
STATUTORY INSTRUMENTS

1999 No. 998

ROAD TRAFFIC

**The London Borough of Barnet (Trunk Roads) Red Route
(Priority Traffic Lanes) Experimental Traffic Order 1999**

Made - - - - - *29th March 1999*

Coming into force - - - - - *9th April 1999*

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 London Borough of Barnet (Trunk Roads) Red Route (Priority Traffic Lanes) Experimental Traffic Order 1999, and shall come into force on 9th April 1999.

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”, “goods vehicle”, “maximum gross weight”, “traffic lane”, “contra-flow” and “with-flow lane” have the meanings given in the Traffic Signs Regulations and General Directions 1994(4);
- (f) “priority traffic lane” means a traffic lane on a length of road which is specified in column (2) in the table in the schedule to this Order and in respect of which traffic signs are in place indicating the controls specified in this Order;

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

- (g) “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
 - (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;
- (h) “times of operation” means, in relation to a priority traffic lane on a length of road specified in an item in column (2) of the table in the schedule to the Order, the times specified in that item in column (3) of that table;
- (i) an entry in column (3), (4) or (5) of an item in the table in the schedule to the Order applies to that column in subsequent items in the schedule.

Priority Traffic Lane Controls

3. Except as provided in article 4, no person shall cause a vehicle to be in a priority traffic 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.

Exemptions

4.—(1) The controls specified in article 3 do not apply in respect of a vehicle which is being used for a purpose which is within an exemption to a restriction or prohibition imposed by any other Order or which is permitted by any other Order.

(2) The controls specified in article 3 do not apply so as to prevent a vehicle being in a priority traffic lane if and for as long as 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.

(3) The controls specified in article 3 do not apply in respect of a vehicle being in a priority traffic 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 collection 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 priority traffic 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 the Schedule 2 of the Telecommunications Act 1984(5);

if the vehicle cannot be used for that purpose without being in the priority traffic lane and in so far as the activity is not prohibited by the provisions of any other Order.

(4) The controls specified in article 3 do not apply in respect of a vehicle being in a priority traffic lane—

- (a) so as to avoid an accident;
- (b) to allow a person to get or give help in consequence of an accident or emergency or otherwise take action for public safety;
- (c) 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 priority traffic lane;
- (d) if it is being used for ambulance, fire brigade or police purposes.

(5) The controls specified in article 3 do not apply in respect of—

- (a) a vehicle crossing a priority traffic lane to get to or from any road adjacent to the priority traffic lane or any stopping box or in adjacent to the priority traffic lane or any vehicular access to premises adjacent to the priority traffic lane;
- (b) 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 interests 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.

Signed in accordance with a direction from the Secretary of State

29th March 1999

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

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Lengths of road</i>	<i>(3)</i> <i>Times of operation</i>	<i>(4)</i> <i>Direction of travel and type of priority traffic lane</i>	<i>(5)</i> <i>Type of permitted vehicle</i>
1	A1 Watford Way (Barnet By Pass) from the southern most kerbline of Daws Lane to the northernmost kerbline of Page Street.	At any time	Southbound nearside with-flow lane	buses, taxis, pedal cycles and goods vehicles over 3.5 tonnes maximum gross weight