
STATUTORY INSTRUMENTS

1997 No. 2657

ROAD TRAFFIC

The A4 Trunk Road (Hounslow and Hammersmith & Fulham) Red Route (Clearway) Traffic Order 1997

Made - - - - 3rd November 1997

Coming into force - - 17th November 1997

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(1) and in exercise of the powers conferred on the Secretary of State by section 6 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 A4 Trunk Road (Hounslow and Hammersmith & Fulham) Red Route (Clearway) Traffic Order 1997, and shall come into force on 17th November 1997.

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 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.
- (h) “bus” has the meaning given by regulation 22(2) of the Traffic Signs Regulations and General Directions 1994⁽⁵⁾.
- (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”.
- (k) “London Regional Transport” has the meaning given by the London Regional Transport Act 1984⁽⁶⁾.

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) 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.

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

(5) S.I. 1994/1519.

(6) 1984 c. 32.

(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⁽⁷⁾) 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) 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⁽⁸⁾ 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.

Revocation or variation of existing Orders

10.—(1) Subject to paragraph (2) of this article, the Hounslow (Waiting and Loading Restriction) Order 1977 and the Hammersmith & Fulham (Waiting and Loading Restrictions) Order 1993 is hereby revoked, in so far as their provisions relate to any part of the trunk road red route clearway.

(7) 1985 c. 67.

(8) 1869 c. 115.

Status: This is the original version (as it was originally made).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

(2) The revocation specified in paragraph (1) of this article shall take effect in respect of any provision contained in the Hounslow (Waiting and Loading Restriction) Order 1977 or the Hammersmith & Fulham (Waiting and Loading Restrictions) Order 1993 only from the time at which the traffic sign indicating the effect of that provision has been obliterated.

TRO 325

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

3rd November 1997

Derek Turner
Traffic Director for London

SCHEDULE 1

Articles 2 and 3(1)

The Trunk Road Red Route Clearway.

Table

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>
1.	The London–Bristol Trunk Road (A4), from its junction with the M4 Special Road and the A406 Trunk Road, known as Chiswick Roundabout, to the eastern end of the Hammersmith Flyover.
2.	The two slip roads which extend between the western end of the Hammersmith Flyover and the Hammersmith Gyrotory.
3.	The Hogarth Roundabout, all external sides.
4.	The un-named eastbound flyover joining the A316 Great Chertsey Road and the A4 Great West Road, so much as lies north of a point above the southern limit of the Hogarth Roundabout.
5.	That part of the highway lying at the north-eastern end of the un-named eastbound flyover road joining the A316 Great Chertsey Road and the A4 Great West Road, which joins the said flyover with Dorchester Grove.
6.	Mawson Lane.

SCHEDULE 2

Article 3(2)

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

Table

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Area of Road</i>
1.	Cedars Road—south side, area of carriageway parallel to the southern kerbline between the western wall of 31 Cedars Road and a point 3 metres east of the common boundary of 13 and 15 Cedars Road and having a width of 1.8 metres throughout.
2.	Ellesmere Road—north side, area of carriageway parallel to the northern kerbline between the common boundary of 32 and 34

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<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Area of Road</i>
3.	Ellesmere Road and a point 12.5 metres west of the western kerblines of the vehicular access to Ellesmere Court, Ellesmere Road and having a width of 1.8 metres throughout.
4.	Ellesmere Road—north side, area of carriageway parallel to the northern kerblines between a point 4 metres east of the eastern kerblines of the vehicular access to Ellesmere Court, Ellesmere Road and a point 3 metres east of the eastern boundary of 2 and 4 Ellesmere Road and having a width of 1.8 metres throughout.
5.	Ellesmere Road—south side, area of carriageway parallel to the southern kerblines between the common boundary of 35 and 37 Ellesmere Road and the common boundary of 9 and 11 Ellesmere Road and having a width of 1.8 metres throughout.
6.	Ellesmere Road—south side, area of carriageway parallel to the southern kerblines between the common boundary of 61 and 63 Ellesmere Road and a point 1 metre west of the common boundary of 53 and 55 Ellesmere Road and having a width of 1.8 metres throughout.
7.	Hogarth Lane—south side, area of carriageway parallel to the southern kerblines between a point 4.5 metres east of the eastern boundary wall of 1 Hogarth Lane and a point 9 metres to the east and having a width of 1.8 metres throughout.
7.	Mawson Lane, the area south east of the north western kerblines.