

SCHEDULES

SCHEDULE 8

Article 44

TRAFFIC REGULATION

Interpretation

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

PART 1

STOPPING, WAITING OR UNLOADING

In the City of Birmingham—

Table 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>
1.1	Dale End	On both sides of the street from a point 10 metres from the junction with Albert Street, north for a distance of 35 metres.	
1.2	Mill Lane	On both sides of the street from the junction with Digbeth, south for a distance of 30 metres.	
1.3	Oxford Street	On both sides of the street from the junction with Digbeth, north for a distance of 25 metres.	
1.4	Milk Street	On both sides of the street from the junction with High Street Deritend, north for a distance of 20 metres.	
1.5	Floodgate Street	On both sides of the street from the junction with High Street Deritend, north for a distance of 20 metres.	

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1.6	Gibb Street	On both sides of the street from the junction with High Street Deritend, north for a distance of 25 metres.	
1.7	Heath Mill Lane	On both sides of the street from the junction with High Street Deritend, north for a distance of 30 metres.	
1.8	Adderley Street	On both sides of the street from the junction with High Street Deritend, north for a distance of 20 metres.	

Table 2

No waiting, loading or unloading 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>
2.1	Bull Street	On both the east and west side of the street from the junction with Corporation Street, north for a distance of 50 metres.	
2.2	Corporation Street	On both the east and west side of the street from the junction with Bull Street, south for a distance of 60 metres.	
2.3	Bull Street	On both the north and south side of the street from the junction with Corporation Street and the junction with Dale End/High Street.	Bus stands located on the southern side of Bull Street from the junction of High Street, north for 80 metres.
2.4	High Street	On both the east and west side of the street between the junction with Carrs Lane and Bull Street.	Bus stands located to the west of High Street set back 15 metres from the junction of Bull Street/ Dale End going south 35 metres. Removes 3 disabled parking bays on the east side of High Street.
2.5	New Meeting Street	On both the north and south side of the street between Dale End	

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<i>(1)</i> No.	<i>(2)</i> Road	<i>(3)</i> Extent	<i>(4)</i> Notes
		and the junction with Albert Street.	
2.6	Albert Street	On both the north and south side of the street between the junction with New Meeting Street and Moor Street Queensway (B4100).	
2.7	Moor Street Queensway (B4100)	On both the east and west side of the street, starting 20 metres to the south of the existing junction with Albert Street for a distance of 140 metres north along the street.	Relocating 3 bus stands located on the west side of the street, to the north of the junction with Albert Street. Remove bus stand on the east side of the street.
2.8	Albert Street	On both the north and south side of the street between the junction with Moor Street Queensway and the junction with Park Street.	
2.9	Park Street	On both the north and south side of the street from between the junction with Albert Street and the junction with Masshouse Lane.	
2.10	Masshouse Lane	On both the north and south side of the street starting 40 metres east of the junction of Masshouse Lane and Moor Street Queensway to the junction with Park Street.	
2.11	Fazeley Street	On the north side of the street for a distance of 15 metres north from the junction of New Canal Street and Fazeley Street.	
2.12	New Bartholemew Street	On both the north and south side of the street for a distance of 5 metres from its junction with Fazeley Street.	
2.13	New Canal Street	On both the east and west side of the street between the junction with Fazeley Street and the junction with Bordesley Street.	
2.14	Bordesley Street	On the north side of the street for a distance of 20 metres east	

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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>
		of the junction of New Canal Street/Meriden Street.	
2.15	Meriden Street	On both the east and west side of the street between the junction with Bordesley Street and the junction with Coventry Street.	
2.16	Meriden Street	On both the east and west side of the street from the junction of Coventry Street to the junction with Digbeth.	

Table 3

No waiting, loading or unloading between 8:00am and 7:30pm

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
3.1	Corporation Street	On both the east and west side of the street for a distance of 45 metres from the junction with Bull Street.	
3.2	Masshouse Lane	On both the east and west side of the street starting 75 metres east of the junction of James Watt Queensway/Moor Street Queensway/Jennens Road to the junction with Park Street.	
3.3	Fazeley Street	On both the north and south side of the street for a distance of 15 metres east from the junction with New Canal Street.	
3.4	Bordesley Street	On both the north and south side of the street for a distance of 35 metres west from the junction with New Canal Street.	
3.5	Bordesley Street	On the south side of the street for a distance of 30 metres east from the junction with New Canal Street.	
3.6	Coventry Street	On both the south and north side of the street for a distance of 20 metres west of the junction with Meriden Street and 15	

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(1) No.	(2) Road	(3) Extent	(4) Notes
		metres east of the junction with Meriden Street.	

Table 4

No waiting at any time, no loading: Monday to Friday between 7:00am and 10.00am and between 4:00pm and 7:00pm

(1) No.	(2) Road	(3) Extent	(4) Notes
4.1	Digbeth/High Street Deritend	On the north side of the street from the junction with Allison Street to a distance of 140 metres east of Adderley Street.	
4.2	Digbeth/High Street Deritend	On the south side of the street from the junction with Moat Lane gyratory to a distance of 140 metres east of Adderley Street.	
4.3	Rea Street	On both the east and west side of the street for a distance of 25 metres south of the junction with High Street Deritend.	

Table 5

No waiting at any time, no loading: Monday to Friday between 7:30am and 9:30am and between 4:30pm and 6:30pm

(1) No.	(2) Road	(3) Extent	(4) Notes
5.1	Alcester Street	On both the east and west side of the street for a distance of 25 metres south from the junction with High Street Deritend.	

PART 2

DIRECTION OF VEHICULAR TRAFFIC

In the City of Birmingham—

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Table 6**One way traffic except pedal cycles**

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
6.1	Corporation Street	One way traffic in northbound direction from the junction with Bull Street to the junction with Old Square.	

Table 7**One way traffic except tramcars and pedal cycles**

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
7.1	Bull Street	One way traffic in the northbound direction between the junction of Corporation Street and Dale End/High Street.	

Table 8**One way traffic**

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
8.1	Albert Street	One way traffic in the westbound direction between the junction with Park Street and Moor Street Queensway.	
8.2	Park Street	One way traffic in the westbound direction between the junction with Masshouse Lane and Albert Street.	
8.3	Park Street	One way traffic in the eastbound direction between the junction with Albert Street and Masshouse Lane.	

PART 3**PROHIBITION OF VEHICULAR TRAFFIC**

In the City of Birmingham—

Table 9**Prohibition of Driving**

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
9.1	Bull Street	Prohibition 24 hours except tramcars, pedal cycles, access to off-street areas, access to onstreet loading from its junction with Temple Row to its junction with Corporation Street.	
9.2	Corporation Street	Prohibition 24 hours except tramcars, pedal cycles, access to off-street areas, access to onstreet loading, access from Burlington/Britannia Hotels, access from Stephenson Street drop off point from its junction with Stephenson Place to its junction with Bull Street.	
9.3	Bull Street	Prohibition 24 hours except tramcars, buses and pedal cycles from its junction with Dale End/High Street in a northerly direction to its junction with Corporation Street.	
9.4	Albert Street	Prohibition 24 hours except buses.	
9.5	Albert Street	Prohibition 24 hours except tramcars.	
9.6	Park Street	Prohibition 24hrs except tramcars.	
9.7	New Canal Street	Prohibition 24 hours except tramcars from its junction with Fazeley Street, north for a distance of 65 metres.	
9.8	Digbeth/High Street Deritend	Prohibition 24 hours except tramcars from its junction with Meriden Street to its junction with Rea Street.	
9.9	Digbeth/High Street Deritend	Prohibition 24 hours except tramcars from its junction with Rea Street to its junction with Heath Mill 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>
9.10	High Street Deritend	Prohibition 24 hours except buses, hackney carriages and pedal cycles eastbound nearside lane starting 25 metres east of the junction with Adderley Street for a distance of 100 metres.	
9.11	High Street Deritend	Prohibition 24 hours except buses, hackney carriages and pedal cycles westbound nearside lane starting 130 metres east of the junction with Adderley Street for a distance of 140 metres.	

Table 10

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>
10.1	Corporation Street	No right turn from Corporation Street onto Bull Street except tramcars and pedal cycles.	
10.2	Bull Street	No left turn from Bull Street onto Corporation Street except tramcars and pedal cycles.	

Table 11

No Overtaking

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
11.1	New Canal Street	No overtaking in both directions from its junction with Fazeley Street to its junction with Bordesley Street.	
11.2	Meriden Street	No overtaking in both directions from its junction with Bordesley Street to its junction with Coventry Street.	

PART 4

PEDAL CYCLE MOVEMENTS

In the City of Birmingham—

Table 12

Contraflow Cycle Lane

<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>
<i>No.</i>	<i>Road</i>	<i>Extent</i>	<i>Notes</i>
12.1	Corporation Street	Contraflow cycle lane in southbound direction on Corporation Street from its junction with Old Square to its junction with Bull Street.	

Table 13

Reserved Cycle Lane

<i>(1)</i>	<i>(2)</i>	<i>(3)</i>	<i>(4)</i>
<i>No.</i>	<i>Road</i>	<i>Extent</i>	<i>Notes</i>
13.1	Bull Street	Reserved cycle lane from its junction with Corporation Street to its junction with Dale End/ High Street.	
13.2	New Meeting Street	Reserved cycle lane along length of street.	
13.3	Albert Street	Reserved cycle lane from New Meeting Street to its junction with Moor Street Queensway.	

PART 5

PARKING SPACES

In the City of Birmingham—

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Table 14**Disabled 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>
14.1	Dale End	On the west side of the street from a point 15 metres from the junction of Dale End/Bull Street and High Street for a distance of 12 metres.	
14.2	Dale End	On the east side of the street from a point 35m from the junction of Dale End/Bull Street and High Street for a distance of 35 metres.	
14.3	New Meeting Street	In the servicing area to the south side of the street.	2 bays to the west.
14.4	New Meeting Street	In the servicing area to the south side of the street.	4 bays to the east.

Table 15**Taxi Rank**

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
15.1	Dale End	On the west side of the street 27 metres from the junction of Dale End/Bull Street and High Street for a distance of 50 metres.	

Table 16**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>
16.1	Park Street	On the north side of the street 40 metres from the junction of Park Street and Masshouse Lane for a distance of 25 metres.	Loading bay for Hotel LaTour passenger drop off.

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Table 17

Pay and Display Parking Bays between 8:00am and 7:30pm

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
17.1	New Bartholomew Street	On both the north and south side of the street from 5 metres from its junction with Fazeley Street for a distance of 15 metres.	Maximum stay 4 hours.