
STATUTORY INSTRUMENTS

1999 No. 3254

ROAD TRAFFIC

The A1 Trunk Road (Haringey) Red Route (Bus Priority) Experimental Traffic Order 1999

Made - - - - - *6th December 1999*

Coming into force - - - - - *21st December 1999*

The Traffic Director for London, in accordance with a direction given to him by the Secretary of State under section 58 (1) of the Road Traffic Act 1991⁽¹⁾ and in exercise of the powers conferred on the Secretary of State by sections 9 and 10 of the Road Traffic Regulation Act 1984⁽²⁾, and of all other enabling powers, hereby makes the following Order:

Commencement and citation

1. This Order may be cited as the A1 Trunk Road (Haringey) Red Route (Bus Priority) Experimental Traffic Order 1999, and shall come into force on 21st December 1999.

Interpretation

2. In this Order—

- (a) a reference to an article or schedule followed by a number is a reference to the article of, or schedule to, this Order so numbered;
- (b) causing includes permitting;
- (c) “carriageway” has the same meaning as in section 329(1) of the Highways Act 1980⁽³⁾;
- (d) “vehicle” includes part of a vehicle;
- (e) “bus”, “local bus”, “pedal cycle”, “taxi”, “traffic lane”, “contra-flow” and “with-flow lane” have the meanings given in the Traffic Signs Regulations and General Directions 1994⁽⁴⁾;
- (f) “bus lane” means a traffic lane on a length of road which is specified in column (2) in the table in schedule 1 and in respect of which traffic signs are in place indicating the controls specified in this Order;

(1) 1991 c. 40.
(2) 1984 c. 27.
(3) 1980 c. 66.
(4) 1984 c. 27.

- (g) “bus-only route” means an area of road which is specified in column (2) in the table in schedule 2 and in respect of which traffic signs are in place indicating the controls specified in this Order;
- (h) “dial-a-ride bus” means a vehicle:
 - (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;
- (i) “times of operation” means:
 - in relation to a bus lane specified in an item in column (2) of the table in schedule 1, the times specified in column (3) of that item, and
 - in relation to a bus-only route specified in an item in column (2) of the table in schedule 2, the times specified in column (3) of that item;
- (j) an entry in column (3), (4) or (5) of an item in the table in schedule 1 or 2 applies to that column in subsequent items in that table.

Bus Priority Controls

3.—(1) Except as provided in articles 4 and 5, 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 the table in schedule 1 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) Except as provided in article 5, no person shall cause a vehicle to be in a bus-only route in an area of road specified in an item in column (2) of the table in schedule 2 during the times specified in that column (3) of that item unless that vehicle is proceeding in the direction or directions specified in column (4) of that item and is of a type specified in column (5) of that item.

Exemptions—Bus Lanes

4.—(1) The controls specified in article 3(1) do not apply so as to prevent a vehicle being in a bus lane if and for as long as 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.

(2) 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 an exemption to a restriction or prohibition imposed by any other Order or which is permitted by any other Order.

(3) The controls specified in article 3(1) do not apply in respect of a vehicle crossing a bus lane to get to or from any road adjacent to the bus lane or any vehicular access to premises adjacent to the bus lane.

Exemptions—Bus Lanes and Bus-Only Routes

5.—(1) The controls specified in articles 3(1) and 3(2) do not apply in respect of a vehicle being in a bus lane or a bus-only route 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 or the bus-only route and in so far as the activity is not prohibited by the provisions of any other Order.

(2) The controls specified in article 3(1) and 3(2) do not apply in respect of a vehicle being in a bus lane or bus-only route—

- (a) so as to avoid an accident;
- (b) to allow a person to get or give help in consequence of an accident or emergency or otherwise take action for public safety;
- (c) 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 or bus-only route;
- (d) if it is being used for ambulance, fire brigade or police purposes.

(3) The controls specified in articles 3(1) and 3(2) do not apply in respect of anything done with the permission or at the direction of a police constable in uniform or a traffic warden.

Power to modify or suspend this Order

5. If it appears to the Traffic Director for London, or some person authorised by him, essential in the interests of the expeditious, convenient and safe movement 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 consulting with the Commissioner of Police of the Metropolis, he may modify or suspend any provision of this Order, save that no modification shall make an addition.

Suspensions of existing Orders

6.—(1) The London Borough of Haringey (Trunk Roads) Red Route (Bus Lanes) Traffic Order 1997⁽⁶⁾ is hereby suspended in so far as its provisions relate to any length of road specified in the table in the schedule to this Order.

(2) The suspension specified in paragraph (1) of this article shall take effect in respect of any provision of the Order referred to in that paragraph only from the time at which the traffic sign indicating the effect of that provision has been obliterated.

(5) 1984 c. 12.

(6) 1997/449 as varied by 1998/867.

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

Signed in accordance with a direction from the Secretary of State

6th December 1999

Derek Turner
Traffic Director for London

SCHEDULE 1

Article 3(1)

Bus Lanes

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.	A1 Archway Road—north east side, between a point 12.0 metres south east of the common boundary No. 154 Archway Road and the electricity sub-station and the borough boundary with the London Borough of Islington and	At any time	South east bound With-flow	Bus Taxi Pedal Cycle Dial-a-ride bus
2.	A1 Archway Road—south-west side, between the borough boundary with the London Borough of Islington and a point 1.0 metre south east of the party wall of Nos. 154 and 156 Archway Road.	At any time	North west bound With-flow	
3.	A1 Archway Road—south-west side, between a point 1.0 metre south east of the party wall of Nos. 154 and 156 Archway Road and a point 25.0 metres north west of the north western kerbline of Southwood Avenue.	7 am to 7 pm Monday to Saturday	North west bound With-flow	

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SCHEDULE 2

Article 3(2)

Bus-only Routes

Table

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Areas of road</i>	<i>(3)</i> <i>Times of operation</i>	<i>(4)</i> <i>Direction of travel</i>	<i>(5)</i> <i>Type of permitted vehicle</i>
No items				