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STATUTORY INSTRUMENTS

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**1996 No. 1344**

**ROAD TRAFFIC**

**The A501 Trunk Road (Camden) Red Route (Bus Lane) (No. 1.) Experimental Traffic Order 1996**

*Made* - - - - - *20th May 1996*  
*Coming into force* - - - - - *31st May 1996*

The Traffic Director for London, in accordance with a direction given to him by the Secretary of State for Transport 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 A501 Trunk Road (Camden) Red Route (Bus Lane) (No.1) Experimental Traffic Order 1996, and shall come into force on 31st May 1996.

**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) cause includes permit;
  - (c) “carriageway” has the same meaning as in section 329(1) of the Highways Act 1980(3).

**Bus lane controls**

3.—(1) Except as provided in paragraph (2) of this article, and subject to the provisions of article 4, between the hours of 7 am and 10 am and 4 pm and 7 pm on Mondays to Fridays (inclusive) no person shall cause any vehicle to enter or proceed in any bus lane specified in the schedule to this Order.

- (2) The controls specified in paragraph (1) of this article do not apply in respect of:—
- (a) a bus;

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

- (b) a taxi; or
  - (c) a pedal cycle.
- (3) In this article
- (a) “bus” means:—
    - before 1 January 1997
      - (i) a public service vehicle used for the provision of a local service or a scheduled express service,
      - (ii) a school bus, and
      - (iii) a works bus;
    - after 31 December 1996
      - (i) a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of the driver), and
      - (ii) a local bus not so constructed or adapted; and
        - at any time a vehicle which
          - (i) is 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, and
          - (ii) displays so as to be conspicuous from outside the vehicle a disc in a form approved by or with the authority of the Traffic Director for London and containing the words DIAL-A-RIDE.
  - (b) “bus lane” means an area of the carriageway of a road marked with the traffic signs shown in diagrams 1048 and 1049 in schedule 6 to the Traffic Signs Regulations and General Directions 1994(4);
  - (c) “local bus”, “local service”, “pedal cycle”, “scheduled express service”, “school bus”, and “works bus” have the meanings given to those expressions in regulation 4 of the Traffic Signs Regulations and General Directions 1994; and
  - (d) “taxi” has the same meaning as in regulation 4 of the Traffic Signs Regulations and General Directions 1994.

### Exemptions

4. The controls specified in article 3(1) do not apply to:—
- (a) a vehicle being used for ambulance, fire brigade or police purposes;
  - (b) a vehicle being used in the service of a local authority for the purpose of collecting refuse from premises adjacent to a bus lane;
  - (c) a vehicle being used in connection with the removal of any obstructions to traffic;
  - (d) a vehicle being used in connection with the maintenance, improvement or reconstruction of a bus lane;
  - (e) a vehicle entering a bus lane so as to avoid an accident;
  - (f) a vehicle entering a bus lane so as to get or give help in consequence of an accident or an emergency or otherwise taking action for public safety;
  - (g) a vehicle which bears the Royal Mail livery for so long as may be required for the purpose of collection or delivering letters in pursuance of any statutory duty of the Post Office to collect or deliver letters;

- (h) a vehicle entering and forthwith leaving a bus lane in order to gain access to or egress from any road adjacent to that bus lane or any vehicular accessway to premises adjacent to the bus lane or crossing over the footway adjacent to the bus lane; or
- (i) 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 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.

#### **Suspension of existing Orders**

6.—(1) Subject to paragraph (2) of this article the Camden (Bus Lane) (No. 1) Traffic Order 1985 (a) is hereby suspended, in so far as its provisions relate to that part of Grays Inn Road described in the Schedule to this Order.

(2) The suspension specified in paragraph (1) of this article shall take effect in respect of any provision contained in the Camden (Bus Lane) (No. 1) Traffic Order 1985(5) 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 for Transport

20 May 1996

*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

### **In the Borough of Camden—**

1. Grays Inn Road, the south-west side, from a point opposite the north-western boundary of 314 to 320 Grays Inn Road to a point 22 metres north-west of the party wall of 335/337 and 339 Grays Inn Road.

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