

SCHEDULES

SCHEDULE 6

Article 41

TRAFFIC REGULATION

Interpretation

In column (1) of each of the tables below, the number refers to the relevant traffic regulation reference number shown on the traffic regulation plan. 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 plan, this Schedule is to prevail.

PART 1

STOPPING, WAITING, LOADING OR UNLOADING

Table 1

No waiting at any time

<i>(1)</i> No.	<i>(2)</i> Road	<i>(3)</i> Extent	<i>(4)</i> Notes
TAS-1.1	Talbot Square	Northern side from the road centre line of Promenade in an easterly direction to its junction with Talbot Road.	To maintain vehicular flow.
TAS-1.2	Talbot Square	Southern side from the road centre line of Promenade in an easterly direction to the road centre line of Market Street.	To maintain vehicular flow.
TAS-1.3	Talbot Square	Southern side from the road centre line of Market Street in an easterly direction to the road centre line of Corporation Street.	To maintain vehicular flow.
CLI-1.1	Clifton Street	Northern side from a point 6 metres west of eastern building line of No.1 Clifton Street in a westerly direction to its junction with Talbot Square/Talbot Road.	To maintain vehicular flow.
TAL-1.1	Talbot Road	North-western side from its junction with Talbot Square in a north-easterly direction to the road centre line of Dickson Road.	To maintain vehicular flow.

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<i>(1)</i> No.	<i>(2)</i> Road	<i>(3)</i> Extent	<i>(4)</i> Notes
TAL-1.2	Talbot Road	South-eastern side from a point 98.8 metres south-west of the property boundary of Nos. 36–38 and 42–44 Talbot Road in a south-westerly direction to the road centre line of Talbot Square.	Aligns the existing restriction with the proposed changes to the highway layout.
TAL-1.3	Talbot Road	South-eastern side from the property boundary of Nos. 36–38 and 42–44 Talbot Road in a north-easterly direction to a point 4 metres north-east of the north-eastern building line to No.48 Talbot Road.	Aligns the existing restriction with the proposed changes to the highway layout.
TAL-1.4	Talbot Road	South-eastern side from a point 45.2 metres north-east of the north-eastern building line to No.48 Talbot Road in a north-easterly direction to the road centre line of Topping Street.	To maintain vehicular flow.
ABI-1.1	Abingdon Street	South-western side from a point 12 metres north-west of the south-eastern building line of No.55 Abingdon Street in a north-westerly direction to a point 8 metres north-west of the south-eastern building line to No.23 Talbot Road.	Aligns the existing restriction with the proposed changes to the highway layout.
ABI-1.2	Abingdon Street	North-eastern side from a point 44.6 metres north-west of the southern building line of No.40 Abingdon Street in a north-westerly direction to a point 29 metres north-west of the south-eastern building line to No.25 Talbot Road.	Aligns the existing restriction with the proposed changes to the highway layout.
MAR-1.1	Market Street	Western side from a point 8 metres south of the northern building line to the Clifton Hotel in a northerly direction to the road centre line of Talbot Square.	Aligns the existing restriction with the proposed changes to the highway layout.
COR-1.1	Corporation Street	Western side from a point 30 metres north of the southern building line to the Municipal Building in a northerly direction to the road centre line of Talbot Square.	Aligns the existing restriction with the proposed changes to the highway layout.
COR-1.2	Corporation Street	Eastern side from a point 4 metres north of the southern building line to No.20 Corporation Street in a northerly direction to the road centre line of Clifton Street.	Aligns the existing restriction with the proposed changes to the highway layout.

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Table 2

No loading 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>
TAS-3.1	Talbot Square	Northern side from the road centre line of Promenade in an easterly direction to its junction with Talbot Road.	To maintain vehicular flow.
TAS-3.2	Talbot Square	Southern side from the road centre line of Promenade in an easterly direction to the road centre line of Market Street.	To maintain vehicular flow.
TAS-3.3	Talbot Square	Southern side from the road centre line of Market Street in an easterly direction to the road centre line of Corporation Street.	To maintain vehicular flow.
CLI-3.1	Clifton Street	Northern side from a point 6 metres west of eastern building line of No.1 Clifton Street in a westerly direction to its junction with Talbot Square/Talbot Road.	To maintain vehicular flow.
TAL-3.1	Talbot Road	North-western side from its junction with Talbot Square in a north-easterly direction to the road centre line of Dickson Road.	To maintain vehicular flow.
TAL-3.2	Talbot Road	South-eastern side from a point 98.8 metres south-west of the property boundary of Nos. 36 –38 and 42–44 Talbot Road in a south-westerly direction to the road centre line of Talbot Square.	To maintain vehicular flow.
TAL-3.3	Talbot Road	South-eastern side from the property boundary of Nos. 36–38 and 42–44 Talbot Road in a north-easterly direction to a point 4 metres north-east of the north-eastern building line to No.48 Talbot Road.	To maintain vehicular flow.
TAL-3.4	Talbot Road	South-eastern side from a point 45.2 metres north-east of the north-eastern building line to No.48 Talbot Road in a north-easterly direction to the road centre line of Topping Street.	To maintain vehicular flow.
ABI-3.1	Abingdon Street	South-western side from a point 12 metres north-west of the south-eastern building line of No.55 Abingdon Street in a north-westerly direction to a point	Aligns the existing restriction with the proposed changes to the highway layout.

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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>
		8 metres north-west of the south-eastern building line to No.23 Talbot Road.	
ABI-3.2	Abingdon Street	North-eastern side from a point 44.6 metres north-west of the southern building line of No.40 Abingdon Street in a north-westerly direction to a point 9 metres north-west of the south-eastern building line to No.25 Talbot Road.	Aligns the existing restriction with the proposed changes to the highway layout.
MAR-3.1	Market Street	Western side from a point 8 metres south of the northern building line to the Clifton Hotel in a northerly direction to the road centre line of Talbot Square.	Aligns the existing restriction with the proposed changes to the highway layout.
COR-3.1	Corporation Street	Western side from a point 30 metres north of the southern building line to the Municipal Building in a northerly direction to the road centre line of Talbot Square.	Aligns the existing restriction with the proposed changes to the highway layout.
COR-3.2	Corporation Street	Eastern side from a point 4 metres north of the southern building line to No.20 Corporation Street in a northerly direction to the road centre line of Clifton Street.	Aligns the existing restriction with the proposed changes to the highway layout.

Table 3

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>
ABI-4.1	Abingdon Street	North-eastern side from a point 9 metres north-west of the south-eastern building line to No.25 Talbot Road in a north-westerly direction for a distance of 20 metres. Loading and unloading permitted 8am to 6pm restricted to 15 minutes only with no return within 30 minutes.	Aligns the existing loading bay provision with the proposed changes to the highway layout.
ABI-4.2	Abingdon Street	South-western side from a point 8 metres north-west of the south-eastern building line to No.23 Talbot Road in a north-westerly direction for a distance of 20 metres. Loading and unloading permitted 7am to 10am restricted to 15 minutes only with no return within 30 minutes.	Aligns the existing loading bay provision with the proposed changes to the highway layout.

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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>
MAR-4.1	Market Street	Western side from a point 8 metres south of the northern building line to the Clifton Hotel in a southerly direction for 44.2 metres. Loading and unloading permitted 8am to 6pm restricted to 15 minutes only with no return within 30 minutes.	Aligns the loading bay with the proposed changes to the highway layout retaining the existing level of provision.

Table 4

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>
TAL-27.1	Talbot Road	South-eastern side from a point 40.8 metres to the south-west of the property boundary of Nos. 36–38 and 42–44 Talbot Road in a south-westerly direction for a distance of 33 metres. Operational 6pm to midnight and midnight to 8am.	Aligns the existing night time taxi bay provision with the proposed changes to the highway layout.
TAL-27.2	Talbot Road	South-eastern side from a point 73.8 metres to the south-west of the property boundary of Nos. 36–38 and 42–44 Talbot Road in a south-westerly direction for a distance of 25 metres. At any time.	Re-provides taxi bay displaced on northern side of Talbot Road by the tramway.
MAR-27.1	Market Street	Western side from a point 8 metres south of the northern building line to the Clifton Hotel in a southerly direction for 44.2 metres. Operational 6pm to midnight and midnight to 8am.	Aligns the taxi bay provision with the proposed changes to the highway layout retaining the existing level of provision.

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PART 2 PARKING PLACES

Table 5

Pay & 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>
ABI-6.1	Abingdon Street	North-eastern side from a point 35.6 metres north-west of the south-eastern building line to No.25 Talbot Road in a north-westerly direction for a distance of 19.4 metres. Pay and display parking bay operational 8am to 6pm. Waiting limited to 20, 30, 40, 50, 60 or 90 minutes and in all cases no return within 3 hours.	Aligns and extends the existing pay and display parking bay provision with the proposed changes to the highway layout.
ABI-6.2	Abingdon Street	South-western side from a point 8 metres north-west of the south-eastern building line to No.23 Talbot Road in a north-westerly direction for a distance of 20 metres. Pay and display parking bay operational 10am to 6pm. Waiting limited to 20, 30, 40, 50, 60 or 90 minutes and in all cases no return within 3 hours.	Aligns the existing pay and display parking bay provision with the proposed changes to the highway layout.
ABI-6.3	Abingdon Street	South-western side from a point 28 metres north-west of the south-eastern building line to No.23 Talbot Road in a north-westerly direction for a distance of 18 metres. Pay and display parking bay operational 8am to 6pm. Waiting limited to 20, 30, 40, 50, 60 or 90 minutes and in all cases no return within 3 hours.	Aligns and extends the existing pay and display parking bay provision with the proposed changes to the highway layout.

Table 6

Disabled persons parking place

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
TAL-7.1	Talbot Road	South-eastern side from a point 21 metres to the south-west of the property boundary of Nos. 36–38 and 42–44 Talbot Road in a south-westerly direction for a distance of 19.8 metres.	Aligns the existing disabled parking provision with the proposed changes to the highway layout.

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(1) No.	(2) Road	(3) Extent	(4) Notes
		At any time restricted to 3 hours only with no return within 6 hours.	
TAL-7.2	Talbot Road	South-eastern side from a point 40.8 metres to the south-west of the property boundary of Nos. 36–38 and 42–44 Talbot Road in a south-westerly direction for a distance of 33 metres. Operational between 8am to 6pm restricted to 3 hours only with no return within 6 hours.	Aligns disabled parking provision with the proposed changes to the highway layout.
TAL-7.3	Talbot Road	South-eastern side from a point 31.5 metres north-east of the building line to No.48 Talbot Road in a north-easterly direction for a distance of 13.2 metres. At any time restricted to 3 hours only with no return within 6 hours.	Aligns disabled parking provision with the proposed changes to the highway layout.
MAR-7.1	Market Street	Western side from a point 52.2 metres south of the northern building line to the Clifton Hotel in a southerly direction for 19.8 metres. Operational between 8am to 6pm restricted to 3 hours only with no return within 6 hours.	Aligns the existing disabled parking provision with the proposed changes to the highway layout. Two bays to be re-provided at the end of Corporation Street.
ABI-7.1	Abingdon Street	North-eastern side from a point 38 metres north-west of the southern building line of No.40 Abingdon Street in a north-westerly direction for a distance of 6.6 metres. At any time restricted to 3 hours only with no return within 6 hours.	Aligns the disabled parking provision with the proposed changes to the highway layout.
ABI-7.2	Abingdon Street	North-eastern side from a point 29 metres north-west of the south-eastern building line to No.25 Talbot Road in a north-westerly direction for a distance of 6.6 metres. At any time restricted to 3 hours only with no return within 6 hours.	Aligns the disabled parking provision with the proposed changes to the highway layout.
COR-7.1	Corporation Street	Part of the footway on the eastern side bounded on its western side by the eastern kerb line and having a width of 2 metres throughout from the northern building line of Nos. 36 to 40 Corporation Street in a southerly direction for a distance of 13.2 metres.	Provides replacement spaces for those displaced from Market Street as a result of proposed changes to the highway layout.

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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>
		At any time restricted to 3 hours only with no return within 6 hours.	

Table 7

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>
TAL-11.1	Talbot Road	Part of the footway on the north-western side bounded on its southern side by the northern kerb line and having a width of 2 metres throughout from a point 6 metres south-west of the north-eastern building line to the Sacred Heart Church in a south-westerly direction for a distance of 38 metres. Restricted to use by vehicles accessing services at the Sacred Heart Church.	To provide appropriate servicing provision for the Sacred Heart Church.
TAL-11.2	Talbot Road	Part of the footway on the north-western side bounded on its southern side by the northern kerb line and having a variable width throughout (maximum 3 metres) from a point 14 metres south-west of the property boundary of Nos. 67 and 69–71 Talbot Road in a north-easterly direction for a distance of 31 metres. Loading and unloading permitted 6:15pm to midnight and midnight to 10:30am restricted to 30 minutes only with no return within 1 hour.	To provide appropriate servicing provision, predominately for the Imperial Public House.
TAL-11.3	Talbot Road	South-eastern side from the property boundary of Nos. 36–38 and 42–44 Talbot Road in a south-westerly direction for a distance of 21 metres. Loading and unloading at any time restricted to 15 minutes only with no return within 30 minutes.	Aligns the existing loading bay provision with the proposed changes to the highway layout.
TAL-11.4	Talbot Road	South-eastern side from a point 4 metres north-east of the north-eastern building line to No.48 Talbot Road in a north-easterly direction for a distance 28 metres. Loading and unloading permitted at any time restricted to 15 minutes only with no return within 30 minutes.	Aligns the existing restriction with the proposed changes to the highway layout.

PART 3
DIRECTION OF TRAFFIC

Table 8

One way

<i>(1)</i> <i>No.</i>	<i>(2)</i> <i>Road</i>	<i>(3)</i> <i>Extent</i>	<i>(4)</i> <i>Notes</i>
MAR-16.1	Market Street	One-way traffic in a southbound direction from its junction with Talbot Square to its junction with Church Street.	To assist traffic flow and prevent hazardous traffic movements and possible carriageway obstructions.
COR-16.1	Corporation Street	One-way traffic in a north-westbound direction from its junction with Church Street to its junction with Talbot Square.	To assist traffic flow and prevent hazardous traffic movements and possible carriageway obstructions.
CLI-16.1	Clifton Street	One-way traffic in an eastbound direction from its junction with Talbot Square/Corporation Street to its junction with Abingdon Street.	To assist traffic flow and prevent hazardous traffic movements and possible carriageway obstructions.
ABI-16.1	Abingdon Street	One-way traffic in a north-westbound direction from its junction with Clifton Street to its junction with Queen Street.	To assist traffic flow and prevent hazardous traffic movements and possible carriageway obstructions.
DEA-16.1	Deansgate	One-way traffic in a south-westbound direction from its junction with East Topping Street to its junction with Topping Street.	To assist traffic flow and prevent hazardous traffic movements and possible carriageway obstructions.
TOP-16.1	Topping Street	One-way traffic in a north-westbound direction from its junction with Deansgate to its junction with Talbot Road.	To assist traffic flow and prevent hazardous traffic movements and possible carriageway obstructions.

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Table 9**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>
TAS-20.06.01	Talbot Square	Ahead only in an eastbound direction at its junction with Talbot Road/ Corporation Street/Clifton Street.	To assist traffic flow and prevent hazardous traffic movements and possible carriageway obstructions.

PART 4**VEHICULAR ACCESS****Table 10****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>
TAS-17.1	Talbot Square	Prohibition of driving 24 hours except tramcars, pedal cycles, emergency vehicles and with the consent of Blackpool Borough Council on the paved area of Talbot Square bounded on the western side by the eastern kerb line of Promenade, on the northern and eastern sides by the southern and eastern building line of No.10 Talbot Square (the Counting House Public House) respectively and on the southern side by the northern kerb line of Talbot Square.	To prevent hazardous traffic movements and vehicles encroaching on the tram route except authorised vehicles.
TAS-17.2	Talbot Square	Prohibition of driving 24 hours except tramcars, pedal cycles, emergency vehicles and with the consent of Blackpool Borough Council on the paved area of Talbot Square bounded on the western and northern sides by the western and southern building line of Nos. 1 to 5 Talbot Square respectively, on the eastern side by the south-western building line of Nos. 7 and 9 Talbot Square and on the southern side by the northern kerb line of the Talbot Square.	To prevent hazardous traffic movements and vehicles encroaching on the tram route except authorised vehicles.

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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>
TAL-17.1	Talbot Road	Prohibition of driving 24 hours except tramcars, pedal cycles and emergency vehicles on the north-eastern side of the carriageway from its junction with Talbot Square in a north-easterly direction to the south-western side of the private means of access to the Sacred Heart Church.	To prevent hazardous traffic movements and vehicles encroaching on the tram route except authorised vehicles.
TAL-17.2	Talbot Road	Prohibition of driving 24 hours except tramcars, pedal cycles, emergency vehicles and for access to the on footway loading bay to the Sacred Heart Church when approached from the north-east direction the north-eastern side of the carriageway from the north-eastern side of the private means of access to the Sacred Heart Church to its junction with Abingdon Street.	To prevent hazardous traffic movements and vehicles encroaching on the tram route except authorised vehicles.

Table 11

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>
TAS-20.02.1	Talbot Square	No entry except tramcars, pedal cycles, emergency vehicles and, with the consent of Blackpool Borough Council, any other vehicle in an easterly direction onto the paved area of Talbot Square (to the east of Promenade) bounded on the western side by the eastern kerb line of Promenade, on the northern, and eastern sides by the southern and eastern building line of No.10 Talbot Square (the Counting House Public House) respectively and on the southern side by the northern kerb line of Talbot Square.	To prevent hazardous traffic movements and vehicles encroaching on the tram route.
TAS-20.02.2	Talbot Square	No entry in a northerly direction onto the Strand from Talbot Square.	To prevent hazardous traffic movements and vehicles encroaching on the tram route.

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(1) No.	(2) Road	(3) Extent	(4) Notes
TAS-20.02.3	Talbot Square	No left turn from Talbot Square onto Talbot Road.	To prevent hazardous traffic movements.
TAS-20.02.4	Talbot Square	No right turn from Talbot Square onto Corporation Street.	To prevent hazardous traffic movements.
TAL-20.02.1	Talbot Road	No entry except tramcars, pedal cycles, emergency vehicles and, with the consent of Blackpool Borough Council, any other vehicle in a south-westerly direction onto the paved area of Talbot Square bounded on the western and northern sides by the western and southern building line of Nos. 1 to 5 Talbot Square respectively, on the eastern side by the south-western building line of Nos. 7 and 9 Talbot Square and on the southern side by the northern kerb line of the Talbot Square carriageway.	To prevent hazardous traffic movements and vehicles encroaching on the tram route.
TAL-20.02.2	Talbot Road	No left turn from the private means of access to the Sacred Heart Church onto Talbot Road.	To prevent hazardous traffic movements and vehicles encroaching on the tram route.
TAL-20.02.3	Talbot Road	No right turn from Talbot Road onto Topping Street.	To prevent hazardous traffic movements.
TAL-20.02.4	Talbot Road	No entry except tramcars in a north-easterly direction onto the tramway (Work No.1) to the north-east of Talbot Road at its junction with Dickson Road and Topping Street.	To prevent hazardous traffic movements and vehicles encroaching on the tram route.
ABI-20.02.1	Abingdon Street	No right turn from Abingdon Street onto Talbot Road except buses, taxis, pedal cycles and access for servicing.	To maintain vehicular flow.
COO-20.02.1	Cookson Street	No left turn from Cookson Street onto Talbot Road except for buses, taxis and pedal cycles.	To maintain vehicular flow.
DEA-20.02.1	Deansgate	No right turn from Deansgate onto Cookson Street.	To maintain vehicular flow.

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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>
DEA-20.02.2	Deansgate	No left turn from the service access to Nos. 2 to 10 Topping Street onto Deansgate.	To maintain vehicular flow.