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STATUTORY INSTRUMENTS

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**1992 No. 687**

**ROAD TRAFFIC**

**The A1 Trunk Road (Islington) (Bus Lanes)  
Red Route Experimental Traffic Order 1992**

*Made* - - - - - 28th February 1992

*Coming into force* - - - - - 9th March 1992

The Secretary of State for Transport, in exercise of the powers conferred by sections 9(1), (2) and (3) and 10(1) and (2), and 124(1)(d) of the Part IV of Schedule 9 to the Road Traffic Regulation Act 1984<sup>(1)</sup> and of all other enabling powers, hereby makes the following Order:—

**Citation, commencement and duration**

1.—(1) The Order may be cited as the A1 Trunk Road (Islington) (Bus Lanes) Red Route Experimental Traffic Order 1992 and shall come into force on 9th March 1992.

(2) This Order shall remain in force for 18 months and shall then cease to have effect.

**General interpretation**

2. In this Order:

“carriageway” means a way constituting or comprised in a highway, being a way over which the public have a right of way for the passage of vehicles;

“enactment” includes any subordinate legislation within the meaning of the Interpretation Act 1978<sup>(2)</sup>;

“licensed cab” has the same meaning as in the London Cab Act 1968<sup>(3)</sup>;

“London bus service” has the same meaning as in Part II of the Transport Act 1985<sup>(4)</sup>;

“pedestrian crossing” means an area comprising a crossing for foot passengers marked on a road in accordance with regulations made under section 25 of the Road Traffic Regulation Act 1984 and all parts of the road indicated in accordance with such regulations as being within the limits of the crossing;

“Schedule” means the Schedule to this Order;

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(1) 1984 c. 27; 9 and 10 were amended by paras 3 and 24 of Schedule 8 to the New Roads and Street Works Act 1992 (c. 22).

(2) 1978 c. 30.

(3) 1968 c. 7.

(4) 1985 c. 67.

and the expressions “pedal cycle”, “school bus” and “works bus” have the same meaning as in the Traffic Signs Regulations 1981(5).

### **Interpretation of references to a bus lane, a length of road and associated expressions**

3.—(1) In this Order, “bus lane” means the area bounded by—

- (a) the relevant edge of the carriageway of a length of road specified in the Schedule; and
- (b) a traffic sign consisting of a longitudinal single white line on the same side of the road as that edge (such a white line being referred to in this Order, in relation to a bus lane, as “the single white line”);

and extending along the whole of that length of road.

(2) Without prejudice to the generality of paragraph (1) above, where the single white line marking the boundary of a bus lane is broken by a gap opposite and adjacent to the junction of such a length of road with any other road or at a pedestrian crossing, the boundary shall nevertheless be regarded as continuing unbroken.

(3) In this Order—

- (a) a reference to a length of road specified in the Schedule or a Part of the Schedule is a reference to a length of road described in a single paragraph of the Schedule or that Part of the Schedule;
- (b) a reference to the relevant edge of the carriageway, in relation to a length of road described in a paragraph of the Schedule, is a reference to the edge on the side of the road indicated by the Schedule;
- (c) a reference to an adjacent part of the road, in relation to a bus lane, is a reference to an area that is not within the bus lane but is within the carriageway of the length of road which comprises the bus lane.

### **Application**

4. This Order applies to the lengths of road in the London Borough of Islington specified in the Schedule.

### **Restriction on use of bus lane**

5. No person shall cause or permit any vehicle to enter or proceed in a bus lane comprised in a length of road specified in—

- (a) Part I of the Schedule at any time; or
- (b) Part II of the Schedule between 0700 hours and 1000 hours and between 1600 hours and 1900 hours on Mondays to Fridays inclusive;
- (c) Part III of the Schedule between 0700 hours and 1300 hours on Mondays to Saturdays inclusive.

### **Exemptions relating to classes of vehicles and vehicles being used for certain purposes**

6.—(1) Article 5 does not apply to—

- (a) a vehicle used in the provision of a London bus service;
- (b) a school bus or a works bus;
- (c) any other vehicle constructed or adapted to carry more than 11 passengers;

- (d) any other vehicle which is constructed or adapted for the carriage of disabled persons and those accompanying them and which is being used for the carriage of such persons;
  - (e) a pedal cycle;
  - (f) a licensed cab;
  - (g) a vehicle being used for ambulance, fire brigade or police purposes if the observance of any provision of this Order would hinder the use of the vehicle for the purpose for which it is being used on that occasion;
  - (h) a vehicle being used in the service of a local authority for the purpose of collecting refuse from premises adjacent to a bus lane.
- (2) Article 5 does not apply to a vehicle being used in connection with—
- (a) any building operation or demolition;
  - (b) the removal of any obstruction to traffic;
  - (c) the maintenance, improvement or reconstruction of any road;
  - (d) the laying, erection, alteration or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunications apparatus as defined in Schedule 2 to the Telecommunications Act 1984<sup>(6)</sup> in or near any road;
  - (e) the placing, maintenance or removal of any traffic sign; provided that in all the circumstances it is necessary for the vehicle to enter a bus lane.

#### **Exemptions relating to crossing and turning traffic**

7. A person who causes or permits a vehicle to enter a bus lane shall not contravene article 5 if—
- (a) the vehicle enters a bus lane from a road which does not comprise the bus lane and then forthwith leaves the bus lane through the gap in the single white line situated opposite and adjacent to the junction of that road with a bus lane, or if there is no such gap, at a point opposite that road;
  - (b) the vehicle enters the bus lane from an adjacent part of the road through any gap in the single white line and then forthwith enters a road which lies opposite that gap;
  - (c) in a case where there is no gap in the single white line opposite and adjacent to junction between the bus lane and a road which does not comprise the bus lane (“the other road”), the vehicle enters the bus lane from an adjacent part of the road which comprises the bus lane and then forthwith enters the other road.
  - (d) the vehicle enters the bus lane from any vehicular accessway or crossing over the footway adjoining the bus lane and then forthwith leaves the bus lane at a point opposite that vehicular accessway or crossing; or
  - (e) the vehicle enters the bus lane from an adjacent part of the road at a point opposite any vehicular accessway or crossing over the footway adjoining a bus lane and then forthwith enters that vehicular accessway or crossing.

#### **Exemptions in other circumstances**

- 8.—(1) A person who causes or permits a vehicle to enter or proceed in a bus lane shall not contravene article 5 if he does so for the sole purpose of enabling a person suffering from any disability or injury (including blindness) which seriously impairs his ability to walk to, board or alight from that vehicle and the vehicle—
- (a) does not remain at rest for more than 2 minutes, and

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<sup>(6)</sup> 1984 c. 12.

- (b) in any event, does not remain in the bus lane for longer than necessary for that purpose.
- (2) A person who causes or permits a vehicle to enter or proceed in a bus lane shall not contravene article 5 if he does so—
  - (a) in order to prevent an accident and the vehicle then leaves the bus lane as soon as practicable;
  - (b) in order to deliver postal packets addressed to premises adjacent to the bus lane; or
  - (c) in order to collect postal packets from such premises or post office letter boxes adjacent to the bus lane.
- (3) Article 5 of this Order does not apply to anything done—
  - (a) with the permission or at the direction of a constable in uniform or a traffic warden, or
  - (b) in accordance with any indication given by a traffic sign which has been placed pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.

### **Savings relating to other enactments**

**9.** The prohibitions imposed by this Order are in addition to and not in derogation of any restriction, prohibition or requirement imposed by any other enactment and any exception or exemption from the provisions of this Order is without prejudice to the provisions of any other enactment.

### **Power to modify or suspend Order**

**10.** If it appears to an Assistant Secretary in the London Regional Directorate of the Department of Transport essential in the interests of the expeditious, convenient and safe movements of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, and after—

- (a) consulting with the Commissioner of Police of the Metropolis, and
- (b) giving such notice as the Secretary of State may direct, he may make modifications of any description to this Order or suspend this Order or any provision of this Order.

**11.** The power to make modifications under article 10 does not extend to making additions to this Order to designate parking places on a highway for which charges are made.

### **Suspensions and revocations**

**12.**—(1) The following Orders are hereby suspended—

- (a) the Islington (Bus Lanes) (No. 5) Traffic Order 1977(7);
- (b) the Islington (Bus Lane) (No. 1) Traffic Order 1982(8);
- (c) the Islington (Bus Lanes) (No. 5) (Amendment No. 1) Traffic Order 1985(9);
- (d) the Greater London (Bus Lanes) Traffic Orders (Amendment No. 3) Order 1985(10) in so far as it relates to lengths of road in the London Borough of Islington.

(2) Articles 3 and 4 of the Haringey and Islington (Bus Lane) (No. 1) Traffic Order 1984(11) in so far as they relate to lengths of road in the London Borough of Islington are hereby suspended.

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(7) G.L.C. 1977/343.

(8) G.L.C. 1982/137.

(9) G.L.C. 1985/18.

(10) G.L.C. 1985/439.

(11) G.L.C. 1984/198; relevant amending Order is G.L.C. 1985/439.

(3) The A1 Trunk Road (Islington) (Bus Lanes) Red Route Experimental Traffic Order 1990(12) is hereby revoked.

Signed by authority of the Secretary of State for Transport

*P. E. Butler*  
Assistant Secretary London Regional Directorate  
of the  
Department of Transport

28th February 1992

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## SCHEDULE

Article 5

### PART I

#### **Archway Road**

1. North east side between the boundary of the London Borough of Haringey and a point 54 metres southeast of the southeastern extremity of the traffic island situated at the junction of Archway Road and Tollhouse Way.
2. Southwest side between a point 80 metres south east of the southern kerb line of Lidyard Road to the London Borough of Haringey boundary.

#### **Goswell Road**

3. North east side between a point opposite the party wall of Nos. 303 and 305 Goswell Road and its junction with City Road.

### PART II

#### **Holloway Road**

4. Northeast side between a point 7 metres southeast of a point level with the party wall of No. 256 and 258 Holloway Road and a point 45 metres north west of the north western kerb line of

#### **Hornsey Road.**

5. North east side between a point 45 metres south east of the south eastern kerb line Hornsey Road and a point 30 metres northwest of the northwestern kerblines of Drayton Park.
6. Northeast side between a point 42 metres southeast of the southeastern kerblines of Drayton Park and its junction with Highbury Corner.

#### **Highbury Corner**

7. North east side between its junction with Holloway Road and a point 12 metres northwest of a point level with the party wall of No. 2/4 and 6/8 Highbury Corner.

#### **Holloway Road**

8. South west side between a point 42 metres southeast of the southeastern kerblines of Digswell Street and a point level with the party wall of No. 171 and 173 Holloway Road.

### PART III

#### **Upper Street**

9. East and southeast side between a point 60 metres south of the southern kerblines of the northern arm of Islington Green and a point 90 metres south west of the south western kerblines of Duncan Street.

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