STATUTORY INSTRUMENTS

1999 No. 1264

ROAD TRAFFIC

The A3220 Trunk Road (Kensington & Chelsea and Hammersmith & Fulham) Red Route Traffic Order 1999

Made - - - -	*29th April 1999*
Coming into force	*13th May 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 A3220 Trunk Road (Kensington & Chelsea and Hammersmith & Fulham) Red Route Traffic Order 1999, and shall come into force on 13th May 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" 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)**;

(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"; and

(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

(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".
(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 in paragraphs (2) and (3) of this article, and of articles 4, 5, 6, 7, 8 and 9, no person shall cause any vehicle to stop in the trunk road red route during the restricted hours.

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

(3) The controls specified in paragraphs (1) and (2) of this article do not apply in respect of any area of the trunk road red route specified in schedule 2A.

(4) In this article "the restricted hours" means, in relation to a length of the trunk road red route specified in an item in column *(2)* of the table in schedule 1, the hours specified in that item in column *(3)* of that table.

Exemptions for parking

4. The controls specified in article 3(1) do not apply in respect of a person causing a vehicle to be parked at the edge of the carriageway on a length of road specified in an item in column *(2)* of the table in schedule 2B during the hours specified in column *(3)* in that item for a period not exceeding the period specified in column *(4)* in that item, provided that not less than the period specified in column *(5)* in that item has elapsed since the vehicle was last parked on any part of the same length of road.

Miscellaneous exemptions for parking

5.—(1) Licensed taxi cabs: The controls specified in article 3(1) and (2) do not apply in respect of a person causing a vehicle being used under a licence under section 6 of the Metropolitan Public Carriageway Act 1869**(b)** to be parked at the edge of the carriageway on a length of road specified in schedule 2D.

(2) Buses: The controls specified in article 3(1) do not apply in respect of a person causing a bus to be parked at the edge of the carriageway on a length of road specified in an item in column *(2)* of the table in schedule 2E during the hours specified in column *(3)* in that item for a period not exceeding the period specified in column *(4)* in that item, provided that not less than the period specified in column *(5)* in that item has elapsed since the vehicle was last parked on any part of the same length of road.

(3) Doctor's vehicles: The controls specified in article 3(1) do not apply in respect of a person causing a vehicle to be parked at the edge of the carriageway on a length of road specified in an item in column (2) of the table in schedule 2F during the hours specified in column *(3)* in that item, provided that–

(a) there is displayed in the windscreen of a vehicle a badge issued by, or with the authority of, the Traffic Director for London to a medical practitioner, and which specifies—
  (i) the name of the person to whom it was issued, and
  (ii) the premises in relation to which it applies; and
(b) the vehicle was parked by, or with the permission of, the person whose name is specified on the badge and for so long only as the person who parked the vehicle is engaged to work at the premises specified on the badge.

(4) Solo motor bicycles: The controls specified in article 3(1) do not apply in respect of a person causing a motor bicycle without a side-car to be parked at the edge of the carriageway on a

(a) 1984 c. 32.
(b) 1869 c. 115.

length of road specified in an item in column *(2)* of the table in schedule 2G during the hours specified in column *(3)* in that item.

Exemptions for loading and unloading

6. The controls specified in article 3(1) do not apply in respect of a person causing a vehicle which is being loaded or unloaded to stop at the edge of the carriageway on a length of road specified in an item in column *(2)* of the tables in schedule 3A and 3B during the hours specified in column *(3)* in that item for as long as is needed to load or unload the vehicle or 20 minutes, whichever is the less, provided that not less that 20 minutes has elapsed since the vehicle was last parked on any part of the same length of road.

Exemptions for disabled persons

7.—(1) The controls specified in article 3(1) do not apply in respect of a person causing a disabled person's vehicle which displays a disabled person's badge in the relevant position to park at the edge of the carriageway on a length of road specified in an item in column *(2)* of the table in schedule 2B during the hours specified in column *(3)* in that item.

(2) The controls specified in article 3(1) do not apply in respect of a person causing a disabled person's vehicle which displays a disabled person's badge in the relevant position to park at the edge of the carriageway on a length of road specified in an item in column *(2)* of the table in schedule 2C during the hours specified in column *(3)* in that item.

(3) The controls specified in article 3(1) do not apply in respect of a person causing a disabled person's vehicle which displays a disabled person's badge in the relevant position, and a parking disc on which is shown the time at which the period of parking began, to park at the edge of the carriageway on a length of road specified in an item in column *(2)* of the table in schedule 3A during the hours specified in column *(3)* in that item, for a period of up to 3 hours not being a period separated by an interval of less than 1 hour from a previous period when that vehicle was parked in that length of road.

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**(a)**) 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.

Other exemptions

9.—(1) The controls specified in article 3(1) and (2) 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;

(a) 1985 c. 67.

(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 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) and (2) 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) and (2) 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 specially 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 Kensington & Chelsea (Waiting and Loading Restrictions) (Special Parking Area) Order 1994 and the Kensington & Chelsea (Waiting and Loading Restrictions) (Special Parking Area) (Amendment No. 14) Order 1996 and the Hammersmith & Fulham (Waiting and Loading Restrictions) (Special Parking Area) Order 1993 are hereby revoked, in so far as their provisions relate to any part of the trunk road red route.

(2) The revocation specified in paragraph (1) of this article shall take effect in respect of any provision contained in the Kensington & Chelsea (Waiting and Loading Restrictions) (Special Parking Area) Order 1994 and the Kensington & Chelsea (Waiting and Loading Restrictions) (Special Parking Area) (Amendment No. 14) Order 1996 and the Hammersmith & Fulham (Waiting and Loading Restrictions) (Special Parking Area) Order 1993 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

29th April 1999

SCHEDULE 1

Articles 2 and 3(1)

The Trunk Road Red Route

Table

(1) *Item*	*(2)* *Length of Road*	*(3)* *Restricted Hours*
1	The roundabout at the junction of the A3220 Holland Road, the M41 Special Road (West Cross Route), the A40 Holland Park Avenue and the A40 Uxbridge Road, known as Holland Park Roundabout, including all external sides, all sides of the central island and any sides of the splitter islands at the afore-mentioned junctions consisting the said roundabout.	7am - 7pm Monday-Saturday inclusive

SCHEDULE 2A

Article 3(3)

Areas of the trunk road red route to which the prohibitions and restrictions specified in article 3(1) and (2) do not apply

Table

(1) *Item*	*(2)* *Area of Road*
	No Items.

SCHEDULE 2B

Articles 4 and 7(1)

Lengths of the trunk road red route on which there are exemptions for parking and disabled persons' vehicles.

Table

(1) *Item*	*(2)* *Length of Road*	*(3)* *Restricted Hours*	*(4)* *Maximum Period of Parking*	*(5)* *Minimum Interval*
	No Items.			

SCHEDULE 2C

Article 7(2)

Lengths of the trunk road red route on which there are exemptions for parking by disabled persons' vehicles only.

Table

(1) *Item*	*(2)* *Length of Road*	*(3)* *Restricted Hours*
	No Items.	

SCHEDULE 2D

Article 5(1)

Lengths of the trunk road red route on which there are exemptions for licensed taxi cabs only.

Table

(1) *Item*	*(2)* *Length of Road*
	No Items

SCHEDULE 2E

Article 5(2)

Lengths of the trunk road red route on which there are exemptions for buses only.

Table

(1) *Item*	*(2)* *Length of Road*	*(3)* *Restricted Hours*	*(4)* *Maximum Period of Parking*	*(5)* *Minimum Interval*
	No Items.			

SCHEDULE 2F

Article 5(3)

Lengths of the trunk road red route on which there are exemptions for doctors' vehicles.

Table

(1) *Item*	*(2)* *Length of Road*	*(3)* *Restricted Hours*
	No Items	

SCHEDULE 2G

Article 5(4)

Lengths of the trunk road red route on which there are exemptions for solo motor bicycles only.

Table

(1) *Item*	*(2)* *Length of Road*	*(3)* *Restricted Hours*
	No Items.	

SCHEDULE 3A

Articles 6 and 7(3)

Lengths of the trunk road red route on which there are exemptions for loading or unloading and for disabled persons' vehicles.

Table

(1) *Item*	*(2)* *Length of Road*	*(3)* *Restricted Hours*
	No Items	

SCHEDULE 3B

Article 6

Lengths of the trunk road red route on which there are exemptions for loading or unloading.

Table

(1) *Item*	*(2)* *Length of Road*	*(3)* *Restricted Hours*
	No Items.	

SCHEDULE 4

Article 3(2)

Lengths of the trunk road red route on which stopping is prohibited at all times.

Table

(1) *Item*	*(2)* *Length of Road*
1.	The roundabout at the junction of the A3220 Holland Road, the M41 Special Road (West Cross Route), the A40 Holland Park Avenue and the A40 Uxbridge Road, known as Holland Park Roundabout, including all external sides, all sides of the central island and any sides of the splitter islands at the afore-mentioned junctions consisting the said roundabout.

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