



LAMBETH BOROUGH COUNCIL TRAFFIC MANAGEMENT ORDER

LBC 2022 No. 28

The Lambeth (Bus Priority) (Kennington Road and Westminster Bridge Road) (No. 1) Experimental Traffic Order 2022

Made 16th February 2022

Coming into force 26th February 2022

The Council of the London Borough of Lambeth, after consulting the Commissioner of Police of the Metropolis and with the agreement of Transport for London, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984(a), and of all other enabling powers, hereby makes the following Order:-

Commencement and citation

1. This Order may be cited as the Lambeth (Bus Priority) (Kennington Road and Westminster Bridge Road) Experimental Traffic Order 2022 and shall come into force on 26th February 2022.

Interpretation

2. (1) 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) "cause" includes permits and "causing" includes permitting;
- (c) "carriageway" has the same meaning as in section 329(1) of the Highways Act 1980(b);
- (d) "bus", "pedal cycle", "taxi", "traffic lane" and "with-flow" have the same meanings as in Schedule 1 to the Traffic Signs Regulations and General Directions 2016(c);
- (e) "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 Article 3(1);

(a) 1984 c.27

(b) 1980 c.66

(c) S.I. 2016/362

- (f) "bus only route" means an area of road, which is specified in column (2) of the table in Schedule 2 and in respect of which traffic signs are in place indicating the controls specified in Article 3(2);
- (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 Council of the London Borough of Lambeth 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) "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;
- (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) "universal service provider" and "provision of a universal postal service" have the same meanings as in the Postal Services Act 2000(a);
- (k) "vehicle" includes part of a vehicle.

(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.

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 of operation 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 the 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 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 - bus lanes

4. (1) The controls specified in Article 3(1) do not apply so as to prevent a vehicle from being in a bus lane if and for so long as may be necessary -

- (a) to enable a person to get on or off that vehicle; or
- (b) to enable goods to be loaded onto or unloaded from that 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 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 or any parking place, loading place or taxi rank 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 -

- (a) in the service of a local authority for the purpose of collecting refuse;
- (b) for the purposes of the provision of a universal postal service provided the vehicle bears the livery of a universal service provider;
- (c) in connection with the removal of any obstruction to traffic;
- (d) in connection with the maintenance, improvement or reconstruction of any road;
- (e) in connection with the maintenance, improvement or construction of any street furniture, including bus stop infrastructure;
- (f) in connection with any building operation or demolition;
- (g) in 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 apparatus comprising an electronic communications network which is within the meaning of the Communications Act 2003(a),

if that vehicle cannot be used for that purpose without being in the bus lane or the bus-only route.

(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 a bus-only route -

- (a) to avoid an accident;
- (b) to allow a person to get or give help in consequence of an accident or emergency or otherwise to 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 Article 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.

Suspension of existing Orders

6. Whilst this Order continues in force and without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the item numbered 2 in Schedule 1 to the Lambeth (Bus Priority) (Westminster Bridge Road) Traffic Order 2010(b) and the items numbered 4, 5 and 6 in Schedule 1 to the Lambeth (Bus Priority) (Lambeth Road and Westminster Bridge Road) Traffic Order 2019(c) are hereby suspended.

Modification or suspension of this Order

7. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Assistant Director of Infrastructure, Environment, Public Realm & Climate Change Delivery or some other person authorised in that behalf by him, may, if it appears to him or that other person essential in the interests of the expeditious, convenient and safe movement of traffic, or in the interests of providing suitable and adequate on-street parking facilities, or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend the operation of this Order or any provision of it, save that no modification shall make an addition.

Dated this sixteenth day of February 2022.

Ben Stevens
Highway Network Manager

SCHEDULE 1 (see Article 3(1))

Bus Lanes

Table

(1) Item	(2) Length of road	(3) Times of operation	(4) Direction of travel and type of bus lane	(5) Type of permitted vehicle
1.	Westminster Bridge Road, the north-east side, between a point 4 metres south-east of the party wall of Nos. 158 and 160 Westminster Bridge Road and a point 54 metres north-west of the north-western kerb-line of Baylis Road.	At any time	south-eastbound with-flow lane	Bus, pedal cycle, taxi and dial-a-ride bus
2.	Westminster Bridge Road, the north-east side, between a point 67 metres east of the western flank wall of Lambeth North Station and a point 11 metres west of the western kerb-line of Morley Street.	At any time	south-eastbound with-flow lane	Bus, pedal cycle, taxi and dial-a-ride bus
3.	Westminster Bridge Road, the south-west side, between a point opposite the western kerb-line of Pearman Street and a point 1.5 metres south-east of the party wall of Nos. 75 and 77 Westminster Bridge Road.	At any time	north-westbound with-flow lane	Bus, pedal cycle, taxi and dial-a-ride bus
4.	Westminster Bridge Road, the south-west side, between a point 3 metres north-west of the party wall of Nos. 95 and 97 Westminster Bridge Road and a point 31 metres north-west of the north-western kerb-line of Upper Marsh.	At any time	north-westbound with-flow lane	Bus, pedal cycle, taxi and dial-a-ride bus

SCHEDULE 2 (see Article 3(2))

Bus-only Routes

Table

(1) Item	(2) Area of road	(3) Times of operation	(4) Direction of travel	(5) Type of permitted vehicle
No items for the time being.				