

SCHEDULE 19

BUS STOP AND BUS STAND CLEARWAYS AND BOX JUNCTIONS

PART I

SIGNIFICANCE OF BUS STOP AND BUS STAND CLEARWAY MARKINGS

Other exceptions

- 4.—(1) Nothing in paragraph 2 applies in relation to—
- (a) a vehicle being used for fire brigade, ambulance or police purposes;
 - (b) anything done with the permission or at the direction of—
 - (i) a constable in uniform;
 - (ii) a traffic warden; or
 - (iii) where the clearway is in a special parking area designated under Part II of the Road Traffic Act 1991 or Schedule 3 to that Act, a parking attendant appointed under section 63A of the 1984 Act⁽¹⁾;
 - (c) a vehicle which is prevented from proceeding by circumstances beyond the driver’s control or which has to be stopped in order to avoid injury or damage to persons or property;
 - (d) a taxi which is stationary only for so long as may be reasonably necessary for a passenger to board or alight and to load or unload any luggage of the passenger;
 - (e) a marked vehicle which, whilst used by a universal service provider in the course of the provision of a universal postal service, is stationary only for so long as may be reasonably necessary for postal packets to be collected;
 - (f) a vehicle driven by a person whilst being trained to drive a bus operating local services who, as part of his training, stops the vehicle within a clearway for no longer than necessary to simulate the stopping of a bus at a bus stop for the purpose of picking up and setting down passengers;
 - (g) a vehicle which is stationary in order that it may be used for one or more of the purposes specified in paragraph 5 and which cannot be used for such a purpose without stopping in the clearway.

(2) In sub-paragraph (1)(e) the expressions “universal service provider”, “provision of a universal postal service” and “postal packet” shall bear the same meanings as in the Postal Services Act 2000⁽²⁾.

(1) Section 63A was inserted by the Road Traffic Act 1991 section 44(1) and was amended by the Greater London Authority Act 1999 (c. 29) section 289.

(2) 2000 c. 26.