
STATUTORY INSTRUMENTS

1996 No. 2727

ROAD TRAFFIC

**The A20 Trunk Road (Greenwich)
Red Route Traffic Order 1996**

Made - - - - 28th October 1996

Coming into force - - 1st November 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 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 A20 Trunk Road (Greenwich) Red Route Traffic Order 1996, and shall come into force on 1st November 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 5(1), 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.

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 has elapsed since the vehicle was last parked on any part of the same length of road.

Exemptions for disabled persons

7.—(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 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 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 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 1st 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 31st 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.

Revocation of existing Orders

10.—(1) The Greenwich (Waiting and Loading Restriction) Order 1994 is hereby revoked, in so far as its provisions relate to any part of the trunk road red route.

(2) The A20 Trunk Road (Greenwich) Red Route Experimental Traffic Order 1995⁽⁷⁾ is hereby revoked.

⁽⁶⁾ S.I. 1994/1519.

⁽⁷⁾ S.I. 1995/2443.

(3) Item (1) of Schedule 2 in The A20 Trunk Road (Greenwich) Red Route (Clearway) Traffic Order 1995⁽⁸⁾ is hereby revoked.

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

28th October 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
	A20 Sidcup Road	
1.	East side, from its junction with A205 Westthorne Avenue at Cliftons roundabout to a point 1.5 metres south of the line of the common boundary of Nos. 186 and 188 Sidcup Road.	7am–7pm Monday–Saturday Inclusive
2.	West side, from its junction with A205 Westthorne Avenue at Cliftons roundabout to a point in line with the line of the common boundary of Nos. 186 and 188 Sidcup Road.	
3.	Both sides, from the line of the common boundary of Nos. 463 and 465 Sidcup Road to the boundary with the London Borough of Bexley.	

SCHEDULE 2A

Article 3(3)

Lengths 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
1.	A20 Sidcup Road west side, area of footway adjacent and parallel to the western kerblineline of Sidcup Road between a point in line with the common boundary of Nos. 186 and 188 Sidcup Road to a point 26 metres north of the common boundary of Nos. 130 and 132 Sidcup Road and having a width of 2.0 metres throughout.

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SCHEDULE 2B

Articles 4 and 7(1)

Lengths of the trunk road red route to 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
	A20 Sidcup Road			
2.	North east side, from a point opposite the common boundary of Nos. 731 and 733 Sidcup Road and a point opposite the north western boundary of No. 743 Sidcup Road.	7am–7pm Monday– Saturday Inclusive	20 minutes	40 minutes
3.	South west side, from a point opposite the common boundary of Nos. 746 and 748 Sidcup Road and a point 2.0 metres north west of the common boundary of Nos. 740 and 742 Sidcup Road.			

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.	

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

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.	

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 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
	A20 Sidcup Road	
1.	North east side, between a point opposite the north western boundary of No. 743 Sidcup Road and a point 30.0 metres south east of that boundary	7am–7pm Monday–Saturday Inclusive
2.	South west side, between a point 4.0 metres north west of the south eastern boundary of No. 754 Sidcup Road and a point opposite the common boundary of Nos. 746 and 748 Sidcup Road.	

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
	No items.	

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
	A20 Sidcup Road
1.	East side, from its junction with A205 Westhorpe Avenue at Cliftons roundabout

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(1) Item	(2) Length of Road
	to a point 1.5 metres south of the common boundary of Nos. 11 and 12 Ryelands Crescent.
2.	West side, from its junction with A205 Westhorne Avenue at Cliftons roundabout to the common boundary of Nos. 13 and 14 Ryelands Crescent.
3.	North east side, between a point 5.0 metres south east of the common boundary of Nos. 485 and 487 Sidcup Road and a point 67.0 metres south east of the south eastern kerblines of Court Road.
4.	South west side, between the south eastern kerblines of West Park and a point 59.0 metres south east of the south eastern kerblines of Court Road.
5.	North east side, between a point 5.0 metres north west of the common boundary of Nos. 727 and 729 Sidcup Road and the common boundary of Nos. 731 and 733 Sidcup Road.
6.	South west side, between a point 1.5 metres north west of the south eastern boundary of No. 726 Sidcup Road and a point 2.0 metres north west of the common boundary of Nos. 740 and 742 Sidcup Road.