STATUTORY INSTRUMENTS

1975 No. 1712

ROAD TRAFFIC

The Trunk Road (Walthamstow Avenue, Walthamstow and North Circular Road, Chingford) (Prescribed Routes) Order 1975

Made - - - -	21*st October* 1975
Coming into Operation	25*th October* 1975

The Secretary of State for the Environment in exercise of the powers conferred by sections 6 and 84D(1) of the Road Traffic Regulation Act 1967(a), as amended by Part IX of the Transport Act 1968(b) and Schedule 6 to the Road Traffic Act 1974(c), and now vested in him(d), and of all other enabling powers, and after consulting the Secretary of State for the Home Department, hereby makes the following Order:—

1. This Order may be cited as the Trunk Road (Walthamstow Avenue, Walthamstow and North Circular Road, Chingford) (Prescribed Routes) Order 1975 and shall come into operation on 25th October 1975.

2.—(1) In this Order:—

"Cause" shall be deemed to include permit;

"Walthamstow Avenue" means that length of the London North Circular Trunk Road (A406) in the London Borough of Waltham Forest known as Walthamstow Avenue;

"North Circular Road" means that length of the London North Circular Trunk Road (A406) between the River Ching and its junction with Hall Lane in the London Borough of Waltham Forest known as North Circular Road;

"island site" means the island site situated at the junction of North Circular Road with Folly Lane;

"slip road" means that part of North Circular Road that comprises the length of road which extends from its junction with the main westbound carriageway of North Circular Road to its junction with North Circular Road at its junction with Hall Lane;

"the left-turning lane" means that part of North Circular Road comprising the left turning lane which lies to the north of the main eastbound carriageway of North Circular Road at its junction with Hall Lane;

"the right turn lane" means the provision made in the eastbound carriageway of North Circular Road for vehicles wishing to turn right into Folly Lane at the signal controlled junction;

(a) 1967 c. 76. (b) 1968 c. 73. (c) 1974 c. 50.
(d) S.I. 1970/1681 (1970 III, p. 5551).

"central reservation" in relation to any road means the provision made in that road for separating a part of the carriageway to be used by traffic proceeding in one direction from a part of the carriageway to be used by traffic proceeding in the opposite direction;

"the refuge" means the triangular refuge immediately south of the left turning lane at its junction with Hall Lane.

(2) The Interpretation Act 1889(a) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament, and as if for the purposes of section 38 of that Act this Order were an Act of Parliament and the Regulations varied by Article 19 of this Order were an Act of Parliament thereby repealed.

3. No person shall cause any vehicle proceeding in the westbound carriageway of North Circular Road to turn right into Hall Lane.

4. Every person causing any vehicle to enter North Circular Road from Westward Road shall cause that vehicle to turn left.

5. No person shall cause any vehicle proceeding in North Circular Road to turn right into Westward Road.

6. Every person causing any vehicle to enter either North Circular Road or Walthamstow Avenue from any private access to the eastbound carriageway of either of these roads shall cause that vehicle to turn left.

7. No person shall cause any vehicle proceeding in the westbound carriageway of Walthamstow Avenue or of North Circular Road to turn right into any private access.

8. Every person causing any vehicle to enter Walthamstow Avenue and North Circular Road from any private access to the westbound carriageway of that road shall cause that vehicle to turn left.

9. No person shall cause any vehicle proceeding in the eastbound carriageway of North Circular Road and Walthamstow Avenue to turn right into any private access.

10. No person shall cause any vehicle proceeding in Walthamstow Avenue to make a U-turn through the gap in the central reservation the eastern end of which lies 700 feet east of the junction of North Circular Road with Folly Lane so as to proceed in the opposite direction to that in which it was proceeding.

11. No person shall cause any vehicle proceeding in the westbound carriageway of North Circular Road to make a U-turn through the gaps in the central reservation which lie opposite the junction of North Circular Road with Hall Lane and opposite the junction of North Circular Road with Folly Lane so as to proceed in the opposite direction to that in which it was proceeding.

12. No person shall cause any vehicle to proceed in the slip road in a direction other than from south-east to north-west.

13. Every person causing any vehicle to enter the right turn lane provided in the eastbound carriageway of North Circular Road in the vicinity of its junction with Folly Lane shall cause that vehicle to turn right.

(a) 1889 c. 63.

14. Every person causing any vehicle to proceed in that part of the eastbound carriageway of North Circular Road which lies between the central reservation and the refuge shall cause that vehicle on emerging from that part of that carriageway to continue in that carriageway in a south-easterly direction.

15. Every person causing any vehicle to proceed in the left-turning lane shall cause that vehicle on emerging from that part of the carriageway to turn left into Hall Lane.

16. Every person causing any vehicle to emerge from the northern end of Folly Lane shall cause that vehicle to proceed in a north-westerly direction in the westbound carriageway of North Circular Road.

17. No person causing any vehicle to proceed in a north-westerly direction in Folly Lane shall drive the vehicle so that any part of the triangular island site near the junction of Folly Lane with North Circular Road is at any time on the left hand or near side of the vehicle.

18. Nothing in Article 10 of this Order shall apply in relation to vehicles being used for police, fire brigade or ambulance purposes.

19. Nothing in Articles 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17 of this Order shall apply to anything done with the permission or at the direction of a police constable in uniform or of a traffic warden.

20. Without prejudice to anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the London Traffic (Prescribed Routes) (Chingford) Regulations 1965(a) are hereby varied and shall have effect as though Articles 4, 5 and 6 of that Order and the second and third items of the Schedule to that Order were omitted.

G. E. Rowland,

Signed by authority of the Secretary of State

An Assistant Chief Engineer in the Department of the Environment

21st October 1975.

(a) 1965/197.