

---

STATUTORY INSTRUMENTS

---

**1996 No. 2339**

**ROAD TRAFFIC**

**The A3 Trunk Road (Kingston Upon Thames)  
Red Route (Clearway) Traffic Order 1996**

*Made* - - - - - *9th September 1996*

*Coming into force* - - - - - *16th September 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<sup>(1)</sup> and in exercise of the powers conferred on the Secretary of State by section 6 of the Road Traffic Regulation Act 1984<sup>(2)</sup>, 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) Traffic Order 1996, and shall come into force on 16th September 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<sup>(3)</sup>;
- (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<sup>(4)</sup>, 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) Not taken up.

### **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 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.—(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) 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 3A during the hours specified in column (3) in that item.

(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 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<sup>(5)</sup>.

### **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 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 of existing Orders**

10.—(1) The Kingston Upon Thames (Waiting and Loading Restriction) (No. 1) Traffic Order 1994 as amended and the A3 Trunk Road (Kingston Upon Thames) Red Route (Clearway)

---

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

---

**Status:** This is the original version (as it was originally made).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

---

Experimental Traffic Order 1995(6) are hereby revoked, in so far as their provisions relate to any part of the trunk road red route clearway.

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

9th September 1996

*Derek Turner*  
Traffic Director for London

## SCHEDULE 1

Articles 2 and 3(1)

## The Trunk Road Red Route Clearway.

**Table**

(1) <i>Item</i>	(2) <i>Length of Road</i>
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 - 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 to 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 wall 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 to 45 Beverley Way, between its junction with the slip road and a point opposite the common boundary of Nos. 15 and 17 Beverley Way.

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

(1) <i>Item</i>	(2) <i>Length of Road</i>
8.	Hook Rise North - east bound slip road from Hook Roundabout, between its junction with the A3, Kingston By-pass and a point 40 metres south east of the eastern kerbline of Hook Roundabout, measured along the southern kerbline of Hook Rise North.
9.	Hook Rise North - service road leading to Chaffinch Close, between its junction with the A3, Kingston By-pass and a point 25 metres north east of the northern kerbline of A3, Kingston By-pass, measured along the north eastern kerbline of the service road.
10.	Hook Rise South, southeast bound slip road from Tolworth Roundabout between a point 25 metres south west of the south western kerbline of Tolworth Roundabout, measured along the north west kerbline of Hook Rise South, and its junction with the A3, Kingston By-pass.
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. Malden Way - south side
13.	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 a point opposite the common boundary of Nos. 145 and 147. Robin Hood Way - west side
17.	Slip roads between their junction with A238 Coombe Lane West and their junction with A3, Robin Hood Way, including the northbound slip

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

(1) <i>Item</i>	(2) <i>Length of Road</i>
	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 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.	A309, Kingston By-pass - between the boundary with Surrey County Council and Hook Roundabout.

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) <i>Item</i>	(2) <i>Length of Road</i>	(3) <i>Restricted Hours</i>	(4) <i>Maximum Period of Parking</i>	(5) <i>Minimum Interval</i>
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 the eastern kerblines of Hook Roundabout, measured along the southern kerblines of Hook		1 hour	2 hours

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

(1) <i>Item</i>	(2) <i>Length of Road</i>	(3) <i>Restricted Hours</i>	(4) <i>Maximum Period of Parking</i>	(5) <i>Minimum Interval</i>
2.	Rise North, and a point 35 metres east of that point.  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.			

TRO 173

**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	#



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

Schedule Number	Article No	Description	Taken up in this Order
2	3(2)	Areas not included in The Trunk Road Red Route	#
3A	4 and 7(1)	Exemptions for parking and 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	#