
STATUTORY INSTRUMENTS

1990 No. 2533

**The A1 Trunk Road (Haringey) Red
Route Experimental Traffic Order 1990**

Citation, commencement and expiration

1.—(1) This Order may be cited as the A1 Trunk Road (Haringey) Red Route Experimental Traffic Order 1990.

(2) This Order shall come into force on 1st January 1991 and remain in force until 29th June 1992.

Interpretation

2.—(1) In this Order—

“carriageway” means a way constituting or comprised in a highway, being a way over which the public have a right of way for the passage of vehicles;

“licensed cab” has the same meaning as in the London Cab Act 1968(1);

“London bus service” and “London local service licence” have the same meaning as in Part II of the Transport Act 1985(2); and

“trunk road red route” has the meaning given in article 3.

(2) References in this Order to a disabled person, to a disabled person’s vehicle and to a vehicle displaying a disabled person’s badge in the relevant position shall be construed in accordance with the Local Authorities’ Traffic Orders (Exemptions for Disabled Persons) (England and Wales) Regulation 1986(3).

(3) For the purposes of this Order, a vehicle shall be deemed—

(a) to have stopped or to be at rest in a length of road specified in a Schedule if any point in that length of road is below the vehicle or its load (if any) and the vehicle is at rest; or

(b) to have waited for more than a period specified in article 4(3) in a length of road specified in a Schedule, if any one point in that length of road is below the vehicle or its load (if any) throughout a period exceeding the specified period whether or not the vehicle is moved during that period;

and for the purposes of article 4(3), any time during which a vehicle is at rest in the circumstances set out in articles 6 to 10 shall not be regarded as a previous period when that vehicle was at rest.

(4) A reference in this Order to a length of road specified in a Schedule or in Part of a Schedule is—

(a) if the Schedule is Schedule 1, a reference to every part of the length of road described in a single paragraph in that Schedule; or

(b) if the Schedule is Schedule 2, 3 or 4, a reference to every part of the length of road described in a single paragraph of the Schedule or Part of the Schedule in question, which

(1) 1968 c. 7.
(2) 1985 c. 67.
(3) S.I.1986/178.

lies between the edge of the carriageway and the centre of the road on the side stated in that paragraph or otherwise indicated in that Schedule;

and a reference to the name of a road is, where applicable, a reference to so much of that road which is in the London Borough of Haringey.

- (5) Unless the context otherwise requires, a reference in this Order—
- (a) to a numbered article or Schedule is a reference to the article or Schedule bearing that number in this Order; and
 - (b) to a numbered paragraph is a reference to the paragraph bearing that number in the article in which the reference occurs.

Application

3. This Order shall apply to every part of the lengths of road in the London Borough of Haringey specified in Schedule 1 (such lengths being referred to in this Order as the “trunk road red route”).

Restrictions on vehicles stopping or remaining at rest

4.—(1) No person shall cause or permit a vehicle to stop or remain at rest during the prescribed hours in any length of road specified in Schedule 1.

(2) Paragraph (1) does not apply to any length of road specified in Part I of Schedule 2.

(3) Paragraph (1) does not prohibit a person from causing or permitting a vehicle to wait during the prescribed hours—

- (a) in any length of road specified in Part II of Schedule 2 for a period of up to 2 hours not being a period separated by an interval of less than 2 hours from a previous period when that vehicle was at rest in that length of road;
- (b) in any length of road specified in Part III of Schedule 2 for a period of up to 20 minutes not being a period separated by an interval of less than 40 minutes from a previous period when that vehicle was at rest in that length of road; or
- (c) in any length of road specified in Schedule 3 for the purpose of delivering or collecting goods or loading or unloading the vehicle—
 - (i) for so long as may be necessary for that purpose, or
 - (ii) a period of 20 minutes,
 whichever is the less.

(4) In this article, “prescribed hours”, in relation to a length of road specified in a Part of a Schedule shown in an item in column (3) of the Table below means a period shown in that item in column (2) of that Table.

TABLE

(1) Item	(2) Prescribed hours	(3) Provision
1	0800 hours to 1900 hours on Mondays to Fridays inclusive.	Schedule 1
		Schedule 2, Part II
2	1000 hours to 1600 hours on Mondays to Fridays inclusive.	Schedule 2, Part III
		Schedule 3

Prohibitions on vehicles stopping or remaining at rest

5. Notwithstanding anything in article 4, no person shall cause or permit a vehicle to stop or remain at rest at any time—

- (a) in any part of the trunk road red route other than at the edge of the carriageway; or
- (b) in any length of road specified in Schedule 4 (all such lengths being comprised in the trunk road red route).

Exemptions from prohibitions and restrictions

6. Nothing in this Order applies to a vehicle being used for the provision of a London bus service—

- (a) under a London local service licence; or
- (b) for which such a licence is not required by virtue of section 35(2) or 36(1) of the Transport Act 1985;

when in an area bounded by a traffic sign consisting of markings of a type shown in diagram 1025 or 1025.2 of the Traffic Signs Regulations and General Directions 1981(4).

7. Nothing in this Order prohibits a person from causing or permitting—

- (a) a licensed cab to wait at the edge of the carriageway in any road for so long as may be necessary for the purpose of enabling a person to board or alight from the vehicle or to load or unload his personal luggage;
- (b) a vehicle which is displaying a disabled person's badge in the relevant position to wait at the edge of the carriageway in any road for so long as may be necessary for the purpose of enabling a disabled person to board or alight from the vehicle;
- (c) a disabled person's vehicle to wait at the edge of the carriageway in any road for so long as may be necessary for the purpose of enabling a disabled person to board or alight from the vehicle;
- (d) a vehicle to wait at any place for so long as may be necessary for the purpose of obtaining or giving help required as a result of an accident or emergency or taking any other action in the interests of public safety; or
- (e) a vehicle to wait at any place while any gate or other barrier at the entrance to premises to which the vehicle is proceeding, or from which it has emerged, is opened or closed, if it is not reasonably practicable for the vehicle to wait at a place where it would otherwise be lawful for the vehicle to wait.

8. Nothing in this Order applies to—

- (a) a vehicle being used—
 - (i) for fire brigade, ambulance or police purposes;
 - (ii) for the removal of any obstruction to traffic; or
 - (iii) in connection with the maintenance, improvement or reconstruction of any road;
- (b) a vehicle when the person in control is—
 - (i) required by law to stop or not to proceed;
 - (ii) obliged to stop in order to avoid an accident; or
 - (iii) prevented from proceeding by circumstances outside his control; or
- (c) a licensed cab on a cab rank.

(4) S.I. 1981/859, to which there are no relevant amendments.

9. Nothing in this Order applies to anything done with the permission or at the direction of a constable in uniform or a traffic warden.

Suspension of other instruments

10. There is suspended in their application to the lengths of road specified in the Schedules—
- (a) the Greater London (Waiting Restriction) (Exemptions for Disabled Persons) Order 1975⁽⁵⁾; and
 - (b) the Haringey (Waiting and Loading Restriction) Order 1978⁽⁶⁾.

Power to modify or suspend this Order

11. If it appears to an Assistant Secretary in the London Regional Directorate of the Department of Transport 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.

12. The power to make modifications under article 13 does not include power to designate additional parking places on a highway for which charges are made.

Signed by authority of the Secretary of State for Transport

P E Butler
Assistant Secretary London Regional Directorate
of the
Department of Transport

11th December 1990

(5) GLC 1975/230.
(6) GLC 1978/208; the relevant amending Order is GLC 1984/199.