
STATUTORY INSTRUMENTS

1993 No. 895

ROAD TRAFFIC

The A1 Trunk Road (Islington) (Bus Lanes) Red Route Traffic Order 1993

Made - - - - 25th March 1993

Coming into force - - 23rd April 1993

The Secretary of State for Transport, in exercise of the powers conferred by sections 6, 9 and 124(1) (d) of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984⁽¹⁾ 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 Traffic Order 1993 and shall come into force on 23rd April 1993

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⁽²⁾;

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

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

“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;

(1) 1984 c. 27; sections 6 and 9 were amended by paras 4(3)(b) and (4) of Schedule 5 to the Local Government Act 1985 (c. 51) and by paras 21 and 23 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⁽⁶⁾ 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 the 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

(6) 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.

Amendments and revocation

- 10.—(1) In the Islington (Bus Lanes) (No. 5) Traffic Order 1977(7), in article 2—
- (a) at the beginning of paragraph (1) there shall be inserted the words “Subject to paragraph (1A) below,”;
 - (b) after paragraph (1) there shall be inserted the following paragraphs—
 - “(1A) Notwithstanding anything in paragraph (1), a reference in this Order to the north-westbound bus lane or to the south-eastbound bus lane shall be construed as not including any part of a length of road specified in the Schedule to the A1 Trunk Road (Islington) (Bus Lanes) Red Route Order 1993.”
- (2) In the Islington (Bus Lane) (No. 1) Traffic Order 1992(8)—
- (a) in article 2, there shall be inserted at the beginning the words “Subject to Article 2A of this Order,”; and
 - (b) after article 2 there shall be inserted the following article—
 - “2A Notwithstanding anything in Article 2, any reference in this order to the “bus lane” shall be construed as not including any part of a length of road specified in the Schedule to the A1 Trunk Road (Islington) (Bus Lanes) Red Route Order 1993.”
- (3) In the Haringey and Islington (Bus Lane) (No. 1) Traffic order 1984(9)—
- (a) in article 2, there shall be inserted at the beginning the words “Subject to Article 2A of this Order,”; and
 - (b) after article 2, there shall be inserted the following article—

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

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

(9) G.L.C. 1984/198; relevant amending Order is G.L.C. 1988439.

“2A Notwithstanding anything in Article 2, any reference in this Order to the “bus lane” shall be construed as not including any part of any length of road specified in the Schedule to the A1 Trunk Road (Islington) (Bus Lanes) Red Route Order 1993.”

(4) The A1 Trunk Road (Islington) (Bus Lanes) Red Route Experimental Order 1992(10) is hereby revoked.

Signed by authority of the Secretary of State for Transport

Simon C. Whiteley
Assistant Secretary London Regional Directorate
of the
Department of Transport

25th March 1993

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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 south-east of the south-eastern extremity of the traffic island situated at the junction of Archway Road and Tollhouse Way.
2. South-west 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. North-east side between a point 7 metres south-east of a point level with the party wall of Nos 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 of Hornsey Road and a point 30 metres north-west of the north-western kerblines of Drayton Park.
6. North-east side between a point 42 metres south-east of the south-eastern 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 north-west of a point level with the party wall of Nos 2/4 and 6/8 Highbury Corner.

Holloway road

8. South-west side between a point 42 metres south-east of the south-eastern kerblines of Digswell Street and a point level with the party wall of Nos 171 and 173 Holloway Road.

PART III

Upper Street

9. East and south-east 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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