
STATUTORY INSTRUMENTS

1998 No. 2171

ROAD TRAFFIC

**The A205 Trunk Road (Lewisham) Red Route
(Bus Lanes) Experimental Traffic Order 1998**

Made - - - - 3rd September 1998

Coming into force - - 18th September 1998

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 A205 Trunk Road (Lewisham) Red Route (Bus Lanes) Experimental Traffic Order 1998, and shall come into force on 18th September 1998.

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⁽³⁾;
- (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⁽⁴⁾;
- (f) “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

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

- (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 to this order, 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 the 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 order.

- (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) a vehicle being driven in a bus lane so far as may be necessary—
 - (i) to get to a designated parking place for the purpose of lawfully parking in that place, or
 - (ii) to get from a designated parking place in which the vehicle has been lawfully parked;
- (h) 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 interest 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.

Revocation or variation of existing Orders

6. The provisions of the Lewisham (Prescribed Routes) Traffic Order 1970, are hereby revoked in so far as they relate to any area of the road which is a bus lane to which this order relates.

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

3rd September 1998

Derek Turner
Traffic Director for London

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

(1) <i>Item</i>	(2) <i>Lengths of road</i>	(3) <i>Terms of operation</i>	(4) <i>Direction of travel and type of bus lane</i>	(5) <i>Type of permitted vehicle</i>
1	A205 Rushey Green, from a point 3.5 metres south of the property boundary of Nos. 136 and 138 Rushey Green south for a distance of 9.0 metres between the two traffic islands at the junction of Rushey Green and Brownhill Road.	At any time	Southbound with-flow lane	Local bus
2	from a point 3.0 metres south of the northern property boundary of No. 146 Rushey Green south for a distance of 179.0 metres	At any time	Southbound contra-flow lane	Local bus
3	from a point 10.0 metres south of the northern property boundary of No. 205 Rushey Green south for a distance of 8.0 metres between the two traffic islands at the junction of Rushey Green and Sangley Road.	At any time	Southbound contra-flow lane	Local bus

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(1) <i>Item</i>	(2) <i>Lengths of road</i>	(3) <i>Terms of operation</i>	(4) <i>Direction of travel and type of bus lane</i>	(5) <i>Type of permitted vehicle</i>
4	A205 Catford Road, on the northwestern side of the triangular traffic island situated at the junction of Catford Road and Rushey Green, from its junction with Rushey Green southwest for a distance of 60.0 metres.	At any time	Southwestbound contra-flow lane	Local bus
5	on the south side of the triangular traffic island situation at the junction of Catford Road and Rushey Green, from its junction with Rushey Green west for a distance of 25.0 metres.	At any time	Westbound with-flow lane	Local bus