
STATUTORY INSTRUMENTS

2000 No. 247

ROAD TRAFFIC

**The A1 Trunk Road (Islington) Red Route
(Bus Priority) Experimental Traffic Order 2000**

Made - - - - - *7th February 2000*

Coming into force - - - - - *21st February 2000*

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 (Islington) Red Route (Bus Priority) Experimental Traffic Order 2000, and shall come into force on 21st February 2000.

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;
- (k) “disabled person”, “disabled person’s badge” and “disabled person’s vehicle” have the same meanings as in regulation 2(1) of the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (England and Wales) Regulations 1986 (d), and “relevant position” in relation to a disabled person’s badge has the same meaning as in regulation 2A of those regulations.

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;
- (c) to enable disabled persons’ vehicles to stop

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 or area of carriageway 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 Islington (Trunk Roads) Red Route (Bus Lanes) Traffic Order 1997⁽⁶⁾ is hereby suspended in so far as their provisions relate to any length of road specified in the table in the schedule to this Order.

(5) 1984 c 12.

(6) SI 1997/445.

Status: This is the original version (as it was originally made).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

(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.

Signed in accordance with a direction from the Secretary of State

7th February 2000

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 the borough boundary with the London Borough of Haringey and a point 54.0 metres south-east of the south eastern extremity of the triangular traffic island situated at the junction of Archway Road and Tollhouse Way.	At any time	South-eastbound With-flow	Bus Taxi Pedal Cycle Dial-a-ride bus
2.	A1 Archway Road—south-west side, between its junction with Tollhouse Way and the borough boundary with the London Borough of Haringey.		North-westbound With-flow	
3.	A1 Archway Road (Archway Roundabout —north-west arm) nearside right turn lane into St John’s Way between its junction with St John’s Way and a point 48.0 metres south-east of the south eastern extremity of the		South-eastbound With-flow	

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<i>(1) Item</i>	<i>(2) Lengths of Road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel and type of bus lane</i>	<i>(5) Type of permitted vehicle</i>
	triangular traffic island situated at the junction of Archway Road and Tollhouse Way.			
4.	A1 St John’s Way (Archway Roundabout – south-east arm) between a point opposite the party wall of Nos. 16 and 18 St John’s Way and its junction with Sandridge Street.		South-westbound With-flow	
5.	A1 Sandridge Street between its junctions with St John’s Way and Holloway Road.		South-eastbound With-flow	
6.	A1 Holloway Road (Archway Roundabout— south-west arm) between the north western kerbline of Junction Road and point 30.0 metres south east of the south eastern kerbline of Macdonald Road.		North-westbound With-flow	
7.	Holloway Road —north-east side, between a point 40.0 metres south east of the south eastern kerbline of Tollington Way and a point 4.0 metres south east of the party wall of Nos. 492 and	7 am–7 pm Monday to Saturday inclusive	South-eastbound With-flow	

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<i>(1) Item</i>	<i>(2) Lengths of Road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel and type of bus lane</i>	<i>(5) Type of permitted vehicle</i>
	494 Holloway Road.			
8.	Holloway Road—south-west side, between the north western kerblines of Tufnell Park Road and the south eastern kerblines of Junction Road.		North-westbound With-flow	
9.	Holloway Road—north-east side, from a point 4.0 metres to a point 94.0 metres south-east of the south eastern kerblines of Seven Sisters Road.	At any time	South-eastbound With-flow	
10.	Holloway Road—north-east side, between a point 60.0 metres south east of the south eastern kerblines of Tollington Road and the north western kerblines of Hornsey Road.		South-eastbound With-flow	
11.	Holloway Road—north-east side, between the south eastern kerblines of Hornsey Road and a point 50.0 metres south east of the south eastern kerblines of Digswell Street.	7 am–7 pm Monday to Saturday inclusive	South-eastbound With-flow	
12.	Holloway Road—south-west side, between its junction with		North-westbound With-flow	

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<i>(1) Item</i>	<i>(2) Lengths of Road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel and type of bus lane</i>	<i>(5) Type of permitted vehicle</i>
13.	Highbury Corner and a point 3.0 metres north west of a point opposite the party wall of Nos. 173 and 175 Holloway Road. Holloway Road—south-west side, between a point 25.0 metres north west of the north western kerbline of Palmer Place and a point 7.0 metres south east of the south eastern kerbline of Hornsey Street.		North- westbound With-flow	
14.	Holloway Road—south-west side, between a point 8.0 metres north west of the north western kerbline of Hornsey Street and a point 83 metres south of the south western kerbline of Camden Road.	At any time	North-westbound With-flow	
15.	Highbury Corner —west-side, between its junction with Upper Street and its junction with Holloway Road.		Northbound With-flow	
16.	Upper Street —east-side, between a point 12.0 metres south of the southern kerbline of Compton Terrace and its junction	7 am–7 pm Monday to Saturday inclusive	Southbound With-flow	

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<i>(1) Item</i>	<i>(2) Lengths of Road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel and type of bus lane</i>	<i>(5) Type of permitted vehicle</i>
17.	with Canonbury Lane. Upper Street—west-side, between the northern kerbline of Laycock Street and its junction with Highbury Corner.		Northbound With-flow	
18.	Goswell Road—north-east side, between a point 30.0 metres north west of the north western kerbline of Frederick Row and a point opposite the party wall of Nos. 327 and 329 Goswell Road.		North- westbound With-flow	

SCHEDULE 2

Article 3(2)

Bus-only Routes

Table

<i>(1) Item</i>	<i>(2) Areas of road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel</i>	<i>(5) Type of permitted vehicle</i>
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