

1992—No. 256

TRAFFIC ACT 1909—REGULATION

(Reserving certain traffic lanes for the use of buses)

NEW SOUTH WALES



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HIS Excellency the Governor, with the advice of the Executive Council, and in pursuance of the Traffic Act 1909, has been pleased to make the Regulation set forth hereunder.

WAL MURRAY
Minister for Roads

Commencement

1. This Regulation commences on 1 June 1992.

Amendments

2. The Motor Traffic Regulations 1935 are amended:

(a) by inserting after Regulation 54 (6) (z) the following paragraph:

(za) the words “buses only lane” mean, and the direction represented by the traffic control sign on which they appear is, that the driver of any vehicle other than:

- (i) a motor omnibus; or
- (ii) a motor vehicle (whether a tow truck, a vehicle used for repairing traffic control light signals or another vehicle) being operated by or at the direction of the Authority and proceeding to the scene of an accident or other emergency,

approaching that traffic control sign from the direction in which it is facing and along any traffic lane adjacent to, above or on which that sign is erected, displayed or marked, must not drive between that sign and:

- (iii) the next traffic control light signal facing the driver and displaying the letter “B” in white, amber or red (as referred to in Regulation 55 (2A)); or
 - (iv) the next traffic control sign facing the driver on which appear the words “end buses only lane”, whichever first appears, except for an urgent purpose arising from a medical or similar emergency;
- (b) by inserting in the Schedule to Regulation 54 in numerical order the following diagrams:

26A



26B



- (c) by inserting after Regulation 55 (2) the following clause:
- (2A) The display by any such signal of:
- (a) a white “B” is a direction that the driver of a motor omnibus in a “buses only” lane and facing the signal may, subject to the Act and Regulations, proceed straight ahead, turn right or turn left, even though the signal may also be displaying a red circle or a red arrow (and, as long as any such movement may be made with safety to the public, the driver may so proceed even though a signal is displaying a red circle or a red arrow in respect of the carriageway the driver is about to enter);
 - (b) an amber “B” is a direction that the driver of a motor omnibus in a “buses only” lane and facing the signal:
 - (i) if it is erected at or near an intersection, must not proceed beyond the stop line in respect of the signal (or, if there is no such stop line, must not enter the intersection) unless the vehicle is so close to the stop line (or, if there is no such stop line, the intersection) when the amber “B” first appears that the driver cannot safely stop the vehicle before passing the stop line (or entering the intersection); or

- (ii) if it is not erected at or near an intersection, must not proceed beyond the stop line in respect of the signal (or, if there is no such stop line, the signal nearest to the driver) unless the vehicle is so close to the stop line (or, if there is no such stop line, the last-mentioned signal) when the amber “B” first appears that the driver cannot safely stop the vehicle before passing the stop line (or signal);
 - (c) a red “B” is a direction that the driver of a motor omnibus in a “buses only” lane and facing the signal:
 - (i) if it is erected at or near an intersection, must not proceed beyond the stop line in respect of the signal (or, if there is no such stop line, must not enter the intersection); or
 - (ii) if it is not erected at or near an intersection, must not proceed beyond the stop line in respect of the signal (or, if there is no such stop line, the signal nearest to the driver) even though the signal may also be displaying a green circle or a green arrow.
 - (d) by inserting in Regulation 67 (1A) (a) (i) after the matter “ (c) or (d)” the matter “or Regulation 55 (2A) (a) or (b) (i)”;
 - (e) by inserting after Regulation 72 the following Regulation:

Buses turning from “buses only” lanes

(72AA) Despite the provisions of Regulations 71 and 72, the driver of a motor omnibus may cause the vehicle to turn to the right or left at an intersection from any traffic lane designated as a “buses only” lane by a traffic control sign referred to in Regulation 54 (6) (za), as long as any such turn is in accordance with a signal displayed by a traffic control light erected at or near the intersection and referred to in Regulation 55 (2A) (a) or (b), and as long as it may be made with safety to the public.
 - (f) by inserting in Table B of Part 2 of Schedule K under the heading “Regulation 54 (7):”:
 - (i) in paragraph (a) (v) after the words “ ‘bus lane’ ” the words “, ‘buses only lane’ ”; and
 - (ii) in paragraph (b) (v) after the words “bus lane” the words “, buses only lane”;
 - (g) by inserting in Table B of Part 2 of Schedule K under the heading “Regulation 84 (1) (c):” in paragraph (a) after the matter “transit lane” the matter “, buses only lane”.
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EXPLANATORY NOTE

The object of this Regulation is to amend the Motor Traffic Regulations 1935 to reserve certain traffic lanes for the exclusive use of buses (and certain Roads and Traffic Authority vehicles) and to introduce a special traffic control light signal to apply to buses in those lanes. The signal will permit a bus to make a right or left turn (while other traffic is stationary) from a “buses only” lane, whether or not the lane concerned is the nearest lane to the relevant boundary of the carriageway.

The Regulation also provides for an infringement notice penalty (identical to that imposed in respect of bus lane or transit lane offences) for the unauthorised use of “buses only” lanes.
