
STATUTORY INSTRUMENTS

1995 No. 337

ROAD TRAFFIC

The A3 Trunk Road (Kingston upon Thames) Red Route (Clearway) Experimental Traffic Order 1995

Made - - - - 14th February 1995

Coming into force - - 21st March 1995

The Traffic Director for London, in accordance with a direction given to him by the Secretary of State for Transport under section 58(1) of the Road Traffic Act 1991⁽¹⁾ and in exercise of the powers conferred on the Secretary of State by sections 9 and 10 of the Road Traffic Regulation Act 1984⁽²⁾ and of all other enabling powers, hereby makes the following Order:—

Commencement and citation

1. This Order may be cited as the A3 Trunk Road (Kingston upon Thames) Red Route (Clearway) Experimental Traffic Order 1995, and shall come into force on 21 March 1995.

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⁽³⁾;
- (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⁽⁴⁾, 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;

(1) 1991 c. 40.

(2) 1984 c. 27.

(3) 1980 c. 66.

(4) S.I. 1986/178 as amended by S.I. 1991/2709.

- (f) “vehicle” includes part of a vehicle; and
- (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.

General prohibition of stopping

3. emrule;

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

Exceptions 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 3A 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. emrule;

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

(2) Coaches: The controls specified in article 3(1) do not apply in respect of a person causing a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of the driver) or a local bus (as defined in article 8(4)) not so constructed or adapted, 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 3D 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 3E during the hours specified in column (3) in that item, provided that

- (a) there is displayed in the windscreen of the 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 in 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 length

(5) 1869 c. 115.

of road specified in an item in column (2) of the table in schedule 3F 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 schedules 4A and 4B 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 than 20 minutes has elapsed since the vehicle was last parked on any part of the same length of road.

Exemptions for disabled persons

7. emrule;

(1) The controls specified in article 3(1) do not apply in respect of a person causing a 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 3A 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 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 3B 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 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 4A 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. emrule;

(1) The controls specified in article 3(1) do not apply in respect of a person causing a vehicle to which this article applies to stop at a bus stop (being an area of road bounded by a traffic sign which includes the words "bus stop") for so long only as may be required to enable passengers to get on or off the vehicle or, in the case of a vehicle being used to provide a local service, for so long only as may be required for a change of crew.

(2) The controls specified in article 3(1) do not apply in respect of a person causing a vehicle being used to provide a local service to stop at a bus stand (being an area of road bounded by a traffic sign which includes the words "bus stand") for so long only as may be required for timetabling reasons.

(3) This article applied—

(a) before 1 January 1997 to

(i) a public service vehicle used for the provision of a local service or a scheduled express service,

(ii) a school bus, and

(iii) a works bus; and

(b) after 31 December 1996 to

- (i) a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of the driver), and
- (ii) a local bus not so constructed or adapted.

(4) In this article “local bus”, “local service”, “scheduled express service”, “school bus” and “works bus” have the meanings given to those expressions in regulation 4 of the Traffic Signs Regulations and General Directions 1994⁽⁶⁾.

Other exemptions

9. emrule;

(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 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.

Power to modify or suspend this Order

10. If it appears to the Traffic Director for London, or some person authorised by him, 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 consulting with the Commissioner of Police of the Metropolis, he may modify or suspend any provision of this Order, save that no modification shall make an addition.

(6) [S.I. 1994/1519](#).

Suspensions of existing Orders

11. emrule;

(1) Subject to paragraph (2) of this article, the Kingston upon Thames (Waiting and Loading Restriction) (No 1) Traffic Order 1994 as amended is hereby suspended, in so far as its provisions relate to any part of the trunk road red route clearway.

(2) The suspension specified in paragraph (1) of this article shall take effect in respect of any provision contained in the Kingston upon Thames (Waiting and Loading Restriction) (No 1) Traffic Order 1994 as amended 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 for Transport.

14th February 1995

Derek Turner
Traffic Director for London

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

SCHEDULE 1

Articles 2 and 3(1)

The Trunk Road Red Route (Clearway)

Table

(1) Item	(2) Length of Road
1.	A3, Kingston By-pass between the borough boundary with Surrey County Council and the southern borough boundary with the London Borough of Merton, comprising Hook Rise, Tolworth Rise North, Tolworth Rise South and Malden Way.
2.	A3, Kingston By-pass—the northbound carriageway (towards London); between the northern borough boundary with the London Borough of Merton and a point opposite the common boundary of Nos 21 and 23 Robin Hood Way, comprising Beverley Way and Robin Hood Way.
3.	A3, Kingston By-pass the southbound carriageway (towards Esher); between the northern borough boundary with the London Borough of Merton and a point 14 metres north of the common boundary of Nos 12 and 14 Robin Hood Way, comprising Beverley Way and Robin Hood Way.
4.	Beverley Way, east side—slip roads south of A238 Coombe Lane, between the borough boundary with the London Borough of Merton and their junctions with A3, Beverley Way.
5.	Beverley Way, east side—the service road fronting Nos 18-68 Beverley Way, between its junction with Beverley Way (south west bound slip road from A238 Coombe Lane) and a point 8 metres south of the northern flank walls of Nos 1 to 24 Beverley Court.
6.	Beverley Way, west side—slip roads, between their junctions with A238 Coombe Lane West and their junction with A3, Beverley Way, including the northbound slip road northeast of the garage site and west of A3, Beverley Way.
7.	Beverley Way, west side—the service road fronting Nos 15-45 Beverley Way, between its junction with the slip road and a point opposite the common boundary of Nos 15 and 17 Beverley Way.

(1) Item	(2) Length of Road
8.	Hook Rise North—east bound slip road from Hook Roundabout, between its junction with the A3, Kingston Bypass and a point 40 metres south east of its junction with Hook Road.
9.	Hook Rise North—service road leading to Chaffinch Close, between its junction with the A3, Kingston Bypass and a point 38 metres north east of that point.
10	Hook Rise South, southeast bound slip road from Tolworth Roundabout between a point 25 metres south west of its junction with Tolworth roundabout and its junction with the A3, Kingston Bypass.
11.	Malden Way—north side Westbound slip road, between its junction with A3, Malden Way and its junction with Malden Road Roundabout.
12.	Westbound slip road, between its junction with Malden Road roundabout and its junction with A3 Malden Way.
13.	Malden Way—south side Eastbound slip road, between its junction with A3, Malden Way and its junction with Malden Road Roundabout.
14.	Eastbound slip road, between its junction with Malden Road roundabout and its junction with A3 Malden Way.
15.	Malden Way—south east side, slip road between its junction with A3, Malden Way and its junction with South Lane.
16.	Malden Way—north west side, service road fronting Nos 143 to 171 Malden Way, between A3, Malden Way and a point opposite the common boundary of Nos 145 and 147 Malden Way.
17.	Robin Hood Way—west side Slip roads between their junction with A238 Coombe Lane West and their junction with A3, Robin Hood Way, including the northbound slip road to the northeast of the garage site and west of A3, Robin Hood Way.
18.	Service road fronting Nos 199 to 213 Robin Hood Way between its junction with A3, Robin Hood Way and a point 3 metres north of the

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(1) Item	(2) Length of Road
	common boundary of Nos 211 and 213 Robin Hood Way.
19.	Northbound slip road opposite Nos 185 to 189 Robin Hood Way between its junction with A3, Robin Hood Way and its junction with Keswick Avenue.
20.	Robin Hood Way—east side southbound slip road north of the A238 Coombe Lane between its junction with A3, Robin Hood Way and its junction with the boundary of the London Borough of Merton.
21.	Tolworth Rise North—service road, between the common boundary of Nos 213 and 215 and a point opposite the north eastern flank wall of Perak Court, including the junction with Elmbridge Avenue and the exit from the A3, Tolworth Rise North to Elmbridge Avenue.
22.	A309, Kingston Bypass—between the boundary with Surrey County Council and Hook Roundabout.

SCHEDULE 2

Article 3(2)

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

Table

(1) Item	(2) Length of Road
	No items.

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SCHEDULE 3A

Articles 4 and 7(1)

Lengths of the trunk road red route (clearway) 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
1.	Hook Rise North—on slip from Hook Roundabout, that part of the carriageway within the lay-by, between a point 100 metres east of its junction with Hook Roudnabout and a point 35 metres east of that point.		1 hour	2 hours
2.	A3, Robin Hood Way, east side that part of the carriageway within the lay- by between a point 73 metres south east of a point opposite the southern flank wall of No 213 Robin Hood Way, and a point 50 metres south east of that point			

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SCHEDULE 3B

Article 7(2)

Lengths of the trunk road red route (clearway) 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 3C

Article 5(1)

Lengths of the trunk road red route (clearway) on which there are exemptions for licensed taxis cabs only.

Table

(1) Item	(2) Length of Road
No items.	

SCHEDULE 3D

Article 5(2)

Lengths of the trunk road red route (clearway) on which there are exemptions for coaches only.

Table

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

SCHEDULE 3E

Article 5(3)

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

Table

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

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SCHEDULE 3F

Article 5(4)

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

Table

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

SCHEDULE 4A

Articles 6 and 7(3)

Lengths of the trunk road red route (clearway) 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 4B

Article 6

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

Table

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