
STATUTORY INSTRUMENTS

1996 No. 1136

ROAD TRAFFIC

**The A501 Trunk Road (Camden and Islington)
Red Route Experimental Traffic Order 1996**

Made - - - - - *18th April 1996*
Coming into force - - - - - *7th May 1996*

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 A501 Trunk Road (Camden and Islington) Red Route Experimental Traffic Order 1996, and shall come into force on 7th May 1996.

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” 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 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 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 Carriage Act 1869(5) to be parked at the edge of the carriageway on a length of road specified in schedule 2D.

(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 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) Doctors' 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 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 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.

(5) Ambulances: The provisions of article 3(1) do not apply in respect of a person causing an ambulance to be parked in an area of road bounded by a traffic sign authorised for the purpose of this exemption on a length of road specified in an item in column (2) of the table in schedule 2H. In this paragraph “ambulance” means a vehicle which is being used for the conveyance of sick, injured or disabled persons.

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 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 than 20 minutes had elapsed since the vehicle was last parked on any part of the same length of road. a

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 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) and (2) 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 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.—(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;
- (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.

(6) S.I. 1994/1519.

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.

Suspension of existing Orders

11.—(1) Subject to paragraph (2) of this article, the Camden (Waiting and Loading Restriction) (No.2) Order 1993 and the Islington (Waiting and Loading Restriction) Order 1976 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 Camden (Waiting and Loading Restriction) (No.2) Order 1993 or the Islington (Waiting and Loading Restriction) Order 1976 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.

18th April 1996

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.

Table

(1) Item	(2) Length of Road	(3) Restricted Hours
1.	Pentonville Road, from a point 10 metres east of the eastern kerb-line of Caledonian Road to its junctions with Islington High Street and St John Street.	8am–7pm Monday– Saturday Inclusive
2.	The service road on the north side of Pentonville Road, fronting Angel House.	
3.	Penton Rise, from its junction with Pentonville Road to its junction with King’s Cross Road.	
4.	King’s Cross Road, the east side, from a point opposite the northern wall of No. 141 King’s Cross Road to a point opposite the northern wall of No. 125 King’s Cross Road.	

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) Length of Road
	No items.

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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.	

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SCHEDULE 2E

Article 5(2)

Lengths of the trunk road red route on which there are exemptions for coaches 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 2H

Article 5(5)

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

Table

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

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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
1.	Pentonville Road, the south side, from the common boundary of 41 and 43 Pentonville Road westward for a distance of 15 metres.	10am–4pm Monday–Saturday Inclusive

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
1.	The service road on the north side of Pentonville Road, fronting Angel House, the whole width of carriageway, from a point 10.5 metres east of the eastern boundary of 34 to 40 Pentonville Road to a point 10.5 metres west of the eastern boundary of 20 Pentonville Road on the north and a point 13 metres east of the eastern boundary of 34 to 40 Pentonville Road and a point 13 metres west of the eastern boundary of 20 Pentonville Road on the south.	8am–7pm Monday–Saturday Inclusive
2.	Pentonville Road, the north side, from a point 1.5 metres west of the party wall of 114a and 116 Pentonville Road westward for a distance of 10.5 metres.	10am–4pm Monday–Saturday Inclusive
3.	Pentonville Road, the north side, from the party wall of 50 and 52 Pentonville Road	

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(1) Item	(2) Length of Road	(3) Restricted Hours
4.	westward for a distance of 10 metres. Pentonville Road, the south side, from a point 26 metres east of the party wall of 237 and 239 and 241 and 243 Pentonville Road eastward for a distance of 14 metres.	

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.	Pentonville Road, the north side, from a point 10 metres east of the eastern kerb-line of Caledonian Road to a point 1 metre east of the party wall of 270 and 272 Pentonville Road.
2.	Pentonville Road, the north side, from the common boundary of 252 and 254 Pentonville Road eastward for a distance of 20 metres.
3.	Pentonville Road, the north side, from a point 2.5 metres east of the party wall of 248 and 250 Pentonville Road to the western kerb-line of Northdown Street.
4.	Pentonville Road, the north side, from a point 3 metres west of the party wall of 156 and 158/160 Pentonville Road westward for a distance of 20 metres.
5.	Pentonville Road, the north side, from a point 40 metres west of the western kerb-line of Rodney Street to a point 40 metres east of the eastern kerb-line of Rodney Street.
6.	Pentonville Road, the north side, from a point 2.5 metres east of the party wall of 114 and 114a Pentonville Road to a point 40 metres east of the eastern kerb-line of Penton Street.
7.	Pentonville Road, the north side, from the western kerb-line of Islington High Street to a point 8.5 metres east of the eastern boundary of 34 to 40 Pentonville Road.

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(1) Item	(2) Length of Road
8.	Pentonville Road, the south side, from a point 10 metres east of the eastern kerb-line of Caledonian Road to a point 8.5 metres west of the party wall of 249 and 251 Pentonville Road.
9.	Pentonville Road, the south side, from the eastern kerb-line of Weston Rise to a point 35 metres east of the south-eastern kerb-line of Penton Rise.
10.	Pentonville Road, the south side, from a point 1.5 metres west of the common boundary of 101 to 113 and 115 to 123 Pentonville Road westward for a distance of 20 metres.
11.	Pentonville Road, the south side, from a point 9 metres west of the common boundary of 79 and 81 and 91 and 99 Pentonville Road to a point 11 metres west of the western kerb-line of the eastern arm of Claremont Square.
12.	Pentonville Road, the south side, from a point 4 metres west of the eastern boundary of 25 Pentonville Road westward for a distance of 20 metres.
13.	Pentonville Road, the south side, from a point 30 metres east of the eastern boundary of 25 Pentonville Road to its junction with St. John Street.
14.	The service road on the north side of Pentonville Road, fronting Angel House, the north side, from its junction with Pentonville Road to a point 10.5 metres west of the eastern boundary of 20 Pentonville Road.
15.	The service road on the north side of Pentonville Road, fronting Angel House, the south side, from its junction with Pentonville Road to a point 13 metres west of the eastern boundary of 20 Pentonville Road.
16.	Penton Rise, the north-west side, from the southern kerb-line of Pentonville Road south-westward for a distance of 29 metres.
17.	Penton Rise, the north-west side, from its junction with King's Cross Road to a point 6 metres north-east of the south-western wall of Stelfox House, Penton Rise.
18.	Penton Rise, the south-east side, from the southern kerb-line of Pentonville Road south-westward for a distance of 37 metres.

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(1)	(2)
Item	Length of Road
19.	Penton Rise, the south-east side, from its junction with King's Cross Road to the south-western kerb-line of the north-eastern arm of Vernon Square.
20.	King's Cross Road, the east side, from a point opposite the northern wall of 141 King's Cross Road to a point opposite the northern wall of 125 King's Cross Road.

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