

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (CENTRAL EDINBURGH) (PROHIBITION OF ENTRY AND TURNING, ONE-WAY ROADS AND BUS LANES) TRAFFIC REGULATION ORDER 2004

- TRO/02/25A

The City of Edinburgh Council in exercise of their powers under sections 1(1), 2(1) and (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 (Central Edinburgh) (Prohibition of Entry and Turning, One-Way Roads and Bus Lanes) Traffic Regulation Order 2004” and shall come into operation on the Sixteenth day of October Two Thousand and five.
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” 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;

"Director of Services for Communities" means the Director of Services for Communities of The City of Edinburgh Council;

“disabled persons’ bus” means a vehicle constructed or adapted to carry two or more disabled persons, excluding the driver of the vehicle;

“goods” includes postal packets of any description; and “delivery” and “collecting” in relation to any goods include checking the goods for the purpose of their delivery or collection;

“goods vehicle” means a mechanically propelled vehicle constructed or adapted for the use of carriage of goods or burden of any description;

“local authority” means The City of Edinburgh Council;

“motor cycle” has the same meaning as in 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;

“permitted hours” in so far as it relates to Parts A and B of Schedule One and Part A and B of Schedule Two mean 6:00 pm until 8:00 am the following day on Mondays to Sundays inclusive.

19. Nothing in Article 16 shall apply to motor vehicles while being used for fire brigade, ambulance or police purposes in so far as the prohibition relates to the roads specified in items 1, 2, 4, 5, 6, 7, 10, 11, 13, 14, 15, 16, 19, 23, 24, 27 and 28.
20. Nothing in Article 16 shall apply to taxis in so far as the prohibition relates to the roads specified in items 10, 11, 13, 14, 15, 16, 19, 24, 27 and 28.
21. Nothing in Article 16 shall apply to public service vehicles in so far as the prohibition relates to the roads specified in items 10, 11, 13, 14, 15, 16, 19, 24, 27 and 28.
22. Nothing in Article 16 shall apply to disabled persons' buses in so far as the prohibition relates to the roads specified in items 10, 11, 13, 14, 15, 16, 19, 24, 27 and 28.

### **ONE-WAY ROADS**

23. Save as provided in Article 23A 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 of Schedule Three otherwise than in the direction specified opposite to such road in column 2 of said Schedule.
- 23A. Nothing in Article 23 shall apply to pedal cycles in so far as the prohibition relates to the roads specified in item 13 of Schedule Three.

### **BUS LANES**

24. 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 Four to this Order if any part of said bus lane is below the vehicle or its load.
25. Save as provided in Article 27, 29 and 30 no person shall:-
  - (a) between the hours of 7:30 am and 9:30 am and between 4:00pm and 6:30 pm Mondays to Fridays both inclusive, cause or permit any vehicle to be in, to enter or proceed in a bus lane described in Part A of Schedule Four to this Order, or
  - (b) between the hours of 8:00 am and 9:15 am and between 4:30 pm and 6:00 pm Mondays to Fridays, cause or permit any vehicle to be in, to enter or proceed in a bus lane described in Part B of Schedule Four to this Order.

Provided that nothing in this Article shall apply to any vehicle being 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 out with his control from avoiding entering or proceeding other than in the bus lane and as soon as possible cause the vehicle to leave the bus lane.

26. Not allocated.
27. Nothing in Articles 25 and 26 shall apply to:-
  - (i) a public service vehicle;
  - (ii) 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 Schedule Four;

- (iii) a vehicle being used in connection with the removal of any obstruction in a bus lane described Schedule Four;
- (iv) a vehicle being used in connection with any building operation, demolition or excavation in or adjacent to a bus lane described in Schedule Four 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) a pedal cycle;
- (vi) a vehicle entering or waiting in a bus lane described in Schedule Four 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) a universal service provider vehicle;
- (viii) 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 Four or, as the case may be, to wait in the bus lane;
- (ix) a vehicle crossing a bus lane described in Schedule Four for the purpose of access to or egress from premises fronting on the bus lane;
- (x) a vehicle entering or waiting in a bus lane described in Schedule Four to enable a person to board or alight from the vehicle or to load thereon or unload there from 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) a vehicle entering or waiting in a bus lane described in Schedule Four when in actual use in connection with the removal of furniture to or from one office, dwelling house or depository adjacent to the bus lane from or to another office, dwelling house or depository; provided that 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;
- (xii) a vehicle entering or waiting in a bus lane described in Schedule Four 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 Director of Services for Communities, his consent either generally or specifically, is obtained and such reasonable conditions as he may impose are complied with; or
- (xiii) a taxi;
- (xiv) to a vehicle being used in connection with the enforcement of bus lane contraventions;
- (xv) to a motor cycle.

28. Notwithstanding any exemption granted by this Order, the person in control of a vehicle waiting in a bus lane described in Schedule Four to this Order 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.
29. 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.
30. 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 25 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.
31. The follow Orders are herewith revoked: -
  1. The Edinburgh Corporation (Meuse Lane one-way) (Traffic Regulation) Order, 1937
  2. The Edinburgh Corporation (Hope Street Lane one-way) (Traffic Regulation) Order 1938
  3. The Edinburgh Corporation (Thistle Street, Hill Street and Young Street one-way) (Traffic Regulation) Order 1954.
  4. The Edinburgh Corporation (St Andrew Square Area) (One-Way) Order 1959
  5. The Edinburgh Corporation (Princes Street, Etc) (Prohibition of Right-Hand Turns) Order 1972
  6. The Lothian Regional Council (Bus Priority Lanes Etc.) (Princes Street, Edinburgh) Traffic Regulation Order 1978
  7. The Lothian Regional Council (Castle Street, Frederick Street and Hanover Street, Edinburgh) (Prohibition of Left-Hand Turn and Box Junctions) Traffic Regulation Order 1990
  8. The City of Edinburgh Council (Princes Street Area, Edinburgh) (Prohibition of Entry and Turning and One-Way) Traffic Regulation Order 1997
  9. The City of Edinburgh Council (Wemyss Place, Edinburgh) (One-Way) Traffic Regulation Order 1997

Executed by the City of Edinburgh Council this Sixth day of February Two thousand and four.

(witness)

Acting Council Solicitor

## SCHEDULE FOUR

### BUS LANES

#### Part A

<b>Length of Road</b>	<b>Description of Section of Road Containing Bus Lane</b>	<b>Length of Section of Road</b>	<b>Exclusion of Length as indicated by the appropriate Traffic Sign</b>
George Street, North side	Offside lane from a point 13 metres or thereby west of the west kerbline of St. Andrew Square (west limb) for a distance of 40 metres or thereby westwards.	40 metres or thereby.	None.
St Andrew Square (west limb) West side	From a point 5 metres or thereby north of the north kerbline of George Street northwards to a point 2 metres or thereby south of the south kerbline of Thistle Street.	62 metres or thereby.	None.
St Andrew Square (west limb) East side	Offside lane from a point 3 metres or thereby south of the south kerbline of St. Andrew Square (north limb) for a distance of 39 metres or thereby southwards.	39 metres or thereby	None
South St David Street East side	Offside lane) from a point 20 metres or thereby south of the south kerbline of St. Andrew Square (south limb) for a distance of 51 metres or thereby southwards.	51 metres or thereby	None

#### Part B

<b>Length of Road</b>	<b>Description of Section of Road Containing Bus Lane</b>	<b>Length of Section of Road</b>	<b>Exclusion of Length as indicated by the appropriate Traffic Sign</b>
Princes Street North side	From a point at or in the vicinity of a point 36 metres, or thereby, east of the extended east kerbline of South Charlotte Street to a point at or in the vicinity of a point 60 metres, or thereby, west of the west kerbline of South St Andrew Street.	842 metres or thereby	Princes Street at and in the vicinity of its junction with Hanover Street.  Princes Street at or in the vicinity of its junction with South St David Street.