

GLA 2017 No.0464

THE GLA ROADS AND GLA SIDE ROADS (RED ROUTE)
TRAFFIC ORDERS GENERAL VARIATION ORDER 2017

Made

21st November 2017

Coming into force

1st December 2017

Transport for London in exercise of the powers conferred by section 6, 45, 63 and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984^a, and of all other enabling powers, hereby makes the following Order.

1. Commencement and citation

This Order may be cited as The GLA Roads and GLA Side Roads (Red Route) Traffic Orders General Variation Order 2017^b, and shall come into force on 1st December 2017.

2. Variations

Each of the Orders specified in the appendix to this Order is hereby varied so that:

(1) **In article 2(1) “interpretation” is substituted as follows:**

(1) 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) an entry in column (3),(4) or (5) of an item in a table in a schedule to this Order applies to that column in subsequent items in that table;
- (c) “authorised agent” means a parking services contractor appointed by and acting on behalf of Transport for London for the purposes of enforcing the provisions of this order;
- (d) “ambulance” means a vehicle providing a service to a National Health Service Trust, or a Patient Transport Service and bearing the appropriate logo;
- (e) “bus” has the same meaning as in schedule 1 of the Traffic Signs Regulations and General Directions 2016^c

^a 1984 c.27

^b GLA/2017/464

^c S1 2016/362

- (f) "bus stop" means an area of carriageway bounded by the broken yellow lines comprising the road marking shown in schedule 7 part 4 item 9 (diagram 1025.1) to the Traffic Signs Regulations and General Directions 2016 and on which is marked the words "bus stop";
- (g) "bus stand" means an area of carriageway bounded by the broken yellow lines comprising the road marking shown in diagram 1025.1 in schedule 7 part 4 item 9 (diagram 1025.1) to the Traffic Signs Regulations and General Directions 2016 and on which is marked the words "bus stand";
- (h) "carriageway" has the same meaning as in section 329(1) of the Highways Act 1980^a;
- (i) "cause" includes permit, and causing" includes "permitting";
- (j) "civil enforcement officer" has the same meaning as in section 76 of the Traffic Management Act 2004^b;
- (k) "cycle docking station" refers to the area of carriageway or footway designated for pedal cycles used for the London cycle hire scheme;
- (l) "diplomatic Vehicle" is a vehicle bearing a Diplomatic Vehicle Registration Plate issued by the Driver and Vehicle Licencing Agency;
- (m) "disabled badge holder symbol" has the same meaning as in schedule 1 of The Traffic Signs Regulations and General Directions 2016;
- (n) "disabled person's badge" and "parking disc" have the same meaning as in regulation 3(1) of the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000^c, and "relevant position" has the same meaning as in regulation 4 of those Regulations;
- (o) "electric taxi" means a taxi in which the motive power is derived wholly or partly from an electrical storage battery;
- (p) "electric vehicle" means a vehicle in which the motive power is derived wholly or partly from an electrical storage battery;
- (q) "electric vehicle charging point" means a device designed for the charging of electric vehicles or electric solo motor cycles;
- (r) "footway" has the same meaning as in section 329(1) of the Highways Act 1980;
- (s) "GLA Road" has the same meaning as in sections 14D(1) and 329(1) of the Highways Act 1980;
- (t) "GLA Side Road" has the same meaning as in sections 124A(9) and 142(1) of the Road Traffic Regulation Act 1984^d;
- (u) "medical practitioner" means a person who provides health care to patients in the community, from a medical practice or health centre, and for whom the use of a vehicle is essential to providing that care, and includes, amongst others, doctors, nurses, midwives and health visitors;
- (v) "London cycle hire scheme" refers to the pedal cycle rental scheme operated by Transport for London and their Agents;

^a 1980 c.66

^b 2004 c.18

^c S.I. 2000/683

^d 1984 c. 27

- (w) "London private hire vehicle" means a vehicle licensed under Section 7 of the Private Hire Vehicles (London) Act 1998^a and fitted with signs authorised by Transport for London;
- (x) "motor cycle" has the same meaning as in section 136(4) of the Road Traffic Regulation act 1984;
- (y) "parking attendant" has the same meaning as in section 82(1) of the Road Traffic Act 1991^b;
- (z) "pedal cycle" the same meanings as in schedule 1 of the Traffic Signs Regulations and General Directions 2016;
- (aa) "police vehicle" has the same meanings as in schedule 1 of the Traffic Signs Regulations and General Directions 2016
- (bb)"provision of a universal postal service" and "universal service provider" have the same meanings as in section 126 of the Postal Services Act 2000^c;
- (cc) "public highway" has the same meaning as "highway maintainable at the public expense" in section 329(1) of the Highways Act 1980;
- (dd) "red route" means those roads, or lengths of roads, that are specified in Schedule 1; comprising the whole width of public highway except where only one side of a road or length of road is specified, wherein it shall comprise the public highway from its edge to the centre of the carriageway;
- (ee)"red route bus stop clearway" means an area of the red route indicated by a continuous red line 200mm wide at the edge of the carriageway and bounded by the broken yellow lines comprised in the road marking in schedule 7 part 4 item 9 (diagram 1025.1) and with the permitted variant as specified in schedule 7 part 5 paragraph 12 to the Traffic Signs Regulations and General Directions 2016 on which the words "bus stop" are marked;
- (ff) "red route bus stand clearway" means an area of the red route indicated by a continuous red line 200mm wide at the edge of the carriageway and bounded by the broken yellow lines comprised in the road marking in schedule 7 part 4 item 9 (diagram 1025.1) and with the permitted variant as specified in schedule 7 part 5 paragraph 12 to the Traffic Signs Regulations and General Directions 2016 on which the words "bus stand" are marked;
- (gg)"road" has the same meaning as in section 192 of the Road Traffic Act 1988 and includes all footways, verges, central reservations and other highway features;
- (hh)"solo electric motor cycle" is a motor cycle, without a sidecar in which the motive power is derived wholly or partly from an electrical storage battery;
- (ii) "solo motor cycle" has the same meanings as in schedule 1 of the Traffic Signs Regulations and General Directions 2016

^a 1998 c.34

^b 1991 c.40

^c 2000 c.26

- (jj) "taxi" means a vehicle licensed under Section 6 of the Metropolitan Public Carriage Act 1869;^a
- (kk) "traffic sign" has the same meaning as in section 64 of the Road Traffic Regulation Act 1984;
- (ll) "vehicle" includes any part of a vehicle.

(2) In article 3 "General prohibition of stopping" paragraph (1) is substituted as follows:-

- (1) Subject to the provisions of paragraphs (2), (3), (5) and (6) of this article, and of articles 4, 5, 6, 7, 9 and 10, no person shall cause any vehicle to stop on a red route during the restricted hours.

(3) In article 3 "General prohibition of stopping" the following paragraphs are inserted after paragraph (4):

- (5) Subject to Articles 8 and 9, no person shall cause any vehicle to stop at any time in any lengths of the Red Route specified in Schedule 4A
- (6) Subject to the provisions of paragraph (3) of this Article, and of Articles 8 and 9, no person shall cause any vehicle stop at any time in a Red Route Bus Stop Clearway or Red Route Bus Stand Clearway.

(4) In article 5 "Miscellaneous exemptions for parking" paragraph (1) is substituted as follows:-

- (1) Taxis: The controls specified in article 3(1) and (2) do not apply in respect of a person causing a taxi to be parked, in accordance with the provisions of article 8, at the edge of carriageway or in the centre of a carriageway on a length of road specified in schedule 2D.

(5) In article 5 "miscellaneous exemptions for parking" the following paragraphs are added after paragraph (4)

- (5) Ambulances: The controls specified in Article 3(1) and (2) do not apply in respect of a person causing an ambulance to be parked, in accordance with the provisions of article 8, at the edge of the carriageway on a length of road specified in Schedule 2H".
- (6) Pedal cycles: The controls specified in article 3(1) and (2) do not apply in respect of a person causing a pedal cycle which is part of the London cycle hire scheme to be parked on a length of road specified in Schedule 5 or 5A
- (7) Police vehicles: The controls specified in article 3(1) and (2) do not apply in respect of a person causing an police vehicle to be parked, in accordance with the provisions of article 8, at the edge of the carriageway or in the centre of a carriageway on a length of road specified in Schedule 2I;

^a 1869 c.115

- (8) Diplomatic vehicles: The controls specified in article 3(1) and (2) do not apply in respect of a person causing an diplomatic vehicle to be parked, in accordance with the provisions of article 8, at the edge of the carriageway or in the centre of a carriageway on a length of road specified in Schedule 2J;
- (9) Electric vehicles: The controls specified in article 3(1) and (2) do not apply in respect of a person causing an electric vehicle to be parked solely for the purpose of charging that vehicle's battery or batteries whilst connected to a recharging point, in accordance with the provisions of article 8, on a length of red route specified in an item in column (2) of the table in schedule 2K, during the hours specified in column (3) and 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 red route;
- (10) Solo electric motor cycles: The controls specified in article 3(1) and (2) do not apply in respect of a person causing an electric motor cycle to be parked solely for the purpose of charging that vehicle's battery or batteries whilst connected to a recharging point , in accordance with the provisions of article 8, on a length of red route specified in an item in column (2) of the table in schedule 2L, during the hours specified in column (3) and 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 red route;
- (11) Electric taxis: The controls specified in article 3(1) and (2) do not apply in respect of a person causing an electric taxi to be parked solely for the purpose of charging that vehicle's battery or batteries whilst connected to a recharging point , in accordance with the provisions of article 8, on a length of red route specified in an item in column (2) of the table in schedule 2M, during the hours specified in column (3) and 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 red route.

(6) Article 6 “Exemptions for loading and unloading” is substituted as follows:-

The controls specified in article 3(1) and (2) do not apply in respect of a person causing a vehicle to be stopped, in accordance with the provisions of article 8, on a length of red route specified in an item in column (2) of the table in schedule 3A or 3B, during the hours specified in column (3) in that item, provided that the vehicle is stopped only for the purposes of loading or unloading that vehicle for as long as is necessary or for a period specified in column (4), whichever is the less, and provided that not less than the period specified in column (5) has elapsed since the vehicle was last parked on any part of the same length of red route.

(7) Article 8 “manner of parking or stopping” is substituted as follows:-

Whenever a vehicle is parked or stopped on a length of red route specified in an item in column (2) of a table in schedule 2D, or in an item in column (2) of a table in schedule 2B, 2C, 2E, 2F, 2G, 2H, 2I, 2J, 2K, 2L, 2M, 3A or 3B during the hours specified in column (3) in that item, the vehicle shall stand either wholly within:-

- (1) an area of carriageway comprised in that length of red route which is bounded on one side or sides by the edge of the carriageway of that length of red route and on the other side or sides by a traffic sign indicating the limits of the area of carriageway within which a vehicle may be parked; or
- (2) an area of footway, carriageway or an area of both footway and carriageway comprised in that length of red route which is bounded on all sides by a traffic sign indicating the limits of the area of footway, carriageway or the area of both footway and carriageway, as the case may be, within which a vehicle may be parked.

(12) Article 9 “exemptions at bus stops and stands” paragraphs 9(1) and 9(2) are substituted as follows:-

- (1) The controls specified in article 3 paragraphs (1), (2) and (5) do not apply in respect of a person causing-
 - (a) a bus to stop within a bus stop or red route bus stop clearway for as long as may be required to enable passengers to board or alight; or
 - (t) a bus to stop within a bus stop, bus stand, red route bus stop clearway or red route bus stand clearway if being used for operational reasons in the course of providing a London local service (as defined in section 179 of the Greater London Authority Act 1999^a) under an agreement with Transport for London 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; or
 - (ii) to enable crew changes to take place; or
 - (iii) to maintain the scheduled timetable subject, in the case of a bus stop or red route bus stop clearway, to a maximum wait of two minutes.

(13) In article 10 (1) “other exemptions” the following paragraphs are added after paragraph (J):-

- (k) using the vehicle in connection to a Local Authority Refuse Collection;
- (l) using a taxi or London Private Hire Vehicle to stop for a maximum period of 5 minutes between the hours of 10pm and 6am to permit passengers to use an Automatic Teller Machine (ATM);
- (m) using the vehicle in connection with the maintenance, improvement or operation of the London cycle hire scheme.

(14) In article 10 “other exemptions” paragraphs (1) (i) and (3) are substituted as follows:

- (i) using a taxi or London private hire vehicle to stop for so long only as may be required to enable a passenger to get into or out of the vehicle;

^a 1999 c.29

- (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 person authorised by Transport for London.

- (15) Article 11 “Power to suspend parking, loading and stopping exemptions” is added after article 10 as follows:-**

11. Power to suspend parking, loading and stopping exemptions

- (1) Transport for London, suspending exemptions or restrictions wholly or in part, shall place or cause to be placed in or adjacent to that length of carriageway, one or more traffic signs indicating that stopping by vehicles is prohibited.
- (2) No person shall cause or permit a vehicle to stop in a length or part of carriageway during such period as there is in or adjacent to that length of carriageway, one or more traffic signs placed in pursuance of paragraph (1) of this Article.

- (16) Article 12 “Variation of other Parking Place Orders” is added after article 11 as follows:-**

12. Variation of other Stopping Place Orders

Any Order providing for the stopping of vehicles on any GLA Road or GLA Side Road is varied so that:

- (1) Transport for London, suspending stopping places or restrictions wholly or in part situated in lengths of any GLA Road or GLA Side Road shall place or cause to be placed in or adjacent to that length of carriageway, footway or footway and carriageway, one or more traffic signs indicating that stopping by vehicles is prohibited.
- (3) No person shall cause or permit a vehicle to stop in a length or part of carriageway during such period as there is in or adjacent to that length of carriageway, footway or footway and carriageway, one or more traffic signs placed in pursuance of paragraph (1) of this Article.
- (4) Transport for London may at any time suspend the controls wholly or in part on any existing Red Route bay, converting it or part of it to an at any time parking provision for Blue Badge Holders or a dedicated Disabled Persons bay, pursuant to paragraph (1) of this Article.
- (5) For the purposes of paragraph (3) above, the relevant conversion of any Red Route bay will be effective by traffic signs displaying the revised controls for that bay. Once this provision is no longer required, these bays will revert back to their original status as indicated by their host order in the Schedule 2 or 3 to this order.
- (17) Article 12 “revocation of certain provisions in existing Orders” is renumbered Article 13.**

(18) Schedule 1 is substituted as follows:-
SCHEDULE 1

Article 3(1) and (4)

The Red Route

Table

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

GLA Side Roads

Schedule 2D and 2G are substituted as follows:-

SCHEDULE 2D

Articles 5(1)

Lengths of the red route on which there are exemptions for-taxis only.

Table

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

GLA Side Roads

SCHEDULE 2G

Article 5(4)

Lengths of the red route on which there are exemptions for solo motor cycles only.

Table

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

GLA Side Roads

(19) The following schedules 2H to 2M are added after Schedule 2G as follows:-

SCHEDULE 2H

Article 5(5)

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

Table

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

GLA Side Roads

SCHEDULE 2I

Article 5(6)

Lengths of the red route on which there are exemptions for police vehicles only.

Table

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

GLA Side Roads

SCHEDULE 2J

Article 5(7)

Lengths of the red route on which there are exemptions for diplomatic vehicles only.

Table

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

GLA Side Roads

SCHEDULE 2K

Articles 5(8)

Lengths of the red route on which there are exemptions for charging electric vehicles only

Table

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

GLA Side Roads

SCHEDULE 2L

Articles 5(9)

Lengths of the red route on which there are exemptions for charging electric solo motor cycles only

Table

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

GLA Side Roads

SCHEDULE 2M

Articles 5(10)

Lengths of the red route on which there are exemptions for charging electric taxis only

Table

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

GLA Side Roads

(20) Schedules 3A and 3B are substituted as follows:-

SCHEDULE 3A

Articles 6 and 7(3)

Lengths of the red route on which there are exemptions for loading or unloading and for disabled persons' vehicles for up to 3 hours.

Table

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

GLA Side Roads

SCHEDULE 3B

Article 6

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

Table

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

GLA Side Roads

(21) Schedule 4 and is substituted as follows:-

SCHEDULE 4

Article 3(2)

Lengths of the red route on which stopping is prohibited at all times marked by a double red line.

Table

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

GLA Side Roads

(22) The following schedules 4A, 5 and 5A are added after Schedule 4 as follows:-

SCHEDULE 4A

Article 3(5)

Lengths of the red route on which stopping is prohibited at all times marked by a wide (200mm) red line.

Table

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

GLA Side Roads

SCHEDULE 5

Article 5(6)

Lengths of the red route carriageway on which there are cycle docking stations.

Table

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

GLA Side Roads

SCHEDULE 5A

Article 5(6)

Lengths of footway on the red route on which there are cycle docking stations.

Table

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

GLA Side Roads

13.Revocations

- (1) This Order revokes:-
- (a) The GLA Road (Red Route) Traffic Orders General Variation Order 2008^a
 - (b) The GLA Roads and GLA Side Roads Red Route General Variation Order 2009^b
 - (c) The GLA Road (Red Route) Traffic Orders General Variation Order 2009^c
 - (d) The GLA Roads and GLA Side Roads Red Route General Variation (No.2) Order 2009^d

Dated this 21st day of November 2017



Glynn Barton
Director of Network Management
Road Network Management
Transport for London

^a GLA/2008/0277

^b GLA/2009/0296

^c GLA/2009/0374

^d GLA/2009/0581

APPENDIX

	Traffic Order No	Traffic Order Title
1.	GLA/2007/296	THE GLA ROADS AND GLA SIDE ROADS (BEXLEY) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
2.	GLA/2007/301	THE GLA ROADS AND GLA SIDE ROADS (BRENT) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
3.	GLA/2007/303	THE GLA ROADS AND GLA SIDE ROADS (BROMLEY) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
4.	GLA/2007/304	THE GLA ROADS AND GLA SIDE ROADS (CITY OF LONDON) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
5.	GLA/2007/306	THE GLA ROADS AND GLA SIDE ROADS (EALING) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
6.	GLA/2007/308	THE GLA ROADS AND GLA SIDE ROADS (HAMERSMITH AND FULHAM) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
7.	GLA/2007/310	THE GLA ROADS AND GLA SIDE ROADS (HILLINGDON) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
8.	GLA/2007/312	THE GLA ROADS AND GLA SIDE ROADS (MERTON) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
9.	GLA/2007/314	THE GLA ROADS AND GLA SIDE ROADS (REDBRIDGE) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
10.	GLA/2007/389	THE GLA ROADS AND GLA SIDE ROADS (HOUNSLOW) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
11.	GLA/2007/391	THE GLA ROADS AND GLA SIDE ROADS (SOUTHWARK) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
12.	GLA/2007/392	THE GLA ROADS AND GLA SIDE ROADS (CAMDEN) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
13.	GLA/2007/394	THE GLA ROADS AND GLA SIDE ROADS (KINGSTON UPON THAMES) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
14.	GLA/2007/411	THE GLA ROADS AND GLA SIDE ROADS (HARINGEY) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
15.	GLA/2007/412	THE GLA ROADS AND GLA SIDE ROADS (WANDSWORTH) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
16.	GLA/2007/416	THE GLA ROADS AND GLA SIDE ROADS (RICHMOND) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
17.	GLA/2007/418	THE GLA ROADS AND GLA SIDE ROADS (GREENWICH) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
18.	GLA/2007/420	THE GLA ROADS AND GLA SIDE ROADS (LEWISHAM) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
19.	GLA/2007/421	THE GLA ROADS AND GLA SIDE ROADS (LAMBETH) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
20.	GLA/2007/423	THE GLA ROADS AND GLA SIDE ROADS (CROYDON) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
21.	GLA/2007/425	THE GLA ROADS AND GLA SIDE ROADS (HACKNEY) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2007
22.	GLA/2008/127	THE GLA ROADS AND GLA SIDE ROADS (BARKING AND DAGENHAM) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2008
23.	GLA/2008/129	THE GLA ROADS AND GLA SIDE ROADS (BARNET) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2008

	Traffic Order No	Traffic Order Title
24.	GLA/2008/131	THE GLA ROADS AND GLA SIDE ROADS (ENFIELD) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2008
25.	GLA/2008/134	THE GLA ROADS AND GLA SIDE ROADS (ISLINGTON) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2008
26.	GLA/2008/135	THE GLA ROADS AND GLA SIDE ROADS (ROYAL BOROUGH OF KENSINGTON AND CHELSEA) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2008
27.	GLA/2008/137	THE GLA ROADS AND GLA SIDE ROADS (NEWHAM) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2008
28.	GLA/2008/140	THE GLA ROADS AND GLA SIDE ROADS (SUTTON) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2008
29.	GLA/2008/142	THE GLA ROADS AND GLA SIDE ROADS (TOWER HAMLETS) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2008
30.	GLA/2008/144	THE GLA ROADS AND GLA SIDE ROADS (WESTMINSTER) RED ROUTE CONSOLIDATION TRAFFIC ORDER 2008

