STATUTORY INSTRUMENTS

# 1999 No. 2804

# ROAD TRAFFIC

## The A12 Trunk Road (Redbridge, Waltham Forest, Hackney and Tower Hamlets) Red Route (Clearway) Traffic Order 1999

| | |
|---|---|
| *Made - - - - -* | *11th October 1999* |
| *Coming into force - -* | *25th October 1999* |

The Traffic Director for London, in accordance with a direction given to him by the Secretary of State under section 58(1) of the Road Traffic Act 1991(**a**) and in exercise of the powers conferred on the Secretary of State by section 6 of the Road Traffic Regulation Act 1984(**b**), and of all other enabling powers, hereby makes the following Order:—

**Commencement and citation**

**1.** This Order may be cited as The A12 Trunk Road (Redbridge, Waltham Forest, Hackney and Tower Hamlets) Red Route (Clearway) Traffic Order 1999, and shall come into force on 25th October 1999.

**Interpretation**

**2.** In this Order—

(a) a reference to an article or a schedule followed by a number is a reference to the article of, or the schedule to, this Order so numbered;

(b) "carriageway" has the same meaning as in section 329(1) of the Highways Act 1980 (**c**);

(c) causing includes permitting;

(d) "disabled person", "disabled person's badge" and "disabled person's vehicle" have the same meanings as in regulation 2(1) of the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England and Wales) Regulations 1986(**d**), and "relevant position" in relation to a disabled person's badge has the same meaning as in regulation 2A of those regulations;

(e) "the trunk road red route clearway" means the lengths of road specified in column *(2)* of the table in schedule 1;

(f) "vehicle" includes part of a vehicle;

(g) an entry in column *(3)*, *(4)* or *(5)* of an item in a schedule to this order applies to that column in subsequent items in that schedule;

(h) "bus" has the meaning given by regulation 22(2) of the Traffic Signs Regulations and General Directions 1994(**e**);

(**a**) 1991 c. 40.
(**b**) 1984 c. 27.
(**c**) 1980 c. 66.
(**d**) S.I. 1986/178 as amended by S.I. 1991/2709.
(**e**) S.I. 1994/1519.

(i) "bus stop" means an area bounded by a traffic sign shown in diagram 1025.1 or 1025.3 in schedule 6 of the Traffic Signs Regulations and General Directions 1994 which includes the words "bus stop";

(j) "bus stand" means an area bounded by a traffic sign shown in diagram 1025.1 or 1025.3 in schedule 6 of the Traffic Signs Regulations and General Directions 1994 which includes the words "bus stand"; and

(k) "London Regional Transport" has the meaning given by the London Regional Transport Act 1984(**a**).

(l) "pedal cycle" has the same meaning as in regulation 4 of the Traffic Signs Regulations and General Directions 1994.

**General prohibition of stopping**

**3.**—(1) Subject to the provisions of paragraph (2) of this article, and of articles 4, 5, 6, 7, 8 and 9, no person shall cause any vehicle to stop at any time in the trunk road red route clearway.

(2) Not taken up.

**Exemptions for parking**

**4.** Not taken up.

**Miscellaneous exemptions for parking**

**5.**—(1) Not taken up.

(2) Not taken up.

(3) Not taken up.

(4) Not taken up.

**Exemptions for loading and unloading**

**6.** Not taken up.

**Exemptions for disabled persons**

**7.**—(1) Not taken up.

(2) Not taken up.

(3) Not taken up.

**Exemptions at bus stops and stands**

**8.**—(1) The controls specified in article 3 (1) and (2) do not apply in respect of a person causing:

(a) a bus to stop at a bus stop for as long as may be required to enable passengers to board or alight; or

(b) a bus to stop at a bus stop or a bus stand and being used for operational reasons in the course of providing a London bus service (as defined in section 34 of the Transport Act 1985(**b**)) under an agreement with London Regional Transport or training drivers to allow such a service to be provided.

(2) In this article "operational reasons" means:

(i) to enable passengers to board and alight;

(ii) to enable crew changes to take place;

(iii) to maintain the scheduled timetable subject, in the case of a bus stop, to a maximum wait of two minutes.

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(**a**) 1984 c. 32.
(**b**) 1985 c. 67.

**Other exemptions**

**9.**—(1) The controls specified in article 3(1) do not apply in respect of a person causing a vehicle to stop if that person is—

(a) required by law to cause the vehicle to stop or not to proceed;

(b) obliged to stop the vehicle so as to avoid an accident;

(c) prevented from proceeding in the vehicle by circumstances beyond the person's control;

(d) getting or giving help in consequence of an accident or an emergency, or otherwise taking action for public safety;

(e) opening or closing a gate or other barrier at the entrance to premises to which the vehicle is being driven or from which it has emerged if it is not reasonably practicable to cause the vehicle to stop elsewhere for the purpose;

(f) using the vehicle for fire brigade, ambulance or police purposes;

(g) using the vehicle in connection with the removal of any obstruction to traffic;

(h) using the vehicle in connection with the maintenance, improvement or reconstruction of any length of road specified in schedule 1;

(i) using the vehicle under a licence under section 6 of the Metropolitan Public Carriage Act 1869(**a**) to stop for so long only as may be required to enable a passenger to get on or off the vehicle; or

(j) using a disabled person's vehicle which displays a disabled person's badge in the relevant position to stop for so long only as may be required to enable a disabled person to get on or off the vehicle.

(2) The controls specified in article 3(1) do not apply in respect of a vehicle which bears the Royal Mail livery which is waiting at the edge of a carriageway for as long as may be necessary for the purpose of collecting or delivering letters in pursuance of any statutory duty of the Post Office to collect or deliver letters.

(3) The controls specified in article 3(1) do not apply to anything done with the permission or at the direction of a police constable in uniform or a traffic warden.

(4) The controls specified in article 3(1) and (2) do not apply in respect of a person causing a pedal cycle to be parked at a facility specifically provided for the purpose of pedal cycle parking by, or with the consent of, the highway authority.

**Revocation or variation of existing Orders**

**10.**—(1) Subject to paragraph (2) of this article, The London Borough of Redbridge Waiting and Loading Restriction Consolidation Order 1993 Traffic Management Order 1993/LBR No.3 is hereby revoked, in so far as its provisions relate to any part of the trunk road red route clearway.

(2) The revocation specified in paragraph (1) of this article shall take effect in respect of any provision contained in The London Borough of Redbridge Waiting and Loading Restriction Consolidation Order 1993 Traffic Management Order 1993/LBR No.3 only from the time at which the traffic sign indicating the effect of that provision has been obliterated.

Signed in accordance with a direction from the Secretary of State.

*Derek Turner*
Traffic Director for London

11th October 1999

(**a**) 1869 c. 115.

# SCHEDULE

Articles 2 and 3(1)

The Trunk Road Red Route Clearway.

Table

| *(1)* *Item* | *(2)* *Length of Road* |
|---|---|
| 1. | The A12 between a point opposite the northeastern flank wall of No. 1 Baldock Street and a point 64 metres west of the western kerbline of Redbridge Lane West. |
| 2. | The westbound off-slip, between its junction with the A12 and a point 5m east of the eastern kerbline of Oakhall Court. |
| 3. | The eastbound on-slip, between a point 4m east of the eastern kerbline of Elm Hall Gardens and its junction with the A12. |
| 4. | The westbound off-slip at Green Man Interchange, between its junctions with the A12 and the A11 Green Man Roundabout. |
| 5. | The eastbound on-slip at Green Man Interchange, between its junctions with the A11 Green Man Roundabout and the A12. |
| 6. | The westbound on-slip at Green Man Interchange, between its junctions with the A11 Green Man Roundabout and the A12. |
| 7. | The eastbound off-slip at Green Man Interchange, between its junctions with the A12 and the A11 Green Man Roundabout. |
| 8. | The westbound off-slip at Lea Interchange, between its junctions with the A12 and the A106 Eastway. |
| 9. | The south westbound on-slip at Lea Interchange, between its junctions with the A106 Eastway and the A12. |
| 10. | The eastbound on-slip north east of Lea Interchange, between its junctions with the A106 Eastway and the A12. |
| 11. | The north eastbound off-slip at Lea Interchange, between its junctions with the A12 and the A106 Eastway. |
| 12. | The northbound on-slip at Hackney Wick Interchange between its junctions with Wick Road and the A12. |
| 13. | The south eastbound on-slip at Hackney Wick Interchange between its junctions with Wick Road and the A12. |
| 14. | The north westbound off-slip at Hackney Wick Interchange between its junctions with the A12 and Wick Road. |
| 15. | The north west bound on-slip at Wick Lane Interchange between its junctions with Wick Lane and the A12. |
| 16. | The south eastbound on-slip at Wick Lane Interchange between its junctions with Wick Lane and the A12. |
| 17. | The north westbound off-slip at Wick Lane Interchange between its junctions with the A12 and Wick Lane. |
| 18. | The south eastbound off-slip at Wick Lane Interchange between its junctions with the A12 and Wick Lane. |

## EXPLANATORY NOTE

*(This note is not part of the Instrument)*

1. This Order is based on a comprehensive model Order produced by the Traffic Director for London to assist understanding of the regulations, and to assist future consolidation of Orders relating to priority routes.

2. Articles used in the model Order but not required for the purposes of this Order have been marked in this Order as not taken up.

3. A list of schedules used in the model Order and an indication of those schedules (and their respective articles) taken up in this Order are shown in the table below—

**Table**

| Schedule Number | Article | Description | Taken up in this Order | |
|---|---|---|---|---|
| | | | Yes | No |
| 1 | 2 and 3(1) | The Trunk Road Red Route | ✓ | |
| 2 | 3(2) | Areas not included in The Trunk Road Red Route | | ✓ |
| 3A | 4 and 7(1) | Exemptions for parking and disabled persons' vehicles | | ✓ |
| 3B | 7(2) | Exemptions for disabled persons' vehicles | | ✓ |
| 3C | 5(1) | Exemptions for licensed taxi cabs | | ✓ |
| 3D | 5(2) | Exemptions for buses | | ✓ |
| 3E | 5(3) | Exemptions for doctors' vehicles | | ✓ |
| 3F | 5(4) | Exemptions for solo motor bicycles | | ✓ |
| 4A | 6 and 7(3) | Exemptions for loading and disabled persons' vehicles | | ✓ |
| 4B | 6 | Exemptions for loading | | ✓ |

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