



# London Borough of Tower Hamlets

## TRAFFIC MANAGEMENT ORDER

1999 No.56

---

### The Tower Hamlets (Bus Priority)(No.2) Traffic Order 1999

---

Made: 23<sup>rd</sup> December 1999

Coming into operation: 17<sup>th</sup> January 2000

---

The Council of the London Borough of Tower Hamlets, after consulting the Commissioner of Police for the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984(a) as amended by Section 8 of and Part 1 of, Schedule 5 of the Local Government Act 1985(b) and the Road Traffic Act 1991(c) and of all other powers thereunto enabling hereby make the following Order:-

#### **Commencement and citation**

1. This Order may be cited as The Tower Hamlets (Bus Priority)(No.2) Traffic Order 1999 and shall come into force on 17<sup>th</sup> January 2000.

#### **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 (d);
- (d) "vehicle" includes part of a vehicle;
- (e) "bus", "local bus", "pedal cycle", "taxi", "traffic lane", "contra-flow" and "with-flow lane" have the meanings as given in the Traffic Signs Regulations and General Directions 1994(e);
- (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 are in place indicating the 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 the controls specified in this Order;

---

(a) 1984 c.27.

(b) 1985 c.51

(c) 1991 c.40

(d) 1980 c. 66

(e) Part 1 of SI 1994/1519

- (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 the Council 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
  - (i) 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
  - (ii) 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 schedule 1 or 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 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.

(2) Except as provided in article 5, no person shall cause a vehicle to be in a bus-only route in an area of road specified in an item in column 2 of the table in schedule 2 during the times specified in that 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.

### **Exemptions – 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 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 insofar 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.

## **Exemptions – 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 the Post Office for the purpose of collecting 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 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 the bus-only route and insofar as the activity is not prohibited by the provisions of any other Order.

(2). The controls specified in article 3(1) and 3(2) do not apply in respect of a vehicle being in a bus lane or 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) if it is 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 traffic warden.


## **Revocation or Variation of Existing Orders**

6. 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 this Order, the Orders as specified in column 2 in schedule 3 to this Order are hereby revoked, insofar as any provisions within those Orders relate to any length of road or areas of carriageway as specified in the tables in schedule 1 and schedule 2 to this Order.

---

(a) 1984 c.12

Dated this 23<sup>rd</sup> December 1999

  
Service Head, Street Services  
(The Officer appointed for the purpose)

---

### Schedule 1

---

#### Bus Lanes Table

Article 3 (1)

<i>(1) Item</i>	<i>(2) Length of road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel and type of bus lane</i>	<i>(5) Type of permitted vehicle</i>
1	Bethnal Green Road, the north side, between a point 3.5 metres east of the eastern kerbline of Wear Place and a point 11.5 metres west of the western kerbline of Hollybush Place.	Mon – Fri 16.00 hrs to 19.00 hrs	eastbound with-flow	buses or local buses dial-a-ride bus taxi pedal cycle
2	Cambridge Heath Road, the east side, between a point 8 metres south of the southern kerbline of Patriot Square and a point 67 metres north of the northern kerbline of Roman Road.	Mon – Fri 07.00 hrs to 10.00 hrs 16.00 hrs to 19.00 hrs	southbound with-flow	buses or local buses dial-a-ride bus taxi pedal cycle
3	Cambridge Heath Road, the east side, between a point 118 metres south of the southern kerbline of Malcolm Place and a point 30.5 metres north of the northern kerbline of Key Close.	Mon – Fri 07.00 hrs to 10.00 hrs	southbound with-flow	buses or local buses dial-a-ride bus taxi pedal cycle

### Schedule 1 cont'd

Bus Lanes Table

Article 3 (1)

<i>(1) Item</i>	<i>(2) Length of road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel and type of bus lane</i>	<i>(5) Type of permitted vehicle</i>
4	Cambridge Heath Road, the west side, between a point 38 metres north of the northern kerblins of Three Colts Lane and a point 89 metres south of the southern kerblins of Bethnal Green Road.	Mon – Fri 16.00 hrs to 19.00 hrs	northbound with-flow	buses or local buses dial-a-ride bus taxi pedal cycle
5	Preston's Road, the west side, between a point 25 metres north of a point opposite the northern kerblins of Managers Street and a point 32 metres south of a point opposite the southern kerblins of Duthie Street.	Mon – Fri 07.00 hrs to 19.00 hrs	northbound with-flow	buses or local buses dial-a-ride bus taxi pedal cycle
6	West India Dock Road, the north-east side, between a point opposite the north-western flank wall of No. 17 West India Dock Road and a point 75 metres south-east of that point.	At any time	south-eastbound with-flow	buses or local buses
7	Hackney Road, the north side, between a point 1.20 metres northeast of a point opposite the party wall of Nos. 443 and 445 Hackney Road and a point opposite the party wall of Nos.511 and 513 Hackney Road.	Mon – Fri 16.00 hrs to 19.00 hrs	Eastbound with-flow	buses or local buses dial-a-ride bus taxi pedal cycle

## Schedule 2

### Bus-only Routes Table

Article 3 (1)

<i>(1) Item</i>	<i>(2) Areas of road</i>	<i>(3) Times of operation</i>	<i>(4) Direction of travel</i>	<i>(5) Type of permitted vehicle</i>
1	Abbott Road Underpass, the area of carriageway which lies between a traffic sign consisting of a longitudinal single white line and the eastern, north-eastern, and northern kerblines of the Abbott Road Underpass, including that length of carriageway which forms the western slip road and extends from Abbott Road Underpass to a point opposite the northern kerblines of Zetland Street.	At any time	south, south-east, and eastbound	buses or local buses
2	Grove Road, the area of carriageway which lies adjacent to the western kerblines of the north-easternmost island site situated at or adjacent to the junction of Grove Road and Mile End Road and a traffic sign consisting of a longitudinal single white line.	At any time	southbound	buses or local buses pedal cycle
3	Limehouse Causeway Link Road, the area of carriageway which lies adjacent to the western kerblines of Limehouse Causeway Link Road and the western kerblines of the westernmost island site situated at or adjacent to the junction of the Limehouse Causeway Link Road and Westferry Road.	At any time	northbound	buses or local buses pedal cycle
4	Salter Street, the area of the unnamed carriageway which extends between the eastern kerblines of Salter Street and the south-western kerblines of West India Dock Road.	At any time	north-eastbound	buses or local buses pedal cycle

### Schedule 3

#### Table of Revocation or Variation of Existing Orders

Article 6

(1) Item	(2) Order
1	The Tower Hamlets (Bus Lane) (No.3) Traffic Order 1985 [GLC 1985 No.493]
2	The Tower Hamlets (Bus Lanes) (No.3) Traffic Order 1998 [LBTH 1998 No.33]
3	The Tower Hamlets (Bus Lanes) (No.1) Traffic Order 1996 [LBTH 1996 No.1]
4	The Tower Hamlets (Bus Lane) (No.1) Traffic Order 1998 [LBTH 1998 No.8]
5	The Tower Hamlets (Bus Lanes) (No.1) Traffic Order 1996 [LBTH 1996 No.1]
6	The Tower Hamlets (Bus Lanes) (No.1,1996) (Amendment No.1) Traffic Order 1998 [LBTH 1998 No.2]
7	The Tower Hamlets (Bus Lanes) (No.2) Traffic Order 1998 [LBTH 1998 No.19]
8	The Tower Hamlets (Bus Lane) (No.1) Traffic Order 1999 [LBTH 1999 No.8]
9	The Tower Hamlets (Bus Lanes) (No.3) Traffic Order 1994 [LBTH 1994 No.39]
10	The Tower Hamlets (Prescribed Routes) (No.12) Traffic Order 1993 [LBTH 1993 No.28]
11	The Tower Hamlets (Prescribed Route) (No.2) Traffic Order 1995 [LBTH 1995 No.5]



*London Borough of Tower Hamlets*  
TRAFFIC MANAGEMENT ORDER

1999 No.56

---

The Tower Hamlets (Bus Priority)(No.2) Traffic Order 1999

---

Corrigendum

Page 6... in relation to the title "Bus-only Routes Table" in the second line of Schedule 2, at the end of that line, for the words "Article 3 (1)" there were substituted the words "Article 3 (2)".