
STATUTORY INSTRUMENTS

1995 No. 3139

ROAD TRAFFIC

**The A40 Trunk Road (Ealing) Red
Route (Clearway) Traffic Order 1995**

Made - - - - - *30th November 1995*

Coming into force - - - - - *15th December 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 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 A40 Trunk Road (Ealing) Red Route (Clearway) Traffic Order 1995, and shall come into force on 15th December 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.—(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) 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 applies—
 - (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 eight 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⁽⁵⁾.

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⁽⁶⁾ 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 Ealing (Waiting and Loading Restriction) Order 1977 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 Ealing (Waiting and Loading Restriction) Order 1977 only from the time at which the traffic sign indicating the effect of that provision has been obliterated.

(5) S.I. 1994/1519.

(6) 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.

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

30th November 1995

Derek Turner
Traffic Director for London

SCHEDULE 1

Articles 2 and 3(1)

The Trunk Road Red Route (Clearway).

Table

(1) Item	(2) Length of Road
1.	The A40 Western Avenue,, the eastbound carriageway,, from the boundary with the London Borough of Hillingdon to a point opposite the start of the eastbound off-slip road at a point opposite the party wall of 39/40 Greystoke Park Terrace to the Hanger Lane Gyratory System,, including all slip roads,, but excluding the roundabout situated at or adjacent to the junction with Church Road and the roundabout situated at or adjacent to the junction with the A4127 Greenford Road.
2.	The A40 Western Avenue,, the westbound carriageway,, from a point where the westbound on-slip road from the Hanger Lane Gyratory System meets the main carriageway of the Western Avenue at a point opposite the party wall of 39/40 Greystoke Park Terrace to the boundary with the London Borough of Hillingdon,, including all slip roads except that part of the slip road linking `The Target' Roundabout (comprising the junction of the A40 Western Avenue and Church Road,, Northolt) and the westbound carriageway of the A40 Western Avenue,, from its junction with `The Target' Roundabout westbound for a distance of 127 metres,, and excluding the roundabout situated at or adjacent to the junction with Church Road and the roundabout situated at or adjacent to the junction with the A4127 Greenford Road.

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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

(1) Item	(2) Area of Road
1.	The A40 Western Avenue,, the eastbound carriageway,, that part of the lay-by situated on the north side,, from a point 4 metres west of the common boundary of 28 and 29 Langdale Gardens to a point 3 metres west of the common boundary of 10 and 11 Langdale Gardens and having a width throughout of 2.5 metres measured from the northern kerbline of the lay-by,, southwards.
2.	The A40 Western Avenue,, the eastbound carriageway,, that part of the lay-by situated on the north side,, from a point 3 metres west of the common boundary of 34 and 35 Langdale Gardens eastward for a distance of 68 metres and having a width throughout of 2.5 metres measured from the northern kerbline of the lay-by,, southwards.
3.	The A40 Western Avenue,, the westbound slip road linking the westbound carriageway of the A40 Western Avenue and the junction of Argyle Road,, that part of the lay-by situated on the south side,, from a point 1 metre west of a point opposite the party wall of 1 and 2 Central Parade eastward for a distance of 14 metres and having a width throughout of 2.5 metres measured from the southern kerbline of the lay-by,, northwards.
4.	The A40 Western Avenue,, the westbound carriageway,, that part of the lay-by situated on the south side,, from a point opposite the common boundary of 27 and 28 Langdale Gardens westward for a distance of 16 metres and having a width throughout of 2.5 metres measured from the southern most kerbline of the lay-by,, northwards.
5.	The A40 Western Avenue,, the westbound carriageway,, that part of the lay-by situated on the south side,, from a point 3 metres west of the common boundary of 6 and 7 Greystoke Park Terrace to a point 5 metres east of the common boundary of 10 and 11 Greystoke Park

(1) Item	(2) Area of Road
	Terrace and having a width throughout of 2.5 metres measured from the southern kerblines of the lay-by, northwards.
6.	The A40 Western Avenue, the westbound carriageway, that part of the lay-by situated on the south side, from a point 3 metres east of the common boundary of 21 and 22 Greystoke Park Terrace to a point 3 metres east of a point opposite the party wall of 26 and 27 Greystoke Park Terrace and having a width throughout of 2.5 metres measured from the southern kerblines of the lay-by, northwards.
7.	The A40 Western Avenue, the westbound carriageway, that part of the lay-by situated on the south side, from a point 2 metres west of a point opposite the party wall of 37 and 38 Greystoke Park Terrace westward for a distance of 43 metres and having a width throughout of 2.5 metres measured from the southern kerblines of the lay-by, northwards.
8.	The slip road linking the eastbound carriageway of the A40 Western Avenue with the roundabout situated at the junction of the A4127 Greenford Road, that part of the lay-by situated on the north side, from the easternmost boundary of 6 Karoline Gardens westward for a distance of 32 metres and having a width throughout of 2.5 metres measured from the northern kerblines of the lay-by, southwards.
9.	The slip road linking the roundabout at the junction of the A4127 Greenford Road with the westbound carriageway of the A40 Western Avenue, that part of the lay-by situated on the south side, from a point 41 metres east of the eastern kerblines of Oldfield Lane South eastward for a distance of 20 metres and having a width throughout of 2.5 metres measured from the southern most kerblines of the lay-by, northwards.
10.	The slip road linking the westbound carriageway of the A40 Western Avenue and 'The Target' Roundabout (comprising the junction of the A40 Western Avenue and Church Road Northolt), that part of the lay-by situated on the south side, from a point 67 metres east of the junction with 'The Target' Roundabout eastward for a distance of 20

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(1) Item	(2) Area of Road
11.	<p>metres and having a width throughout of 2.5 metres measured from the southern most kerbline of the lay-by,, northwards.</p> <p>The slip road linking the `The Target' Roundabout (comprising the junction of the A40 Western Avenue and Church Road Northolt),, and the eastbound carriageway of the A40 Western Avenue,, that part of the lay-by situated on the north side,, from a point 39 metres east of the junction with `The Target' Roundabout eastward for a distance of 20 metres and having a width throughout of 2.5 metres measured from the northern most kerbline of the lay-by,, southwards.</p>

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		#

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Schedule Number	Article	Description	Taken up in this Order	
			Yes	No
		disabled persons' vehicles		
3B	7(2)	Exemptions for disabled persons' vehicles		#
3C	5(1)	Exemptions for licensed taxi cabs		#
3D	5(2)	Exemptions for coaches		#
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		#

T3.09.7.15276 to TR0/080