

SCHEDULE

Cranbrook Road
between a point opposite the party wall of Nos.635 and 637
Cranbrook Road and a point 20 feet south-west of a point
opposite the party wall of Nos.434 and 436 Cranbrook Road.



GREATER LONDON COUNCIL TRAFFIC MANAGEMENT ORDER 1977 No. 154

The Redbridge (Bus Lane) (No. 1) Traffic Order 1977

Made 25 March 1977

Coming into operation 20 April 1977

The Greater London Council, after consulting the Commissioner of Police of the Metropolis and the Council of the London Borough of Redbridge, in exercise of the powers conferred by section 6 of the Road Traffic Regulation Act 1967(a), as amended by Part IX of the Transport Act 1968(b) and section 24(2) of and Schedule 6 to the Road Traffic Act 1974(c), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on 20 April 1977 and may be cited as the Redbridge (Bus Lane) (No. 1) Traffic Order 1977.

2. (1) In this Order, unless the context otherwise requires:

"bus lane" means the area of carriageway in the London Borough of Redbridge within or adjacent to the length of road specified in the Schedule to this Order and which area lies between the south-eastern edge of the carriageway of that road and a traffic sign consisting of a single white line (hereinafter referred to as "the single white line") broken only by a gap opposite and adjacent to Headley Approach;

"enactment" means any enactment, whether public general or local, and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

"licensed cab" has the same meaning as in the London Cab Act 1968(d);

"telegraphic line" has the same meaning as in the Telegraph Act 1878(e);

and the expressions "scheduled express carriage", "school bus" and "works bus" have the same meanings as in the Traffic Signs Regulations 1975(f).

(a) 1967 c.76 (b) 1968 c.73 (c) 1974 c.50 (d) 1968 c.38
(e) 41 & 42 Vict.c.76 (f) S.I. 1975/1536

Published by the Greater London Council
The County Hall, London SE1 7PB
Price 4p (postage extra)

LONDON BOROUGH OF REDBRIDGE BOROUGH SECRETARIAT	
Date	25 APR 1977
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(2) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.

(3) The Interpretation Act 1889(a) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

3. No person shall cause or permit any vehicle to enter or proceed in the bus lane between the hours of 7 a.m. and 10 a.m. on Mondays to Fridays inclusive.

4. Nothing in Article 3 of this Order shall apply -

(a) in relation to a stage carriage, a scheduled express carriage, a school bus or a works bus; or

(b) in relation to a pedal cycle which is not a motor vehicle; or

(c) in relation to a licensed cab; or

(d) in relation to a vehicle being used for fire brigade, ambulance or police purposes if it is reasonably necessary for that vehicle to enter or proceed in the bus lane; or

(e) in relation to a vehicle being used in connection with the removal of any obstruction in the bus lane; or

(f) in relation to a vehicle being used in the service of a local authority for the purpose of collecting refuse from premises adjacent to the bus lane, in connection with any building operation, demolition or excavation in or adjacent to the bus lane, the maintenance, improvement or reconstruction of the highway in or adjacent to the bus lane, the laying, erection, alteration or repair in or adjacent to the bus lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity, or of any telegraphic line, or the placing, maintenance or removal of any traffic sign, provided that in all the circumstances it is reasonably necessary for the vehicle to enter the bus lane; or

(g) to any person causing or permitting any vehicle to enter or proceed in the bus lane -

(i) for the sole purpose of waiting for a period not exceeding two minutes to enable a person suffering from any disability or injury (including blindness) which seriously impairs his ability to walk to board or alight from that vehicle; or

(a) 52 & 53 Vict.c.63

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(ii) from Headley Approach if that vehicle forthwith leaves the bus lane through the gap in the single white line situated opposite and adjacent to the junction of that road with the bus lane; or

(iii) from any part of Cranbrook Road in the said London Borough which does not comprise the bus lane through the gap in the single white line if that vehicle forthwith enters Headley Approach; or

(iv) from any vehicular accessway or carriage crossing over the footway adjoining the bus lane if that vehicle forthwith leaves the bus lane at a point opposite that vehicular accessway or carriage crossing; or

(v) from any part of Cranbrook Road in the said London Borough which does not comprise the bus lane at a point opposite any vehicular accessway or carriage crossing over the footway adjoining the bus lane if that vehicle forthwith enters that vehicular accessway or carriage crossing; or

(vi) if that person is obliged to do so in order to avoid an accident and forthwith causes that vehicle to leave the bus lane; or

(vii) if that person is required by law to stop and as soon as reasonably practicable thereafter causes that vehicle to leave the bus lane; or

(h) to anything done with the permission or at the direction of a police constable in uniform.

5. The prohibitions imposed by this Order are in addition to and not in derogation of any restriction, prohibition or requirement imposed by any other enactment and any exception or exemption from the provisions of this Order is without prejudice to the provisions of any other enactment.

Dated this twenty-fifth day of March 1977.

J.C. Ashfield

Director-General and
Clerk to the Council

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