

SCHEDULES

SCHEDULE 1

Articles 2(1) and 6

SCHEDULED WORKS

<i>(1)</i> <i>Number of Work</i>	<i>(2)</i> <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

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(1) <i>Street subject to alteration of layout</i>	(2) <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.
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.

<i>(1)</i> <i>Street subject to alteration of layout</i>	<i>(2)</i> <i>Description of alteration</i>
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.
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

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<i>(1)</i> <i>Street subject to alteration of layout</i>	<i>(2)</i> <i>Description of alteration</i>
	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> <i>Street affected</i>	<i>(2)</i> <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.

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(1) <i>Street affected</i>	(2) <i>Extent of stopping up</i>
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).
Essex Street	At its junction with King Street.
Cheapside	At its junction with King Street.
Brown Street	At its junction with King Street.
Chapel Walks	At its junction with Cross Street.
Old Bank Street	At its junction with Cross Street.
Newmarket	At its junction with Cross Street.
Market Street	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	At the junction with Market Street / Exchange Street.
Exchange Street	At its junction with Market Street / St Mary's Gate.
New Cathedral Street	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 Dantzie 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 Dantzie Street.
Fennel Street	At its junction with Corporation Street.
Unnamed access (to the Printworks)	At its junction with Corporation Street.
Todd Street	At its junction with Corporation Street.
Corporation Street	Between its junction with Market Street and its junction with Hanover Street.

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(1) <i>Street affected</i>	(2) <i>Extent of stopping up</i>
Balloon Street	Between its junction with Federation Street and its junction with Corporation Street.

SCHEDULE 4

Article 26

LAND NOT TO BE ACQUIRED COMPULSORILY

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

SCHEDULE 5

Article 29

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⁽¹⁾ 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—

(1) 1973 c. 26.

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- (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 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 (2) (“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 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.

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SCHEDULE 6

Articles 6 and 32

LAND OF WHICH TEMPORARY POSSESSION MAY BE TAKEN

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

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Public Library and Town Hall Extension)			
Princess Street (at its junction with Portland Street)	1107	Highway works	Work No. 2
Portland Street (at its junction with Princess Street)	1106	Highway works	Work No. 2
Princess Street (between George Street and Mosley Street)	1044	Highway works.	Work No. 2
West Mosley Street (at its junction with Princess Street)	1050	Highway works.	Work No. 2
Cooper Street (between Princess Street and Kennedy Street)	1052	Highway works.	Work No. 2
Bow Lane (at its junction with Princess Street)	1061	Highway works.	Work No. 2
Clarence Street (between Princess Street and Bow Lane)	1066	Highway works.	Work No. 2
Albert Square (between Lloyd Street and John Dalton Street)	1069	Highway landscaping works.	& Work No. 2
John Dalton Street (between Ridgefield and Albert Square / Princess Street / Cross Street)	1074	Highway works.	Work No. 2
Bow Lane (at its junction with Cross Street)	1075	Highway works.	Work No. 2
Tib Lane (at its junction with Cross Street)	1081	Highway works.	Work No.2

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<i>(1)</i> <i>Location</i>	<i>(2)</i> <i>Number of land shown on the works and land plans</i>	<i>(3)</i> <i>Purpose for which temporary possession may be taken</i>	<i>(4)</i> <i>Scheduled work</i>
Town Hall Lane (at its junction with Cross Street)	1083	Highway works.	Work No. 2
South King Street (between Cross Street and St James's Square)	1080	Highway works.	Work No. 2
King Street (at its junction with Cross Street)	1089	Highway works.	Work No. 2
King Street (between Cross Street and Brown Street including its junction with Essex Street and Cheapside)	1097	Highway works.	Work No. 2
Chapel Walks (at its junction with Cross Street)	1103, 2005	Highway works.	Work No. 2
Back Pool Fold (at its junction with Cross Street)	2007	Highway works.	Work No. 2
Old Bank Street (at its junction with Cross Street)	2009	Highway works.	Work No. 2
Market Street (between Corporation Street and Exchange Street / St Mary's Gate)	2019, 2020	Highway works.	Work No. 2
Exchange Street (at its junction with St Mary's Gate / Market Street)	2015	Highway works.	Work No. 2
St Mary's Gate (at its junction with Market Street / Exchange Street)	2019	Highway works.	Work No. 2
Market Street (to the east of its junction with Cross Street / Corporation Street)	2017	Highway works.	Work No. 2
Corporation Street (entrance steps to Arndale Centre)	2036	Highway landscaping works.	& Work No. 3

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Cateaton Street (between Deansgate and Hanging Ditch)/	2039	Highway & landscaping works.	Work No. 3
Exchange Square (including Hanging Ditch)	2039, 2040, 2041, 2042	Landscaping works.	Work No. 3
Withy Grove (between Corporation Street and Dantzig Street)	2050	Highway works.	Work No. 3
Well Street (between Dantzig Street, Withy Grove and Garden Street)	2050	Highway works.	Work No. 3
Garden Street (between Well Street and Dantzig Street)	2050	Highway works.	Work No. 3
Dantzig Street (between Withy Grove and Well Street)	2050	Highway works.	Work No.3
Fennel Street (at its junction with Corporation Street)	2048	Highway works.	Work No. 3
Unnamed Access (to the Printworks) and adjoining land	2058, 2059, 2060	Highway works.	Work No. 3
Corporation Street (between Balloon Street and Hanover Street)	2068	Highway works.	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

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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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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.	
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.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
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.	

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(1) No.	(2) Road	(3) Extent	(4) Notes
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.	
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.	

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
01/1.35	Cooper Street	South east side from its junction with Pricess 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 Booth Street in a south westerly direction for a distance of 35 metres.	
01/1.39	Cooper Street	North west side from its junction with Kennedy Street in a south westerly direction to its junction with Princess Street.	
01/1.40	Cooper Street	North west side from its junction with Kennedy Street in a north easterly direction to its junction with Booth Street.	
01/1.41	Brown Street	North east side from its junction with Booth Street in a north easterly direction for a distance of 5 metres.	
01/1.42	Booth Street	South west side from its junction with Cooper Street in a north westerly direction for a distance of 9 metres.	
01/1.43	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.	
01/1.44	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.	
01/1.45	Booth Street	North east side from its junction with Chancery Place in a north westerly direction for a distance of 8 metres.	
01/1.46	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.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
01/1.47	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.	
01/1.48	Tib Lane	North side from its junction with Essex Street in an easterly direction for a distance of 5 metres.	
01/1.49	Tib Lane	North side from its junction with Cross Street in an easterly direction to its junction with Essex Street.	
01/1.50	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.	
01/1.51	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.	
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.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
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 direction for a distance of 7 metres.	
01/1.69	Albert Square	North west side from its junction with Tasle Alley in a north easterly direction to its junction with John Dalton Street.	
01/1.70	Albert Square	South east side from a point 2 metres north east of the southern building line of Brazenose 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	

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(1) No.	(2) Road	(3) Extent	(4) Notes
01/1.73	John Dalton Street	Square in a north westerly direction for a distance of 35 metres.	
01/1.74	John Dalton Street	South west side from its junction with Ridgefield in a south easterly direction for a distance of 4 metres.	
01/1.75	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.	
01/1.76	Left intentionally blank	North east side from its junction with Four Yards in a south easterly direction to its junction with Cross Street.	
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.	
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.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
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	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
		easterly direction to its junction with Newmarket.	
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 Wither Grove.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
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.	
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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
02/2.2	Withy Grove	North west side from its junction with Garden Street in a north easterly direction to its junction with Dantzic 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.	
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	

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<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>
<i>No.</i>	<i>Road</i>	<i>Extent</i>	<i>Notes</i>
		Balloon Street. No waiting Monday – Sunday 4am to 10pm.	

(3) No loading at any time

<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>
<i>No.</i>	<i>Road</i>	<i>Extent</i>	<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.	
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 blank	intentionally	
01/3.9	Left blank	intentionally	
01/3.10	Left blank	intentionally	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
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 with St James Street in a south easterly direction for a distance of 5 metres.	
01/3.21	Princess Street	South west side from its junction with Faulkner Street in a north westerly direction for a distance of 5 metres.	
01/3.22	Faulkner Street	North west side from its junction with Princess Street in a south westerly direction for a distance of 3 metres.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
01/3.23	Princess Street	North east side from its junction with Reyner Street in a north westerly direction for a distance of 2 metres.	
01/3.24	Princess Street	North east side from its junction with Faulkner Street in a south easterly direction for a distance of 2 metres.	
01/3.25	Princess Street	North east side from its junction with Faulkner Street in a north westerly direction to its junction with St James Street.	
01/3.26	Princess Street	North east side from its junction with George Street in a south easterly direction to its junction with St James Stret.	To be combined with an existing no waiting order
01/3.27	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
01/3.28	Princess Street	North east side from its junction with West Mosley Street in a south easterly direction to its junction with Mosley Street.	
01/3.29	Princess Street	North east side from its junction with Cooper Street in a south easterly diredtion to its junction with West Mosley Street.	
01/3.30	Princess Street	North east side from its junction with Cooper Street in a north westerly direction for a distance of 55 metres.	
01/3.31	Left intentionally blank		
01/3.32	Princess Street	South west side from its junction with Cooper Street in a north westerly direction to its junction with Albert Square.	
01/3.33	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 Clarence Street.	

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(1) No.	(2) Road	(3) Extent	(4) Notes
01/3.35	Cooper Street	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		

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
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 blank	intentionally	
01/3.52	Left blank	intentionally	
01/3.53	Left blank	intentionally	
01/3.54	Left blank	intentionally	
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.	

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(1) No.	(2) Road	(3) Extent	(4) Notes
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.	
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	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
		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 easterly direction to its junction with South King Street.	
01/3.84	Cross Street	North west side from its junction with South King Street in a north easterly direction for a distance of 45 metres.	
01/3.85	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.	
01/3.86	Left intentionally blank		
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.	

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(1) No.	(2) Road	(3) Extent	(4) Notes
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 87 metres except within designated bays.	
02/3.4	Cross Street	South east side from its junction with Newmarket in a north easterly direction to its junction with Market Street.	

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(1) No.	(2) Road	(3) Extent	(4) Notes
02/3.5	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.	
02/3.6	Market Street	South west side from its junction with Exchange Street in a south easterly direction for a distance of 45 metres.	
02/3.7	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.	
02/3.8	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.	
02/3.9	Corporation Street	North west side from its junction with Market Street in a north easterly direction to its junction with Hanging Ditch.	
02/3.10	Corporation Street	North west side from its junction with Hanging Ditch in a north easterly direction to its junction with Fennel Street.	
02/3.11	Fennel Street	South west side from its junction with Corporation Street in a north westerly direction for a distance of 13.5 metres.	
02/3.12	Fennel Street	North east side from its junction with Corporation Street in a north westerly direction for a distance of 13 metres.	
02/3.13	Corporation Street	South east side from its junction with Market Street in a north easterly direction to its junction with Withy Grove.	
02/3.14	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.	
02/3.15	Victoria Station Approach	North east side from its junction with Long Millgate in a north westerly direction for a distance of 7.6 metres.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
02/3.16	Todd Street	North east side from its junction with Long Millgate in a south easterly direction to its junction with Corporation Street.	
02/3.17	Corporation Street	North west side from its junction with Todd Street in a north easterly direction to its junction with Long Millgate.	
02/3.18	Corporation Street	South east side from its junction with Balloon Street in a north easterly direction to its junction with Hanover Street.	
02/3.19	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.	
02/3.20	Long Millgate	South east side from its junction with hanover Street in a south westerly direction to its cul-de-sac end.	
02/3.21	Cateaton Street	South west side from its junction with Deansgate in a south easterly direction for a distance of 12 metres.	
02/3.22	Left intentionally blank		

(4) Loading restricted to specified times

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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.	

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
01/4.4	Princess Street	No loading Monday – Friday 8am to 10am and 4pm to 6pm. 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.	
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 Dantzie 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.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
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 52 metres. No loading Monday – Sunday 10pm to 4am.	
02/4.9	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 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)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>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	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
02/32.4	Corporation Street	Todd Street. No stopping Monday – Sunday 10pm to 4am. 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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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	Aligns with existing provision on street.

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(1) No.	(2) Road	(3) Extent	(4) Notes
01/6.5	Booth Street	with Booth Street. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour. 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 return within 1 hour.	Re-arranges existing parking bays to provide for turning movements from Brown Street.
01/6.7	Booth Street	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.

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
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 Monday – Sunday 8am to 8pm. No return within 1 hour.	Provides a minimum of 6 additional pay and display bays.
01/6.15	Southmill Street	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	Reduces pay and display bays from 4 to 2 to provide replacement

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(1) No.	(2) Road	(3) Extent	(4) Notes
01/6.18	King Street	of its junction with St James's Square. Pay and display bay operational Monday – Sunday 8am to 8pm. No return within 1 hour. 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.	disabled parking bay. 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

(1) No.	(2) Road	(3) Extent	(4) Notes
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.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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	

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(1) No.	(2) Road	(3) Extent	(4) Notes
01/11.2	Oxford Street	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. 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 – Sunday between 8am and 6pm restricted to 15 minutes only.	
01/11.7	Tib Lane	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.	

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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.	
02/11.4	Corporation Street	North west side from a point 13 metres north east of its	

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		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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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> No.	<i>(2)</i> Road	<i>(3)</i> Extent	<i>(4)</i> Notes
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	Flow direction reversed

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01/16.10	Bow Lane	junction with Booth Street to its junction with Princess Street. One way traffic in a southeastbound direction from its junction with Cross Street to its junction with Clarence Street.	Application of one way traffic
01/16.11	Southmill Street	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	Dantzig 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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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 Street except pedal cycles.	
01/20.06.5	Princess Street	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.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
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.	
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.	

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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 Hanging Ditch onto Cross Street.	
02/20.06.6	Corporation Street	Compulsory left turn from Corporation Street onto Withy Grove except tramcars and pedal cycles.	

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PART 4

PROHIBITION OF VEHICULAR ACCESS

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

(1) No.	(2) Road	(3) Extent	(4) Notes
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

(1) No.	(2) Road	(3) Extent	(4) Notes
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 St Peters Square bounded on the southwest side by the north eastern kerblines of Peter Street / Oxford Street, on the north western side by building lines of the Central Public Library and	

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(1) No.	(2) Road	(3) Extent	(4) Notes
01/17.4	Dickinson Street	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.	
01/17.5	Mosley Street	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.	
01/17.6	Mosley Street	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.	
01/17.7	Mosley Street	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.	
01/17.8	Mosley Street	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.	
01/17.9	Princess Street	Prohibition of driving 24 hours expect tramcars southeastbound offside lane from its junction with Cooper Street in a south easterly	

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(1) No.	(2) Road	(3) Extent	(4) Notes
01/17.10	Princess Street	direction for a distance of 29 metres.	
01/17.11	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.	
01/17.12	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 Bow Lane to its junction with Cooper Street.	
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 Clarence Street to its junction with Bow Lane.	
01/17.14	Cross 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.	
01/17.15	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.	
01/17.16	Cross Street	Prohibition of driving 24 hours except tramcars and pedal cycles south east side of the carriageway	

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(1) No.	(2) Road	(3) Extent	(4) Notes
01/17.17	King Street	<p>from its junction with King Street to its junction with Town Hall Lane.</p> <p>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 Manchester City Centre), hackney carriages and pedal cycles south west side of the carriageway from its junction with Essex Street to its junction with Cross Street.</p>	
02/17.1	Cross Street	<p>Prohibition of driving 24 hours 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, pedal cycles, for loading / unloading and disabled badge holders north west side of the carriageway from its junction with Newmarket to its junction with Market Street.</p>	
02/17.2	Cross Street	<p>Prohibition of driving 24 hours except tramcars and pedal cycles on the south east side of the carriageway from its junction with Market Street to its junction with Newmarket.</p>	
02/17.3	Corporation Street	<p>Prohibition of driving 24 hours except tramcars and pedal cycles (except in the area between the tram stop platforms) north west side of the carriageway from its junction with Market Street to its junction with Hanging Ditch.</p>	
02/17.4	Corporation Street	<p>Prohibition of driving 24 hours except tramcars and pedal cycles (except in the area between the tram stop platforms) south east side of the carriageway from its junction with Withy Grove to its junction with Market Street.</p>	

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02/17.5	Corporation Street	Prohibition of driving 24 hours northeastbound nearside lane from its junction with Todd Street to its junction with Halliwell Street.	
02/17.6	Halliwell Street	Prohibition of driving 24 hours south west and north east sides of the carriageway from its junction with Corporation Street to its junction with Long Millgate.	
02/17.7	Long Millgate	Prohibition of driving 24 hours except pedal cycles north west and south east sides of the carriageway from a point 1 metre 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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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.	

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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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
01/24.1	Lower Street Mosley	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 Street Mosley	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.	

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<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
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> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <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 metres having a width throughout of 1.5 metres.	
01/30.2	Cooper Street	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.	

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