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STATUTORY INSTRUMENTS

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**1996 No. 1343**

**ROAD TRAFFIC**

**The A501 Trunk Road (Camden and Islington) Red  
Route (Bus Lanes) 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<sup>(1)</sup> and in exercise of the powers conferred on the Secretary of State by sections 9 and 10 of the Road Traffic Regulation Act 1984<sup>(2)</sup>, 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 and Islington) Red Route (Bus Lanes) 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<sup>(3)</sup>.
- (d) “schedule” means the schedule to this Order.

**Bus lane controls**

3.—(1) Except as provided in paragraph (2) of this article, and subject to the provisions of article 4, no person shall cause any vehicle to enter or proceed in any bus lane specified in the schedule.

(2) The controls specified in paragraph (1) of this article do not apply in respect of a bus.

(3) In this article

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

- (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); and
- (c) “local bus”, “local service”, “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.

### **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 connection with the removal of any obstructions to traffic;
  - (c) a vehicle being used in connection with the maintenance, improvement or reconstruction of a bus lane;
  - (d) a vehicle entering a bus lane so as to avoid an accident;
  - (e) 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;
  - (f) anything done with the permission or at the direction of a police constable in uniform or a traffic warden; or
  - (g) any person causing any vehicle to enter or proceed in the bus lane specified in item 2 of the Schedule, from any part of Pentonville Road which does not comprise that bus lane through the gap at the junction of Pentonville Road and Kings Cross Road, if that vehicle forthwith enters Kings Cross Road.

### **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 Order**

6.—(1) Subject to paragraph (2) of this article the Camden and Islington (Bus Lanes) (No. 1) Traffic Order 1976<sup>(5)</sup> is hereby suspended.

(2) The suspension specified in paragraph (1) of this article shall take effect in respect of any provision contained in the Camden and Islington (Bus Lanes) (No. 1) Traffic Order 1976<sup>(5)</sup> 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

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(5) G.L.C 1976/237.  
(5) G.L.C 1976/237.

**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 Islington**

1. Pentonville Road, the south side, between the north-western kerb-line of Penton Rise and the western extremity of the island reservation situated between Penton Rise and Weston Rise.

### **In the Boroughs of Camden and Islington**

2. Pentonville Road, the south side, between the eastern extremity of the island site situated adjacent to the eastern side of the junction of Pentonville Road and Kings Cross Road and the eastern kerb-line of Kings Cross Bridge.