
STATUTORY INSTRUMENTS

2005 No. 2758

**TRIBUNALS AND INQUIRIES
ROAD TRAFFIC, ENGLAND**

The Tribunals and Inquiries (Bus Lane
Adjudicators) (England) Order 2005

Made - - - - *6th October 2005*
Laid before Parliament *11th October 2005*
Coming into force - - *1st November 2005*

The Lord Chancellor and the Secretary of State, in exercise of the powers conferred upon them by section 13(1) of the Tribunals and Inquiries Act 1992⁽¹⁾, hereby make the following Order:

Citation and commencement

1. This Order may be cited as the Tribunals and Inquiries (Bus Lane Adjudicators) (England) Order 2005 and shall come into force on 1st November 2005.

Amendment of Schedule 1 to the Tribunals and Inquiries Act 1992

2. In Part I of Schedule 1 to the Tribunals and Inquiries Act 1992, after paragraph 40(c) there shall be inserted—

“;

(d) a bus lane adjudicator appointed in relation to England by virtue of regulations made under section 144 of the Transport Act 2000⁽²⁾.”

(1) 1992 c. 53; section 13(1) was amended by S.I.1999/678 and paragraph 40 of Schedule 1 by S.I. 2003/756.
(2) 2000 c. 38.

Status: This is the original version (as it was originally made).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

Signed by authority of the Lord Chancellor

6th October 2005

Catherine M. Ashton
Parliamentary Under Secretary of State,
Department for Constitutional Affairs

Signed by authority of the Secretary of State

28th September 2005

Karen Buck
Parliamentary Under Secretary of State,
Department for Transport

EXPLANATORY NOTE

(This note is not part of the Order)

This Order amends Schedule 1 to the Tribunals and Inquiries Act 1992 so as to add bus lane adjudicators appointed in relation to England by virtue of regulations made under section 144 of the Transport Act 2000 (civil penalties for bus lane contraventions) to the list of tribunals under the direct supervision of the Council on Tribunals.

No Regulatory Impact Assessment has been undertaken since the Regulations are concerned with the enforcement of existing traffic restrictions and prohibitions and do not therefore constitute an additional burden on business. The costs incurred by local authorities undertaking enforcement are expected to be defrayed by penalty charge income.