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STATUTORY INSTRUMENTS

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**1997 No. 463**

**ROAD TRAFFIC**

**The London Borough of Camden (Trunk Roads)  
Red Route (Bus Lanes) Traffic Order 1997**

*Made* - - - - 24th February 1997

*Coming into force* - - 17th March 1997

The Traffic Director for London, in accordance with a direction given to him by the Secretary of State for Transport under section 58(1) of the Road Traffic Act 1991<sup>(1)</sup> and in exercise of the powers conferred on the Secretary of State by section 6 of the Road Traffic Regulation Act 1984<sup>(2)</sup>, and of all other enabling powers, hereby makes the following Order:—

**Commencement and citation**

1. This Order may be cited as the London Borough of Camden (Trunks Roads) Red Route (Bus Lanes) Traffic Order 1997, and shall come into force on 17th March 1997.

**Interpretation**

2. In this Order—

- (a) a reference to an article followed by a number is a reference to the article of this order so numbered;
- (b) causing includes permitting;
- (c) “carriageway” has the same meaning as in section 329(1) of the Highways Act 1980<sup>(3)</sup>; and
- (d) “vehicle” includes part of a vehicle;
- (e) “bus”, “local bus”, “pedal cycle”, “taxi”, “bus lane”, “contra-flow” and “with-flow lane” have the meanings given in the Traffic Signs Regulations and General Directions 1994<sup>(4)</sup>;
- (f) “dial-a-ride bus” means a vehicle—

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(1) 1991 c. 40.  
(2) 1984 c. 27.  
(3) 1980 c. 66.  
(4) S.I.1994/1519.

- (i) displaying so as to be conspicuous on the outside of the vehicle a logo in a form approved by or with the authority of the Traffic Director for London and containing the words “dial-a-ride”; and
- (ii) constructed or adapted for the carriage of disabled persons and their companions and which is being used to provide a service for the carriage of such persons;
- (g) “times of operation” means, in relation to a length of road specified in an item in column (2) of the table in the schedule, the times specified in that item in column (3) of that table;
- (h) “permitted vehicles” means, in relation to a length of road specified in an item in column (2) of the table in the schedule, the vehicles specified in that item in column (5) of that table;
- (i) an entry in column (3), (4) or (5) of an item in the table in the schedule to this order applies to that column in subsequent items in that schedule.

### **Bus Lane Controls**

**3.—**(1) No person shall cause a vehicle to be in a bus lane in a length of road specified in an item in column (2) of that table in the schedule to this order during the times specified in that item in column (3) of that item unless that vehicle is proceeding in the direction specified in column (4) of that item and is of a type specified in column (5) of that item.

(2) The controls specified in paragraph (1) of this article do not apply so as to prevent a vehicle stopping in a bus lane for as long as may be necessary—

- (a) to enable a person to get on or off the vehicle; or
- (b) to enable goods to be loaded on to or unloaded from the vehicle;

if and in so far as the activity is not prohibited by the provisions of any other order.

### **Exemptions**

**4.—**(1) The controls specified in article 3(1) do not apply in respect of a vehicle which is being used for a purpose which is within the exemption to a restriction or prohibition imposed by any other order made under the Road Traffic Regulation Act 1984 or which is permitted by any other order.

(2) The controls specified in article 3(1) do not apply in respect of a vehicle stopping in a bus lane if the vehicle is being used in—

- (a) the service of a local authority for the purpose of collecting refuse;
- (b) the pursuance of any statutory duty of the Post Office for the purpose of collecting or delivering letters provided the vehicle bears the Royal Mail livery;
- (c) connection with the removal of any obstruction to traffic;
- (d) connection with the maintenance, improvement or reconstruction of any road;
- (e) connection with the maintenance, improvement or construction of any street furniture including bus stop infrastructure;
- (f) connection with any building operation or demolition;
- (g) connection with the laying, erection, alteration or repair in or near the bus lane 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 paragraph 1(1) of Schedule 2 of the Telecommunications Act 1984(5);

if the vehicle cannot be used for that purpose without being in the bus lane and in so far as the activity is not prohibited by the provisions of any other made under the Road Traffic Regulation Act 1984.

- (3) The controls specified in article 3(1) do not apply in respect of—
- (a) a vehicle entering or stopping in a bus lane so as to avoid an accident;
  - (b) a vehicle entering or stopping in a bus lane to allow a person to get or give help in consequence of an accident or emergency or otherwise take action for public safety;
  - (c) a vehicle crossing a bus lane in order to get to or from any road adjacent to the bus lane or any vehicular access to premises adjacent to the bus lane;
  - (d) a vehicle being in a bus lane to such an extent and for such a time as is needed to comply with any requirement resulting from works or an emergency in any part of the road adjoining the bus lane;
  - (e) a vehicle being used for ambulance, fire brigade or police purposes;
  - (f) a vehicle stopping in a bus lane if it has lawfully entered the bus lane and it has to stop—
    - (i) by law;
    - (ii) to avoid an accident;
    - (iii) in circumstances beyond the drivers control;
  - (g) anything done with the permission or at the direction of a police constable in uniform or a traffic warden.

#### **Revocation or variation of existing Orders**

5. The A501 Trunk Road (Camden and Islington) Red Route (Bus Lanes) Experimental Traffic Order 1996(6) and The A501 Trunk Road (Camden) Red Route (Bus Lane) (No. 1) Experimental Traffic Order 1996(7) are hereby revoked in so far as their provisions relate to any length of road specified in the table in the schedule to this order.

Signed in accordance with a direction from the Secretary of State for Transport.

24th February 1997

*Derek Turner*  
Traffic Director for London

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(6) S.I. 1996/1343.

(7) S.I. 1996/1344.

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

SCHEDULE

Article 3

Table

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Lengths of road</i>	<i>(3)</i> <i>Times of operation</i>	<i>(4)</i> <i>Direction of travel and type of bus lane</i>	<i>(5)</i> <i>Type of permitted vehicle</i>
1.	A501 Pentonville Road—south side, between the eastern extremity of the island site situated adjacent to the eastern side of the junction of Pentonville Road and Kings Cross Road and the eastern kerbline of Kings Cross Bridge.	At any time.	Westbound contra-flow lane.	Bus Dial-a-ride bus
2.	A5200 Grays Inn Road—south-west side, between the south-west kerbline of Harrison Street and a point 22.0 metres north-west of the party wall of Nos. 335/337 and 339 Grays Inn Road.	8 am to 10 am and 4 pm to 7 pm Monday to Friday inclusive.	North-westbound with-flow lane.	Bus Taxi Pedal cycle Dial-a-ride bus