

LONDON BOROUGH OF REDBRIDGE

TRAFFIC MANAGEMENT ORDER

2008 No. 44

The Redbridge (Bus Priority) (Consolidation) Traffic Order 2008

Made 20 October 2008

Coming into operation on 27 October 2008

The Council of the London Borough of Redbridge, in exercise of powers conferred by section 6 of the Road Traffic Regulation Act 1984(a), Traffic Management Act 2004(b) and of all other enabling powers, hereby makes the following Order:-

Commencement and citation

1. This Order may be cited as The Redbridge (Bus Priority) (Consolidation) Traffic Order 2008 and shall come into operation on 27 October 2008.

Interpretation

2. In this Order--
- (a) a reference to an Article or Schedule followed by a number is a reference to the Article of or Schedule to this Order so numbered;
 - (b) causing includes permitting;
 - (c) "carriageway" has the same meaning as in section 329(1) of the Highways Act 1980(c);
 - (d) "vehicle" includes part of a vehicle;
 - (e) "bus", "local bus", "pedal cycle", "taxi", "traffic lane", "bus lane", "contra-flow" and "with-flow lane" have the same meanings given in the Traffic Signs Regulations and General Directions 2002(d);
 - (f) "bus lane" means a traffic lane on a length of road which is specified in column (2) in the table in Schedule 1 and in respect of which traffic signs in accordance with the Traffic Signs Regulations and General Directions 2002 are in place indicating controls specified in this Order;
 - (g) "bus-only route" means an area of road which is specified in column (2) in the table in Schedule 2 and in respect of which traffic signs are in place indicating controls specified in this Order;
 - (h) "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 Transport 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;
 - (i) "times of operation" means
 - in relation to a bus lane specified in an item in column (2) of the table in Schedule 1, the times specified in column (3) of that item, and
 - in relation to a bus-only route specified in an item in column (2) of the table in Schedule 2, the times specified in column (3) of that item;
 - (j) an entry in column (3), (4) or (5) of an item in the table in Schedules 1 and 2 applies to that column in subsequent items in that table.

Bus Priority Controls

3. (1) Except as provided in Articles 4 and 5, 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 Schedule 1 to this Order during the times specified 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) Except as provided in Article 5, no person shall cause a vehicle to be in a bus-only route in a area of road specified in an item in column (2) of the table in Schedule 2 to this Order during the times specified in column (3) of that item unless that vehicle is proceeding in the direction or directions specified in column (4) of that item and is of a type specified in column (5) of that item.

Exceptions - Bus Lanes

4. (1) The controls specified in Article 3(1) do not apply so as to prevent a vehicle being in a bus lane if and 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.
- (2) 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 an exemption to a restriction or prohibition imposed by any other order or which is permitted by any other order.
- (3) The controls specified in Article 3(1) do not apply in respect of a vehicle crossing a bus lane to get to or from any road adjacent to the bus lane or any vehicular access to premises adjacent to the bus lane.

Exceptions - Bus Lanes and Bus-Only Routes

5. (1) The controls specified in Articles 3(1) and 3(2) do not apply in respect of a vehicle being in a bus lane or a bus-only route 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 a universal service provider for the purpose of collecting or delivering Royal Mail provided the vehicle bears the livery of that provider;
 - (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(a);
- if the vehicle cannot be used for that purpose without being in the bus lane or a bus-only route and in so far as the activity is not prohibited by the provisions of any other order.
- (2) The controls specified in Articles 3(1) and 3(2) do not apply in respect of a vehicle being in a bus lane or a bus-only route -
- (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 bus lane or bus-only route;
 - (d) a vehicle being used for ambulance, fire brigade or police purposes.
- (3) The controls specified in Articles 3(1) and 3(2) do not apply in respect of anything done with the permission or at the direction of a police constable in uniform or a civil enforcement officer.

Revocation

6. (1) Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of the Order, The Redbridge (Bus Lane) (No.1) Traffic Order 1977, The Redbridge (Bus Lane)(No.1) Order 1999, The London Borough of Redbridge (Bus Priority) (No.2) Traffic Order 1999, The London Borough of Redbridge (Bus Priority) (No.2) Traffic Order 2002, The Redbridge (Bus Priority) (No.1) Traffic Order 2008 are hereby revoked.

THE CORPORATE SEAL OF THE MAYOR AND
BURGESSES OF THE LONDON BOROUGH OF
REDBRIDGE was hereunto affixed
this twentieth day of October 2008,
in the presence of: -



Mayor

Borough Solicitor & Secretary

SCHEDULE 1

Bus Lanes
Table

Article 3(1)

(1) Item	(2) Lengths of road	(3) Times of operation	(4) Direction of travel and type of bus lane	(5) Type of permitted vehicle
1.	Chapel Road, Ilford the south western arm, the area of carriageway which lies between the south western edge of the carriageway and the single white line from a point 20.0 metres south east of the south eastern kerb line of Ilford Hill south eastwards for a distance of 85.0 metres.	At Any Time	North-westbound with-flow lane	Bus Dial a Ride Bus Pedal Cycle
2.	Cranbrook Road, Gants Hill the west side, from a point 10.00 metres north of the common boundary of Nos. 507 and 509 Cranbrook Road extending northward for a distance of 120.00 metres.	7 a.m. - 10 a.m. & 4 p.m. - 7 p.m. Monday to Friday inclusive	Northbound with-flow lane	Bus Dial a Ride Bus Pedal Cycle Taxi
3.	Cranbrook Road, Gants Hill the south-east side, between a point opposite the party wall of Nos. 635 and 637 Cranbrook Road and a point 6.1 metres south west of a point opposite the party wall of Nos. 434 and 436 Cranbrook Road.	7 a.m. - 10 a.m. Monday to Friday inclusive	South westbound with-flow lane	Bus Pedal Cycle Taxi
4.	Ilford Hill, Ilford the area of carriageway which lies between the single white lines adjacent to the south western kerb line of the island site in Ilford Hill at its junction with Ilford Broadway from a point 8.0 metres north west of the eastern kerb line of the island site, south westwards for a distance of 38.0 metres.	At Any Time	North-eastbound with-flow lane	Bus Dial a Ride Bus Pedal Cycle