

**2013 No. 2587**

**TRANSPORT AND WORKS, ENGLAND**

**TRANSPORT, ENGLAND**

**The Transport for Greater Manchester (Light Rapid Transit System) (Second City Crossing) Order 2013**

*Made* - - - - *16th October 2013*

*Coming into force* - - *6th November 2013*

An application has been made to the Secretary of State in accordance with the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006<sup>(a)</sup> for an Order under sections 1 and 5 of the Transport and Works Act 1992<sup>(b)</sup> (“the 1992 Act”).

The Secretary of State caused an inquiry to be held for the purposes of the application under section 11 of the 1992 Act.

The Secretary of State, having considered the objections made and not withdrawn and the report of the person who held the inquiry, has determined to make an Order giving effect to the proposals comprised in the application with modifications which in the opinion of the Secretary of State do not make any substantial change in the proposals.

Notice of the Secretary of State’s determination was published in the London Gazette on 7th October 2013.

The Secretary of State, in exercise of the powers conferred by sections 1 and 5 of, and paragraphs 1 to 5, 7 to 11, 13 and 15 to 17 of Schedule 1 to the 1992 Act, makes the following Order:—

**PART 1**

**PRELIMINARY**

**Citation and commencement**

**1.** This Order may be cited as the Transport for Greater Manchester (Light Rapid Transit System) (Second City Crossing) Order 2013 and comes into force on 6th November 2013.

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<sup>(a)</sup> S.I. 2006/1466.

<sup>(b)</sup> 1992 c. 42. Relevant amending instruments are S.I. 1995/1541, 1998/2226, 2000/3199 and 2006/958.

## Interpretation

### 2.—(1) In this Order—

- “the 1961 Act” means the Land Compensation Act 1961(a);
- “the 1965 Act” means the Compulsory Purchase Act 1965(b);
- “the 1980 Act” means the Highways Act 1980(c);
- “the 1984 Act” means the Road Traffic Regulation Act 1984(d);
- “the 1990 Act” means the Town and Country Planning Act 1990(e);
- “the 1991 Act” means the New Roads and Street Works Act 1991(f);
- “address” includes any number or address used for the purposes of electronic transmission;
- “the authorised transit system” means the transit system authorised by this Order;
- “the authorised works” means the scheduled works and any other works authorised by this Order, or any part of them;
- “the book of reference” means the book of reference certified by the Secretary of State as the book of reference for the purposes of this Order;
- “building” includes any structure or erection, or any part of a building, structure or erection;
- “carriageway” has the same meaning as in the 1980 Act;
- “the City” means the City of Manchester;
- “the City Council” means Manchester City Council;
- “cycle track” has the same meaning as in the 1980 Act;
- “electric line” has the meaning given by section 64(1) of the Electricity Act 1989(g);
- “electronic transmission” means a communication transmitted—
- (a) by means of an electronic communications network; or
  - (b) by other means but while in electronic form;
- “footway” has the same meaning as in the 1980 Act;
- “highway” and “highway authority” have the same meaning as in the 1980 Act;
- “the limits of land to be acquired or used” means the limits of land to be acquired or used shown on the works and land plans;
- “the limits of deviation” means the limits of lateral deviation for the scheduled works mentioned in article 8(1)(a) and (2) (power to deviate);
- “maintain” includes inspect, repair, adjust, alter, remove, reconstruct and replace and
- “maintenance” is to be construed accordingly;
- “the Order limits” means the permanent limits and the temporary limits;
- “owner”, in relation to land, has the same meaning as in the Acquisition of Land Act 1981(h);
- “parking place” has the same meaning as in section 32 of the 1984 Act;
- “the permanent limits” means the limits of deviation and of land to be acquired or used, as shown on the works and land plans, and described in the book of reference;
- “the scheduled works” means the works specified in Schedule 1 (scheduled works), or any part of them;
- “the sections” means the sections included in the works and land plans;

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(a) 1961 c. 33.  
(b) 1965 c. 56.  
(c) 1980 c. 66.  
(d) 1984 c. 27.  
(e) 1990 c. 8.  
(f) 1991 c. 22. As amended by the Traffic Management Act 2004 c. 18.  
(g) 1989 c. 29.  
(h) 1981 c. 67.

“street” includes part of a street;

“street authority”, in relation to a street, has the same meaning as in Part 3 of the 1991 Act;

“street tramway” means any part of a transit system which is laid along a street whether or not the section of the street in which its rails are laid may be used by other traffic;

“the temporary limits” means the limits of land to be used temporarily as shown on the works and land plans, described in the book of reference and specified in columns (1) and (2) of Schedule 6 (land of which temporary possession may be taken);

“the traffic regulation plans” means the plans certified by the Secretary of State under article 47 (certification of plans, etc.) as the traffic regulation plans for the purposes of this Order;

“tramcar” means any vehicle (whether or not used for the carriage of passengers) carried on flanged wheels along the rails of a transit system;

“tramroad” means any part of a transit system which is not a street tramway;

“transit system” means a system of transport used wholly or mainly for the carriage of passengers and employing parallel rails which—

- (a) provide support and guidance for vehicles carried on flanged wheels; and
- (b) are laid in part along a street or in any other place to which the public has access (including a place to which the public has access only on making a payment);

“the tribunal” means the Upper Tribunal;

“the undertaker” means Transport for Greater Manchester established by the South East Lancashire and North East Cheshire Passenger Transport Area (Designation) Order 1969(a);

“watercourse” includes all docks, rivers, streams, ditches, drains, canals, cuts, culverts, dykes, sluices, sewers and passages through which water flows (whether or not the flow is intermittent) except a public sewer or drain; and

“the works and land plans” means the plans and sections certified by the Secretary of State under article 47 (certification of plans, etc.) as the works and land plans for the purposes of this Order.

(2) References in this Order to rights over land include references to rights to do, or to place and maintain, anything in or on land or in the air space over its surface.

(3) In the case of any street in relation to which an order made under section 249(2) of the 1990 Act (a pedestrian planning order) is in force, the kerbline of the street, where there is no kerb, is to be taken to be the edge of the part of the street on which the passage of vehicles is permitted.

(4) Any reference in this Order to a work identified by the number of the work is to be construed as a reference to the work of that number authorised by this Order.

(5) References in this Order to points identified by letters, with or without numbers, or by numbers, are to be construed as references to the points so marked on the works and land plans or, in the case of Schedule 7 (traffic regulation), to the points so marked on the traffic regulation plans.

(6) All distances, directions, lengths and points stated in the description of the scheduled works or in any description of powers or lands are approximate and distances between points on a scheduled work are taken to be measured along the scheduled work.

### **Application of enactments relating to railways**

**3.—**(1) The provisions of the Railway Regulation Acts 1840 to 1893(b) do not apply in relation to the authorised transit system.

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(a) S.I. 1969/25, amended by S.I. 1973/1727. By virtue of S.I. 2011/908 the passenger transport executive was re-named “Transport for Greater Manchester”.

(b) 1840 c. 97, 1842 c. 55, 1868 c. 119, 1873 c. 48 and 1889 c. 57

(2) The provisions of the Highways (Railway Crossings) Act 1839<sup>(a)</sup> do not apply in relation to the authorised transit system.

(3) Section 25 of the Railways Act 2005 (discontinuance of excluded services)<sup>(b)</sup> does not apply to the discontinuance and replacement as part of the authorised works of the St Peter's Square stop which forms part of the undertaker's transit system as existing at the date of the making of this Order.

### **Application of 1991 Act**

4.—(1) Works executed under this Order in relation to a highway which consists of or includes a carriageway are to be treated for the purposes of Part 3 of the 1991 Act (street works in England and Wales) as major transport works if—

- (a) they are of a description mentioned in any of paragraphs (a), (c) to (e), (g) and (h) of section 86(3) of that Act (which defines what highway authority works are major highway works); or
- (b) they are works which, had they been executed by the highway authority, might have been carried out in exercise of the powers conferred by section 64 of the 1980 Act (dual carriageways and roundabouts) or section 184 of that Act (vehicle crossings).

(2) In Part 3 of the 1991 Act references, in relation to major highway works, to the highway authority concerned are, in relation to works which are major transport works by virtue of paragraph (1), to be construed as references to the undertaker.

(3) The following provisions of the 1991 Act do not apply in relation to any works executed under the powers of this Order—

- section 56 (directions as to timing);
- section 56A (power to give directions as to placing of apparatus);
- section 58 (restrictions following substantial road works);
- section 58A (restriction on works following substantial streetworks);
- section 73A (power to require undertaker to re-surface street);
- section 73B (power to specify timing etc. of re-surfacing);
- section 73C (materials, workmanship and standard of re-surfacing);
- section 78A (contributions to costs of re-surfacing by undertaker); and
- Schedule 3A (restriction on works following substantial street works).

(4) The provisions of the 1991 Act mentioned in paragraph (5) (which, together with other provisions of that Act, apply in relation to the execution of street works) and any regulations made, or code of practice issued or approved under, those provisions apply (with the necessary modifications) in relation to any stopping up, alteration or diversion of a street of a temporary nature by the undertaker under the powers conferred by article 13 (temporary stopping up of streets) whether or not the stopping up, alteration or diversion constitutes street works within the meaning of that Act.

(5) The provisions of the 1991 Act referred to in paragraph (4) are—

- section 54 (advance notice of certain works), subject to paragraph (6);
- section 55 (notice of starting date of works), subject to paragraph (6);
- section 57 (notice of emergency works);
- section 59 (general duty of street authority to co-ordinate works);
- section 60 (general duty of undertakers to co-operate);
- section 68 (facilities to be afforded to street authority);

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(a) 1839 c. 45.  
(b) 2005 c. 14.

section 69 (works likely to affect other apparatus in the street);  
section 75 (inspection fees);  
section 76 (liability for cost of temporary traffic regulation); and  
section 77 (liability for cost of use of alternative route),

and all such other provisions as apply for the purposes of the provisions mentioned above.

(6) Sections 54 and 55 of the 1991 Act as applied by paragraph (4) have effect as if references in section 57 of that Act to emergency works were a reference to a stopping up, alteration or diversion (as the case may be) required in a case of emergency.

(7) Nothing in article 15 (maintenance of altered or diverted streets)—

- (a) affects the operation of section 87 of the 1991 Act (prospectively maintainable highways), and the undertaker is not by reason of any duty under that article to maintain a street to be taken to be the street authority in relation to that street for the purposes of Part 3 of that Act; or
- (b) has effect in relation to street works as respects which the provisions of Part 3 of the 1991 Act apply.

(8) To such extent as is reasonably necessary for protecting the authorised transit system and its operation and use the undertaker has the same powers as respects reinstatement as a street authority has under section 72 of the 1991 Act.

(9) In its application to the authorised transit system section 93(3) of the 1991 Act also permits the undertaker to make reasonable requirements—

- (a) for allowing it facilities to monitor the execution of the works; and
- (b) for the protection of the authorised transit system.

### **Disapplication of the Commons Act 2006**

5. No land within the limits of land to be acquired or used may be the subject of an application under section 15 (registration of greens) of, or paragraphs 2 to 14 of Schedule 2 (non-registration or mistaken registration under the 1965 Act) to, the Commons Act 2006(a).

## **PART 2**

### **WORKS PROVISIONS**

#### *Principal powers*

#### **Power to construct and maintain works**

6.—(1) The undertaker may construct and maintain the scheduled works.

(2) Subject to article 8 (power to deviate), the scheduled works may only be constructed in the lines or situations shown on the works and land plans and in accordance with the levels shown on the sections.

(3) Subject to paragraph (7), the undertaker may carry out and maintain such of the following works as may be necessary or expedient for the purposes of, or for purposes ancillary to, the construction of the scheduled works, namely—

- (a) stations, platforms and tram stops;
- (b) works required for, or in connection with, the control of any vehicular and pedestrian traffic on the authorised transit system;

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(a) 2006 c. 26.

- (c) works required for the strengthening, improvement, maintenance or reconstruction of any street;
- (d) works for the strengthening, alteration or demolition of any building;
- (e) works to, including the maintenance of, any street furniture or apparatus, including mains, sewers, drains, pipes, cables and lights;
- (f) works to alter the course of, or otherwise interfere with, watercourses;
- (g) landscaping, ecological and other works to mitigate any adverse effects of the construction, maintenance or operation of the other authorised works; and
- (h) facilities and works for the benefit or protection of land or premises affected by the other authorised works.

(4) Subject to paragraph (7), the undertaker may carry out and maintain such other works (of whatever nature) as may be necessary or expedient for the purposes of, or for purposes ancillary to, the construction of the scheduled works.

(5) The undertaker may remove any works constructed by it under this Order which have been constructed as temporary works or which it no longer requires.

(6) Where the undertaker lays down conduits for the accommodation of cables or other apparatus for the purposes of or associated with the authorised works it may provide in, or in connection with, such conduits, accommodation for the apparatus of any other person, and manholes and other facilities for access to such accommodation, and may permit the use of such conduits and facilities on such terms and conditions as may be agreed between it and such other person.

(7) Paragraphs (3) and (4) only authorise the carrying out or maintenance of works—

- (a) within the Order limits; or
- (b) within the boundaries of any street.

(8) The powers of this article must not be exercised within the boundaries of a street outside of the Order limits without the consent of the street authority but such consent may not be unreasonably withheld.

(9) Section 109 (structures in, over or under a main river) of the Water Resources Act 1991<sup>(a)</sup>, section 23 (prohibition on obstructions etc in watercourses) of the Land Drainage Act 1991<sup>(b)</sup> and any byelaws made under those Acts do not apply to anything done under or in pursuance of this Order.

(10) Regardless of the powers conferred by paragraph (3)(e) the undertaker and a person responsible for any street furniture or apparatus may enter into agreements for that person to undertake under the powers conferred by this article or under its own powers any works to the apparatus which may be required by the undertaker for the purposes of, or for purposes ancillary to, the construction of the scheduled works.

### **Use of site of St Peter’s, Mosley Street**

**7.—**(1) Regardless of anything in the Disused Burial Grounds Act 1884<sup>(c)</sup> or the Manchester Churches Act 1906<sup>(d)</sup>, the undertaker may construct and maintain the authorised works in, on or over the site of Saint Peter’s Mosley Street.

(2) In constructing and maintaining the authorised works in, on or over the site of Saint Peter’s Mosley Street, the undertaker must ensure that any human remains, grave or vault in those lands:

- (a) are not interfered with except so far as is necessary for the purposes of those works; and
- (b) are left properly covered and protected.

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(a) 1991 c. 57.  
 (b) 1991 c. 59.  
 (c) 1884 c. 72.  
 (d) 1906 c. 1xix.

(3) The Disused Burial Ground (Amendment) Act 1981<sup>(a)</sup> does not apply to the construction or maintenance of the authorised works in, on or over the site of Saint Peter’s, Mosley Street.

(4) In this article, the site of Saint Peter’s Mosley Street means the site of the former church of Saint Peter, Mosley Street, including the lands and vaults attached or belonging to the former church.

### **Power to deviate**

- 8.**—(1) In constructing or maintaining any of the scheduled works, the undertaker may—
- (a) deviate laterally from the lines or situations shown on the works and land plans within the permanent limits relating to that work shown on those plans; and
  - (b) deviate vertically from the levels shown on the sections—
    - (i) to any extent not exceeding 3 metres upwards; and
    - (ii) to any extent downwards as may be necessary or expedient.

(2) In constructing or maintaining any work or part of a work shown on the works and land plans as being situated in a street and for which no limits of deviation are shown on those plans, the undertaker may deviate laterally within the boundaries of that street.

- (3) The undertaker may, in constructing or maintaining the scheduled works, lay down—
- (a) double lines of rails in place of single lines;
  - (b) single lines of rails in place of double lines;
  - (c) interlacing lines of rails in place of double or single lines; or
  - (d) double or single lines of rails in place of interlacing lines.

(4) The powers in paragraph (3) must not be exercised in the case of any authorised street tramway without the consent of the street authority, but such consent must not be unreasonably withheld.

### **Designation of works**

**9.**—(1) Regardless of anything in the description of the scheduled works the whole or any part of the scheduled works may be constructed within the limits of deviation for that work either along a street as a street tramway or off-street as a tramroad and so far as it is so constructed it is to be treated for the purposes of this Order as if it were so designated.

- (2) Where, by means of the creation or extinction of rights of way—
- (a) any part of the authorised transit system which has been constructed as a tramroad becomes a street tramway, it is to be treated for the purposes of this Order as if it were designated as a street tramway; and
  - (b) any part of the authorised transit system which has been constructed as a street tramway becomes a tramroad, it is to be treated for the purposes of this Order as if it were designated as a tramroad.

## *Streets*

### **Power to alter layout, etc., of streets**

**10.**—(1) The undertaker may alter the layout of, and carry out other ancillary works in any street specified in column (1) of Schedule 2 (streets subject to alteration of layout) in the manner specified in relation to that street in column (2) of that Schedule.

(2) Without limitation on the scope of the specific powers conferred by article 6 (power to construct and maintain works) or paragraph (1) but subject to paragraph (3) the undertaker may,

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(a) 1981 c. 18.

for the purpose of constructing, maintaining or using any authorised transit system, alter the layout of any street along which the authorised transit system is or is to be laid and the layout of any street having a junction with such a street; and, without limitation on the scope of that power, the undertaker may—

- (a) increase or reduce the width of the whole or part of any carriageway, kerb, footway, cycle track or verge within the street;
- (b) alter the level of the whole or part of any such carriageway, kerb, footway, cycle track or verge;
- (c) replace or alter the surface or surface treatment of the street;
- (d) reduce the width of the carriageway of the street by forming a reserved area in the street as a stopping place for tramcars or by carrying out other works for that purpose;
- (e) carry out works for the provision or alteration of parking places, loading bays, bus stop clearways, cycle tracks and bus laybys;
- (f) carry out traffic calming works which are of a description prescribed in the Highways (Traffic Calming) Regulations 1999(a) and which are carried out in compliance with those regulations;
- (g) carry out works to the street for the purpose of deterring or preventing vehicles other than tramcars from passing along the authorised transit system; and
- (h) make and maintain crossovers, sidings or passing places.

(3) The powers in paragraph (2) must not be exercised without the consent of the street authority, but such consent must not be unreasonably withheld.

#### **Power to keep apparatus in streets**

**11.**—(1) The undertaker may, for the purposes of or in connection with the construction, maintenance and use of the authorised transit system, place and maintain in any street in which the transit system is or is to be laid or in any other street any work, equipment or apparatus including, without limitation on the scope of that power, foundations, platforms, road islands, substations, electric lines and any electrical or other apparatus.

(2) The powers of this article must not be exercised within the boundaries of a street outside of the Order limits without the consent of the street authority, but such consent must not be unreasonably withheld.

(3) In this article—

- (a) “apparatus” has the same meaning as in Part 3 of the 1991 Act; and
- (b) the reference to any work, equipment, apparatus or other thing in a street includes a reference to any work, equipment, apparatus or other thing under, over, along or upon the street.

#### **Power to execute street works**

**12.**—(1) The undertaker may, for the purpose of exercising the powers conferred by article 11 (power to keep apparatus in streets) or any other provision of this Order, enter upon any street and may execute any works required for or incidental to the exercise of those powers including, without limitation on the scope of that power, breaking up or opening the street, or any sewer, drain or tunnel under it, or tunnelling or boring under the street.

(2) The powers of this article must not be exercised within the boundaries of a street outside of the Order limits without the consent of the street authority, but such consent must not be unreasonably withheld.

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(a) S.I. 1999/1026.

### **Temporary stopping up of streets**

**13.**—(1) The undertaker may, during and for the purposes of the execution of the authorised works, temporarily stop up, alter or divert any street and may for any reasonable time—

- (a) divert the traffic from the street; and
- (b) subject to paragraph (3), prevent all persons from passing along the street.

(2) Without limitation on the scope of paragraph (1), the undertaker may use any street stopped up under the powers of this article as a temporary working site.

(3) The undertaker must provide at all times reasonable access for pedestrians going to or from premises abutting on a street affected by the exercise of the powers conferred by this article if there would otherwise be no such access.

(4) Without limitation on the scope of paragraph (1), the undertaker may exercise the powers of this article in relation to the streets in Schedule 3 (streets to be temporarily stopped up).

(5) The undertaker must not exercise the powers of this article—

- (a) in relation to any street specified as mentioned in paragraph (4), without first consulting the street authority; and
- (b) in relation to any other street, without the consent of the street authority which may attach reasonable conditions to any consent, but such consent must not be unreasonably withheld.

(6) Any person who suffers loss by the suspension of any private right of way under this article is entitled to compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

### **Access to works**

**14.** The undertaker may, for the purposes of the construction, operation or maintenance of the authorised works, form and lay out such means of access, or improve such existing means of access, at such locations within the Order limits as the undertaker reasonably requires for the purposes of the authorised works, as may be approved by the highway authority, but such approval must not be unreasonably withheld.

### **Maintenance of altered or diverted streets**

**15.**—(1) Where a street is altered or diverted under this Order, the altered or diverted part of the street must, when completed to the reasonable satisfaction of the street authority, unless otherwise agreed, be maintained by and at the expense of the undertaker for a period of 12 months from its completion and after the expiry of that period by and at the expense of the street authority.

(2) Paragraph (1) does not apply in relation to the structure of any bridge or tunnel carrying a street over a transit system or carrying a transit system over a street and except as provided in that paragraph the undertaker is not liable to maintain the surface of any street in, on, under or over which the scheduled works is constructed, or the immediate approaches to any such street, unless otherwise agreed with the street authority.

(3) In any action against the undertaker in respect of loss or damage resulting from any failure by it to maintain a street under this article, it is a defence (without affecting any other defence or the application of the law relating to contributory negligence) to prove that the undertaker had taken such care as in all the circumstances was reasonably required to secure that the part of the street to which the action relates was not dangerous to traffic.

(4) For the purposes of a defence under paragraph (3), the court must in particular have regard to the following matters—

- (a) the character of the street including its use for a transit system, and the traffic which was reasonably to be expected to use it;
- (b) the standard of maintenance appropriate for a street of that character and used by such traffic;
- (c) the state of repair in which a reasonable person would have expected to find the street;

- (d) whether the undertaker knew, or could reasonably have been expected to know, that the condition of the part of the street to which the action relates was likely to cause danger to users of the street; and
- (e) where the undertaker could not reasonably have been expected to repair that part of the street before the cause of action arose, what warning notices of its condition had been displayed,

but for the purposes of such a defence it is not relevant that the undertaker had arranged for a competent person to carry out or supervise the maintenance of that part of the street to which the action relates unless it is also proved that the undertaker had given the competent person proper instructions with regard to the maintenance of the street and that the competent person had carried out those instructions.

### **Restoration of streets if street tramway discontinued**

**16.** If the undertaker abandons the construction of, or permanently ceases to operate any of, the authorised street tramways (“the discontinued tramway”), it must as soon as reasonably practicable and unless otherwise agreed with the street authority—

- (a) remove from any street in which the discontinued tramway is laid the rails and any other works, equipment and apparatus which have become redundant; and
- (b) restore, to the reasonable satisfaction of the street authority, the portion of the street along which the discontinued tramway was laid, or redundant works, equipment and apparatus were laid, regard being had to—
  - (i) the condition of the street before the tramway was laid; and
  - (ii) the nature of the traffic using the street at the time of the discontinuance.

### **Agreements with street authorities**

**17.—**(1) A street authority and the undertaker may enter into agreements with respect to—

- (a) the construction of any new street (including any structure carrying the street over or under the authorised transit system) under the powers conferred by this Order;
- (b) the strengthening, improvement, repair or reconstruction of any street under the powers conferred by this Order;
- (c) the maintenance of any street along or across which a transit system is laid, or of the structure of any bridge or tunnel carrying a street over or under the authorised transit system or the authorised transit system;
- (d) any stopping up, alteration or diversion of a street under the powers conferred by this Order; or
- (e) the execution in the street of any of the works referred to in article 12 (power to execute street works).

(2) Such an agreement may, without limitation on the scope of paragraph (1)—

- (a) provide for the street authority to carry out any function under this Order which relates to the street in question; and
- (b) contain such terms as to payment and otherwise as the parties consider appropriate.

### **Level crossings**

**18.—**(1) The undertaker may construct and maintain the authorised transit system so as to enable tramcars upon it to cross on the level any highway or other road for the time being crossing the route of the system.

(2) The undertaker may provide, maintain and operate at or near any level crossing such protective equipment as it may determine.

(3) Any traffic sign placed under this article on or near a highway or other road to which the public has access is to be treated for the purposes of section 64(4) of the 1984 Act as having been placed as provided by that Act.

(4) Without limitation on the scope of article 10 (power to alter layout, etc., of streets), the undertaker may in the exercise of the powers of this article alter the level of any highway or road referred to in paragraph (1).

(5) The highway authority may enter into agreements with the undertaker with respect to the construction and maintenance of any level crossing; and such an agreement may contain such terms as to payment or otherwise as the parties consider appropriate.

(6) In this article—

“level crossing” means the place at which the authorised transit system crosses a highway or other road on the level under the powers conferred by this article; and

“protective equipment” includes lights, traffic signs (within the meaning of section 64(1) of the 1984 Act), manual, mechanical, automatic, electrical or telephonic equipment or other devices.

### *Supplemental powers*

#### **Attachment of equipment to buildings**

**19.**—(1) Subject to the following provisions of this article, the undertaker may affix to any building on land listed in the book of reference —

- (a) any brackets, cables, wires, insulators and other apparatus required in connection with the authorised transit system; and
- (b) any lamps, cameras, brackets, pipes, electric lamps and other apparatus required for the provision of additional or substitute street lighting or closed circuit television required in connection with the authorised transit system.

(2) The undertaker must not under this article affix any apparatus to a building without the consent of the relevant owner of the building; and such consent may be given subject to reasonable conditions (including, where appropriate, the payment of rent) but must not be unreasonably withheld.

(3) Where —

- (a) the undertaker serves on the relevant owner of a building a notice requesting the owner’s consent to the affixing of specified apparatus to the building under paragraph (2); and
- (b) the relevant owner does not within the period of 56 days beginning with the date upon which the notice is served give his consent unconditionally or give it subject to conditions or refuse it,

the consent is to be deemed to have been withheld.

(4) Where, in the opinion of the undertaker, a consent required under paragraph (2) for the affixing of specified apparatus is unreasonably withheld or given subject to unreasonable conditions, it may apply to the magistrates’ court, who may either allow the apparatus to be affixed subject to such conditions, if any, as it thinks fit or may disallow the application.

(5) Where apparatus is affixed to a building under this article –

- (a) any relevant owner for the time being of the building may serve on the undertaker not less than 56 days’ notice requiring the undertaker at its own expense temporarily to remove the apparatus during any demolition, reconstruction or repair of the building if such removal is reasonably necessary for that purpose; and
- (b) the undertaker has the right as against any person having an interest in the building to maintain the apparatus.

(6) Where, in the opinion of the undertaker, a requirement temporarily to remove any apparatus affixed to a building under this article during any demolition, reconstruction or repair of the

building is not reasonably necessary for that purpose, the undertaker may refer the matter to an arbitrator under article 50 (arbitration) who may either allow the apparatus to be temporarily removed or may order that it is not to be temporarily removed.

(7) The undertaker must pay compensation to the owners and occupiers of the building for any loss or damage sustained by them by reason of the exercise of the powers conferred by paragraphs (1) and (5)(b); and any dispute as to a person's entitlement to compensation, or as to the amount of compensation, is to be determined under Part 1 of the 1961 Act.

(8) In this article, "relevant owner"—

- (a) in relation to a building occupied under a lease or tenancy having an unexpired term exceeding 5 years, means the occupier of the building; or
- (b) in relation to any other building, means the person for the time being receiving the rack rent of the building whether on his own account or as agent or trustee for any other person, or who would so receive it if the building were let at a rack rent.

### **Discharge of water**

**20.**—(1) The undertaker may use any watercourse or any public sewer or drain for the drainage of water in connection with the construction, operation or maintenance of the authorised works and for that purpose may lay down, take up and alter pipes and may, on any land within the Order limits, or in any street along which the authorised transit system is authorised to be laid, make openings into, and connections with, the watercourse, sewer or drain.

(2) Any dispute arising from the exercise of the power conferred by paragraph (1) to connect to or use a public sewer or drain is to be determined as if it were a dispute under section 106 of the Water Industry Act 1991(a).

(3) The undertaker must not discharge any water into any watercourse, public sewer or drain except with the consent of the person to whom it belongs; and such consent may be given subject to such terms and conditions as that person may reasonably impose but must not be unreasonably withheld.

(4) The undertaker must not make any opening into any public sewer or drain except—

- (a) in accordance with plans approved by the person to whom the sewer or drain belongs, but such approval must not be unreasonably withheld; and
- (b) where that person has been given the opportunity to supervise the making of the opening.

(5) The undertaker must not, in the exercise of the powers conferred by this article, damage or interfere with the bed or banks of any watercourse forming part of a main river.

(6) The undertaker must take such steps as are reasonably practicable to secure that any water discharged into a watercourse or public sewer or drain under the powers conferred by this article is as free as may be practicable from gravel, soil or other solid substance, oil or matter in suspension.

(7) Nothing in this article overrides the requirement for an environmental permit under regulation 12(1)(b) of the Environmental Permitting (England and Wales) Regulations 2010(b).

(8) In this article—

- (a) "public sewer or drain" means a sewer or drain which belongs to a sewerage undertaker, the Environment Agency, an internal drainage board, a local authority or a harbour authority within the meaning of the Harbours Act 1964(c); and
- (b) other expressions, excluding watercourses, used both in this article and in the Water Resources Act 1991(d) have the same meaning as in that Act.

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(a) 1991 c. 56.  
(b) S.I. 2010/675.  
(c) 1964 c. 40.  
(d) 1991 c. 57.

## **Works to safeguard buildings and the operation of the authorised transit system**

**21.**—(1) Subject to the following provisions of this article, the undertaker may at its own expense and from time to time carry out such safeguarding works to any building lying within the Order limits as the undertaker considers to be necessary or expedient.

(2) Safeguarding works may be carried out—

- (a) at any time before or during the construction, in the vicinity of the building, of any part of the authorised works (other than works authorised by this article); or
- (b) after the completion of the construction of that part of the authorised works (other than works authorised by this article), at any time up to the end of the period of 5 years beginning with the day on which that part of the authorised works is first opened for use.

(3) For the purpose of determining how the functions under this article are to be exercised the undertaker may enter and survey any building falling within paragraph (1) and any land within its curtilage.

(4) For the purpose of carrying out safeguarding works under this article to a building the undertaker may (subject to paragraphs (5) and (6))—

- (a) enter the building and any land within its curtilage; and
- (b) where the works cannot be carried out reasonably conveniently without entering land which is adjacent to the building but outside its curtilage, enter the adjacent land (but not any building erected on it).

(5) Before exercising—

- (a) a right under paragraph (1) to carry out safeguarding works to a building;
- (b) a right under paragraph (3) to enter a building and any land within its curtilage;
- (c) a right under paragraph (4)(a) to enter a building and land within its curtilage; or
- (d) a right under paragraph (4)(b) to enter land,

the undertaker must, except in the case of emergency, serve on the owners and occupiers of the building or land not less than 14 days' notice of its intention to exercise that right and, in a case falling within sub-paragraph (a) or (c), specifying the safeguarding works proposed to be carried out.

(6) Where notice is served under paragraph (5)(a), (c) or (d), the owner or occupier of the building or land concerned may, by serving a counter-notice within the period of 10 days beginning with the day on which the notice was served, require the question of whether it is necessary or expedient to carry out the safeguarding works or to enter the building or land to be referred to arbitration under article 50 (arbitration).

(7) The undertaker must compensate the owners and occupiers of any building or land in relation to which the powers conferred by this article have been exercised for any loss or damage arising to them by reason of the exercise of those powers.

(8) Where—

- (a) safeguarding works are carried out under this article to a building; and
- (b) within the period of 5 years beginning with the day on which the part of the authorised works constructed within the vicinity of the building is first opened for use, it appears that the safeguarding works are inadequate to protect the building against damage caused by the construction or operation of that part of the works,

the undertaker must compensate the owners and occupiers of the building for any damage sustained by them.

(9) Without affecting article 49 (no double recovery), nothing in this article relieves the undertaker from any liability to pay compensation under section 10(2) of the 1965 Act.

(10) Any compensation payable under paragraph (7) or (8) is to be determined, in case of dispute, under Part 1 of the 1961 Act.

(11) In this article “safeguarding works”, in relation to a building, means—

- (a) underpinning, strengthening and any other works the purpose of which is to prevent damage which may be caused to the building by the construction, maintenance or operation of the authorised works;
- (b) any works the purpose of which is to remedy any damage which has been caused to the building by the construction, maintenance or operation of the authorised works; and
- (c) any works the purpose of which is to secure the safe operation of the authorised transit system or to prevent or minimise the risk of such operation being disrupted.

### **Planning permission**

22. Planning permission which is deemed by a direction under section 90(2A) of the 1990 Act to be granted in relation to the authorised works is to be treated as specific planning permission for the purposes of section 264(3)(a) of that Act (cases in which land is to be treated as operational land for the purposes of that Act).

### **Power to survey and investigate land, etc.**

23.—(1) The undertaker may for the purposes of this Order—

- (a) survey or investigate any land within the Order limits, any street along which the authorised transit system is authorised to be laid and any street having a junction with such a street;
- (b) without limitation on the scope of sub-paragraph (a), make trial holes in such positions as the undertaker thinks fit on the land to investigate the nature of the surface layer and subsoil and remove soil samples;
- (c) without limitation on the scope of sub-paragraph (a), carry out archaeological investigations on any such land;
- (d) take steps to protect or remove any flora or fauna on the land where the flora or fauna may be affected by the carrying out of the authorised works;
- (e) place on, leave on and remove from the land apparatus for use in connection with the exercise of any of the powers conferred by sub-paragraphs (a) to (d); and
- (f) enter on the land for the purpose of exercising the powers conferred by sub-paragraphs (a) to (e).

(2) No land may be entered, or equipment placed or left on or removed from the land, under paragraph (1), unless at least 7 days' notice has been served on every owner and occupier of the land.

(3) Any person entering land under this article on behalf of the undertaker—

- (a) must, if so required, before or after entering the land produce written evidence of that person's authority to do so; and
- (b) may take onto the land such vehicles and equipment as are necessary to carry out the survey or investigation or to make the trial holes.

(4) No trial holes are to be made under this article—

- (a) in a carriageway or footway without the consent of the highway authority; or
- (b) in a private street without the consent of the street authority,

but such consent must not be unreasonably withheld.

(5) The undertaker must pay compensation for any damage occasioned, by the exercise of the powers conferred by this article, to the owners and occupiers of the land, such compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

(6) Nothing in this article overrides the requirement to obtain scheduled monument consent under the Ancient Monuments and Archaeological Areas Act 1979(a).

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(a) 1979 c. 46.

### **Mode of construction and operation of transit system**

**24.**—(1) The transit system comprised in the authorised works must be operated by electricity or, in an emergency or for the purposes of maintenance, by diesel power or other means.

(2) The transit system must be constructed to a gauge of 1,435 millimetres.

(3) Where the authorised tramway is constructed along a street or in any place to which the public has access (including any place to which the public has access only on making a payment), the undertaker must take such care as in all the circumstances is reasonable to ensure that the authorised tramway is constructed and maintained so that the street or other place is safe for other users.

(4) When considering what measures are required under paragraph (3) the undertaker must have particular regard to the character and usage of the street or other place and to those who could reasonably be expected to use it.

(5) Where the authorised street tramway has been constructed in a street, works by any person which affect or are likely to affect the undertaker's obligations under paragraph (3), including works to any street surfaces and works affecting any equipment or apparatus placed in the street under article 11 (power to keep apparatus in streets) must not be carried out without the consent of the undertaker, which may be given subject to such reasonable terms and conditions as the undertaker may require but must not be unreasonably withheld.

### **Obstruction of construction of authorised works**

**25.** Any person who, without reasonable excuse—

- (a) obstructs another person acting under the authority of the undertaker in setting out the lines of the scheduled works, or in constructing any of the authorised works; or
- (b) interferes with, moves or removes any apparatus belonging to any person acting under the authority of the undertaker,

is guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

## **PART 3**

### **ACQUISITION AND POSSESSION OF LAND**

#### *Powers of acquisition*

#### **Power to acquire land**

**26.**—(1) The undertaker may acquire compulsorily so much of the land shown on the works and land plans as lying within the permanent limits as may be required for or in connection with the authorised works and may use any land so acquired for those purposes or for any other purposes that are ancillary to its transit system undertaking.

(2) Nothing in paragraph (1) authorises the undertaker to acquire compulsorily any of the lands mentioned in Schedule 4 (land not to be acquired compulsorily), or any rights over those lands, but the undertaker may acquire by agreement any part of those lands, or any rights over them, and use them, for the purposes referred to in that paragraph.

#### **Application of Part 1 of the 1965 Act**

**27.**—(1) Part 1 of the 1965 Act, in so far as not modified by or inconsistent with the provisions of this Order, applies to the acquisition of land under this Order—

- (a) as it applies to a compulsory purchase to which the Acquisition of Land Act 1981(a) applies; and
- (b) as if this Order were a compulsory purchase order under that Act.

(2) Part 1 of the 1965 Act, as applied by paragraph (1), has effect as if section 4 (which provides a time limit for compulsory purchase of land) and paragraph 3(3) of Schedule 3 (which makes provision as to the giving of bonds) were omitted.

### **Application of Compulsory Purchase (Vesting Declarations) Act 1981**

**28.**—(1) The Compulsory Purchase (Vesting Declarations) Act 1981(b) applies as if this Order were a compulsory purchase order.

(2) The Compulsory Purchase (Vesting Declarations) Act 1981, as applied by paragraph (1), has effect with the following modifications.

(3) In section 3 (preliminary notices), for subsection (1) there is substituted—

“(1) Before making a declaration under section 4 with respect to any land which is subject to a compulsory purchase order the acquiring authority must include the particulars specified in subsection (3) in a notice which is—

- (a) given to every person with a relevant interest in the land with respect to which the declaration is to be made (other than a mortgagee who is not in possession); and
- (b) published in a local newspaper circulating in the area in which the land is situated.”.

(4) In that section, in subsection (2), for “(1)(b)” there is substituted “(1)” and after “given” there is inserted “and published”.

(5) In that section, for subsections (5) and (6) there is substituted—

“(5) For the purposes of this section, a person has a relevant interest in land if—

- (a) that person is for the time being entitled to dispose of the fee simple of the land, whether in possession or reversion; or
- (b) that person holds, or is entitled to the rents and profits of, the land under a lease or agreement, the unexpired term of which exceeds one month.”.

(6) In section 5 (earliest date for execution of declaration)—

- (a) in subsection (1), after “publication” there is inserted “in a local newspaper circulating in the area in which the land is situated”; and
- (b) subsection (2) is omitted.

(7) In section 7 (constructive notice to treat), in subsection (1)(a), the words “(as modified by section 4 of the Acquisition of Land Act 1981)” are omitted.

(8) References to the 1965 Act are to be construed as references to that Act as applied to the acquisition of land by article 27 (application of Part 1 of the 1965 Act).

### **Powers to acquire new rights**

**29.**—(1) The undertaker may compulsorily acquire such easements or other rights over any land within the permanent limits as may be required for any purpose for which that land may be acquired, by creating them as well as by acquiring easements or other rights already in existence.

(2) Subject to section 8 of the 1965 Act (as substituted by paragraph 5 of Schedule 5 (modification of compensation and compulsory purchase enactments for creation of new rights)), where the undertaker acquires a right under paragraph (1) the undertaker is not required to acquire a greater interest in that land.

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(a) 1981 c. 67.  
(b) 1981 c. 66.

(3) Schedule 5 (modification of compensation and compulsory purchase enactments for creation of new rights) has effect for the purpose of modifying the enactments relating to compensation and the provisions of the 1965 Act in their application to the compulsory acquisition under this article of a right over land by the creation of a new right.

### **Powers to acquire subsoil only**

**30.**—(1) The undertaker may compulsorily acquire so much of, or such rights in, the subsoil of the land within the permanent limits as may be required for any purpose for which that land may be acquired instead of acquiring the whole of the land.

(2) Where the undertaker acquires any part of, or rights in, the subsoil of land under paragraph (1) the undertaker cannot be required to acquire an interest in any other part of the land.

(3) Paragraph (2) does not prevent article 36 (acquisition of part of certain properties) from applying where the undertaker acquires a cellar, vault, arch or other construction forming part of a house, building or manufactory.

### **Rights under or over streets**

**31.**—(1) The undertaker may enter upon and appropriate so much of the surface, subsoil of, or air space over, any street shown on the works and land plans and described in the book of reference as may be required for the purposes of the authorised works and may use the surface, subsoil and air space for those purposes or any other purpose ancillary to its transit system undertaking.

(2) Subject to paragraph (4), the power under paragraph (1) may be exercised in relation to a street without the undertaker being required to acquire any part of the street or any easement or right in the street.

(3) Subject to paragraph (5) any person who is an owner or occupier of land in respect of which the power of appropriation conferred by paragraph (1) is exercised without the undertaker acquiring any part of that person's interest in the land, and who suffers loss by the exercise of that power, is entitled to compensation, the amount of such compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

(4) Paragraph (2) does not apply in relation to—

- (a) any subway or underground building; or
- (b) any cellar, vault, arch or other construction in, on or under a street which forms part of a building fronting on to the street.

(5) Compensation is not payable under paragraph (3) to any person who is an undertaker, to whom section 85 of the 1991 Act applies, in respect of measures of which the allowable costs are to be borne in accordance with that section.

### *Temporary possession of land*

### **Temporary use of land for construction of works**

**32.**—(1) The undertaker may, in connection with the carrying out of the authorised works—

- (a) enter upon and take temporary possession of—
  - (i) so much of the land shown on the works and land plans as lying within the temporary limits for the purpose specified in relation to that land in column (3) of Schedule 6 (land of which temporary possession may be taken) relating to the scheduled works specified in column (4) of that Schedule; and
  - (ii) any of the land within the permanent limits in respect of which no notice of entry has been served under section 11 of the 1965 Act or no declaration has been made under section 4 of the Compulsory Purchase (Vesting Declarations) Act 1981;
- (b) remove any buildings and vegetation from that land; and

(c) construct temporary works (including the provision of means of access) and buildings on the land.

(2) Not less than 14 days before exercising the powers of paragraph (1) the undertaker must serve notice of the intended entry on the owners and occupiers of the land.

(3) The undertaker may not, without the agreement of the owners of the land, remain in possession of any land of which temporary possession has been taken under this article—

(a) in the case of land lying within the temporary limits, after the end of the period of 2 years beginning with the date of completion of the work specified in relation to that land in column (4) of Schedule 6; or

(b) in the case of land within the permanent limits, after the end of the period of 2 years beginning with the date of completion of the work for which temporary possession of the land was taken unless the undertaker has, by the end of that period, served a notice of entry under section 11 of the 1965 Act or made a declaration under section 4 of the Compulsory Purchase (Vesting Declarations) Act 1981 in relation to that land.

(4) Before giving up possession of land of which temporary possession has been taken under this article, the undertaker must remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land; but the undertaker is not required to replace a building removed under this article.

(5) The undertaker must pay compensation to the owners and occupiers of land of which temporary possession is taken under this article for any loss or damage arising from the exercise in relation to the land of the powers conferred by this article.

(6) Any dispute as to a person's entitlement to compensation under paragraph (5), or as to the amount of the compensation, is to be determined under Part 1 of the 1961 Act.

(7) Without affecting article 49 (no double recovery), nothing in this article affects any liability to pay compensation under section 10(2) of the 1965 Act or under any other enactment in respect of loss or damage arising from the execution of any works, other than loss or damage for which compensation is payable under paragraph (5).

(8) Where the undertaker takes possession of land under this article, the undertaker is not required to acquire the land or any interest in it.

(9) Section 13 of the 1965 Act applies to the temporary use of land under this article to the same extent as it applies to the acquisition of land under this Order by virtue of article 27(1) (application of Part 1 of the 1965 Act).

### **Temporary use of land for maintenance of works**

**33.**—(1) Subject to paragraph (2), at any time during the maintenance period relating to the scheduled works, the undertaker may—

(a) enter upon and take temporary possession of any land within the Order limits reasonably required for the purpose of maintaining the work or any ancillary works connected with it or securing the safe operation of any such work; and

(b) construct such temporary works (including the provision of means of access) and buildings on the land as may be reasonably necessary for that purpose.

(2) Paragraph (1) does not authorise the undertaker to take temporary possession of—

(a) any house or garden belonging to a house; or

(b) any building (other than a house) if it is for the time being occupied.

(3) Not less than 28 days before entering upon and taking temporary possession of land under this article the undertaker must serve notice of the intended entry on the owners and occupiers of the land.

(4) The undertaker may only remain in possession of land under this article for so long as may be reasonably necessary to carry out the maintenance works for which possession of the land was taken.

(5) Before giving up possession of land of which temporary possession has been taken under this article, the undertaker must remove all temporary works and restore the land to the reasonable satisfaction of the owners of the land.

(6) The undertaker must pay compensation to the owners and occupiers of land of which temporary possession is taken under this article for any loss or damage arising from the exercise in relation to the land of the powers conferred by this article.

(7) Any dispute as to a person's entitlement to compensation under paragraph (6), or as to the amount of the compensation, is to be determined under Part 1 of the 1961 Act.

(8) Without affecting article 49 (no double recovery), nothing in this article affects any liability to pay compensation under section 10(2) of the 1965 Act or under any other enactment in respect of loss or damage arising from the execution of any works, other than loss or damage for which compensation is payable under paragraph (6).

(9) Where the undertaker takes possession of land under this article, the undertaker is not required to acquire the land or any interest in it.

(10) The powers of this article must not be exercised in relation to any street without the consent of the street authority, which must not be unreasonably withheld.

(11) Section 13 of the 1965 Act applies to the temporary use of land under this article to the same extent as it applies to the acquisition of land under this Order by virtue of article 27(1) (application of Part 1 of the 1965 Act).

(12) In this article, "the maintenance period", in relation to a scheduled work, means the period of 5 years beginning with the date on which the work is opened for public use.

### *Compensation*

#### **Disregard of certain interests and improvements**

**34.**—(1) In assessing the compensation (if any) payable to any person on the acquisition from that person of any land or interest in land under this Order, the tribunal must not take into account—

- (a) any interest in land; or
- (b) any enhancement of the value of any interest in land by reason of any building erected, works executed or improvement or alteration made on relevant land,

if the tribunal is satisfied that the creation of the interest, the erection of the building, the execution of the works or the making of the improvement or alteration was not reasonably necessary and was undertaken with a view to obtaining compensation or increased compensation.

(2) In paragraph (1) "relevant land" means the land acquired from the person concerned or any other land with which that person is, or was at the time when the building was erected, the works executed or the improvement or alteration made, directly or indirectly concerned.

#### **Set-off for enhancement in value of retained land**

**35.**—(1) In assessing the compensation payable to any person in respect of the acquisition from that person under this Order of any land (including the subsoil) the tribunal must set off against the value of the land so acquired any increase in value of any contiguous or adjacent land belonging to that person in the same capacity, which will accrue to that person by reason of the construction of the authorised works.

(2) In assessing the compensation payable to any person in respect of the acquisition from that person of any new rights over land (including the subsoil) under article 29 (powers to acquire new rights), the tribunal must set off against the value of the rights so acquired—

- (a) any increase in the value of the land over which the new rights are acquired; and
- (b) any increase in value of any contiguous or adjacent land belonging to that person in the same capacity,

which will accrue to that person by reason of the construction of the authorised works.

(3) The 1961 Act has effect, subject to paragraphs (1) and (2), as if this Order were a local enactment for the purposes of that Act.

### *Supplementary*

#### **Acquisition of part of certain properties**

**36.**—(1) This article applies instead of section 8(1) of the 1965 Act (as applied to this Order by article 27 (application of Part 1 of the 1965 Act)) in any case where—

- (a) a notice to treat is served on a person (“the owner”) under the 1965 Act (as so applied) in respect of land forming only part of a house, building or manufactory or of land consisting of a house with a park or garden (“the land subject to the notice to treat”); and
- (b) a copy of this article is served on the owner with the notice to treat.

(2) In such a case, the owner may, within the period of 21 days beginning with the day on which the notice was served, serve on the undertaker a counter-notice objecting to the sale of the land subject to the notice to treat and stating that the owner is willing and able to sell the whole (“the land subject to the counter-notice”).

(3) If no such counter-notice is served within that period, the owner is required to sell the land subject to the notice to treat.

(4) If such a counter-notice is served within that period, the question of whether the owner is required to sell only the land subject to the notice to treat is, unless the undertaker agrees to take the land subject to the counter-notice, to be referred to the tribunal.

(5) If on such a reference the tribunal determines that the land subject to the notice to treat can be taken—

- (a) without material detriment to the remainder of the land subject to the counter-notice; or
- (b) in the case of part of land consisting of a house with a park or garden, without material detriment to the remainder of the land subject to the counter-notice and without seriously affecting the amenity and convenience of the house,

the owner is required to sell the land subject to the notice to treat.

(6) If on such a reference the tribunal determines that only part of the land subject to the notice to treat can be taken—

- (a) without material detriment to the remainder of the land subject to the counter-notice; or
- (b) in the case of part of land consisting of a house with a park or garden, without material detriment to the remainder of the land subject to the counter-notice and without seriously affecting the amenity and convenience of the house,

the notice to treat is deemed to be a notice to treat for that part.

(7) If on such a reference the tribunal determines that—

- (a) the land subject to the notice to treat cannot be taken without material detriment to the remainder of the land subject to the counter-notice; but
- (b) the material detriment is confined to a part of the land subject to the counter-notice,

the notice to treat is deemed to be a notice to treat for the land to which the material detriment is confined in addition to the land already subject to the notice, whether or not the additional land is land which the undertaker is authorised to acquire compulsorily under this Order.

(8) If the undertaker agrees to take the land subject to the counter-notice, or if the tribunal determines that—

- (a) none of the land subject to the notice to treat can be taken without material detriment to the remainder of the land subject to the counter-notice or, as the case may be, without material detriment to the remainder of the land subject to the counter-notice and without seriously affecting the amenity and convenience of the house; and

(b) the material detriment is not confined to a part of the land subject to the counter-notice, the notice to treat is deemed to be a notice to treat for the land subject to the counter-notice whether or not the whole of that land is land which the undertaker is authorised to acquire compulsorily under this Order.

(9) In any case where by virtue of a determination by the tribunal under this article a notice to treat is deemed to be a notice to treat for less land or more land than that specified in the notice, the undertaker may, within the period of 6 weeks beginning with the day on which the determination is made, withdraw the notice to treat; and, if it does so, must pay to the owner compensation for any loss or expense occasioned to the owner by the giving and withdrawal of the notice, to be determined in case of dispute by the tribunal.

(10) Where the owner is required under this article to sell only part of a house, building or manufactory or of land consisting of a house with a park or garden, the undertaker must pay the owner compensation for any loss sustained by the owner due to the severance of that part in addition to the value of the interest acquired.

### **Extinction or suspension of private rights of way**

**37.**—(1) Subject to the provisions of this article, all private rights of way over land subject to compulsory acquisition under this Order are extinguished—

(a) as from the date of acquisition of the land by the undertaker, whether compulsorily or by agreement; or

(b) on the date of entry on the land by the undertaker under section 11(1) of the 1965 Act, whichever is sooner.

(2) Subject to the provisions of this article, all private rights of way over land owned by the undertaker which is within the permanent limits and is required for the purposes of this Order, are extinguished on the appropriation of the land for any of those purposes by the undertaker.

(3) Subject to the provisions of this article, all private rights of way over land of which the undertaker takes temporary possession under this Order are suspended and unenforceable for as long as the undertaker remains in lawful possession of the land.

(4) Any person who suffers loss by the extinguishment or suspension of any private right of way under this article is entitled to compensation to be determined, in case of dispute, under Part 1 of the 1961 Act.

(5) Paragraphs (1), (2) and (3) have effect subject to—

(a) any notice given by the undertaker before the completion of the acquisition of the land, the undertaker's appropriation of it, the undertaker's entry onto it or the undertaker's taking temporary possession of it, as the case may be, that any or all of those paragraphs do not apply to any right of way specified in the notice; and

(b) any agreement made (whether before or after any of the events mentioned in subparagraph (a) and before or after the coming into force of this Order) between the undertaker and the person in or to whom the right of way in question is vested or belongs.

(6) If any such agreement as is referred to in paragraph (5)(b) which is made with a person in or to whom the right of way is vested or belongs is expressed to have effect also for the benefit of those deriving title from or under that person, it is effective in respect of the persons so deriving title, whether the title was derived before or after the making of the agreement.

### **Time limit for exercise of powers of acquisition**

**38.**—(1) After the end of the period of 5 years beginning with the day on which this Order comes into force—

(a) no notice to treat must be served under Part 1 of the 1965 Act, as applied to the acquisition of land by article 27 (application of Part 1 of the 1965 Act); and

- (b) no declaration must be executed under section 4 of the Compulsory Purchase (Vesting Declarations) Act 1981, as applied to this Order by article 28 (application of Compulsory Purchase (Vesting Declarations) Act 1981).

(2) The power conferred by article 32 (temporary use of land for construction of works) to enter upon and take temporary possession of land ceases at the end of the period mentioned in paragraph (1); but this paragraph does not prevent the undertaker from remaining in possession of land in accordance with article 32 after the end of that period, if the land was entered and possession of it was taken before the end of that period.

## PART 4

### OPERATION OF TRANSIT SYSTEM

#### Application of existing powers

**39.**—(1) The following provisions of the Greater Manchester (Light Rapid Transit System) (Eccles Extension) Order 1996(**a**) apply to the authorised transit system as they apply to the transit system authorised by that Order—

Article 20 (power to construct temporary transit systems);

Article 35 (power to operate and use transit system);

Article 37 (removal of obstructions);

Article 40 (power to lop trees overhanging transit system);

Article 41 (trespass on tramroads);

Article 42 (power to make byelaws);

Article 43 (power to contract for police services);

Article 44 (powers of disposal, agreements for operation etc.) (as amended by article 43 of the Greater Manchester (Light Rapid Transit System) (Airport Extension) Order 1997(**b**));

Article 45 (application of landlord and tenant law);

Article 46 (jurisdiction of Rail Users' Consultative Committee);

Article 47 (tramcars deemed public service vehicles).

(2) Article 4 of the Greater Manchester (Light Rapid Transit System) Order 2006 (general duty in respect of construction and maintenance)(**c**) is amended by the addition at the end of the list of enactments in paragraph (1) of—

“The Greater Manchester (Light Rapid Transit System) (Second City Crossing) Order 2013 (**d**).”

(3) Article 5 of the Greater Manchester (Light Rapid Transit System) Order 2006 (liability in respect of repair of streets) is amended by the addition at the end of the list of enactments in paragraph (1) of—

“The Greater Manchester (Light Rapid Transit System) (Second City Crossing) Order 2013.”

#### Traffic signs

**40.**—(1) The undertaker may, for the purposes of, or in connection with the construction or operation of the authorised transit system, place or maintain traffic signs of a type prescribed by

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(a) S.I. 1996/2714.

(b) S.I. 1997/1266.

(c) S.I. 2006/405.

(d) S.I. 2013/2587.

regulations made under section 64(1)(a) (general provisions as to traffic signs) of the 1984 Act or of a character authorised by the Secretary of State on any street in which the authorised transit system is laid or which gives access to such a street, or on any street in connection with any instrument made under article 41 (traffic regulation) or any other street as reasonably required for conveying information to traffic.

(2) The undertaker—

- (a) must consult with the traffic authority as to the placing of signs; and
- (b) unless the traffic authority is unwilling to do so and subject to any directions given under section 65 (powers and duties of highway authorities as to placing of traffic signs) of the 1984 Act, must enter into arrangements with the traffic authority for any such signs other than traffic light signals to be placed and maintained by the traffic authority.

(3) Any power conferred by section 65 of the 1984 Act to give directions to a traffic authority or local traffic authority as to traffic signs includes a power to give directions to the undertaker as to traffic signs under this article; and, accordingly, the powers conferred by paragraph (1) are exercisable subject to and in conformity with any directions given under that section.

(4) A traffic authority or other authority having power under or by virtue of the 1984 Act to place and maintain, or cause to be placed and maintained, traffic signs on any street in which the authorised transit system is laid or which gives access to such a street must consult with the undertaker as to the placing of any traffic sign which would affect the operation of the authorised transit system.

(5) Tramcars are to be taken to be public service vehicles for the purposes of section 122(2)(c) (exercise of functions by local authorities) of the 1984 Act.

(6) Expressions used in this article and in the 1984 Act have the same meaning in this article as in that Act.

### **Traffic regulation**

**41.**—(1) Subject to the provisions of this article, and the consent of the traffic authority in whose area the road concerned is situated, which consent must not be unreasonably withheld, the undertaker may, for the purposes of the authorised transit system—

- (a) permit, prohibit or restrict the stopping, waiting, loading or unloading of vehicles in the manner specified in Part 1 of Schedule 7 (traffic regulation) on those roads specified in column (2) and along the lengths and between the points specified in column (3) of that Part of that Schedule;
- (b) authorise the use as a parking place in the manner specified in Part 2 of Schedule 7 of those roads specified in column (2) and along the lengths, between the points and to the extent specified in column (3) of that Part of that Schedule;
- (c) make provision as to the direction of vehicular traffic in the manner specified in Part 3 of Schedule 7 on the roads specified in column (2) and along the lengths, between the points and as respects direction to the extent specified in column (3) of that Part of that Schedule;
- (d) permit or prohibit vehicular access in the manner specified in Part 4 of Schedule 7 to those roads specified in column (2) and along the lengths, between the points and as respects direction to the extent specified in column (3) of that Part of that Schedule; and
- (e) revoke, amend or suspend in whole or in part any order made, or having effect as if made, under the 1984 Act in so far as it is inconsistent with any prohibition, restriction or other provision made by the undertaker under this paragraph.

(2) Without limitation on the scope of the specific powers conferred by paragraph (1) but subject to the provisions of this article and the consent of the traffic authority in whose area the road concerned is situated, which consent must not be unreasonably withheld, the undertaker may, in so far as may be necessary or expedient for the purposes of, in connection with, or in consequence of the construction, maintenance or operation of the authorised transit system—

- (a) revoke, amend or suspend in whole or in part any order made, or having effect as if made, under the 1984 Act;
- (b) permit, prohibit or restrict the stopping, waiting, loading or unloading of vehicles on any road;
- (c) authorise the use as a parking place of any road;
- (d) make provision as to the direction or priority of vehicular traffic on any road; and
- (e) permit or prohibit vehicular access to any road,

either at all times or at times, on days or during such periods as may be specified by the undertaker.

(3) The powers conferred by paragraphs (1) and (2) may be exercised at any time prior to the expiry of 12 months from the opening of the authorised transit system for public use but subject to paragraph (6) any prohibition, restriction or other provision made under paragraphs (1) or (2) may have effect both before and after the expiry of that period.

(4) The undertaker must consult the chief officer of police and the traffic authority in whose area the road is situated before complying with the provisions of paragraph (5).

(5) The undertaker must not exercise the powers conferred by paragraphs (1) or (2) unless it has—

- (a) given not less than—
  - (i) 12 weeks' notice in writing of its intention to do so in the case of a prohibition, restriction or other provision intended to have effect permanently; or
  - (ii) 4 weeks' notice in writing of its intention to do so in the case of a prohibition, restriction or other provision intended to have effect temporarily,
 to the chief officer of police and to the traffic authority in whose area the road is situated; and
- (b) advertised its intention in such manner as the traffic authority may specify in writing within 28 days of its receipt of notice of the undertaker's intention in the case of sub-paragraph (a)(i), or within 7 days of its receipt of notice of the undertaker's intention in the case of sub-paragraph (a)(ii).

(6) Any prohibition, restriction or other provision made by the undertaker under paragraph (1) or (2)—

- (a) has effect as if duly made by, as the case may be—
  - (i) the traffic authority in whose area the road is situated, as a traffic regulation order under the 1984 Act; or
  - (ii) the local authority in whose area the road is situated, as an order under section 32 or section 45 of the 1984 Act,
 and the instrument by which it is effected may specify savings and exemptions (in addition to those mentioned in Schedule 10) to which the prohibition, restriction or other provision is subject; and
- (b) is deemed to be a traffic order for the purposes of Schedule 7 to the Traffic Management Act 2004<sup>(a)</sup> (road traffic contraventions subject to civil enforcement).

(7) Any prohibition, restriction or other provision made under this article may be suspended, varied or revoked by the undertaker from time to time by subsequent exercise of the powers of paragraph (2) within a period of 24 months from the opening of the authorised transit system for public use.

(8) Before exercising the powers of paragraph (2) the undertaker must consult such persons as it considers necessary and appropriate and must take into consideration any representations made to it by any such person.

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(a) 2004 c. 18.

(9) Expressions used in this article and in the 1984 Act have the same meaning in this article as in that Act.

(10) The powers conferred on the undertaker by this article with respect to any road have effect subject to any agreement entered into by the undertaker with any person with an interest in (or who undertakes activities in relation to) premises served by the road.

## PART 5

### PROTECTIVE PROVISIONS

#### **Minerals**

**42.** Nothing in this Order affects the right of any person entitled to any mine or minerals of any description whatsoever under a street along which the authorised transit system is laid to work the mine or get the minerals; but this does not affect any liability (whether civil or criminal) of the person so entitled in respect of damage to the authorised transit system resulting from the exercise of any such right.

#### **Saving for highway authorities**

**43.** Nothing in this Order affects any power of a highway authority to widen, alter, divert or improve any highway along which the authorised transit system is constructed.

#### **Arrangements with highway authorities**

**44.—**(1) The following provisions, unless otherwise agreed in writing between the undertaker and the highway authority concerned, have effect.

(2) In this article—

“highway” means a street vested in or maintainable by the highway authority;

“highway operations” means the construction or non-routine maintenance of any part of the authorised works which will involve interference with a highway or the traffic in a highway, any temporary stopping up, alteration or diversion of a highway, any occupation of the surface of a highway or any placing of equipment or apparatus in a highway; and

“plans” includes sections, drawings, specifications and particulars (including descriptions of methods of construction).

(3) Wherever in this article provision is made with respect to the approval or consent of the highway authority, that approval or consent must be in writing and may be given subject to such reasonable terms and conditions as the highway authority may require in the interests of safety and in order to minimise inconvenience to persons using the highway, but must not be unreasonably withheld.

(4) Prior to seeking approval under paragraph (6), the undertaker must consult the highway authority concerned as to any works to and changes in the management of the highway network which may be required to ensure the effective integration of the authorised transit system with other forms of highway traffic and, within 28 days of being requested in writing by the undertaker to do so, the highway authority must provide the undertaker with its opinion on the subject.

(5) Prior to seeking approval under paragraph (6), the undertaker must consult the highway authority concerned as to the design of any lighting for transit system stops, the design and positioning of any poles and brackets required for overhead line equipment and the design of any traffic signalling system for the authorised transit system.

(6) Without affecting the application of sections 59 and 60 of the 1991 Act (duty of street authority to co-ordinate and undertakers to co-operate) before commencing any highway operations, the undertaker must submit to the highway authority for its approval proper and

sufficient plans and must not commence the highway operations until such plans have been approved or settled by arbitration.

(7) If, within 56 days after any plans have been submitted to a highway authority under paragraph (6), it has not intimated its disapproval and the grounds of disapproval, it is to be deemed to have approved them.

(8) In the event of any disapproval of plans by a highway authority under this paragraph, the undertaker may re-submit the plans with modifications and, in that event, if the highway authority has not intimated its disapproval and the grounds of disapproval within 28 days of the plans being re-submitted, it is to be deemed to have approved them.

(9) In submitting plans under paragraph (6), the undertaker must—

- (a) ensure, so far as reasonably practicable, that the design of any lighting for transit system stops is such as not to cause confusion to highway users operating under normal highway lighting;
- (b) ensure that the design and positioning of any poles and brackets required for overhead line equipment and the design of foundations, platforms, road islands, substations, electric lines and other apparatus are compatible, so far as reasonably practicable, with street furniture vested in the highway authority; and
- (c) ensure that the design of any traffic signalling system for the authorised transit system is fully compatible with traffic signalling for other traffic users whilst achieving appropriate priority signalling for tramcars using the authorised transit system wherever practicable.

(10) Except in an emergency or where reasonably necessary to secure the safety of the public, no direction or instruction may be given by the highway authority to the contractors, employees or agents of the undertaker regarding the highway operations without the prior consent in writing of the undertaker but the highway authority is not liable for any additional costs which may be incurred as a result of the giving of instructions or directions under this paragraph.

(11) To facilitate liaison with the undertaker, the highway authority concerned must provide so far as is reasonably practicable a representative to attend meetings arranged by the undertaker respecting highway operations.

(12) So much of the authorised works as forms part of or is intended to become public highway, or part of any such highway, and which are not street works as respects which the provisions of Part 3 of the 1991 Act apply, must be completed in accordance with the reasonable requirements of the highway authority or, in case of difference between the undertaker and the highway authority as to whether those requirements have been complied with or as to their reasonableness, in accordance with such requirements as may be approved or settled by arbitration.

(13) The undertaker must not, except with the consent of the highway authority, alter or interfere with any sanitary convenience, refuge, sewer, drain, lamp column, traffic sign, bollard, bin for refuse or road materials or any connected apparatus, or any other property or work belonging to, or under the jurisdiction or control of, the highway authority on or under any highway or maintainable by them or the access to any such property or work.

(14) The undertaker must not, except with the consent of the highway authority, deposit any soil or materials or stand any vehicle or plant on or over any highway so as to obstruct or render less safe the use of the highway by any person or, except with the like consent, deposit any soil or materials on any highway except within a hoarding.

(15) The undertaker must, if reasonably so required by the highway authority, provide and maintain during such time as the undertaker may occupy any part of a highway for the purpose of the construction of any part of the authorised works, temporary ramps for vehicular traffic or pedestrian traffic, or both, and any other traffic measures required to protect the safety of road users in accordance with the standard recommended in Chapter 8 of the Traffic Signs Manual issued for the purposes of the Traffic Signs Regulations and General Directions 2002(a) in such position as may be necessary to prevent undue interference with the flow of traffic in any highway.

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(a) S.I. 2002/3113.

(16) The undertaker must not place any hoardings on any part of any highway except for such period and in such manner as may be reasonably necessary.

(17) The undertaker must indemnify the highway authority against any claim which may arise as a result of any subsidence of, or damage to, any highway or any sanitary convenience, refuge, sewer, drain, lamp column, traffic sign, bollard, bin for refuse or road materials or any connected apparatus or any other property or work belonging to, or under the jurisdiction or control of, the highway authority on or under any highway, or maintainable by them, which may be caused by, or in consequence of, any act or default of the undertaker, its contractors, servants or agents.

(18) Unless otherwise agreed between the parties any difference arising between the undertaker and the highway authority under this article (other than a difference as to its meaning or construction) is to be determined by arbitration under article 50 (arbitration).

## PART 6

### MISCELLANEOUS AND GENERAL

#### **Disclosure of confidential information**

**45.** A person who—

- (a) enters a manufactory, workshop or workplace under article 21 (safeguarding works to buildings) or article 23 (power to survey and investigate land, etc.); and
- (b) discloses to any person any information obtained under paragraph (a) and relating to any manufacturing process or trade secret,

is guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale unless the disclosure is made in the course of that person's performance of a duty in connection with the purposes for which the person was authorised to enter the land.

#### **Defence to proceedings in respect of statutory nuisance**

**46.—**(1) Where proceedings are brought under section 82(1) of the Environmental Protection Act 1990(a) (summary proceedings by person aggrieved by statutory nuisance) in relation to a nuisance falling within paragraph (g) of section 79(1) of that Act (noise emitted from premises so as to be prejudicial to health or a nuisance) no order may be made, and no fine imposed, under section 82(2) of that Act if the defendant shows—

- (a) that the nuisance relates to premises used by the undertaker for the purposes of or in connection with the exercise of the powers conferred by this Order with respect to works and that the nuisance is attributable to the carrying out of works which are being carried out in accordance with a notice served under section 60, or a consent given under section 61 or 65, of the Control of Pollution Act 1974(b); or
- (b) that the nuisance is a consequence of the operation or maintenance of the authorised transit system and that it cannot reasonably be avoided.

(2) The following provisions of the Control of Pollution Act 1974—

- (a) section 61(9) (consent for work on construction site to include statement that it does not of itself constitute a defence to proceedings under section 82 of the Environmental Protection Act 1990); and
- (b) section 65(8) (corresponding provision in relation to consent for registered noise level to be exceeded),

do not apply where the consent relates to the use of premises by the undertaker for the purposes of or in connection with the exercise of the powers conferred by this Order with respect to works.

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(a) 1990 c. 43.  
(b) 1974 c. 40.

(3) The provisions of this article do not affect any rule of common law having similar effect.

### **Certification of plans, etc.**

47. The undertaker must, as soon as practicable after the making of this Order, submit copies of the book of reference, the works and land plans and the traffic regulation plans to the Secretary of State for certification that they are true copies of, respectively, the book of reference, the works and land plans and the traffic regulation plans referred to in this Order; and a document so certified is admissible in any proceedings as evidence of the contents of the document of which it is a copy.

### **Service of notices**

48.—(1) A notice or other document required or authorised to be served for the purposes of this Order may be served—

- (a) by post; or
- (b) with the consent of the recipient and subject to paragraphs (6) to (8), by electronic transmission.

(2) Where the person on whom a notice or other document to be served for the purposes of this Order is a body corporate, the notice or document is duly served if it is served on the secretary or clerk of that body.

(3) For the purposes of section 7 of the Interpretation Act 1978(a) as it applies for the purposes of this article, the proper address of any person in relation to the service on that person of a notice or document under paragraph (1) is, if that person has given an address for service, that address, and otherwise—

- (a) in the case of the secretary or clerk of a body corporate, the registered or principal office of that body; and
- (b) in any other case, the last known address of that person at the time of service.

(4) Where for the purposes of this Order a notice or other document is required or authorised to be served on a person as having any interest in, or as the occupier of, land and the name or address of that person cannot be ascertained after reasonable enquiry, the notice may be served by—

- (a) addressing it to that person by name or by the description of “owner”, or as the case may be “occupier”, of the land (describing it); and
- (b) either leaving it in the hands of a person who is or appears to be resident or employed on the land or leaving it conspicuously affixed to some building or object on or near the land.

(5) Where a notice or other document required to be served or sent for the purposes of this Order is served or sent by electronic transmission, the requirement is taken to be fulfilled only where the recipient of the notice or other document to be transmitted has given consent to the use of electronic transmission in writing or by electronic transmission.

(6) Where the recipient of a notice or other document served or sent by electronic transmission notifies the sender within 7 days of receipt that the recipient requires a paper copy of all or any part of that notice or other document, the sender must provide such a copy as soon as reasonably practicable.

(7) Any consent to the use of electronic transmission given by a person may be revoked by that person in accordance with paragraph (8).

(8) Where a person is no longer willing to accept the use of electronic transmission for any of the purposes of this Order—

- (a) that person must give notice in writing or by electronic transmission revoking any consent given by that person for that purpose; and

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(a) 1978 c. 30.

(b) such revocation is final and takes effect on a date specified by the person in the notice but that date must not be less than 7 days after the date on which the notice is given.

(9) This article does not exclude the employment of any method of service not expressly provided for by it.

**No double recovery**

**49.** Compensation is not payable in respect of the same matter both under this Order and under any other enactment, any contract or any rule of law, or under two or more different provisions of this Order.

**Arbitration**

**50.** Except where otherwise expressly provided for in this Order and unless otherwise agreed between the parties, any difference under any provision of this Order (other than a difference which falls to be determined by the tribunal) must be referred to and settled by a single arbitrator to be agreed between the parties or, failing agreement, to be appointed on the application of either party (after notice in writing to the other) by the President of the Institution of Civil Engineers.

Signed by authority of the Secretary of State

16th October 2013

*Martin Woods*  
Head of the Transport and Works Act Orders Unit  
Department for Transport

## SCHEDULES

### SCHEDULE 1

Articles 2(1) and 6

#### SCHEDULED WORKS

| <i>(1)</i><br><i>Number of Work</i> | <i>(2)</i><br><i>Description of Work</i>   |
|-------------------------------------|--|
| Work No. 1                          | A tramroad / tramway 317 metres in length (multiple line), commencing at the junction of Lower Mosley Street / Windmill Street and running northeast along Lower Mosley Street, crossing Peter Street to run through St Peter's Square. The work continues in a northeasterly direction terminating at the rear of the footway flanking Princess Street.                       |
| Work No. 2                          | A tramway 577 metres in length (double line), commencing at the termination of Work No. 1 running northwest within the carriageway of Princess Street before turning into Cross Street to run in a northeasterly direction within the carriageway of Cross Street and Corporation Street, terminating 16 metres north of the junction of Corporation Street and Market Street. |
| Work No. 3                          | A tramway 392 metres in length (double line), commencing at the termination of Work No. 2 and running northeast within the carriageway of Corporation Street, leaving the highway at the Corporation Street / Balloon Street junction to join the existing Metrolink lines and terminating at the rear of the footway flanking Corporation Street.                             |

## SCHEDULE 2

Article 10

### STREETS SUBJECT TO ALTERATION OF LAYOUT

**Key to Schedule 2**

- RS    Realignment of street
- WS    Widening of street by setting back of kerb line
- NS    Narrowing of street by setting forward of kerb line
- NP    Creation of new way
- PB    Creation of parking or servicing bay

| <i>(1)</i>   | <i>(2)</i>  |
|--|---|
| <i>Street subject to alteration of layout</i>  | <i>Description of alteration</i>  |
| Lower Mosley Street  | Widen the street between WS01 and WS02 to accommodate the new track adjacent to the existing tracks and revised junctions with Windmill Street, Bishopsgate and Bale Street.                                      |
| Oxford Street  | Realign the street between RS01 and RS02 to accommodate the revised junctions with George Street, Hall Street, Peter Street and St Peter's Square.  |
| Peter Street   | Realign the street between RS03 and RS04 to accommodate the revised junction with Lower Mosley Street, Oxford Street and St Peter's Square.   |
| George Street  | Realign the street between RS05 and RS06 to accommodate the revised junction with Oxford Street.  |
| St Peter's Square (adjacent to St Peter's Square Metrolink Stop – east side)         | Create a new way through the area currently occupied by the Cenotaph (to be relocated by Manchester City Council) and the site of the former St Peter's Church between NP01 and NP02 to accommodate the tramroad. |
| West Mosley Street   | Realign the street between RS07 and RS08 to create a pedestrianised area (St Peter's Square).   |
| St Peter's Square (adjacent to St Peter's Square Metrolink Stop – west side)         | Realign the street between RS09 and RS10 to accommodate the new track alignment and to create a pedestrianised area (St Peter's Square).  |
| St Peter's Square (adjacent to the site of the former St Peter's Church – east side) | Realign the street between RS11 and RS12 to accommodate the new track alignment and to create a pedestrianised area (St Peter's Square).  |
| Dickinson Street   | Realign the street between RS13 and RS14 to create a pedestrianised area (St Peter's Square) and modified junction with Back George Street.   |
| Back George Street   | Realign the street between RS15 and RS16 to create a modified junction with Dickinson Street.   |

| <i>(1)</i><br><i>Street subject to alteration of layout</i> | <i>(2)</i><br><i>Description of alteration</i>   |
|---|--|
| Mosley Street (west side)                                   | Create a new way between NP03 and NP04, through the area of the Manchester Peace Gardens, to accommodate the tramroad.   |
| Mosley Street   | Realign the street between RS17 and RS18 to accommodate the new track alignment, tramstop and associated access ramps and steps.   |
| Princess Street   | Realign the street between RS19 and RS20 to accommodate the revised junction with Portland Street.   |
| Portland Street   | Realign the street between RS21 and RS22 to accommodate the revised junction with Princess Street.   |
| Portland Street / Princess Street                           | Widen the street between WS03 and WS04 to accommodate the revised junction between Portland Street and Princess Street.  |
| Princess Street   | Realign the street between RS23 and RS24 to accommodate the tramway and revised junctions with George Street, Back George Street, Mosley Street, West Mosley Street and Cooper Street. |
| Princess Street   | Widen the street between WS05 and WS06 to accommodate the tramway and revised junctions with Bow Lane and Clarence Street.   |
| Cooper Street   | Realign the street between RS25 and RS26 to accommodate the revised junction with Princess Street.   |
| Bow Lane  | Realign the street between RS27 and RS28 to accommodate the revised junction with Princess Street.   |
| Clarence Street   | Realign the street between RS29 and RS30 to accommodate the revised junction with Princess Street.   |
| Princess Street   | Realign the street between RS31 and RS32 to accommodate the tramway and revised junction with Albert Square, Cross Street and John Dalton Street.                                      |
| Albert Square   | Realign the street between RS33 and RS34 to accommodate the revised highway layout between its junctions with Lloyd Street and Princess Street.  |
| Albert Square   | Create a loading bay between PB01 and PB02.  |
| Tasle Alley   | Realign the street between RS35 and RS36 to accommodate the revised junction with Albert Square.   |
| John Dalton Street  | Realign the street between RS37 and RS38 to accommodate the revised junction with St James's Square and Cross Street and proposed bus stop.  |
| Cross Street  | Narrow the street between NS01 and NS02 to accommodate the tramway and revised junctions with Bow Lane, Tib Lane, Town Hall Lane, King Street and South King Street.                   |
| King Street   | Realign the street between RS39 and RS40 to accommodate the revised junctions with Cross Street.   |

| <i>(1)</i><br><i>Street subject to alteration of layout</i> | <i>(2)</i><br><i>Description of alteration</i>  |
|---|---|
| King Street   | Increase the width of the existing parking bay between PB03 and PB04 so that it is suitable for use as a disabled parking bay.  |
| King Street   | Increase the width of the existing bus stop lay-by between PB05 and PB06 so that it is suitable for use as a parking bay.   |
| Cross Street  | Realign the street between RS41 and RS42 to accommodate the tramway and revised junctions with King Street, St Ann Street, Chapel Walks, Old Bank Street, Newmarket and Market Street.  |
| Cross Street  | Create a loading and taxi bay between PB07 and PB08.  |
| St Ann Street   | Realign the street between RS43 and RS44 to accommodate the revised junction with Cross Street.   |
| Back Pool Fold  | Realign the street between RS45 and RS46 to accommodate the revised junction with Cross Street.   |
| Newmarket   | Realign the street between RS47 and RS48 to accommodate the revised junction with Cross Street.   |
| Cross Street  | Create a loading and bus bay between PB09 and PB10.   |
| Market Street   | Realign the street between RS49 and RS50 to accommodate the revised junctions with Cross Street and Corporation Street.   |
| Market Street   | Create a parking bay between PB11 and PB12.   |
| Corporation Street  | Realign the street between RS51 and RS52 to accommodate the tramway and closure to general traffic, the tramstop and associated access ramps/steps, and revised junctions with Market Street and Hanging Ditch (Exchange Square), Fennel Street, Withy Grove, unnamed access and Todd Street. |
| Hanging Ditch   | Realign the street between RS53 and RS54 to accommodate the revised junction with Corporation Street.   |
| Withy Grove   | Realign the street between RS55 and RS56 to accommodate the revised junction with Corporation Street.   |
| Withy Grove   | Create a taxi bay between PB13 and PB14.  |
| Fennel Street   | Realign the street between RS57 and RS58 to accommodate the revised junction with Corporation Street.   |
| Un-named access off Corporation Street (to the Printworks)  | Realign the access between RS59 and RS60 to accommodate the revised junction with Corporation Street.   |
| Todd Street   | Realign the street between RS61 and RS62 to accommodate the revised junction with Corporation Street.   |
| Balloon Street  | Realign the street between RS63 and RS64 to accommodate the revised tramroad alignment.   |

## SCHEDULE 3

Article 13

### STREETS TO BE TEMPORARILY STOPPED UP

| <i>(1)</i><br><i>Street affected</i> | <i>(2)</i><br><i>Extent of stopping up</i>   |
|--------------------------------------|--|
| Windmill Street                      | Between its junction with Lower Mosley Street and its junction with Mount Street.  |
| Lower Mosley Street                  | Between its junction with Windmill Street and its junction with Peter Street.  |
| Bale Street                          | At its junction with Lower Mosley Street.  |
| Peter Street                         | Between its junction with Oxford Street and its junction with West Mosley Street.  |
| Oxford Street                        | Between its junction with Portland Street and its junction with Peter Street.  |
| Hall Street                          | At its junction with Oxford Street.  |
| George Street                        | At its junction with Princess Street and its junction with Oxford Street.  |
| St. James Street                     | At its junction with Oxford Street.  |
| Back George Street                   | At its junction with Dickinson Street.   |
| Princess Street                      | At its junction with Portland Street.  |
| Portland Street                      | At its junction with Princess Street.  |
| Princess Street                      | Between its junction with George Street and its junction with Princess Street / John Dalton Street / Cross Street / Albert Square.       |
| Back George Street                   | At its junction with Princess Street.  |
| Cooper Street                        | Between its junction with Lloyd Street and its junction with Kennedy Street.   |
| Bow Lane                             | At its junction with Princess Street.  |
| Clarence Street                      | Between its junction with Princess Street and its junction with Bow Lane.  |
| Southmill Street                     | At its junction with Lloyd Street.   |
| Albert Square                        | Between its junction with Lloyd Street and its junction with Princess Street / John Dalton Street / Cross Street.                        |
| Tasle Alley                          | At its junction with Albert Square.  |
| John Dalton Street                   | Between its junction with Ridgefield and its junction with Cross Street / Albert Square / Princess Street.                               |
| Cross Street                         | Between its junction with John Dalton Street / Albert Square / Princess Street and its junction with Market Street / Corporation Street. |
| Bow Lane                             | At its junction with Cross Street.   |
| Tib Lane                             | At its junction with Cross Street.   |
| Town Hall Lane                       | At its junction with Cross Street.   |
| South King Street                    | Between its junction with St James's Square and its junction with Cross Street.  |
| Four Yards                           | At its junction with South King Street.  |
| King Street                          | At the junction with Cross Street (west side) and between its junction with Cross Street and its junction with Brown Street (east side). |

| <i>(1)</i><br><i>Street affected</i>   | <i>(2)</i><br><i>Extent of stopping up</i>  |
|--|---|
| Essex Street<br>Cheapside<br>Brown Street<br>Chapel Walks<br>Old Bank Street<br>Newmarket<br>Market Street | At its junction with King Street.<br>At its junction with King Street.<br>At its junction with King Street.<br>At its junction with Cross Street.<br>At its junction with Cross Street.<br>At its junction with Cross Street.<br>At the junction with Cross Street / Corporation Street (east side) and between its junction with Exchange Street / St Mary's Gate and its junction with Cross Street / Corporation Street (west side). |
| St Mary's Gate<br>Exchange Street<br>New Cathedral Street  | At the junction with Market Street / Exchange Street.<br>At its junction with Market Street / St Mary's Gate.<br>At its junction with Market Street / Exchange Street / St Mary's Gate and its junction with Exchange Square.   |
| Cateaton Street  | Between its junction with Deansgate and its junction with Hanging Ditch.  |
| Hanging Ditch  | Between its junction with Cateaton Street and its junction with Corporation Street.   |
| Withy Grove  | Between its junction with Corporation Street and its junction with Dantzig Street.  |
| Garden Street  | Between its junction with Withy Grove and its junction with Well Street.  |
| Well Street  | Between its junction with Garden Street and its junction with Dantzig Street.   |
| Fennel Street<br>Unnamed access (to the Printworks)  | At its junction with Corporation Street.<br>At its junction with Corporation Street.  |
| Todd Street<br>Corporation Street  | At its junction with Corporation Street.<br>Between its junction with Market Street and its junction with Hanover Street.   |
| Balloon Street   | Between its junction with Federation Street and its junction with Corporation Street.   |

SCHEDULE 4

Article 26

LAND NOT TO BE ACQUIRED COMPULSORILY

| <i>(1)</i><br><i>Location</i>                               | <i>(2)</i><br><i>Number of land shown on the works and land plans</i> |
|---|---|
| <b>In the City of Manchester</b>                            |   |
| Part of St Peter's Square (Cenotaph, Cross, etc.)           | 1036  |
| Part of St Peter's Square (Peace Gardens),<br>Mosley Street | 1046  |

## MODIFICATION OF COMPENSATION AND COMPULSORY PURCHASE ENACTMENTS FOR CREATION OF NEW RIGHTS

### *Compensation enactments*

**1.** The enactments for the time being in force with respect to compensation for the compulsory purchase of land apply with the necessary modifications as respects compensation in the case of a compulsory acquisition under this Order of a right by the creation of a new right as they apply as respects compensation on the compulsory purchase of land and interests in land.

**2.—(1)** Without limitation on the scope of paragraph 1, the Land Compensation Act 1973(a) has effect subject to the modifications set out in sub-paragraphs (2) and (3).

(2) In section 44(1) (compensation for injurious affection), as it applies to compensation for injurious affection under section 7 of the 1965 Act as substituted by paragraph 4—

- (a) for the words “land is acquired or taken” there are substituted the words “a right over land is purchased”; and
- (b) for the words “acquired or taken from him” there are substituted the words “over which the right is exercisable”.

(3) In section 58(1) (determination of material detriment where part of house etc. proposed for compulsory acquisition), as it applies to determinations under section 8 of the 1965 Act as substituted by paragraph 5—

- (a) for the word “part” in paragraphs (a) and (b) there are substituted the words “a right over land consisting”;
- (b) for the word “severance” there are substituted the words “right over the whole of the house, building or manufactory or of the house and the park or garden”;
- (c) for the words “part proposed” there are substituted the words “right proposed”; and
- (d) for the words “part is” there are substituted the words “right is”.

### *Adaptation of the 1965 Act*

**3.—(1)** The 1965 Act has effect with the modifications necessary to make it apply to the compulsory acquisition under this Order of a right by the creation of a new right as it applies to the compulsory acquisition under this Order of land, so that, in appropriate contexts, references in that Act to land are to be read (according to the requirements of the particular context) as referring to, or as including references to—

- (a) the right acquired or to be acquired, or
- (b) the land over which the right is or is to be exercisable.

(2) Without limitation on the scope of sub-paragraph (1), Part 1 of the 1965 Act applies in relation to the compulsory acquisition under this Order of a right by the creation of a new right with the modifications specified in the following provisions of this Schedule.

**4.** For section 7 of the 1965 Act (measure of compensation in case of severance) there is substituted the following section—

**“7.** In assessing the compensation to be paid by the acquiring authority under this Act regard must be had not only to the extent (if any) to which the value of the land over which

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(a) 1973 c. 26.

the right is to be acquired is depreciated by the acquisition of the right but also to the damage (if any) to be sustained by the owner of the land by reason of its severance from other land of the owner, or injuriously affecting that other land by the exercise of the powers conferred by this or the special Act.”.

**5.** For section 8 of the 1965 Act (other provisions as to divided land) there is substituted the following—

“**8.**—(1) Where in consequence of the service on a person under section 5 of this Act of a notice to treat in respect of a right over land consisting of a house, building or manufactory or of a park or garden belonging to a house (“the relevant land”)—

- (a) a question of disputed compensation in respect of the purchase of the right would apart from this section fall to be determined by the Upper Tribunal (“the tribunal”); and
- (b) before the tribunal has determined that question, the tribunal is satisfied that the person has an interest in the whole of the relevant land and is able and willing to sell that interest, and—
  - (i) where that land consists of a house, building or manufactory, that the right cannot be purchased without material detriment to that land; or
  - (ii) where that land consists of such a park or garden, that the right cannot be purchased without seriously affecting the amenity or convenience of the house to which that land belongs,

the Transport for Greater Manchester (Light Rapid Transit System) (Second City Crossing) Order 2013 (a) (“the Order”), in relation to that person, ceases to authorise the purchase of the right and is deemed to authorise the purchase of that person’s interest in the whole of the relevant land including, where the land consists of such a park or garden, the house to which it belongs, and the notice is deemed to have been served in respect of that interest on such date as the tribunal directs.

(2) Any question as to the extent of the land in which the Order is deemed to authorise the purchase of an interest by virtue of subsection (1) of this section is to be determined by the tribunal.

(3) Where in consequence of a determination of the tribunal that it is satisfied as mentioned in subsection (1) of this section the Order is deemed by virtue of that subsection to authorise the purchase of an interest in land, the acquiring authority may, at any time within the period of 6 weeks beginning with the date of the determination, withdraw the notice to treat in consequence of which the determination was made; but nothing in this subsection affects any other power of the authority to withdraw the notice.”.

**6.** The following provisions of the 1965 Act (which state the effect of a deed poll executed in various circumstances where there is no conveyance by persons with interests in the land), that is to say—

- (a) section 9(4) (failure by owners to convey);
- (b) paragraph 10(3) of Schedule 1 (owners under incapacity);
- (c) paragraph 2(3) of Schedule 2 (absent and untraced owners); and
- (d) paragraphs 2(3) and 7(2) of Schedule 4 (common land),

are modified so as to secure that, as against persons with interests in the land which are expressed to be overridden by the deed, the right which is to be compulsorily acquired is vested absolutely in the acquiring authority.

**7.** Section 11 of the 1965 Act (powers of entry) is modified so as to secure that, as from the date on which the acquiring authority has served notice to treat in respect of any right, it has power, exercisable in the equivalent circumstances and subject to the equivalent conditions, to enter for

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(a) S.I. 2013/2587.

the purpose of exercising that right (which is deemed for this purpose to have been created on the date of service of the notice); and sections 12 (penalty for unauthorised entry) and 13 (entry on warrant in the event of obstruction) of the 1965 Act are modified correspondingly.

**8.** Section 20 of the 1965 Act (protection for interests of tenants at will, etc.) applies with the modifications necessary to secure that persons with such interests in land as are mentioned in that section are compensated in a manner corresponding to that in which they would be compensated on a compulsory acquisition under this Order of that land, but taking into account only the extent (if any) of such interference with such an interest as is actually caused, or likely to be caused, by the exercise of the right in question.

**9.** Section 22 of the 1965 Act (interests omitted from purchase) is modified so as to enable the acquiring authority, in circumstances corresponding to those referred to in that section, to continue to be entitled to exercise the right acquired, subject to compliance with that section as respects compensation.

SCHEDULE 6

Articles 6 and 32

LAND OF WHICH TEMPORARY POSSESSION MAY BE TAKEN

| <i>(1)</i><br><i>Location</i>  | <i>(2)</i><br><i>Number of land shown<br/>on the works and land<br/>plans</i> | <i>(3)</i><br><i>Purpose for which<br/>temporary possession<br/>may be taken</i> | <i>(4)</i><br><i>Scheduled work</i> |
|--|---|--|-------------------------------------|
| Windmill Street<br>(including part of the<br>forecourt to<br>Manchester Central<br>Convention Complex<br>and service road to the<br>Midland Hotel) | 1001, 1002, 1003  | Highway works,<br>temporary tramway<br>works & construction<br>working area.     | Work No. 1                          |
| Oxford Street<br>(between Peter Street<br>and Portland Street)   | 1021, 1022, 1024,<br>1027   | Highway works.   | Work No. 1                          |
| Hall Street (at its<br>junction with Oxford<br>Street)   | 1023  | Highway works.   | Work No. 1                          |
| St. James Street (at its<br>junction with Oxford<br>Street)  | 1025  | Highway works.   | Work No. 1                          |
| George Street (at its<br>junction with Oxford<br>Street)   | 1026  | Highway works.   | Work No. 1                          |
| Peter Street (opposite<br>West Mosley Street<br>and the Central Public<br>Library)   | 1030  | Highway works.   | Work No. 1                          |
| St Peter's Square<br>(including the land in<br>front of Elisabeth<br>House)  | 1027, 1037  | Landscaping works.   | Work No. 1                          |
| Dickinson Street<br>(between Back<br>George Street and<br>St Peter's Square)   | 1027, 1038  | Highway &<br>landscaping works.  | Work No. 1                          |
| Back George Street<br>(at its junction with<br>Dickinson Street)   | 1038  | Highway works.   | Work No. 1                          |
| West Mosley Street<br>(including the land in<br>front of the Central<br>Public Library and<br>Town Hall Extension)                                 | 1031, 1032  | Landscaping works.   | Work No. 1                          |
| Princess Street (at its<br>junction with Portland<br>Street)   | 1107  | Highway works  | Work No. 2                          |
| Portland Street (at its<br>junction with Princess  | 1106  | Highway works  | Work No. 2                          |

| <i>(1)</i><br><i>Location</i>   | <i>(2)</i><br><i>Number of land shown<br/>on the works and land<br/>plans</i> | <i>(3)</i><br><i>Purpose for which<br/>temporary possession<br/>may be taken</i> | <i>(4)</i><br><i>Scheduled work</i> |
|---|---|--|-------------------------------------|
| Street)   |   |  |                                     |
| Princess Street<br>(between George<br>Street and Mosley<br>Street)  | 1044  | Highway works.   | Work No. 2                          |
| West Mosley Street<br>(at its junction with<br>Princess Street)   | 1050  | Highway works.   | Work No. 2                          |
| Cooper Street<br>(between Princess<br>Street and Kennedy<br>Street)   | 1052  | Highway works.   | Work No. 2                          |
| Bow Lane (at its<br>junction with Princess<br>Street)   | 1061  | Highway works.   | Work No. 2                          |
| Clarence Street<br>(between Princess<br>Street and Bow Lane)  | 1066  | Highway works.   | Work No. 2                          |
| Albert Square<br>(between Lloyd Street<br>and John Dalton<br>Street)  | 1069  | Highway &<br>landscaping works.  | Work No. 2                          |
| John Dalton Street<br>(between Ridgefield<br>and Albert Square /<br>Princess Street / Cross<br>Street)                    | 1074  | Highway works.   | Work No. 2                          |
| Bow Lane (at its<br>junction with Cross<br>Street)  | 1075  | Highway works.   | Work No. 2                          |
| Tib Lane (at its<br>junction with Cross<br>Street)  | 1081  | Highway works.   | Work No.2                           |
| Town Hall Lane (at its<br>junction with Cross<br>Street)  | 1083  | Highway works.   | Work No. 2                          |
| South King Street<br>(between Cross Street<br>and St James's<br>Square)   | 1080  | Highway works.   | Work No. 2                          |
| King Street (at its<br>junction with Cross<br>Street)   | 1089  | Highway works.   | Work No. 2                          |
| King Street (between<br>Cross Street and<br>Brown Street<br>including its junction<br>with Essex Street and<br>Cheapside) | 1097  | Highway works.   | Work No. 2                          |
| Chapel Walks (at its<br>junction with Cross   | 1103, 2005  | Highway works.   | Work No. 2                          |

| <i>(1)</i><br><i>Location</i>   | <i>(2)</i><br><i>Number of land shown<br/>on the works and land<br/>plans</i> | <i>(3)</i><br><i>Purpose for which<br/>temporary possession<br/>may be taken</i> | <i>(4)</i><br><i>Scheduled work</i> |
|---|---|--|-------------------------------------|
| Street)<br>Back Pool Fold (at its<br>junction with Cross<br>Street)                         | 2007  | Highway works.   | Work No. 2                          |
| Old Bank Street (at its<br>junction with Cross<br>Street)                                   | 2009  | Highway works.   | Work No. 2                          |
| Market Street<br>(between Corporation<br>Street and Exchange<br>Street / St Mary's<br>Gate) | 2019, 2020  | Highway works.   | Work No. 2                          |
| Exchange Street (at its<br>junction with St<br>Mary's Gate / Market<br>Street)              | 2015  | Highway works.   | Work No. 2                          |
| St Mary's Gate (at is<br>junction with Market<br>Street / Exchange<br>Street)               | 2019  | Highway works.   | Work No. 2                          |
| Market Street (to the<br>east of its junction<br>with Cross Street /<br>Corporation Street) | 2017  | Highway works.   | Work No. 2                          |
| Corporation Street<br>(entrance steps to<br>Arndale Centre)                                 | 2036  | Highway &<br>landscaping works.  | Work No. 3                          |
| Cateaton Street<br>(between Deansgate<br>and Hanging Ditch)/                                | 2039  | Highway &<br>landscaping works.  | Work No. 3                          |
| Exchange Square<br>(including Hanging<br>Ditch)   | 2039, 2040, 2041,<br>2042   | Landscaping works.   | Work No. 3                          |
| Withy Grove<br>(between Corporation<br>Street and Dantzic<br>Street)                        | 2050  | Highway works.   | Work No. 3                          |
| Well Street (between<br>Dantzic Street, Withy<br>Grove and Garden<br>Street)                | 2050  | Highway works.   | Work No. 3                          |
| Garden Street<br>(between Well Street<br>and Dantzic Street)                                | 2050  | Highway works.   | Work No. 3                          |
| Dantzic Street<br>(between Withy<br>Grove and Well<br>Street)                               | 2050  | Highway works.   | Work No.3                           |
| Fennel Street (at its<br>junction with<br>Corporation Street)                               | 2048  | Highway works.   | Work No. 3                          |

| <i>(1)</i><br><i>Location</i>  | <i>(2)</i><br><i>Number of land shown<br/>on the works and land<br/>plans</i> | <i>(3)</i><br><i>Purpose for which<br/>temporary possession<br/>may be taken</i> | <i>(4)</i><br><i>Scheduled work</i> |
|--|---|--|-------------------------------------|
| Unnamed Access (to<br>the Printworks) and<br>adjoining land<br>Corporation Street<br>(between Balloon<br>Street and Hanover<br>Street) | 2058, 2059, 2060<br><br>2068  | Highway works.<br><br>Highway works.   | Work No. 3<br><br>Work No. 3        |

## SCHEDULE 7

Article 41

### TRAFFIC REGULATION

#### Interpretation

In this Schedule a reference to a TRO means a Traffic Regulation Order made under the 1984 Act.

In column (1) of each of the tables, the number before the oblique refers to the relevant sheet number of the traffic regulation plans, and the number after the oblique refers to the relevant traffic regulation reference number shown on that sheet. In the event of there being any discrepancy between a provision in this Schedule and the illustration of that provision shown on the traffic regulation plans, this Schedule prevails.

### PART 1

#### STOPPING, WAITING, LOADING OR UNLOADING

(1) No waiting at any time

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/1.1                   | Lower Mosley Street       | North west side from its junction with Peter Street in a south westerly direction to its junction with Great Bridgewater Street.                           |                            |
| 01/1.2                   | Lower Mosley Street       | South east side from its junction with Bishopsgate in a south westerly direction for a distance of 60 metres.  |                            |
| 01/1.3                   | Lower Mosley Street       | South east side from its junction with Bishopsgate in a north easterly direction to its junction with Bale Street.   |                            |
| 01/1.4                   | Bale Street               | South west side from its junction with Lower Mosley Street in a south easterly direction for a distance of 27.5 metres.                                    |                            |
| 01/1.5                   | Bale Street               | North east side for its entire length.   |                            |
| 01/1.6                   | Lower Mosley Street       | South east side from its junction with Bale Street in a north easterly direction to its junction with Oxford Street.                                       |                            |
| 01/1.7                   | Oxford Street             | South west side from a point 42 metres north west of its junction with Hall Street in a north westerly direction to its junction with Lower Mosley Street. |                            |
| 01/1.8                   | Oxford Street             | South west side from its junction with Hall Street in a north westerly direction for a distance of 10 metres.  |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i>      |
|--------------------------|---------------------------|--|---------------------------------|
| 01/1.9                   | Oxford Street             | South west side from its junction with Chepstow Street in a north westerly direction to its junction with Hall Street.                                       |                                 |
| 01/1.10                  | Oxford Street             | North east side from a point 162 metres north west of its junction with Whitworth Street in a north westerly direction to its junction with Portland Street. |                                 |
| 01/1.11                  | Oxford Street             | North east side from its junction with Portland Street in a north westerly direction to its junction with George Street.                                     |                                 |
| 01/1.12                  | Oxford Street             | North east side from its junction with George Street in a north westerly direction to its junction with Peter Street.  |                                 |
| 01/1.13                  | Peter Street              | North east side from a point 63 metres south east of its junction with Mount Street in a south easterly direction to its junction with Oxford Street.        |                                 |
| 01/1.14                  | Peter Street              | South west side from a point 65 metres south east of its junction with Mount Street in a south easterly direction to its junction with Lower Mosley Street.  |                                 |
| 01/1.15                  | Princess Street           | South west side from its junction with Back George Street in a north westerly direction to its junction with Cooper Street.                                  | Replaces 3 pay and display bays |
| 01/1.16                  | Princess Street           | South west side from its junction with Back George Street in a south easterly direction for a distance of 8 metres.  |                                 |
| 01/1.17                  | Princess Street           | South west side from its junction with George Street in a north westerly direction for a distance of 6 metres.   |                                 |
| 01/1.18                  | Princess Street           | South west side from its junction with St James Street in a north westerly direction to its junction with George Street.                                     | Replaces 4 pay and display bays |
| 01/1.19                  | Left intentionally blank  |  |                                 |
| 01/1.20                  | Princess Street           | South west side from its junction with St James Street in a south easterly direction for a distance of 5 metres.   |                                 |
| 01/1.21                  | Princess Street           | South west side from its junction with Faulkner Street in a north westerly direction for a distance of 5 metres.   |                                 |
| 01/1.22                  | Faulkner Street           | North west side from its junction with Princess Street in a south westerly direction for a distance of 3 metres.   |                                 |
| 01/1.23                  | Princess Street           | North east side from its junction with Reyner Street in a north westerly direction for a distance of 2 metres.   |                                 |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i>   |
|--------------------------|---------------------------|---|--|
| 01/1.24                  | Princess Street           | North east side from its junction with Faulkner Street in a south easterly direction for a distance of 2 metres.  |  |
| 01/1.25                  | Princess Street           | North east side from its junction with Faulkner Street in a north westerly direction to its junction with St James Street.                              |  |
| 01/1.26                  | Left intentionally blank  |   |  |
| 01/1.27                  | Princess Street           | North east side from its junction with Mosley Street in a south easterly direction to its junction with George Street.                                  | Replaces 3 disabled bays, 1 bus parking place and 2 pay and display bays |
| 01/1.28                  | Princess Street           | North east side from its junction with West Mosley Street in a south easterly direction to its junction with Mosley Street.                             |  |
| 01/1.29                  | Princess Street           | North east side from its junction with Cooper Street in a south easterly direction to its junction with West Mosley Street.                             |  |
| 01/1.30                  | Princess Street           | North east side from its junction with Cooper Street in a north westerly direction for a distance of 55 metres.   |  |
| 01/1.31                  | Princess Street           | North east side from a point 55 metres north west of its junction with Cooper Street in a north westerly direction to its junction with Bow Lane.       |  |
| 01/1.32                  | Princess Street           | South west side from its junction with Cooper Street in a north westerly direction to its junction with Albert Square.                                  |  |
| 01/1.33                  | Princess Street           | North east side from its junction with Clarence Street in a south easterly direction to its junction with Bow Lane.                                     |  |
| 01/1.34                  | Princess Street           | North east side from its junction with Cross Street in a south easterly direction to its junction with Clarence Street.                                 |  |
| 01/1.35                  | Cooper Street             | South east side from its junction with Princess Street in a south westerly direction to its junction with Lloyd Street.                                 |  |
| 01/1.36                  | Cooper Street             | North west side from its junction with Princess Street in a south westerly direction to its junction with Lloyd Street.                                 |  |
| 01/1.37                  | Cooper Street             | South east side from a point 45 metres south west of its junction with Booth Street in a south westerly direction to its junction with Princess Street. |  |
| 01/1.38                  | Cooper Street             | South east side from its junction with  |  |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 01/1.39                  | Cooper Street             | Booth Street in a south westerly direction for a distance of 35 metres.   |                            |
| 01/1.40                  | Cooper Street             | North west side from its junction with Kennedy Street in a south westerly direction to its junction with Princess Street.                                 |                            |
| 01/1.41                  | Brown Street              | North west side from its junction with Kennedy Street in a north easterly direction to its junction with Booth Street.                                    |                            |
| 01/1.42                  | Booth Street              | North east side from its junction with Booth Street in a north easterly direction for a distance of 5 metres.   |                            |
| 01/1.43                  | Booth Street              | South west side from its junction with Cooper Street in a north westerly direction for a distance of 9 metres.  |                            |
| 01/1.44                  | Booth Street              | South west side from a point 61 metres north west of its junction with Cooper Street in a north westerly direction for a distance of 18 metres.           |                            |
| 01/1.45                  | Booth Street              | South west side from its junction with Clarence Street in a south easterly direction to a point 106 metres north west of its junction with Cooper Street. |                            |
| 01/1.46                  | Booth Street              | North east side from its junction with Chancery Place in a north westerly direction for a distance of 8 metres.   |                            |
| 01/1.47                  | Booth Street              | North east side from a point 24 metres north west of its junction with Chancery Place in a north westerly direction to its junction with Tib Lane.        |                            |
| 01/1.48                  | Tib Lane                  | North side from a point 21 metres east of its junction with Essex Street in an easterly direction to its junction with Booth Street.                      |                            |
| 01/1.49                  | Tib Lane                  | North side from its junction with Essex Street in an easterly direction for a distance of 5 metres.   |                            |
| 01/1.50                  | Tib Lane                  | North side from its junction with Cross Street in an easterly direction to its junction with Essex Street.  |                            |
| 01/1.51                  | Tib Lane                  | South side from a point 47 metres west of the south eastern building line of Essex Street in a westerly direction to its junction with Cross Street.      |                            |
| 01/1.52                  | Tib Lane                  | South side from a point 1 metre west of the south eastern building line of Essex Street in a westerly direction for a distance of 25 metres.              |                            |
| 01/1.52                  | Tib Lane                  | South side from a point 17 metres east of the south eastern building line of Essex Street in an easterly direction to its junction with Clarence Street.  |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 01/1.53                  | Clarence Street           | South east side from its junction with Kennedy Street in a north easterly direction to its junction with Booth Street.                                |                            |
| 01/1.54                  | Clarence Street           | South east side from its junction with Kennedy Street in a south westerly direction to a point 9.6 metres north east of its junction with Bow Lane.   |                            |
| 01/1.55                  | Clarence Street           | South east side from its junction with Bow Lane in a north easterly direction for a distance of 3 metres.   |                            |
| 01/1.56                  | Clarence Street           | South east side from its junction with Bow Lane in a south westerly direction for a distance of 3 metres.   |                            |
| 01/1.57                  | Clarence Street           | South east side from a point 21 metres south west of its junction with Bow Lane in a south westerly direction to its junction with Princess Street.   |                            |
| 01/1.58                  | Clarence Street           | North west side from a point 24 metres south west of its junction with Bow Lane in a south westerly direction to its junction with Princess Street.   |                            |
| 01/1.59                  | Clarence Street           | North west side from its junction with Bow Lane in a south westerly direction for a distance of 2 metres.   |                            |
| 01/1.60                  | Clarence Street           | North west side from its junction with Bow Lane in a north easterly direction for a distance of 20 metres.  |                            |
| 01/1.61                  | Southmill Street          | North west side from its junction with Peter Street in a north easterly direction to its junction with Bootle Street.                                 |                            |
| 01/1.62                  | Southmill Street          | North west side from its junction with Bootle Street in a north easterly direction for a distance of 2 metres.  |                            |
| 01/1.63                  | Southmill Street          | North west side from its junction with Jackson's Row in a south westerly direction for a distance of 8 metres.  |                            |
| 01/1.64                  | Southmill Street          | North west side from its junction with Jackson's Row in a north easterly direction for a distance of 6 metres.  |                            |
| 01/1.65                  | Southmill Street          | North west side from a point 24 metres north east of its junction with Jackson's Row in a north easterly direction to its junction with Lloyd Street. |                            |
| 01/1.66                  | Left intentionally blank  |   |                            |
| 01/1.67                  | Albert Square             | North west side from its junction with Lloyd Street in a north easterly direction for a distance of 78 metres.  |                            |
| 01/1.68                  | Albert Square             | North west side from its junction with Tasle Alley in a south westerly  |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 01/1.69                  | Albert Square             | direction for a distance of 7 metres. North west side from its junction with Tasle Alley in a north easterly direction to its junction with John Dalton Street.         |                            |
| 01/1.70                  | Albert Square             | South east side from a point 2 metres north east of the southern building line of Brazennose Street in a north easterly direction to its junction with Princess Street. |                            |
| 01/1.71                  | John Dalton Street        | South west side from its junction with Albert Square in a north westerly direction for a distance of 73 metres.   |                            |
| 01/1.72                  | John Dalton Street        | South west side from a point 73 metres north west of its junction with Albert Square in a north westerly direction for a distance of 35 metres.                         |                            |
| 01/1.73                  | John Dalton Street        | South west side from its junction with Ridgefield in a south easterly direction for a distance of 4 metres.   |                            |
| 01/1.74                  | John Dalton Street        | North east side from its junction with St James's Square in a south easterly direction to its junction with Four Yards.   |                            |
| 01/1.75                  | John Dalton Street        | North east side from its junction with Four Yards in a south easterly direction to its junction with Cross Street.  |                            |
| 01/1.76                  | Left intentionally blank  |   |                            |
| 01/1.77                  | Left intentionally blank  |   |                            |
| 01/1.78                  | Cross Street              | South east side from its junction with Bow Lane in a south westerly direction to its junction with Princess Street.   |                            |
| 01/1.79                  | Cross Street              | South east side from its junction with Bow Lane in a north easterly direction to its junction with Tib Lane.  |                            |
| 01/1.80                  | Cross Street              | South east side from its junction with Tib Lane in a north easterly direction to its junction with Town Hall Lane.  |                            |
| 01/1.81                  | Cross Street              | South east side from its junction with Town Hall Lane in a north easterly direction to its junction with King Street.   |                            |
| 01/1.82                  | Cross Street              | South east side from its junction with King Street in a north easterly direction to its junction with Back Pool Fold.   |                            |
| 01/1.83                  | Cross Street              | North west side from its junction with John Dalton Street in a north easterly direction to its junction with South King Street.   |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 01/1.84                  | Cross Street              | North west side from its junction with South King Street in a north easterly direction for a distance of 45 metres.   |                            |
| 01/1.85                  | South King Street         | South west side from a point 12 metres south east of its junction with Four Yards in a south easterly direction to its junction with Cross Street.                                  |                            |
| 01/1.86                  | South King Street         | South west side from its junction with Four Yards in a south easterly direction for a distance of 2 metres.   |                            |
| 01/1.87                  | South King Street         | South west side from its junction with Four Yards in a north westerly direction for a distance of 3 metres.   |                            |
| 01/1.88                  | South King Street         | South west side from its junction with St James's Square in a south easterly direction for a distance of 4 metres.  |                            |
| 01/1.89                  | King Street               | South west side from its junction with Essex Street in a north westerly direction to its junction with Cross Street.  |                            |
| 01/1.90                  | King Street               | South west side from its junction with Essex Street in a south easterly direction for a distance of 14 metres.  |                            |
| 01/1.91                  | King Street               | South west side from a point 30 metres south east of its junction with Essex Street in a south easterly direction for a distance of 10 metres.                                      |                            |
| 01/1.92                  | King Street               | North east side from a point 26.7 metres south east of its junction with Cheapside in a south easterly direction to a point 35 metres north west of its junction with Brown Street. |                            |
| 01/1.93                  | King Street               | North east side from its junction with Cheapside in a south easterly direction for a distance of 6 metres.  |                            |
| 01/1.94                  | King Street               | North east side from its junction with Cheapside in a north westerly direction for a distance of 7 metres.  |                            |
| 01/1.95                  | King Street               | North east side from a point 29 metres north west of its junction with Cheapside in a north westerly direction to its junction with Cross Street.                                   |                            |
| 01/1.96                  | St Ann Street             | South west side from its junction with Cross Street in a north westerly direction for a distance of 17.5 metres.  |                            |
| 02/1.1                   | Cross Street              | North west side from its junction with St Ann Street in a north easterly direction for a distance of 27 metres.   |                            |
| 02/1.2                   | Cross Street              | South east side from its junction with Back Pool Fold in a north easterly direction to its junction with Newmarket.   |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 02/1.3                   | Cross Street              | North west side from its junction with Market Street in a south westerly direction for a distance of 87 metres.   |                            |
| 02/1.4                   | Cross Street              | South east side from its junction with Newmarket in a north easterly direction to its junction with Market Street.  |                            |
| 02/1.5                   | Market Street             | South west side from a point 65 metres south east of its junction with Exchange Street in a south easterly direction to its junction with Cross Street.                 |                            |
| 02/1.6                   | Market Street             | South west side from its junction with Exchange Street in a south easterly direction for a distance of 45 metres.   |                            |
| 02/1.7                   | Market Street             | North east side from the south east kerb line of Exchange Street in a south easterly direction for a distance of 18 metres.   |                            |
| 02/1.8                   | Market Street             | North east side from a point 51 metres south east of the south east kerb line of Exchange Street in a south easterly direction to its junction with Corporation Street. |                            |
| 02/1.9                   | Corporation Street        | North west side from its junction with Market Street in a north easterly direction to its junction with Hanging Ditch.  |                            |
| 02/1.10                  | Corporation Street        | North west side from its junction with Hanging Ditch in a north easterly direction to its junction with Fennel Street.  |                            |
| 02/1.11                  | Fennel Street             | South west side from its junction with Corporation Street in a north westerly direction for a distance of 13.5 metres.  |                            |
| 02/1.12                  | Fennel Street             | North east side from its junction with Corporation Street in a north westerly direction for a distance of 13 metres.  |                            |
| 02/1.13                  | Corporation Street        | South east side from its junction with Market Street in a north easterly direction to its junction with Withy Grove.  |                            |
| 02/1.14                  | Todd Street               | South west side from a point 51 metres south east of its junction with Long Millgate in a south easterly direction to its junction with Corporation Street.             |                            |
| 02/1.15                  | Victoria Station Approach | North east side from its junction with Long Millgate in a north westerly direction for a distance of 7.6 metres.  |                            |
| 02/1.16                  | Todd Street               | North east side from its junction with Long Millgate in a south easterly direction to its junction with Corporation Street.   |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 02/1.17                  | Corporation Street        | North west side from its junction with Todd Street in a north easterly direction to its junction with Long Millgate.   |                            |
| 02/1.18                  | Corporation Street        | South east side from its junction with Balloon Street in a north easterly direction to its junction with Hanover Street.                                       |                            |
| 02/1.19                  | Long Millgate             | North west side from a point 80.6 metres south west of its junction with Corporation Street in a south westerly direction to and including its cul-de-sac end. |                            |
| 02/1.20                  | Long Millgate             | South east side from its junction with Hanover Street in a south westerly direction to its cul-de-sac end.   |                            |
| 02/1.21                  | Cateaton Street           | South west side from its junction with Deansgate in a south easterly direction for a distance of 12 metres.  |                            |
| 02/1.22                  | Cateaton Street           | South west side from a point 42 metres south east of its junction with Deansgate in a south easterly direction to and including its cul-de-sac end.            |                            |

(2) Waiting restricted to specified times

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 02/2.1                   | Withy Grove               | North east side from its junction with Corporation Street in a south easterly direction to its junction with Garden Street. No waiting Monday – Sunday 4am to 10pm.                             |                            |
| 02/2.2                   | Withy Grove               | North west side from its junction with Garden Street in a north easterly direction to its junction with Dantzie Street. No waiting Monday – Sunday 4am to 10pm.                                 |                            |
| 02/2.3                   | Withy Grove               | South east side from a point 88 metres south east of its junction with Corporation Street in a north easterly direction to its junction with Shudehill. No waiting Monday – Sunday 4am to 10pm. |                            |
| 02/2.4                   | Withy Grove               | South west side from its junction with Corporation Street in a south easterly direction for a distance of 29 metres. No waiting Monday – Sunday 4am to 10pm.                                    |                            |
| 02/2.5                   | Corporation Street        | North west side from its junction with Fennel Street in a north easterly direction for a distance of 13 metres. No waiting Monday – Sunday 4am to 10pm.   |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 02/2.6                   | Corporation Street        | North west side from a point 13 metres north east of its junction with Fennel Street in a north easterly direction for a distance of 25 metres. No waiting Monday – Sunday 4am to 10pm.                        |                            |
| 02/2.7                   | Corporation Street        | North west side from a point 38 metres north east of its junction with Fennel Street in a north easterly direction to its junction with Todd Street. No waiting Monday – Sunday 4am to 10pm.                   |                            |
| 02/2.8                   | Corporation Street        | South east side from its junction with Withy Grove in a north easterly direction for a distance of 52 metres. No waiting Monday – Sunday 4am to 10pm.  |                            |
| 02/2.9                   | Corporation Street        | South east side from a point 52 metres north of its junction with Withy Grove in a north easterly direction for a distance of 10 metres. No waiting Monday – Sunday 4am to 10pm.                               |                            |
| 02/2.10                  | Corporation Street        | South east side from a point 62 metres north east of its junction with Withy Grove in a north easterly direction to the north eastern building line of Balloon Street. No waiting Monday – Sunday 4am to 10pm. |                            |

(3) No loading at any time

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/3.1                   | Lower Mosley Street       | North west side from its junction with Peter Street in a south westerly direction to its junction with Great Bridgewater Street except in designated bays. |                            |
| 01/3.2                   | Lower Mosley Street       | South east side from its junction with Bishopsgate in a south westerly direction for a distance of 60 metres.  |                            |
| 01/3.3                   | Lower Mosley Street       | South east side from its junction with Bishopsgate in a north easterly direction to its junction with Bale Street.   |                            |
| 01/3.4                   | Bale Street               | South west side from its junction with Lower Mosley Street in a south easterly direction for a distance of 27.5 metres.                                    |                            |
| 01/3.5                   | Bale Street               | North east side from its junction with Lower Mosley Street in a south easterly direction for a distance of 15 metres.                                      |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i>                       |
|--------------------------|---------------------------|---|--|
| 01/3.6                   | Lower Mosley Street       | South east side from its junction with Bale Street in a north easterly direction to its junction with Oxford Street.  |  |
| 01/3.7                   | Oxford Street             | South west side from a point 42 metres north west of its junction with Hall Street in a north westerly direction to its junction with Lower Mosley Street.  |  |
| 01/3.8                   | Left intentionally blank  |   |  |
| 01/3.9                   | Left intentionally blank  |   |  |
| 01/3.10                  | Left intentionally blank  |   |  |
| 01/3.11                  | Oxford Street             | North east side from its junction with Portland Street in a north westerly direction to its junction with George Street.                                    |  |
| 01/3.12                  | Oxford Street             | North east side from a point 39 metres north west of its junction with George Street in a north westerly direction to its junction with Peter Street.       |  |
| 01/3.13                  | Peter Street              | North east side from a point 63 metres south east of its junction with Mount Street in a south easterly direction to its junction with Oxford Street.       |  |
| 01/3.14                  | Peter Street              | South west side from a point 65 metres south east of its junction with Mount Street in a south easterly direction to its junction with Lower Mosley Street. |  |
| 01/3.15                  | Princess Street           | South west side from its junction with Back George Street in a north westerly direction to its junction with Cooper Street.                                 | Replaces 3 pay and display bays                  |
| 01/3.16                  | Princess Street           | South west side from its junction with Back George Street in a south easterly direction for a distance of 8 metres.   |  |
| 01/3.17                  | Princess Street           | South west side from its junction with George Street in a north westerly direction for a distance of 6 metres.  |  |
| 01/3.18                  | Princess Street           | South west side from its junction with St James Street in a north westerly direction to its junction with George Street.                                    | Replaces 4 pay and display bays                  |
| 01/3.19                  | St James Street           | South east side from its junction with Princess Street in a south westerly direction for a distance of 4 metres.  | To be combined with an existing no waiting order |
| 01/3.20                  | Princess Street           | South west side from its junction   |  |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i>   |
|--------------------------|---------------------------|---|--|
| 01/3.21                  | Princess Street           | with St James Street in a south easterly direction for a distance of 5 metres.  |  |
| 01/3.22                  | Princess Street           | South west side from its junction with Faulkner Street in a north westerly direction for a distance of 5 metres.            |  |
| 01/3.23                  | Faulkner Street           | North west side from its junction with Princess Street in a south westerly direction for a distance of 3 metres.            |  |
| 01/3.24                  | Princess Street           | North east side from its junction with Reyner Street in a north westerly direction for a distance of 2 metres.              |  |
| 01/3.25                  | Princess Street           | North east side from its junction with Faulkner Street in a south easterly direction for a distance of 2 metres.            |  |
| 01/3.26                  | Princess Street           | North east side from its junction with Faulkner Street in a north westerly direction to its junction with St James Street.  |  |
| 01/3.27                  | Princess Street           | North east side from its junction with George Street in a south easterly direction to its junction with St James Street.    | To be combined with an existing no waiting order                         |
| 01/3.28                  | Princess Street           | North east side from its junction with Mosley Street in a south easterly direction to its junction with George Street.      | Replaces 3 disabled bays, 1 bus parking place and 2 pay and display bays |
| 01/3.29                  | Princess Street           | North east side from its junction with West Mosley Street in a south easterly direction to its junction with Mosley Street. |  |
| 01/3.30                  | Princess Street           | North east side from its junction with Cooper Street in a south easterly direction to its junction with West Mosley Street. |  |
| 01/3.31                  | Princess Street           | North east side from its junction with Cooper Street in a north westerly direction for a distance of 55 metres.             |  |
| 01/3.32                  | Left intentionally blank  |   |  |
| 01/3.33                  | Princess Street           | South west side from its junction with Cooper Street in a north westerly direction to its junction with Albert Square.      |  |
| 01/3.34                  | Princess Street           | North east side from its junction with Clarence Street in a south easterly direction to its junction with Bow Lane.         |  |
| 01/3.34                  | Princess Street           | North east side from its junction with Cross Street in a south easterly direction to its junction with                      |  |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 01/3.35                  | Cooper Street             | Clarence Street.<br>South east side from its junction with Princess Street in a south westerly direction to its junction with Lloyd Street.             |                            |
| 01/3.36                  | Cooper Street             | North west side from its junction with Princess Street in a south westerly direction to its junction with Lloyd Street.                                 |                            |
| 01/3.37                  | Cooper Street             | South east side from a point 45 metres south west of its junction with Booth Street in a south westerly direction to its junction with Princess Street. |                            |
| 01/3.38                  | Left intentionally blank  |   |                            |
| 01/3.39                  | Cooper Street             | North west side from its junction with Kennedy Street in a south westerly direction to its junction with Princess Street.                               |                            |
| 01/3.40                  | Cooper Street             | North west side from its junction with Kennedy Street in a north easterly direction to its junction with Booth Street.                                  |                            |
| 01/3.41                  | Left intentionally blank  |   |                            |
| 01/3.42                  | Left intentionally blank  |   |                            |
| 01/3.43                  | Booth Street              | South west side from a point 61 metres north west of its junction with Cooper Street in a north westerly direction for a distance of 18 metres.         |                            |
| 01/3.44                  | Left intentionally blank  |   |                            |
| 01/3.45                  | Left intentionally blank  |   |                            |
| 01/3.46                  | Left intentionally blank  |   |                            |
| 01/3.47                  | Left intentionally blank  |   |                            |
| 01/3.48                  | Left intentionally blank  |   |                            |
| 01/3.49                  | Tib Lane                  | North side from its junction with Cross Street in an easterly direction to its junction with Essex Street.  |                            |
| 01/3.50                  | Tib Lane                  | South side from a point 47 metres west of the south eastern building line of Essex Street in a westerly direction to its junction with Cross Street.    |                            |
| 01/3.51                  | Left intentionally blank  |   |                            |
| 01/3.52                  | Left intentionally        |   |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i>            | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i>                       |
|--------------------------|--------------------------------------|---|--|
| 01/3.53                  | blank<br>Left intentionally<br>blank |   |  |
| 01/3.54                  | Left intentionally<br>blank          |   |  |
| 01/3.55                  | Clarence Street                      | South east side from its junction with Bow Lane in a north easterly direction for a distance of 3 metres.   |  |
| 01/3.56                  | Clarence Street                      | South east side from its junction with Bow Lane in a south westerly direction for a distance of 3 metres.   |  |
| 01/3.57                  | Clarence Street                      | South east side from a point 21 metres south west of its junction with Bow Lane in a south westerly direction to its junction with Princess Street.   |  |
| 01/3.58                  | Clarence Street                      | North west side from a point 24 metres south west of its junction with Bow Lane in a south westerly direction to its junction with Princess Street.   |  |
| 01/3.59                  | Clarence Street                      | North west side from its junction with Bow Lane in a south westerly direction for a distance of 2 metres.   |  |
| 01/3.60                  | Clarence Street                      | North west side from its junction with Bow Lane in a north easterly direction for a distance of 20 metres.  |  |
| 01/3.61                  | Southmill Street                     | North west side from its junction with Bootle Street in a south westerly direction for a distance of 5 metres.  |  |
| 01/3.62                  | Southmill Street                     | North west side from its junction with Bootle Street in a north easterly direction for a distance of 2 metres.  |  |
| 01/3.63                  | Southmill Street                     | North west side from its junction with Jackson's Row in a south westerly direction for a distance of 8 metres.  |  |
| 01/3.64                  | Southmill Street                     | North west side from its junction with Jackson's Row in a north easterly direction for a distance of 6 metres.  |  |
| 01/3.65                  | Southmill Street                     | North west side from a point 24 metres north east of its junction with Jackson's Row in a north easterly direction to its junction with Lloyd Street. |  |
| 01/3.66                  | Southmill Street                     | South east side from a point 5 metres north east of its junction with Bootle Street in a north easterly direction to its junction with Lloyd Street.  | To be combined with an existing no waiting order |
| 01/3.67                  | Albert Square                        | North west side from its junction with Lloyd Street in a north easterly direction for a distance of 78 metres.  |  |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i>                       |
|--------------------------|---------------------------|---|--|
| 01/3.68                  | Albert Square             | North west side from its junction with Tasle Alley in a south westerly direction for a distance of 7 metres.  |  |
| 01/3.69                  | Albert Square             | North west side from its junction with Tasle Alley in a north easterly direction to its junction with John Dalton Street.   |  |
| 01/3.70                  | Albert Square             | South east side from a point 2 metres north east of the southern building line of Brazennose Street in a north easterly direction to its junction with Princess Street. |  |
| 01/3.71                  | John Dalton Street        | South west side from its junction with Albert Square in a north westerly direction for a distance of 73 metres.   |  |
| 01/3.72                  | Left intentionally blank  |   |  |
| 01/3.73                  | John Dalton Street        | South west side from its junction with Ridgefield in a south easterly direction for a distance of 4 metres.   |  |
| 01/3.74                  | Left intentionally blank  |   |  |
| 01/3.75                  | John Dalton Street        | North east side from its junction with Four Yards in a south easterly direction to its junction with Cross Street.  |  |
| 01/3.76                  | Bow Lane                  | South west side from its junction with Cross Street in a south easterly direction for a distance of 12 metres.  | To be combined with an existing no waiting order |
| 01/3.77                  | Bow Lane                  | North east side from its junction with Cross Street in a south easterly direction for a distance of 12 metres.  | To be combined with an existing no waiting order |
| 01/3.78                  | Cross Street              | South east side from its junction with Bow Lane in a south westerly direction to its junction with Princess Street.   |  |
| 01/3.79                  | Cross Street              | South east side from its junction with Bow Lane in a north easterly direction to its junction with Tib Lane.  |  |
| 01/3.80                  | Cross Street              | South east side from its junction with Tib Lane in a north easterly direction to its junction with Town Hall Lane.  |  |
| 01/3.81                  | Cross Street              | South east side from its junction with Town Hall Lane in a north easterly direction to its junction with King Street.   |  |
| 01/3.82                  | Cross Street              | South east side from its junction with King Street in a north easterly direction to its junction with Back Pool Fold.   |  |
| 01/3.83                  | Cross Street              | North west side from its junction with John Dalton Street in a north  |  |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/3.84                  | Cross Street              | easterly direction to its junction with South King Street.   |                            |
| 01/3.85                  | South King Street         | North west side from its junction with South King Street in a north easterly direction for a distance of 45 metres.                                |                            |
| 01/3.86                  | Left intentionally blank  | South west side from a point 12 metres south east of its junction with Four Yards in a south easterly direction to its junction with Cross Street. |                            |
| 01/3.87                  | South King Street         | South west side from its junction with Four Yards in a north westerly direction for a distance of 3 metres.  |                            |
| 01/3.88                  | Left intentionally blank  |  |                            |
| 01/3.89                  | King Street               | South west side from its junction with Essex Street in a north westerly direction to its junction with Cross Street.                               |                            |
| 01/3.90                  | King Street               | South west side from its junction with Essex Street in a south easterly direction for 14 metres.   |                            |
| 01/3.91                  | Left intentionally blank  |  |                            |
| 01/3.92                  | Left intentionally blank  |  |                            |
| 01/3.93                  | King Street               | North east side from its junction with Cheapside in a south easterly direction for a distance of 6 metres.   |                            |
| 01/3.94                  | King Street               | North east side from its junction with Cheapside in a north westerly direction for a distance of 7 metres.   |                            |
| 01/3.95                  | King Street               | North east side from a point 29 metres north west of its junction with Cheapside in a north westerly direction to its junction with Cross Street.  |                            |
| 01/3.96                  | St Ann Street             | South west side from its junction with Cross Street in a north westerly direction for a distance of 17.5 metres.                                   |                            |
| 02/3.1                   | Cross Street              | North west side from its junction with St Ann Street in a north easterly direction for a distance of 27 metres.                                    |                            |
| 02/3.2                   | Cross Street              | South east side from its junction with Back Pool Fold in a north easterly direction to its junction with Newmarket.                                |                            |
| 02/3.3                   | Cross Street              | North west side from its junction with Market Street in a south westerly direction for a distance of   |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 02/3.4                   | Cross Street              | 87 metres except within designated bays.  |                            |
| 02/3.5                   | Market Street             | South east side from its junction with Newmarket in a north easterly direction to its junction with Market Street.  |                            |
| 02/3.6                   | Market Street             | South west side from a point 65 metres south east of its junction with Exchange Street in a south easterly direction to its junction with Cross Street.                 |                            |
| 02/3.7                   | Market Street             | South west side from its junction with Exchange Street in a south easterly direction for a distance of 45 metres.   |                            |
| 02/3.8                   | Market Street             | North east side from the south east kerb line of Exchange Street in a south easterly direction for a distance of 18 metres.   |                            |
| 02/3.9                   | Market Street             | North east side from a point 51 metres south east of the south east kerb line of Exchange Street in a south easterly direction to its junction with Corporation Street. |                            |
| 02/3.10                  | Corporation Street        | North west side from its junction with Market Street in a north easterly direction to its junction with Hanging Ditch.  |                            |
| 02/3.11                  | Corporation Street        | North west side from its junction with Hanging Ditch in a north easterly direction to its junction with Fennel Street.  |                            |
| 02/3.12                  | Fennel Street             | South west side from its junction with Corporation Street in a north westerly direction for a distance of 13.5 metres.  |                            |
| 02/3.13                  | Fennel Street             | North east side from its junction with Corporation Street in a north westerly direction for a distance of 13 metres.  |                            |
| 02/3.14                  | Corporation Street        | South east side from its junction with Market Street in a north easterly direction to its junction with Withy Grove.  |                            |
| 02/3.15                  | Todd Street               | South west side from a point 51 metres south east of its junction with Long Millgate in a south easterly direction to its junction with Corporation Street.             |                            |
| 02/3.16                  | Victoria Station Approach | North east side from its junction with Long Millgate in a north westerly direction for a distance of 7.6 metres.  |                            |
| 02/3.17                  | Todd Street               | North east side from its junction with Long Millgate in a south easterly  |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 02/3.17                  | Corporation Street        | direction to its junction with Corporation Street.   |                            |
| 02/3.18                  | Corporation Street        | North west side from its junction with Todd Street in a north easterly direction to its junction with Long Millgate.   |                            |
| 02/3.19                  | Long Millgate             | South east side from its junction with Balloon Street in a north easterly direction to its junction with Hanover Street.                                       |                            |
| 02/3.20                  | Long Millgate             | North west side from a point 80.6 metres south west of its junction with Corporation Street in a south westerly direction to and including its cul-de-sac end. |                            |
| 02/3.21                  | Cateaton Street           | South east side from its junction with hanover Street in a south westerly direction to its cul-de-sac end.   |                            |
| 02/3.22                  | Left intentionally blank  | South west side from its junction with Deansgate in a south easterly direction for a distance of 12 metres.  |                            |

(4) Loading restricted to specified times

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/4.1                   | Oxford Street             | South west side from its junction with Hall Street in a north westerly direction for a distance of 10 metres. No loading Monday – Friday 8am to 10am and 4pm to 6pm.                                     |                            |
| 01/4.2                   | Oxford Street             | South west side from its junction with Chepstow Street in a north westerly direction its junction with Hall Street. No loading Monday – Friday 8am to 10am and 4pm to 6pm.                               |                            |
| 01/4.3                   | Oxford Street             | North east side from its junction with George Street in a north westerly direction for a distance of 39 metres. No loading Monday – Friday 8am to 10am and 4pm to 6pm.                                   |                            |
| 01/4.4                   | Princess Street           | North east side from a point 55 metres north west of its junction with Cooper Street in a north westerly direction to its junction with Bow Lane. No loading Monday – Friday 8am to 10am and 4pm to 6pm. |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/4.5                   | John Dalton Street        | South west side from a point 73 metres north west of its junction with Albert Square in a north westerly direction for a distance of 35 metres. No loading Monday – Friday 8am to 10am and 4pm to 6pm. |                            |
| 01/4.6                   | John Dalton Street        | North east side from its junction with St James’s Square in a south easterly direction to its junction with Four Yards. No loading Monday – Friday 8am to 10am and 4pm to 6pm.                         |                            |
| 02/4.1                   | Withy Grove               | North east side from its junction with Corporation Street in a south easterly direction to its junction with Garden Street. No loading Monday – Sunday 4am to 10pm.                                    |                            |
| 02/4.2                   | Withy Grove               | North west side from its junction with Garden Street in a north easterly direction to its junction with Dantzic Street. No loading Monday – Sunday 4am to 10pm.  |                            |
| 02/4.3                   | Withy Grove               | South east side from a point 88 metres south east of its junction with Corporation Street in a north easterly direction to its junction with Shudehill. No loading Monday – Sunday 4am to 10pm.        |                            |
| 02/4.4                   | Withy Grove               | South west side from its junction with Corporation Street in a south easterly direction for a distance of 29 metres. No loading Monday – Sunday 4am to 10pm.   |                            |
| 02/4.5                   | Corporation Street        | North west side from its junction with Fennel Street in a north easterly direction for a distance of 13 metres. No loading Monday – Sunday 4am to 10pm.  |                            |
| 02/4.6                   | Corporation Street        | North west side from a point 13 metres north east of its junction with Fennel Street in a north easterly direction for a distance of 25 metres. No loading Monday – Sunday 10pm to 4am.                |                            |
| 02/4.7                   | Corporation Street        | North west side from a point 38 metres north east of its junction with Fennel Street in a north easterly direction to its junction with Todd Street. No loading Monday – Sunday 4am to 10pm.           |                            |
| 02/4.8                   | Corporation Street        | South east side from its junction with Withy Grove in a north easterly direction for a distance of   |                            |

| <i>(1)<br/>No.</i> | <i>(2)<br/>Road</i> | <i>(3)<br/>Extent</i>  | <i>(4)<br/>Notes</i> |
|--------------------|---------------------|--|----------------------|
| 02/4.9             | Corporation Street  | 52 metres. No loading Monday – Sunday 10pm to 4am.<br>South east side from a point 52 metres north of its junction with Withy Grove in a north easterly direction for a distance of 10 metres. No loading Monday – Sunday 10pm to 4am. |                      |
| 02/4.10            | Corporation Street  | South east side from a point 62 metres north east of its junction with Withy Grove in a north easterly direction to the eastern building line of Balloon Street. No waiting Monday – Sunday 4am to 10pm.                               |                      |

(5) No stopping

| <i>(1)<br/>No.</i> | <i>(2)<br/>Road</i> | <i>(3)<br/>Extent</i>  | <i>(4)<br/>Notes</i> |
|--------------------|---------------------|--|----------------------|
| 02/32.1            | Withy Grove         | North east and the north west side for its entire length. No stopping Monday – Sunday 10pm to 4am.   |                      |
| 02/32.2            | Withy Grove         | South west and the south east side for its entire length except within designated bays. No stopping Monday – Sunday 10pm to 4am.   |                      |
| 02/32.2            | Corporation Street  | North west side from the south west kerb line of Withy Grove in a north easterly direction to the north east side of its junction with Todd Street. No stopping Monday – Sunday 10pm to 4am. |                      |
| 02/32.4            | Corporation Street  | South east side from its junction with Withy Grove in a north easterly direction to the north eastern building line of Balloon Street. No stopping Monday – Sunday 10pm to 4am.              |                      |

**PART 2**  
**PARKING PLACES**

(6) Pay and display parking

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i>  |
|--------------------------|---------------------------|--|---|
| 01/6.1                   | Princess Street           | South west side from a point 6 metres north west of its junction with George Street in a north westerly direction to a point 8 metres south east of its junction with Back George Street. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour. | Reduces pay and display bays from 4 to 3.   |
| 01/6.2                   | Princess Street           | South west side from a point 5 metres south east of its junction with St James Street in a south easterly direction to a point 5 metres north west of its junction with Faulkner Street. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.  | Reduces pay and display bays from 4 to 3.   |
| 01/6.3                   | Nicholas Street           | South west side from a point 23.8 metres north west of its junction with George Street in a north westerly direction to a point 31 metres south east of its junction with Mosley Street. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.  | Reduces pay and display bays to cater for disabled bays displaced from Princess Street. |
| 01/6.4                   | Brown Street              | South east side from a point 37 metres south of its junction with Chancery Lane in a south westerly direction to a point 5 metres north of its junction with Booth Street. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.                | Aligns with existing provision on street.   |
| 01/6.5                   | Booth Street              | South west side from a point 9 metres north west of its junction with Cooper Street in a north westerly direction for a distance of 52 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.  | Re-arranges existing parking bays to provide for turning movements from Brown Street.   |
| 01/6.6                   | Booth Street              | South west side from a point 79 metres north west of its junction with Cooper Street in a north westerly direction for a distance of 27 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No   | Re-arranges existing parking bays to provide for turning movements from Brown Street.   |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i>  |
|--------------------------|---------------------------|---|---|
| 01/6.7                   | Booth Street              | return within 1 hour.<br>North east side from a point 8 metres north west of its junction with Chancery Place in a north westerly direction for a distance of 16 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour. | Re-arranges existing parking bays to cater for new junction with Tib Lane and Clarence Street.  |
| 01/6.8                   | Tib Lane                  | North side from a point 5 metres east of its junction with Essex Street in an easterly direction for a distance of 16 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.  | Re-arranges existing parking bays to cater for new junction with Tib Lane and Clarence Street.  |
| 01/6.9                   | Tib Lane                  | South side from a point 26 metres west of the south eastern building line of Essex Street in a westerly direction for a distance of 10 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.                           | Re-references existing bays as existing TRO references are altered.                             |
| 01/6.10                  | Tib Lane                  | South side from a point 1 metre west of the south eastern building line of Essex Street in an easterly direction for a distance of 18 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.                            | Re-references existing bays as existing TRO references are altered.                             |
| 01/6.11                  | Clarence Street           | North west side from a point 20 metres north east of its junction with Bow Lane in a north easterly direction for a distance of 5 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.                                | Re-arranges bays to cater for revised turning movements.  |
| 01/6.12                  | Clarence Street           | South east side from a point 3 metres south west of its junction with Bow Lane in a south westerly direction for a distance of 18 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.                                | Re-references existing bays as existing TRO references are altered.                             |
| 01/6.13                  | Clarence Street           | North west side from a point 2 metres south west of its junction with Bow Lane in a south westerly direction for a distance of 12 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.                                | Reduces pay and display bays from 3 to 2 to provide loading bay displaced from Princess Street. |
| 01/6.14                  | Southmill Street          | North west side from a point 2 metres north east of its junction with Bootle Street in a north easterly direction for a distance of 36 metres. Pay and display bay operational  | Provides a minimum of 6 additional pay and display bays.  |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i>  |
|--------------------------|---------------------------|---|---|
| 01/6.15                  | Southmill Street          | Monday – Sunday 8am to 8pm. No return within 1 hour.<br>North west side from a point 6 metres north east of its junction with Jackson’s Row in a north easterly direction for a distance of 18 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour. | Provides a minimum of 3 additional pay and display bays.                                |
| 01/6.16                  | John Dalton Street        | South west side from a point 4 metres south east of its junction with Ridgefield in a south easterly direction for a distance of 24 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.  | Provides a minimum of 4 bays taking into account new bus stop and loading bay.          |
| 01/6.17                  | South King Street         | South west side from a point 16.2 metres north west of its junction with Four Yards in a north westerly direction to a point 4 metres south east of its junction with St James’s Square. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.               | Reduces pay and display bays from 4 to 2 to provide replacement disabled parking bay.   |
| 01/6.18                  | King Street               | South west side from a point 14 metres south east of its junction with Essex Street in a south easterly direction for a distance of 16 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.   | Provides 3 additional pay and display bays.   |
| 02/6.1                   | Cateaton Street           | South west side from a point 12 metres south east of its junction with Deansgate in a south easterly direction for a distance of 30 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.  | Provides a minimum of 5 additional pay and display bays                                 |
| 02/6.2                   | Long Millgate             | North west side from a point 69 metres south west of its junction with Corporation Street in a south westerly direction for a distance of 5 metres. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour.  | Reduces pay and display bays from 3 to 1 to provide a replacement disabled parking bay. |

(7) Disabled persons parking place

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i>                                     |
|--------------------------|---------------------------|---|--|
| 01/7.1                   | Nicholas Street           | South west side from a point 4 metres to the north west of its junction with George Street in a north westerly direction for a distance of 19.8 metres.     |  |
| 01/7.2                   | Clarence Street           | South east side from a point 3 metres north east of its junction with Bow Lane in a north easterly direction for a distance of 6.6 metres.                  |  |
| 01/7.3                   | Clarence Street           | North west side from a point 25 metres north east of its junction with Bow Lane in a north easterly direction for a distance of 6.6 metres.                 |  |
| 01/7.4                   | South King Street         | South west side from a point 3 metres north west of its junction with Four Yards in a north westerly direction for a distance of 13.2 metres.               |  |
| 01/7.5                   | King Street               | North east side from a point 13.5 metres south east of its junction with Cheapside in a south easterly direction for a distance of 13.2 metres              |  |
| 02/7.1                   | Market Street             | North east side from a point 18 metres south east of the south east kerb line of Exchange Street in a south easterly direction for a distance of 33 metres. | Replaces the bays from the south west side of the street.      |
| 02/7.2                   | Victoria Station Approach | North east side from a point 7.6 metres north west of its junction with Long Millgate in a north westerly direction for a distance of 26.4 metres.          | Provides 2 additional bays in addition to the 2 existing bays. |
| 02/7.3                   | Long Millgate             | North west side from a point 74 metres south west of its junction with Corporation Street in a south westerly direction for a distance of 6.6 metres.       | Provides 1 additional bay.                                     |

(8) Motorcycle parking places

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/8.1                   | King Street               | Motorcycle parking north east side within footway from a point 7 metres south east of its junction with Cross Street in a south easterly direction for a distance of 5 metres. |                            |

(9) Goods vehicle loading bay

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/11.1                  | Lower Mosley Street       | Part of footway on the north west side bounded on its south east side by the north west kerbline and having a width throughout of 2 metres from a point 22 metres south west of its junction with Peter Street in a south westerly direction for a distance 24 metres. |                            |
| 01/11.2                  | Oxford Street             | South west side from a point 10 metres north west of its junction with Hall Street in a north westerly direction for a distance of 12 metres.  |                            |
| 01/11.3                  | Princess Street           | North east side from a point 2 metres south east of its junction with Faulkner Street in a south easterly direction to a point 2 metres north west of its junction with Reyner Street.   |                            |
| 01/11.4                  | Cooper Street             | South east side from a point 35 metres south west of its junction with Booth Street in a south westerly direction for a distance of 10 metres. Loading / unloading restricted to 15 minutes only.  |                            |
| 01/11.5                  | Clarence Street           | North west side from a point 14 metres south west of its junction with Bow Lane in a south westerly direction for a distance of 10 metres. Loading / unloading permitted Monday – Sunday between 8am and 6pm restricted to 15 minutes only.                            |                            |
| 01/11.6                  | Albert Square             | North west side from a point 7 metres south west of its junction with Tasle Alley in a south westerly direction for a distance of 40 metres. Loading / unloading permitted Monday –  |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 01/11.7                  | Tib Lane                  | Sunday between 8am and 6pm restricted to 15 minutes only. South side from a point 36 metres west of the south eastern building line of Essex Street in a westerly direction for a distance of 11 metres. Loading / unloading permitted Monday – Sunday between 8am and 6pm restricted to 15 minutes only. |                            |
| 01/11.8                  | South King Street         | South west side from a point 2 metres east of its junction with Four Yards in a south easterly direction for a distance of 10 metres.   |                            |
| 01/11.9                  | King Street               | North east side from a point 7 metres north west of its junction with Cheapside in a north westerly direction for a distance of 22 metres. Loading / unloading permitted Monday – Sunday between 8am and 6pm restricted to 15 minutes only.   |                            |
| 01/11.10                 | Cross Street              | North west side from a point 45 metres north east of its junction with South King Street in a northerly direction to its junction with St. Ann Street. Loading / unloading permitted Monday – Sunday between 8am and 6pm restricted to 30 minutes only.   |                            |
| 02/11.1                  | Cross Street              | North west side from a point 27 metres north east of its junction with St Ann Street in a north easterly direction for a distance of 38 metres.   |                            |
| 02/11.2                  | Cross Street              | Part of footway on the north west side bounded on its south east side by the north west kerbline and having a width throughout of 3 metres from a point 68 metres north east of its junction with St Ann Street in a north easterly direction for a distance of 24 metres.                                |                            |
| 02/11.3                  | Cross Street              | Part of footway on the north west side bounded on its south east side by the north west kerbline and having a width throughout of 3 metres from a point 19 metres south west of its junction with Market Street in a south westerly direction for a distance of 30 metres.                                |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 02/11.4                  | Corporation Street        | North west side from a point 13 metres north east of its junction with Fennel Street in a north easterly direction for a distance of 25 metres. Loading / unloading permitted Monday – Sunday between 4am and 10pm. |                            |

(10) Taxi clearway

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/27.1                  | Peter Street              | South west side from a point 45 metres south east of its junction with Mount Street in a south easterly direction for a distance of 20 metres.   |                            |
| 01/27.2                  | Oxford Street             | South west side from a point 22 metres north west of its junction with Hall Street in a north westerly direction for a distance of 20 metres.  |                            |
| 01/27.3                  | Albert Square             | South east side from a point 2 metres north east of the southern building line of Brazennose in a south westerly direction to its junction with Lloyd Street.                                |                            |
| 01/27.4                  | Cross Street              | North west side from a point 45 metres north west of its junction with South King Street in a north easterly direction to its junction with St. Ann Street. Operational between 6pm and 8am. |                            |
| 01/27.5                  | King Street               | North east side from a point 6 metres south east of its junction with Cheapside in a south easterly direction for a distance of 7.5 metres.  |                            |
| 02/27.1                  | Withy Grove               | South west side from a point 29 metres south east of its junction with Corporation Street in a south easterly direction for a distance of 59 metres.   |                            |

**PART 3**  
**DIRECTION OF VEHICULAR TRAFFIC**

(11) One way traffic

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i>  |
|--------------------------|---------------------------|---|---|
| 01/16.1                  | Dickinson Street          | One way traffic in a southeastbound direction from its junction with Back George Street to its junction with George Street.                         | Flow direction reversed   |
| 01/16.2                  | Back George Street        | One way traffic in a southwestbound direction from its junction with Princess Street to its junction with Dickinson Street.                         | Application of one way traffic  |
| 01/16.3                  | Princess Street           | One way traffic in a southeastbound direction from its junction with Portland Street to its junction with Brook Street.                             | To replace existing one way TRO when existing TRO is revoked to make Princess Street two way between Cross Street and Portland Street |
| 01/16.4                  | Cooper Street             | One way traffic in a southwestbound direction with contra flow cycle lane from its junction with Booth Street to its junction with Princess Street. | Direction of one way flow maintained over this section  |
| 01/16.5                  | Brown Street              | One way traffic in a southbound direction from its junction with King Street to its junction with Booth Street.                                     | Two way flow changed to one way in a southerly direction  |
| 01/16.6                  | Booth Street              | One way traffic in a southeastbound direction from its junction with Brown Street to its junction with Cooper Street.                               | Direction of one way flow maintained over this section  |
| 01/16.7                  | Booth Street              | One way traffic in a northwestbound direction from its junction with Brown Street to its junction with Clarence Street.                             | Direction of one way flow changed to one way in a north westerly direction  |
| 01/16.8                  | Tib Lane                  | One way traffic in an eastbound direction from its junction with Cross Street to its junction with Clarence Street.                                 | Flow direction reversed   |
| 01/16.9                  | Clarence Street           | One way traffic in a southwestbound direction from its junction with Booth Street to its junction with Princess Street.                             | Flow direction reversed   |
| 01/16.10                 | Bow Lane                  | One way traffic in a southeastbound direction from  | Application of one way traffic  |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i>  |
|--------------------------|---------------------------|---|---|
| 01/16.11                 | Southmill Street          | its junction with Cross Street to its junction with Clarence Street.<br>One way traffic in a southwestbound direction from its junction with Lloyd Street to its junction with Jackson's Row. | Application of one way traffic  |
| 01/16.12                 | South King Street         | One way traffic in a westbound direction from its junction with Cross Street to its junction with Deansgate.  | Extends one way flow in northwestbound direction over the entire length of the street |
| 02/16.1                  | Market Street             | One way traffic in a northwestbound direction from its junction with Cross Street to its junction with Exchange Street / St Mary's Gate.  | Reversal of flow direction  |
| 02/16.2                  | Dantzic Street            | One way traffic in a northeastbound direction from its junction with Withy Grove to its junction with Hanover Street.   | Application of one way traffic  |
| 02/16.3                  | Garden Street             | One way traffic in a southwestbound direction from its junction with Well Street to its junction with Withy Grove.  | Application of one way traffic  |

(12) Opening to two way traffic (previously one way) – revocation

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>                                     | <i>(4)</i><br><i>Notes</i>   |
|--------------------------|---------------------------|---|--|
| 01/AA.1                  | Princess Street           | Opening to two way traffic from Portland Street to Cross Street | Revokes existing TRO between Portland Street and Cross Street. Reverts to two way traffic. |

(13) Prescribed movement

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 01/20.06.1               | Lower Mosley Street       | Compulsory left turn from Lower Mosley Street onto Peter Street except tramcars.  |                            |
| 01/20.06.2               | Peter Street              | Ahead only in a southeastbound direction at its junction with West Mosley Street onto Peter Street except pedal cycles. |                            |
| 01/20.06.3               | Peter Street              | Ahead only in a southeastbound direction at its junction with Lower Mosley Street onto Oxford Street.                   |                            |
| 01/20.06.4               | Back George Street        | Compulsory left turn from Back George Street onto Dickinson   |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 01/20.06.5               | Princess Street           | Street except pedal cycles.<br>Compulsory left turn from Princess Street onto Back George Street except buses and pedal cycles.   |                            |
| 01/20.06.6               | Princess Street           | Ahead only in a northwestbound direction at its junction with Mosley Street onto Princess Street.   |                            |
| 01/20.06.7               | Princess Street           | Ahead only in a southeastbound direction at its junction with Mosley Street onto Princess Street.   |                            |
| 01/20.06.8               | West Mosley Street        | Compulsory left turn from West Mosley Street onto Princess Street.  |                            |
| 01/20.06.9               | Princess Street           | Ahead only in a southeastbound direction at its junction with Cooper Street onto Princess Street except tramcars.   |                            |
| 01/20.06.10              | Bow Lane                  | Compulsory right turn from Bow Lane onto Princess Street except pedal cycles.   |                            |
| 01/20.06.11              | Bow Lane                  | Compulsory right turn from Bow Lane onto Clarence Street.   |                            |
| 01/20.06.12              | Kennedy Street            | Compulsory left turn from Kennedy Street onto Clarence Street.  |                            |
| 01/20.06.13              | Chancery Place            | Compulsory right turn from Chancery Place onto Booth Street.  |                            |
| 01/20.06.14              | Chancery Lane             | Compulsory left turn from Chancery Lane onto Brown Street.  |                            |
| 01/20.06.15              | Chancery Lane             | Compulsory right turn from Chancery Lane onto Brown Street.   |                            |
| 01/20.06.16              | Booth Street              | Compulsory left turn from Booth Street onto Clarence Street.  |                            |
| 01/20.06.17              | Tib Lane                  | Compulsory right turn from Tib Lane onto Clarence Street.   |                            |
| 01/20.06.18              | Clarence Street           | Compulsory right turn from Clarence Street onto Princess Street except pedal cycles.  |                            |
| 01/20.06.19              | Princess Street           | Ahead only in a northwestbound direction at its junction with Albert Square / John Dalton Street / Cross Street onto John Dalton Street except tramcars and pedal cycles. |                            |
| 01/20.06.20              | Southmill Street          | Compulsory left turn from Southmill Street onto Jackson's Row.  |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/20.06.21              | Jackson's Row             | Compulsory right turn from Jackson's Row onto Southmill Street.  |                            |
| 01/20.06.22              | Tasle Alley               | Compulsory left turn from Tasle Alley onto Albert Square.  |                            |
| 01/20.06.23              | Cross Street              | Compulsory left turn from Cross Street onto Princess Street.   |                            |
| 01/20.06.24              | St James's Square         | Compulsory left turn from St James's Square onto South King Street.  |                            |
| 01/20.06.25              | Four Yards                | Compulsory left turn from Four Yards onto South King Street.   |                            |
| 01/20.06.26              | Town Hall Lane            | Compulsory right turn from Town Hall Lane onto Cross Street.   |                            |
| 01/20.06.27              | Kign Street               | Ahead only at its junction with Cross Street onto King Street except pedal cycles.   |                            |
| 01/20.06.28              | King Street               | Compulsory right turn from King Street onto Cross Street except pedal cycles.  |                            |
| 01/20.06.29              | King Street               | Compulsory right turn from King Street onto Cheapside except a Metroshuttle bus (meaning a bus used in the provision of the Free City Centre Bus Service operating within Manchester City Centre), hackney carriages and pedal cycles.   |                            |
| 01/20.06.30              | Cross Street              | Compulsory left turn from Cross Street onto King Street except tramcars and pedal cycles.  |                            |
| 02/20.06.1               | Cross Street              | Compulsory right turn from Cross Street onto Newmarket except tramcars, a Metroshuttle bus (meaning a bus used in the provision of the Free City Centre Bus Service operating within Manchester City Centre), hackney carriages, cycles, for loading / unloading and disabled badge holders. |                            |
| 02/20.06.2               | Newmarket                 | Compulsory left turn from Newmarket onto Cross Street except pedal cycles.   |                            |
| 02/20.06.3               | Cross Street              | Compulsory left turn from Cross Street onto Market Street except tramcars and pedal cycles.  |                            |
| 02/20.06.4               | Market Street             | Ahead only at its junction with Corporation Street/ Cross Street onto Market Street except pedal cycles.   |                            |
| 02/20.06.5               | Hanging Ditch             | Compulsory left turn from  |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 02/20.06.6               | Corporation Street        | Hanging Ditch onto Cross Street. Compulsory left turn from Corporation Street onto Withy Grove except tramcars and pedal cycles. |                            |

**PART 4**  
**PROHIBITION OF VEHICULAR ACCESS**

(14) Bus lanes (including “Bus Only Streets” and “Bus Gates”)

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i>                  |
|--------------------------|---------------------------|--|---|
| 01/12.1                  | Princess Street           | Bus lane 24 hours except pedal cycles south west side of the carriageway from its junction with Back George Street to its junction with Mosley Street. | “Bus Gate” with exception for pedal cycles. |
| 01/12.2                  | Princess Street           | Bus lane 24 hours except pedal cycles south west side of the carriageway from its junction with Portland Street to its junction with Faulkner Street.  | “Bus gate” with exception for pedal cycles. |

(15) Prohibition of driving

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i>  | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|--|--|----------------------------|
| 01/17.1                  | Lower Mosley Street  | Prohibition of driving 24 hours except tramcars, pedal cycles and access for loading / unloading north west side of the carriageway from its junction with Windmill Street to its junction with Oxford Street /Peter Street. |                            |
| 01/17.2                  | Lower Mosley Street  | Prohibition of driving 24 hours except tramcars southwestbound offside lane from a point 30 metres south west of its junction with Bale Street to its junction with Windmill Street.   |                            |
| 01/17.3                  | St Peter’s Square area (including St Peter’s Square, West Mosley Street and Mosley Street) | Prohibition of driving 24 hours except tramcars, pedal cycles (except in the area between the tram stop platforms) and with the consent of Manchester City Council the paved area of   |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/17.4                  | Dickinson Street          | <p>St Peters Square bounded on the southwest side by the north eastern kerbline of Peter Street / Oxford Street, on the north western side by building lines of the Central Public Library and the Town Hall Extension and the south eastern kerbline of Cooper Street, on the north eastern side by the south western kerbline of Princess Street and on the south eastern side by the building lines of Elisabeth House (No. 1 St Peter's Square) and Nos. 77 to 89 Mosley Street and Nos. 9 to 11 Dickinson Street.</p> <p>Prohibition of driving 24 hours except pedal cycles north east and south west sides of the carriageway from its junction with Back George Street to its junction with St Peter's Square / Mosley Street.</p> |                            |
| 01/17.5                  | Mosley Street             | <p>Prohibition of driving 24 hours except tramcars and pedal cycles north west and south east sides of the carriageway from its junction with Princess Street to its junction with Booth Street.</p>   |                            |
| 01/17.6                  | Mosley Street             | <p>Prohibition of driving 24 hours except tramcars and pedal cycles north west and south east sides of the carriageway from its junction with Booth Street to its junction with Spring Gardens / Charlotte Street.</p>   |                            |
| 01/17.7                  | Mosley Street             | <p>Prohibition of driving 24 hours except tramcars and pedal cycles south east side of the carriageway from its junction with Charlotte Street to its junction with New York Street.</p>   |                            |
| 01/17.8                  | Mosley Street             | <p>Prohibition of driving 24 hours except tramcars, buses and pedal cycles north west side of the carriageway from its junction with Spring Gardens to its junction with New York Street.</p>  |                            |
| 01/17.9                  | Princess Street           | <p>Prohibition of driving 24 hours expect tramcars southeastbound offside lane from its junction with Cooper Street in a south easterly direction for a distance of 29 metres.</p>   |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/17.10                 | Princess Street           | Prohibition of driving 24 hours except tramcars southeastbound offside lane from a point 38 metres northwest of its junction with Cooper Street in a south easterly direction for a distance of 36 metres.   |                            |
| 01/17.11                 | Princess Street           | Prohibition of driving 24 hours except tramcars, buses, hackney carriages, pedal cycles, for loading / unloading and access to West Mosley Street north east side of the carriageway from its junction with Bow Lane to its junction with Cooper Street.       |                            |
| 01/17.12                 | Princess Street           | Prohibition of driving 24 hours except tramcars, buses, hackney carriages, pedal cycles, for loading / unloading and access to West Mosley Street north east side of the carriageway from its junction with Clarence Street to its junction with Bow Lane.     |                            |
| 01/17.13                 | Princess Street           | Prohibition of driving 24 hours except tramcars, buses, hackney carriages, pedal cycles, for loading / unloading and access to West Mosley Street north east side of the carriageway from its junction with Cross Street to its junction with Clarence Street. |                            |
| 01/17.14                 | Cross Street              | Prohibition of driving 24 hours except tramcars and pedal cycles south east side of the carriageway from its junction with Tib Lane to its junction with Bow Lane.   |                            |
| 01/17.15                 | Cross Street              | Prohibition of driving 24 hours except tramcars and pedal cycles south east side of the carriageway from its junction with Town Hall Lane to its junction with Tib Lane.   |                            |
| 01/17.16                 | Cross Street              | Prohibition of driving 24 hours except tramcars and pedal cycles south east side of the carriageway from its junction with King Street to its junction with Town Hall Lane.  |                            |
| 01/17.17                 | King Street               | Prohibition of driving 24 hours except a Metroshuttle bus (meaning a bus used in the provision of the Free City Centre Bus Service operating within  |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 02/17.1                  | Cross Street              | Manchester City Centre),<br>hackney carriages and pedal<br>cycles south west side of the<br>carriageway from its junction<br>with Essex Street to its junction<br>with Cross Street.<br>Prohibition of driving 24 hours<br>except tramcars, a Metroshuttle<br>bus (meaning a bus used in the<br>provision of the Free City Centre<br>Bus Service operating within<br>Manchester City Centre),<br>hackney carriages, pedal cycles,<br>for loading / unloading and<br>disabled badge holders north<br>west side of the carriageway<br>from its junction with<br>Newmarket to its junction with<br>Market Street. |                            |
| 02/17.2                  | Cross Street              | Prohibition of driving 24 hours<br>except tramcars and pedal cycles<br>on the south east side of the<br>carriageway from its junction<br>with Market Street to its junction<br>with Newmarket.   |                            |
| 02/17.3                  | Corporation Street        | Prohibition of driving 24 hours<br>except tramcars and pedal cycles<br>(except in the area between the<br>tram stop platforms) north west<br>side of the carriageway from its<br>junction with Market Street to its<br>junction with Hanging Ditch.  |                            |
| 02/17.4                  | Corporation Street        | Prohibition of driving 24 hours<br>except tramcars and pedal cycles<br>(except in the area between the<br>tram stop platforms) south east<br>side of the carriageway from its<br>junction with Withy Grove to its<br>junction with Market Street.  |                            |
| 02/17.5                  | Corporation Street        | Prohibition of driving 24 hours<br>northeastbound nearside lane<br>from its junction with Todd<br>Street to its junction with<br>Halliwell Street.   |                            |
| 02/17.6                  | Halliwell Street          | Prohibition of driving 24 hours<br>south west and north east sides<br>of the carriageway from its<br>junction with Corporation Street<br>to its junction with Long<br>Millgate.  |                            |
| 02/17.7                  | Long Millgate             | Prohibition of driving 24 hours<br>except pedal cycles north west<br>and south east sides of the<br>carriageway from a point 1 metre   |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
|                          |                           | south west of the south west building line of Victoria Station in a north easterly direction for a distance of 37 metres. |                            |

(16) Prohibition of movement

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 01/20.02.1               | Peter Street              | No right turn from Peter Street onto St Peter's Square.                                   |                            |
| 01/20.02.2               | Portland Street           | No right turn from Portland Street onto Princess Street except buses and pedal cycles.    |                            |
| 01/20.02.3               | Princess Street           | No right turn from Princess Street onto Back George Street except pedal cycles.           |                            |
| 01/20.02.4               | Cooper Street             | No left turn from Cooper Street onto Princess Street except pedal cycles.                 |                            |
| 01/20.02.5               | Albert Square             | No right turn from Albert Square onto Princess Street except pedal cycles.                |                            |
| 01/20.02.6               | John Dalton Street        | No right turn from John Dalton Street onto Deansgate except buses.                        |                            |
| 01/20.02.7               | Deansgate                 | No right turn from Deansgate onto Bridge Street except buses.                             |                            |
| 01/20/02.8               | Essex Street              | No left turn from Essex Street onto King Street except pedal cycles.                      |                            |
| 02/20.02.1               | Corporation Street        | No right turn from Corporation Street onto Withy Grove.                                   |                            |
| 02/20.02.2               | Withy Grove               | No left turn from Withy Grove onto Corporation Street except pedal cycles.                |                            |
| 02/20.02.3               | Withy Grove               | No U-turn northwestbound side of the carriageway at its junction with Corporation Street. |                            |
| 02/20.02.4               | Corporation Street        | No right turn from Corporation Street onto Todd Street.                                   |                            |

(17) Opening to allow turning movement – revocation

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i>         |
|--------------------------|---------------------------|--|------------------------------------|
| 01/BB.1                  | Oxford Street             | Opening to right turning traffic from Oxford Street onto George Street.  | Revokes existing no right turn TRO |
| 01/BB.2                  | Deansgate                 | Opening to right turning traffic from Deansgate onto John Dalton Street. | Revokes existing no right turn TRO |

## (18) Pedal cycle lane

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i>    | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|------------------------------|--|----------------------------|
| 01/24.1                  | Lower Mosley Street          | North west side from a point 60 metres north east of its junction with Great Bridgewater Street in a north easterly direction to its junction with Windmill Street which has a width throughout of 1.5 metres.   |                            |
| 01/24.2                  | Lower Mosley Street          | North west side from the north east kerbline of Windmill Street in a north easterly direction to its junction with Peter Street which has a width throughout of 1.5 metres.  |                            |
| 01/24.3                  | Oxford Street                | South west side from a point 30 metres south east of the south eastern kerbline of Portland Street in a north westerly direction to a point 10 metres north west of the north west kerbline of Hall Street which has a width throughout of 1.5 metres. |                            |
| 01/24.4                  | Oxford Street / Peter Street | South west side from a point 42 metres north west of its junction with Hall Street in a north westerly direction to a point on Peter Street 23 metres north west of its junction with Lower Mosley Street which has a width throughout of 1.5 metres.  |                            |
| 01/24.5                  | Princess Street              | North east side from its junction with Mosley Street in a south easterly direction to its junction with Portland Street which has a width throughout of 1.5 metres.  |                            |
| 01/24.6                  | Princess Street              | North east side from a point 55 metres north west of its junction with Cooper Street in a south easterly direction to its junction with Mosley Street which has a width throughout of 1.5 metres.  |                            |

## (19) Contra flow cycle lane

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>  | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|--|----------------------------|
| 01/30.1                  | Cooper Street             | North west side from a point 1.5 metres south west of the south western kerbline of Princess Street in a south westerly direction for a distance of 16 |                            |

| <i>(1)</i><br><i>No.</i> | <i>(2)</i><br><i>Road</i> | <i>(3)</i><br><i>Extent</i>   | <i>(4)</i><br><i>Notes</i> |
|--------------------------|---------------------------|---|----------------------------|
| 01/30.2                  | Cooper Street             | metres having a width throughout of 1.5 metres.<br>North west side from a point 5.5 metres north east of the north eastern kerbline of Princess Street in a north easterly direction to its junction with Booth Street having a width throughout of 1.5 metres. |                            |

## **EXPLANATORY NOTE**

*(This note is not part of the Order)*

This Order authorises Transport for Greater Manchester (referred to in this Order as the undertaker) to construct and operate a transit system in the city of Manchester, being an extension to the existing Manchester Metrolink system by way of a new route joining existing tramway routes from a point close to the Manchester Central Convention Complex on Lower Mosley Street to a point near Victoria Station on Corporation Street. For that purpose, the Order also authorises the compulsory purchase and temporary use of land, the diversion of existing rights of way, street works and ancillary works.

The Order also contains a number of ancillary and consequential provisions to provide for the construction, maintenance and operation of the transit system.

A copy of the works and land plans, the book of reference and the traffic regulation plans mentioned in this Order and certified in accordance with article 47 (certification of plans, etc.) of this Order, may be inspected free of charge during working hours at the offices of the undertaker at—

Transport for Greater Manchester, 2 Piccadilly Place, Manchester M1 3BG; and

City Planning Department reception, Manchester City Council, Level 7, Town Hall Extension, Lloyd Street Entrance, Manchester M60 2JT.

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