

SLOUGH BOROUGH COUNCIL

Section 9 of the Road Traffic Regulation Act 1984 and Regulation 22 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

THE BOROUGH OF SLOUGH (A4 SECTION 6 WELLINGTON STREET TO SUSSEX PLACE) (NO. 2) EXPERIMENTAL BUS LANE ORDER 2020 (Order 60 of 2020)

SLOUGH BOROUGH COUNCIL makes this Order in exercise of its powers under section 9 of the Road Traffic Regulation Act 1984 ("the 1984 Act") and any other enabling powers.

1. This Order may be cited as the Borough of Slough (A4 Section 6 Wellington Street to Sussex Place) (No. 2) Experimental Bus Lane Order 2020. It will come into operation on the 4th December 2020 and will remain in force for a period not extending beyond the end of February 2022.

Definitions

2. In this Order, except where the context requires otherwise:-

"article" means an article of this Order;

"authorised vehicle" means any private hire vehicle which is operated under a licence issued by Slough Borough Council and displays identification marks of such type and in such manner as the Council shall prescribe;

"bus" means a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of driver) or a local bus not so constructed or adapted;

"bus lane" means any part of a road which is specified in Schedule 1 and in respect of which traffic signs are in place indicating the controls specified in Article 3;

"electric scooter" has the same meaning as in the Traffic Signs Regulations 2016;

"green number plate" means a vehicle registration plate which is valid for use only upon a vehicle which produces no tailpipe emissions;

"local bus" means a public service vehicle used in provision of a local service not being an excursion or tour;

"local service" has the meaning given in section 2 of the Transport Act 1985;

"pedal cycle" means a unicycle, bicycle, tricycle or cycle having four or more wheels, not being in any case mechanically propelled unless it is an electrically assisted cycle of a class not treated as a motor vehicle for the purposes of the Road Traffic Regulation Act 1984;

“private hire vehicle” means a motor vehicle, other than a taxi, which has no more than 8 seats in addition to the driver’s seat, and is provided for hire with the services of a driver for the purpose of carrying passengers;

“schedule” means a schedule to this Order;

“solo motor cycle” means a motor cycle without a side car;

“taxi” means a vehicle licensed under section 37 of the Town Police Clauses Act 1847, or under any similar enactment; and

“trial” has the same meaning as in the Traffic Signs Regulations 2016.

Prohibition

3. Subject to Articles 5, 6 and 7 any vehicle other than a bus, pedal cycle, solo motor cycle, taxi, authorised vehicle or vehicle lawfully displaying a green number plate must not be in a bus lane shown in Schedule 1 during the times of operation shown for that bus lane in Column 2 of that Schedule.
4. Subject to Articles 5 and 6, the direction of travel of any vehicle while in a bus lane shall only be as specified for that bus lane in Column 3 of Schedule 1.

Exemptions

5. Articles 3 and 4 do not apply to a vehicle that is in a bus lane under the direction or with the permission of a police constable in uniform or for the purposes of crossing the bus lane.
6. Articles 3 and 4 do not apply where it is necessary for a vehicle to be in a bus lane:-
 - (a) for ambulance, fire brigade or police purposes while in the performance of statutory duties;
 - (b) to remove an obstruction;
 - (c) to avoid an accident;
 - (d) to collect or remove refuse or waste;
 - (e) to be used for or in connection with:
 - (i) building, industrial or demolition operations in or on land adjacent to the bus lane or removals from land or buildings adjacent to the bus lane if the prior written consent has been received of a person authorised by the Council for that purpose;
 - (ii) the laying, erection, alteration or repair of a sewer, pipe or apparatus for the supply of water, gas, electricity or telecommunications apparatus in or on land adjacent to the bus lane; or
 - (iii) the maintenance, improvement or reconstruction of the bus lane;
 - (f) to deliver or collect postal packets at premises adjacent to the bus lane while in the service of a universal service provider as defined in section 125(1) of the Postal Services Act 2000.

7. Nothing in this Order shall apply so as to prevent electric scooters engaged in a trial and operated by or on behalf of Neuron Mobility from being in a bus lane.
8. The Council is satisfied that the provisions of section 3(1) of the 1984 Act relating to access to premises shall not have effect because the Order is required for avoiding danger to persons or other traffic using the roads to which the Order relates.

Revocation

9. The Borough of Slough (A4 Section 6 Wellington Street to Sussex Place) Experimental Bus Lane Order 2020 (Order 37 of 2020) is revoked in its entirety by this Order.

Interpretation

10. The Interpretation Act 1978 shall apply to this Order as it applies to the interpretation of an Act of Parliament.

Made: ~~20th~~ November 2020

The Common Seal of
SLOUGH BOROUGH COUNCIL
was hereunto affixed in the presence of:


Authorised Officer

Severance H3 Public Law



SCHEDULE 1: Bus Lanes

Road Name and Description	Times of operation	Direction of travel and type of bus lane
Sussex Place – from its junction with Dolphin Road eastwards for a distance of 68 metres.	Monday-Friday 7am-10am and 3pm-7pm	Eastbound (with-flow bus lane on nearside of carriageway)
Wellington Street - from a point 196.5 metres west of its junction with Wexham Road eastwards for a distance of 124.5 metres.	Monday-Friday 7am-10am and 3pm-7pm	Eastbound (with-flow bus lane on nearside of carriageway)
Wellington Street (main eastbound carriageway) - from a point 102 metres west of the centre of the roundabout at the junction with Uxbridge Road eastwards for a distance of 47 metres.	Monday-Friday 7am-10am and 3pm-7pm	Eastbound (with-flow bus lane on nearside of carriageway)
Wellington Street (main eastbound carriageway) - from a point 26 metres west of the centre of the roundabout at the junction with Uxbridge Road eastwards for a distance of 38 metres.	Monday-Friday 7am-10am and 3pm-7pm	Eastbound (with-flow bus lane on nearside of carriageway)
Wellington Street – from a point 175 metres west of the western kerbline of Dolphin Road eastwards for a distance of 150 metres.	Monday-Friday 7am-10am and 3pm-7pm	Eastbound (with-flow bus lane on nearside of carriageway)
Wellington Street (main westbound carriageway) - from a point 12.5 metres east of the centre of the roundabout at the junction with Uxbridge Road westwards for a distance of 40.5 metres.	Monday-Friday 7am-10am and 3pm-7pm	Westbound (with-flow bus lane on nearside of carriageway)
Wellington Street (main westbound carriageway) - from a point 29.5 metres east of the centre of the roundabout at the junction with Uxbridge Road westwards for a distance of 10.5 metres.	Monday-Friday 7am-10am and 3pm-7pm	Westbound (with-flow bus lane on nearside of carriageway)

Road Name and Description	Times of operation	Direction of travel and type of bus lane
<p>Wellington Street (main westbound carriageway) - from a point 107.5 metres east of the centre of the roundabout at the junction with Uxbridge Road westwards for a distance of 53.5 metres.</p>	<p>Monday-Friday 7am-10am and 3pm-7pm</p>	<p>Westbound (with-flow bus lane on nearside of carriageway)</p>
<p>Wellington Street - from a point 56 metres west of its junction with Wexham Road westwards for a distance of 24 metres.</p>	<p>Monday-Friday 7am-10am and 3pm-7pm</p>	<p>Westbound (with-flow bus lane on nearside of carriageway)</p>
<p>Wellington Street - from a point 144 metres west of its junction with Wexham Road westwards for a distance of 15 metres.</p>	<p>Monday-Friday 7am-10am and 3pm-7pm</p>	<p>Westbound (with-flow bus lane on nearside of carriageway)</p>

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SUSSEX PLACE) (NO. 2) EXPERIMENTAL BUS LANE ORDER 2020 (Order 60 of
2020)**

STATEMENT OF REASONS

This Order is being made to encourage the use of more sustainable forms of transport by reallocating road space to vehicles such as buses and cycles. This is particularly relevant at a time when public transport continues to face unprecedented challenges and the choice to use healthier sustainable alternatives such as cycling has become more important than ever.

The Order is being introduced experimentally so that its effects on traffic flow and travel mode may be assessed over a trial period, after which the Council intends to consider making a permanent Order having the same effects.