

---

STATUTORY INSTRUMENTS

---

**1997 No. 466**

**ROAD TRAFFIC**

**The A13 Trunk Road (Tower Hamlets)  
Red Route Traffic Order 1997**

*Made* - - - - 24th February 1997

*Coming into force* - - 1st March 1997

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 A13 Trunk Road (Tower Hamlets) Red Route Traffic Order 1997, and shall come into force on 1st March 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<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” 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;
- (h) “bus” has the meaning given by regulation 22(2) of the Traffic Signs Regulations and General Directions 1994<sup>(5)</sup>;
- (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<sup>(6)</sup>.

### **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<sup>(7)</sup> to be parked at the edge of the carriageway on a length of road specified in schedule 2D.

(2) Buses: The controls specified in article 3(1) do not apply in respect of a person causing a bus 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

---

(5) S.I. 1994/1519.

(6) 1984 c. 32.

(7) 1869 c. 115.

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 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 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) a bus to stop at a bus stop for as long as may be required to enable passengers to board or alight; or

(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<sup>(8)</sup>) 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) 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 or variation of existing Orders**

10. The A13 Trunk Road (Tower Hamlets) Red Route (No. 2) Experimental Traffic Order 1996<sup>(9)</sup> and The London Borough of Tower Hamlets Waiting and Loading Order 1976 are hereby revoked, in so far as their provisions relate to any part of the trunk road red route.

---

<sup>(8)</sup> 1985 c. 67.

<sup>(9)</sup> S.I. 1996/1841.

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

24th February 1997

*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

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restricted Hours</i>
1.	East India Dock Road (A13), between a point opposite the common boundary of Nos. 21 to 26 and No. 27 Atholl Square and a point opposite the common boundary of Nos. 259 and 261 East India Dock Road	7am–7pm Monday–Saturday Inclusive
2.	Robin Hood Lane (A102), northbound off-slip road, between its junction with East India Dock Road and a point opposite the southern kerblines of Ashton Street.	
3.	Blackwall Tunnel Approach (A102), southbound on-slip road, between its junction with East India Dock Road and a point 15.0 metres north of the northern kerblines of Ashton Street.	
4.	St. Leonards Road (A102), slip road, between its junction with East India Dock Road and a point 10.0 metres north of the northern kerblines of Follett Street.	
5.	Brunswick Road (A102), slip road, between its junction with East India Dock Road and a point 40.0 metres south of the southern kerblines of Blair Street.	

## 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.

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

Table

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>
No items.	

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

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restricted Hours</i>	<i>(4)</i> <i>Maximum Period of Parking</i>	<i>(5)</i> <i>Minimum Interval</i>
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

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restricted Hours</i>
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

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>
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 2E

Article 5(2)

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

Table

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restricted Hours</i>	<i>(4)</i> <i>Maximum Period of Parking</i>	<i>(5)</i> <i>Minimum Interval</i>
No items.				

SCHEDULE 2F

Article 5(3)

Lengths of the trunk road red route on which there are exemptions for doctors' vehicles.

Table

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restricted Hours</i>
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

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restricted Hours</i>
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

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restricted Hours</i>
No items.		



SCHEDULE 3B

Article 6

Lengths of the trunk road red route on which there are exemptions for loading or unloading.

Table

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restricted Hours</i>
No items.		

SCHEDULE 4

Article 3(2)

Lengths of the trunk road red route on which stopping is prohibited at all times.

Table

<i>(1)</i> <i>Item</i>	<i>(2)</i> <i>Length of Road</i>
1.	East India Dock Road (A13), between a point opposite the common boundary of Nos. 21 to 26 and No. 27 Atholl Square and a point opposite the common boundary of Nos. 259 and 261 East India Dock Road.
2.	Robin Hood Lane (A102), northbound off-slip road, between its junction with East India Dock Road and a point opposite the southern kerblines of Ashton Street.
3.	Blackwall Tunnel Approach (A102), southbound on-slip road, between its junction with East India Dock Road and a point 15.0 metres south of the northern kerblines of Ashton Street.
4.	St. Leonards Road (A102), slip road, between its junction with East India Dock Road and a point 10.0 metres north of the northern kerblines of Follett Street.
5.	Brunswick Road (A102), slip road, between its junction with East India Dock Road and a point 40.0 metres south of the southern kerblines of Blair Street.