

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 3 CIPPENHAM LANE TO TWINCHES LANE) EXPERIMENTAL BUS LANE ORDER 2020 (Order 30 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 3 Cippenham Lane to Twinches Lane) Experimental Bus Lane Order 2020. It will come into operation on the Monday 31st August 2020 and will remain in force for a period not exceeding 18 months.

Definitions

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

"article" means an article of this Order;

"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;

"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 cycle, 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 1984 Act; and

"schedule" means a schedule to this Order.

Prohibition

3. Subject to Articles 5, 6 and 7 any vehicle other than a bus or pedal cycle 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. 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

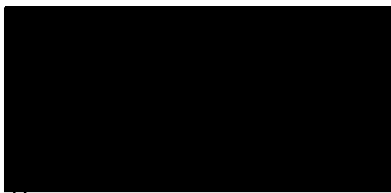
5. Articles 3 and 4 do not apply to a vehicle that is in a bus lane under the direction or with the permission of a police constable in uniform or for the purposes of crossing the bus lane.
6. Articles 3 and 4 do not apply where it is necessary for a vehicle to be in a bus lane:-
 - (a) for ambulance, 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 a lawfully used electric scooter 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.

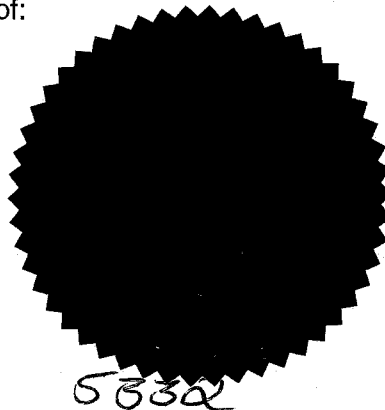
Made: 14 August 2020

The Common Seal of SLOUGH BOROUGH COUNCIL

was hereunto affixed in the presence of:



Sushil Thobhani (Authorised Officer)
Service Lead – Governance



SCHEDULE 1: Bus Lanes		
Road Name and Description	Times of operation	Direction of travel and type of bus lane
Bath Road - From a point 102 metres east of its junction with Dover Road eastwards to a point 26 metres west of its junction with Ipswich Road.	All times	Eastbound (with-flow bus lane on nearside of carriageway)
Bath Road - From a point 10 metres east of its junction with Ipswich Road eastwards to a point 45 metres west of its junction with Leigh Road.	All times	Eastbound (with-flow bus lane on nearside of carriageway)
Bath Road - From a point 14 metres east of its junction with Leigh Road eastwards for a distance of 12 metres.	All times	Eastbound (with-flow bus lane on nearside of carriageway)
Bath Road - From a point 45 metres east of its junction with Leigh Road eastwards for a distance of 16 metres.	All times	Eastbound (with-flow bus lane on nearside of carriageway)
Bath Road - From a point 81 metres east of its junction with Leigh Road eastwards for a distance of 116 metres.	All times	Eastbound (with-flow bus lane on nearside of carriageway)
Bath Road - From a point 10 metres west of its junction with Twinches Lane westwards for a distance of 197 metres.	All times	Westbound (with-flow bus lane on nearside of carriageway)
Bath Road - From a point 7 metres west of its junction with Leigh Road westwards to a point 15 metres east of its junction with Ipswich Road.	All times	Westbound (with-flow bus lane on nearside of carriageway)
Bath Road - From a point 12.5 metres west of its junction with Ipswich Road westwards for a distance of 42 metres.	All times	Westbound (with-flow bus lane on nearside of carriageway)
Bath Road - From a point 247 metres east of its junction with Cippenham Lane westwards for a distance of 195 metres.	All times	Westbound (with-flow bus lane on nearside of carriageway)

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LANE) EXPERIMENTAL BUS LANE ORDER 2020 (Order 30 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.