no person shall cause or permit any vehicle to wait in a tram and bus lane described in Schedule 6; Provided that nothing in this Article shall render it unlawful to cause or permit any vehicle so to wait if the person in control of the vehicle is required by law to stop or is obliged to do so to avoid an accident or is prevented from proceeding by circumstances outwith his control and it is not reasonably practicable for him to drive or move the vehicle to a place outwith the tram and bus lane.
25. Nothing in Articles 23 and 24 shall apply to any vehicle which is of one or more of the categories specified in column 5 of Schedule 6.
26. In column 5 of Schedule 6 the reference numbers utilised shall have the meanings assigned to them as are set out in the heading of Schedule 6.
27. Notwithstanding any exemption granted by this Order, the person in control of a vehicle waiting in a tram and bus lane described in Schedule 6 shall move the vehicle on the instructions of a

police constable in uniform, traffic warden or parking attendant whenever such removal is reasonably necessary for the purpose of facilitating the passage of traffic.

28. Nothing in Articles 23 and 24 shall apply to anything done with the permission or at the direction of a police constable in uniform, traffic warden or parking attendant.
29. The Executive Director Of Place or any person authorised to act on his/her behalf may, after consultation with the Chief Constable and the operator of the Edinburgh tram network, suspend the operation of a tram and bus lane or part thereof and the restriction imposed by Article 23 of this Order on vehicles entering or proceeding in a tram and bus lane or part thereof, whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or in the interests of road safety.

BUS LANES

30. For the purposes of this Order a vehicle shall be deemed to be in, to have entered to remain in, or as the case may be, to be proceeding or waiting in a bus lane described in Schedule 7 to this Order if any part of the bus lane is directly below any part of the vehicle or its load.
31. Save as provided in Articles 33, 35 and 36 no person shall during the times specified at the beginning of Schedule 7 cause or permit any vehicle to be in, to enter or proceed in a bus lane described in Schedule 7; Provided that nothing in this Article shall apply to any vehicle being in in a bus lane where the person in control of the vehicle is required by law to do so or is obliged to enter or proceed in a bus lane in order to avoid an accident, a parked vehicle or is prevented by circumstances outwith his control from avoiding entering or proceeding other than in the bus lane and as soon as possible causes the vehicle to leave the bus lane.
32. Save as provided in Articles 33 and 35 no person shall during the times specified at the beginning of Schedule 7 cause or permit any vehicle to wait in a bus lane described in Schedule 7; Provided that nothing in this Article shall render it unlawful to cause or permit any vehicle so to wait if the person in control of the vehicle is required by law to stop or is obliged to do so to avoid an accident or is prevented from proceeding by circumstances outwith his control and it is not reasonably practicable for him to drive or move the vehicle to a place outwith the bus lane.
33. Nothing in:
 - (i) Article 31 shall apply to a:-
 - (a) public service vehicle
 - (b) local bus
 - (c) motor vehicle being used for fire brigade, ambulance or police purposes if it is reasonably necessary for that motor vehicle to enter, proceed or wait in a bus lane described in Schedule 7;
 - (d) motor vehicle being used in connection with the removal of any obstruction in a bus lane described in Schedule 7;
 - (e) motor vehicle while being used in connection with any building operation, demolition or excavation in or adjacent to any bus lane specified in Schedule 7, the removal of any obstruction to traffic in that bus lane, the maintenance, improvement, reconstruction, cleansing or lighting of that bus lane, the laying, erection, alteration or repair in or adjacent to that bus lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications apparatus, or the placing, maintenance or removal of any traffic sign, bus stop or bus shelter; Provided that in all the circumstances it is reasonably necessary for the motor vehicle to enter or proceed in the bus lane, or, as the case may be, to wait in the bus lane, if notice is given twenty-four hours in

advance to the Director of Services for Communities, his consent, either generally or specifically, is obtained and such reasonable conditions as he may impose are complied with;

- (f) pedal cycle;
 - (g) vehicle entering or waiting in a bus lane described in Schedule 7 when in actual use in connection with a funeral undertaking; Provided that in all the circumstances it is reasonably necessary for the vehicle to enter or wait in the bus lane;
 - (h) universal service provider vehicle;
 - (i) vehicle, not being a passenger vehicle, while being used in the service of a local authority in pursuance of statutory powers and duties; Provided that in all the circumstances it is reasonably necessary in the exercise of such powers and duties for the vehicle to enter or proceed in a bus lane described in Schedule 7 or, as the case may be, to wait in the bus lane;
 - (j) vehicle entering or waiting in a bus lane described in Schedule 7 when in actual use in connection with the removal of furniture to or from one office, dwelling or depository adjacent to the bus lane from or to another office, dwelling, or depository; Provided that notice is given twenty four hours in advance to the Chief Constable, his consent, either generally or specifically, is obtained and such reasonable conditions as he may impose are complied with
 - (k) taxi; or
 - (l) vehicle being used in connection with the enforcement of the bus lane contraventions
- (ii) Article 32 shall apply to a vehicle crossing a bus lane described in Schedule 7 for the purpose of access to or egress from premises fronting on the bus lane.
34. Notwithstanding any exemption granted by this Order, the person in control of a vehicle waiting in a bus lane described in Schedule 7 shall move the vehicle on the instructions of a police constable in uniform, traffic warden or parking attendant whenever such removal is reasonably necessary for the purpose of facilitating the passage of traffic.
35. Nothing in Articles 31 and 32 shall apply to anything done with the permission or at the direction of a police constable in uniform, traffic warden or parking attendant.
36. The Executive Director of Place, or any person authorised to act on his/her behalf may, after consultation with the Chief Constable and the operator of the Edinburgh tram network, suspend the operation of a bus lane or part thereof and the restriction imposed by Article 31 of this Order on vehicles entering or proceeding in a bus lane or part thereof, whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or in the interests of road safety.

WEIGHT LIMIT

37. Save as provided in Article 38 of this Order no person shall drive or cause or permit to be driven any vehicle, the maximum gross weight of which exceeds 7.5 tonnes, on that part of the road specified in Schedule 8.
38. Nothing in Article 37 of this Order shall prevent any person from causing or permitting any vehicle which exceeds the said weight restriction from using the road if the vehicle is being used for fire brigade, ambulance or police purposes if it is reasonably necessary.

REVOCATION OR AMENDMENT OF ORDERS

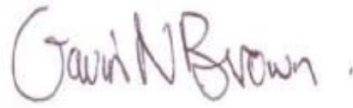
39. Any provision in an Order specified below which is inconsistent with any provision of this Order shall cease to have effect for the purposes of this Order on the operative date but without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before that date. The operative date shall be the date on which the relevant provision of this Order comes into operation.

- 1) The Edinburgh Corporation (One-Way, Various Streets) (Traffic Regulation) Order 1951
- 2) The City of Edinburgh Council (Greenways) Order 1997
- 3) The City of Edinburgh Council (York Place, Edinburgh) (Bus Priority Lane) and (Traffic Regulation; Restrictions on Waiting, Loading and Unloading and Parking Places) (Variation) Traffic Regulation Order 2001
- 4) The City of Edinburgh Council (Central Edinburgh) (Prohibition of Entry and Turning, One-Way Roads and Bus Lanes) Traffic Regulation Order 2004

Executed by the City of Edinburgh Council this Eighth day of March Two Thousand and Twenty-three.



(witness)



signed on behalf of Executive Director of Place

SCHEDULE 1

MAIN TRAFFIC ROADS WHERE THERE ARE RESTRICTIONS ON MOVEMENT AND ENTRY

PROHIBITION OF ENTRY

TIMES: The whole period of twenty-four hours of every day

For the purposes of the application of this Order to any road specified in this Schedule the expression:

1	means a pedal cycle;
2	means a public service vehicle;
3	means a local bus;
4	means a motor vehicle while being used for fire brigade, ambulance or police purposes;
5	means a motor vehicle while being used in connection with any building operation, demolition or excavation in or adjacent to any road specified in this Schedule, the removal of any obstruction to traffic in that road, the maintenance, improvement, reconstruction, cleansing or lighting of that road, the laying, erection, alteration or repair in or adjacent to that road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications apparatus, or the placing, maintenance or removal of any traffic sign, if notice is given twenty-four hours in advance to the Director of Services for Communities, his consent, either generally or specifically, is obtained and such reasonable conditions as he may impose are complied with;
6	means a motor vehicle entering the length of road during the permitted hours while the vehicle is in actual use for the purposes of delivering or collecting goods or merchandise or while loading or unloading the vehicle at premises situated on the length of road;
7	means a taxi;
8	means a tram maintenance vehicle;
9	means a tram.
10	means access to premises between Coatfield Lane and South Leith Parish Church

1.	2.	3.
Road in Edinburgh	Road into which entry is banned	Exemptions
Leith Walk	Gayfield Square (Northern Junction)	1, 4
Leith Walk	Casselbank Street	1, 4
Leith Walk	Arthur Street	1,4
Duke Street, Great Junction Street and Leith Walk	Constitution Street	4, 5, 8, 9
Constitution Street south-west of its junction with Laurie Street	Constitution Street	4, 5, 8, 9

Constitution Street north-east of its junction with Laurie Street	Constitution Street	4, 5, 8, 9
Constitution Street 43 metres north-east of its junction with Laurie Street	Constitution Street	4, 5, 8, 9
Constitution Street south-west of its junction with Coatfield Lane	Constitution Street	4, 5, 8, 9, 10
Constitution Street 64 metres south-west of its junction with Coatfield Lane	Constitution Street	4, 5, 8, 9
Constitution Street	Maritime Lane	1, 4
Constitution Street	Mitchell Street	1, 4
Melrose Drive (previously described as Old Port Road)	Exit from un-named drop-off area on the north side of Melrose Drive (previously described as Old Port Road)	
Leith Walk	Brunswick Road	1
Leith Walk	Elm Row (South Access) opposite Gayfield Square	1

SCHEDULE 2

PROHIBITION OF MOTOR VEHICLES

Not Used

SCHEDULE 3

PROHIBITION OF TURNING

TIMES: The whole period of twenty-four hours of every day

For the purposes of the application of this Order to any restricted road specified in this Schedule the expression:

1	means a pedal cycle;
2	means a public service vehicle;
3	means a local bus;
4	means a motor vehicle while being used for fire brigade, ambulance or police purposes;
5	means a motor vehicle while being used in connection with any building operation, demolition or excavation in or adjacent to any road specified in this Schedule, the removal of any obstruction to traffic in that road, the maintenance, improvement, reconstruction, cleansing or lighting of that road, the laying, erection, alteration or repair in or adjacent to that road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications apparatus, or the placing, maintenance or removal of any traffic sign, if notice is given twenty-four hours in advance to the Director of Services for Communities, his consent, either generally or specifically, is obtained and such reasonable conditions as he may impose are complied with;
6	means a motor vehicle entering the length of road during the permitted hours while the vehicle is in actual use for the purposes of delivering or collecting goods or merchandise or while loading or unloading the vehicle at premises situated on the length of road;
7	means a taxi;
8	means a tram maintenance vehicle;
9	means a tram.

1.	2.	3.	4.
Road in Edinburgh	Prohibited Turn	Road into which turn is banned	Exemptions
Leith Walk	Left	London Road	1, 4
Leith Walk - The north-east bound carriageway at its junction with London Road	U-turn	Leith Walk - The south-west bound carriageway at its junction with London Road	4
Leith Walk - The south-west bound carriageway at its junction with London Road	U-turn	Leith Walk - The north-east bound carriageway at its junction with London Road	4
London Road - The east bound carriageway at its junction with Blenheim Place	U-turn	London Road - The west bound carriageway at its junction with Blenheim Place	4
London Road - The west bound carriageway at its junction with Blenheim Place	U-turn	London Road - The east bound carriageway at its junction with Blenheim Place	4

1.	2.	3.	4.
Road in Edinburgh	Prohibited Turn	Road into which turn is banned	Exemptions
Blenheim Place	Right	London Road	4
London Road	Right	Leith Walk	1, 4
Leith Walk - The north-east bound carriageway at its junction with Annandale Street	U-turn	Leith Walk - The south-west bound carriageway at its junction with Annandale Street	4
Leith Walk - The south-west bound carriageway at its junction with Annandale Street	U-turn	Leith Walk- The north-east bound carriageway at its junction with Annandale Street	4
Leith Walk	Right	Union Street	
Gayfield Square (North)	Right	Leith Walk	
Leith Walk	Right	Gayfield Square (South)	
Brunswick Street	Right	Leith Walk	
Leith Walk	Right	Brunswick Street	
Leith Walk- The north-east bound carriageway at its junction with Brunswick Road and McDonald Road	U-turn	Leith Walk - The south-west bound carriageway at its junction with Brunswick Road and McDonald Road	4
Leith Walk - The south-west bound carriageway at its junction with Brunswick Road and McDonald Road	U-turn	Leith Walk - The north-east bound carriageway at its junction with Brunswick Road and McDonald Road	4
Un-named Access Road on the north-west side of Leith Walk to the north-east of Shrub Place Lane	Right	Leith Walk	
Leith Walk	Right	Un-named Access Road on the north-west side of Leith Walk to the north-east of Shrub Place Lane	
Shrubhill Walk	Right	Leith Walk	
Leith Walk	Right	Shrubhill Walk	
Leith Walk	Right	Middlefield	
Leith Walk - The north-east bound carriageway at its junction with Pilrig Street	U-turn	Leith Walk - The south-west bound carriageway at its junction with Pilrig Street	4

1.	2.	3.	4.
Road in Edinburgh	Prohibited Turn	Road into which turn is banned	Exemptions
Leith Walk - The south-west bound carriageway at its junction with Pilrig Street	U-turn	Leith Walk - The north-east bound carriageway at its junction with Pilrig Street	4
Dalmeny Street	Right	Leith Walk	
Leith Walk	Right	Dalmeny Street	
Arthur Street	Right	Leith Walk	
Jameson Place	Right	Leith Walk	
Leith Walk	Right	Jameson Place	
Un-named Access Road on the north-west side of Leith Walk between Balfour Street and Springfield Street	Right	Leith Walk	
Lorne Street	Right	Leith Walk	
Leith Walk	Right	Lorne Street	
Leith Walk	Right	Springfield Street	
Springfield Street	Right	Leith Walk	
Smith's Place	Right	Leith Walk	
Leith Walk	Right	Smith's Place	
Stead's Place	Right	Leith Walk	
Leith Walk	Right	Stead's Place	
Un-named access at 165 Leith Walk between Smith's Place and Manderston Street	Right	Leith Walk	
Leith Walk	Right	Un-named access at 165 Leith Walk between Smith's Place and Manderston Street	
Un-named Access Road on the south-east side of Leith Walk between Smith's Place and Manderston Street	Right	Leith Walk	
Leith Walk	Right	Un-named Access Road on the south-east side of Leith Walk between Smith's Place and Manderston Street	

1.	2.	3.	4.
Road in Edinburgh	Prohibited Turn	Road into which turn is banned	Exemptions
Leith Walk	Right	Jane Street	
Leith Walk	Right	Crown Street	
Crown Street	Right	Leith Walk	
Un-named Access Road on the north-west side of Leith Walk between Jane Street and Casselbank Street	Right	Leith Walk	
Leith Walk	Left	Casselbank Street	4
Casselbank Street	Right	Leith Walk	1
Crown Place	Right	Leith Walk	4
Leith Walk - The north-east bound carriageway at its junction with Crown Place	U-turn	Leith Walk - The south-west bound carriageway at its junction with Crown Place	4
Leith Walk	Right	Kirk Street	4
Leith Walk - The north-east bound carriageway at its junction with Great Junction Street and Duke Street	U-turn	Leith Walk - The south-west bound carriageway at its junction with Great Junction Street and Duke Street	4
Duke Street	Right	Constitution Street	4
Great Junction Street	Left	Constitution Street	4
Constitution Street	Left	Duke Street	4, 8
Constitution Street	Right	Great Junction Street	4, 8
Un-named Access Road on the north-west side of Constitution Street directly across from Laurie Street	Left	Constitution Street	4
Un-named Access Road on the north-west side of Constitution Street directly across from Laurie Street	Right	Constitution Street	4
Constitution Street - The south-west bound carriageway between Baltic Street and Mitchell Street	U-turn	Constitution Street - the north-east bound carriageway between Maritime Lane and Bernard Street	4, 8
Constitution Street	Right	Baltic Street	4, 8

1.	2.	3.	4.
Road in Edinburgh	Prohibited Turn	Road into which turn is banned	Exemptions
Constitution Street	Right	Bernard Street	4, 8
Constitution Street - The north-east bound carriageway at its junction with Ocean Drive after kerbed central island	U-turn	Constitution Street - The south-west bound carriageway at its junction with Ocean Drive	4
Ocean Drive - The south-east bound carriageway at its junction with Constitution Street	U-turn	Ocean Drive - The north-west bound carriageway at its junction with Constitution Street	4
Ocean Drive - The north-west bound carriageway at its junction with un-named north-east bound access road and south-west bound Ocean Drive	U-turn	Ocean Drive - The south-east bound carriageway at its junction with un-named north-east bound access road	4
Ocean Drive - The north-east bound carriageway at its junction with un-named north-east bound access road and north-west bound Ocean Drive	U-turn	Ocean Drive - The south-west bound carriageway at its junction with un-named north-east bound access road	2, 3, 4
Stevadore Place (South Access)	Right	Ocean Drive	4
Un-named drop-off area on the north side of Melrose Drive (previously described as Old Port Road)	Right	Melrose Drive	
Melrose Drive	Right	Un-named drop-off area on the north side of Melrose Drive (previously described as Old Port Road)	
Un-named Ferry Terminal car park on the north side of Melrose Drive (previously described as Old Port Road)	Right	Melrose Drive	
Laurie Street	Right	Constitution Street	4, 8
Laurie Street	Left	Constitution Street	4, 8
Coatfield Lane	Right	Constitution Street	4, 8
Constitution Street – The north-east bound carriageway at its junction with Bernard Street and Baltic Street	U-turn	Constitution Street – The south-west bound carriageway at its junction with Bernard Street and Baltic Street	4

1.	2.	3.	4.
Road in Edinburgh	Prohibited Turn	Road into which turn is banned	Exemptions
Ocean Terminal Access	Right	Ocean Drive	
Gayfield Square	Right	Leith Walk	
Elm Row	Right	Leith Walk	
Un-named Access Road on the north-west side of Constitution Street 33 metres north-west of Laurie Street	Left	Constitution Street	8
Ocean Terminal Coach Parking	Right	Ocean Drive	
Ocean Drive, south-westbound at Ocean Terminal	U-turn	Ocean Drive, north-east bound at Ocean Terminal	

SCHEDULE 4

MAIN TRAFFIC ROADS WHERE THERE ARE RESTRICTIONS ON MOVEMENT AND ENTRY

ONE-WAY ROADS

For the purposes of the application of this Order to any length of road specified in this Schedule the expression

1	means a motor vehicle while being used for fire brigade, ambulance or police purposes;
2	means a motor vehicle while being used in connection with any building operation, demolition or excavation in or adjacent to any length of road specified in this Schedule, the removal of any obstruction to traffic in that road, the maintenance, improvement, reconstruction, cleansing or lighting of that road, the laying, erection, alteration or repair in or adjacent to that road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications apparatus, or the placing, maintenance or removal of any traffic sign, if notice is given twenty-four hours in advance to the Director of Services for Communities, his consent, either generally or specifically, is obtained and such reasonable conditions as he may impose are complied with
3	means a tram
4	means a tram maintenance vehicle
5	means a pedal cycle

1.	2.	3.
Length of Road in Edinburgh	Direction	Exemptions
Union Street Between its junction with Leith Walk and its junction with Gayfield Street	South-east to North-west	1, 5
Gayfield Square In a clockwise direction between its southern junction with Leith Walk and its northern junction with Leith Walk	South to North (clockwise)	1, 5
Elm Row Between its junction with Leith Walk and its junction with Leith Walk	North-west to South-east	1, 5
Middlefield Between its junction with Leith Walk and its junction with Spey Street	South-east to North-west	1, 5
Arthur Street (South-east to North-west limb) Between its junction with Arthur Street (North-east to South-west limb) and its junction with Leith Walk	North-west to South-east	1, 5

1.	2.	3.
Length of Road in Edinburgh	Direction	Exemptions
Jane Street Between its junction with Leith Walk and its junction with Tennant Street	South-east to North-west	1, 5
Casselbank Street Between its junction with Cassel's Lane and its junction with Leith Walk	North-west to South-east	1, 5
Kirk Street Between its junction with Leith Walk and its junction with Cassel's Lane	South-east to North-west	1, 5
Maritime Street Between its junction with Bernard Street and its junction with Maritime Lane	North-east to South-west	1, 5
Mitchell Street Between its junction with Elbe Street and Constitution Street	South-east to North-west	1, 5
Maritime Lane Between its junction with Maritime Street and its junction with Constitution Street	North-west to South-east	1, 5
Brunswick Road Between its junction with Dicksonfield and its junction with Leith Walk	South-east to North-west	1, 5
Un-named lane to serve loading bay at Constitution Street Between its junction with the un-named car park and its junction with Constitution Street	North-west to South-east	1

SCHEDULE 5

TRAM ONLY LANES

TIMES: The whole period of 24 hours of every day

1.	2.	3.	4.
Length of Road	Description of Sections of Road Containing Tram Lane	Length of Section of Road	Exclusions of Lengths as indicated by the appropriate traffic sign.
Picardy Place (North-west Side)	That part of the lane that extends from a point 48 metres or thereby south-west of the extended south-west kerbline of Cathedral Lane for a distance of 166 metres or thereby northeast	166 metres or thereby	None
Picardy Place (South-east Side)	That part of the lane that extends from a point 48 metres or thereby south-west of the extended south-west kerbline of Cathedral Lane for a distance of 166 metres or thereby north-east	166 metres or thereby	None
Leith Walk (North-west Side)	That part of the offside lane that extends from a point 73 metres or thereby south-west of the extended south-west kerbline of Union Street for a distance of 150 metres or thereby north-east.	150 metres or thereby	None
Leith Walk (North-west Side)	That part of the offside lane that extends from a point 60 metres or thereby south-west of the extended south-west kerbline of McDonald Road for a distance of 70 metres or thereby south-west	70 metres or thereby	None
Leith Walk (North-west Side)	That part of the offside lane that extends from a point 120 metres or thereby south-west of the extended south-west kerbline of Arthur Street for a distance of 150 metres or thereby north-east	150 metres or thereby	None
Leith Walk (South-east Side)	That part of the offside lane that extends from a point 10 metres or thereby south-west of the extended south-west kerbline of Brunswick Road for a distance of 584 metres or thereby south-west	584 metres or thereby	Leith Walk at or in the vicinity of its junction with Annandale Street
Leith Walk (South-east Side)	That part of the offside lane that extends from a point 50 metres or thereby north-east of the extended north-east kerbline of Dalmeny Street for a distance of 154 metres or thereby south-west	154 metres or thereby	None
Leith Walk (North-west Side)	The part of the north east-bound lane that extends from a point in line with the south kerbline of Crown Place for a distance of 55 metres or thereby south-westwards to its junction with Great Junction Street	55 metres or thereby	None

1.	2.	3.	4.
Length of Road	Description of Sections of Road Containing Tram Lane	Length of Section of Road	Exclusions of Lengths as indicated by the appropriate traffic sign.
Constitution Street (East Side)	That part of the south-west bound lane that extends from a point in line with the south kerbline of Laurie Street for a distance of 78 metres or thereby south-west to its junction with Great Junction Street/ Duke Street	78 metres or thereby	None
Constitution Street (East Side)	The part of the south-west bound lane that extends from a point in line with the south kerbline of Coatfield Lane for a distance of 200 metres or thereby south-west to its junction with Laurie Street.	200 metres or thereby	From Coatfield Lane for a distance of 65 metres or thereby south-west to access to South Leith Parish Church. From Laurie Street for a distance of 40 metres or thereby north-eastwards to exit from loading bay.
Constitution Street (West Side)	That part of the north-east bound lane that extends from a point in line with the south kerbline of Laurie Street for a distance of 78 metres or thereby south-west to its junction with Great Junction Street/ Duke Street	78 metres or thereby	None
Constitution Street (West Side)	The part of the north-east bound lane that extends from a point in line with the north kerbline of Laurie Street for a distance of 200 metres or thereby north-east to its junction with Coatfield Lane.	200 metres or thereby	From Coatfield Lane for a distance of 65 metres or thereby south-west to access South Leith Parish Church
Ocean Drive (South-west Side)	That part of the offside lane that extends from a point 7 metres or thereby north-west of the extended south-west kerbline of Ocean Way for a distance of 98 metres or thereby north-west	98 metres or thereby	None
Ocean Drive (South-west Side)	That part of the offside lane that extends from a point 29 metres or thereby south-east of the extended south-east kerbline of Ocean Drive for a distance of 60 metres or thereby south-east	60 metres or thereby	None

1.	2.	3.	4.
Length of Road	Description of Sections of Road Containing Tram Lane	Length of Section of Road	Exclusions of Lengths as indicated by the appropriate traffic sign.
Ocean Drive (North-east Side)	That part of the offside lane that extends from a point 6 metres or thereby north-west of the extended north-west kerblines of Ocean Way for a distance of 154 metres or thereby north-west	154 metres or thereby	None
Ocean Drive (South-east Side)	That part of the offside lane that extends from a point 3.5 metres or thereby south-west of the extended south-west kerblines of Ocean Drive for a distance of 261 metres or thereby south-west	261 metres or thereby	None
Ocean Drive (North-west Side)	That part of the offside lane that extends from a point 6 metres or thereby north-east of the extended north-east kerblines of Melrose Drive for a distance of 260 metres or thereby north-east	260 metres or thereby	None
Melrose Drive (Previously known as Old Port Road) (South Side)	That part of the offside lane that extends from a point in line with the extended north-west kerblines of Melrose Drive for a distance of 380 metres or thereby north-west then west	380 metres or thereby	Melrose Drive right turn filter lane leading to the Unnamed Road leading to Ocean Terminal
Melrose Drive (Previously known as Old Port Road) (North Side)	That part of the offside lane that extends from a point 74 metres or thereby west of the extended north-east kerblines of un-named road for a distance of 355 metres or thereby east then south-east	355 metres or thereby	Melrose Drive at or in the vicinity of its junction with Unnamed Road leading to Ocean Terminal
Tram Line Spur (North Side)	That part of the lane that extends from its junction with north kerblines of Melrose Drive for a distance of 310 metres or thereby west then north-west to Newhaven tram stop.	310 metres or thereby	None
Tram Line Spur (South Side)	That part of the lane that extends from Newhaven Tram Stop for a distance of 300 metres or thereby south-east then east to its junction with Melrose Drive	300 metres or thereby	None

SCHEDULE 6

BUS AND TRAM LANES

Not Used

SCHEDULE 7

BUS LANES

TIMES: 7.30am and 9.30am and 4.00pm and 6.30pm on Mondays to Fridays both inclusive

1.	2.	3.	4.
Length of Road	Description of Sections of Road Containing Bus Lane	Length of Section of Road	Exclusions of Lengths as indicated by the appropriate Traffic Sign.
Lindsay Road (North side)	That part of the nearside lane that is situated from a point 60 metres east of the south-east kerblineline of Melrose Drive (previously known as "Old Port Road") for a distance of 22 metres or thereby south-east.	22 metres or thereby	None

SCHEDULE 8

WEIGHT LIMIT

Not Used