

impairs their ability to walk or board or alight from that vehicle; or

(ii) from any vehicular accessway or crossing over the footway adjoining the bus lane if that vehicle forthwith leaves the bus lane at a point opposite that vehicular accessway or crossing; or

(iii) from any part of Great Eastern Street in the said London Borough which does not comprise the bus lane at a point opposite any vehicular accessway or crossing over the footway adjoining the bus lane if that vehicle forthwith enters that vehicular accessway or crossing; or

(iv) if that person is obliged to do so in order to avoid an accident and forthwith causes that vehicle to leave the bus lane; or

(v) if that person is required by law to stop and as soon as reasonably practicable thereafter causes that vehicle to leave the bus lane;

(h) to anything done with the permission or at the direction of a police constable in uniform; or

(i) to any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

Power to modify or suspend this Order

5. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985, the Head of Engineering and Deputy Director of the London Borough of Hackney for the time being, or some person authorised in that behalf by him, may, if it appears to him or person essential in the interests of the expeditious, convenient and safe movement of traffic, or of the provision of suitable and adequate parking facilities on the highway, or for preserving or improving the amenities of the area through which any road affected by this Order runs, and after:

(a) consulting with the commissioner of Police of the Metropolis and

(b) giving such notice as the Secretary of State may direct,

make modifications of any description (other than additions) to this Order or suspend this Order or any provision of this Order.

Robert Biggs, Deputy Director and Head of Public Services
21st September 1992. (810)

LONDON BOROUGH OF HACKNEY

The Hackney (Prescribed Routes) (S.I. 1961 No. 1346) (Amendment No. 1) Order 1992

Notice is hereby given that the Council of the London Borough of Hackney intends to make the above-mentioned Order under section 6 of the Road Traffic Regulation Act 1984, as amended by section 8 of and Part 1 of Schedule 5 to the Local Government Act 1985.

2. The general effects of the Hackney (Prescribed Routes) (No. 1) Order 1991, will be:

(1) to amend Statutory Instrument 1961 No. 1346 so that vehicular traffic will be able to move in both directions in the following lengths of road:

(a) *Rufus Street*, between its junction with Hoxton Square and Old Street.

(b) *Rivington Street*, between its junction with Garden Walk and Charlotte Street.

(2) and to prohibit vehicles from entering the following roads or lengths of roads from the direction stated therein:

(a) *Rufus Street*, between Hoxton Square and Old Street, from Hoxton Square.

(b) *Rivington Street*, between Garden Walk and Charlotte Street, from Charlotte Street, from Curtain Road and Shoreditch High Street.

3. The prohibition referred to in paragraph 2(1) and 2(2) above will not apply to pedal cycles which follow the route through the closure indicated by traffic signs placed on the highway; or vehicles being used for ambulance, fire brigade or police purposes in an emergency.

4. No person shall cause any vehicle to proceed in any road or length of road in the said London Borough specified in paragraph 2(2) above of this Order in a direction other than that specified in relation to that road or length of road.

5. No person shall cause any vehicle to enter any length of carriageway in the said London Borough specified in paragraph 2(2)

above of this Order from a direction other than that specified in relation to that length of carriageway.

6. Nothing in Article 3, 4 or 5 of this Order shall apply to:

(a) anything done with the permission or at the direction of a police constable in uniform; or

(b) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

Statement of reasons

The proposed Traffic Order is now required to facilitate north south cycle movement, using other routes instead of the main road network via City Road, Vestry Street and East Road.

R. Biggs, Deputy Director and Head of Public Services
29th June 1992. (812)

LONDON BOROUGH OF HACKNEY

The Hackney (Red Route) (No. 3) Experimental Order 1992 1992 No. 2

The Council of the London Borough of Hackney, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by section 9 of the Road Traffic Regulation Act 1984 (c. 27); as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985 (c. 51), and of all other powers thereunto enabling hereby make the following Order:

PART I

Commencement and Citation

1. This Order shall come into operation on 8th October 1992 and may be cited as the Hackney (Red Route) (No. 3) Experimental Order 1992.

Suspension of other Instruments

2. 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, there is suspended in their application to the lengths of streets specified in Schedules:

(1) the Greater London (Waiting Restriction) (Exemptions for Disabled Person) Order 1975 (GLC 1975/230), and

(2) the Hackney (Waiting and Loading Restriction) Order 1977 (GLC 1977/85; the relevant amending Orders are GLC 1979/266, 1980/177, 1983/289, 1983/405, 1984/152, 1985/108 and 1985/321).

Interpretation

3. (1) In this Order, except where the context otherwise requires:

"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;

"goods" means goods of any kind whether animate or inanimate and includes postal packets of any description; and "delivering" and "collecting" in relation to any goods, include checking the goods for the purpose of their delivery or collection;

"hackney carriage" means a hackney carriage in respect of which there is in force a licence granted under section 6 of the Metropolitan Public Carriage Act 1869 (32 & 33 Vict. c. 115);

"prescribed hours", in relation to a restricted street, means the time specified in column 2 of Schedule 3 in relation to the letter set out in column 1 of that Schedule and which letter is the letter set out in column 3 of Schedule 1 in relation to that street;

"restricted hours", in relation to any street specified in Schedule 2 means the time specified in column 2 of Schedule 3 in relation to the number set out in column 3 of Schedule 3 and which number is the number set out in column 3 of Schedule 2 in relation to that street;

"restricted street" means any street within the London Borough of Hackney specified in Schedule 1 (hereinafter referred to as the "red route");

Provided that the expression "restricted street" shall not for the purpose of this Order include any area on a highway or any place within the London Borough of Hackney for the time being designated or described as a parking place by any Order made or having effect as if made under section 6, section 32 or section 45 of the Road Traffic Regulation Act 1984;

"road service licence" has the same meaning as in the Road Traffic Act 1960 (8 & 9 Eliz. 2 c. 16);

"Schedule" means a Schedule to this Order;