

1979 No. 1255

ROAD TRAFFIC

The Trunk Road (Western Avenue, Ealing) (Prescribed Routes)

(No. 2)

ORDER 1979

Made - - - *3rd October 1979*

Coming into Operation *11th October 1979*

The Minister of Transport in exercise of his powers under sections 6 and 84D of the Road Traffic Regulation Act 1967 (a), and now vested in him (b), 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 (Western Avenue, Ealing) (Prescribed Routes) (No. 2) Order 1979 and shall come into operation on 11th October 1979.

2. In this Order:—

“Western Avenue” means that length of the London – Fishguard Trunk Road (A40) in the London Borough of Ealing known as Western Avenue;

“moped” means a motor bicycle the cylinder capacity of the engine of which does not exceed 50 cubic centimeters, being a bicycle equipped with pedals by means of which it is capable of being propelled;

“pedal cycle” means a pedal cycle or pedal tricycle not being in either case propelled by mechanical power;

“the roundabout” means the roundabout at the junctions of Western Avenue and Greenford Road;

“the north-western slip road” means that length of road which links the eastbound carriageway of Western Avenue to the west side of the roundabout;

“the north-eastern slip road” means that length of road which links the east side of the roundabout to the eastbound carriageway of Western Avenue;

“the south-eastern slip road” means that length of road which links the westbound carriageway of Western Avenue to the east side of the roundabout;

(a) 1967 (c. 76) as amended by Part IX of the Transport Act 1968 (c. 73) and Schedule 6 of the Road Traffic Act 1974 (c. 50).

(b) S.I. 1970/1681 and 1979/ 571.

“the south-western slip road” means that length of road which links the west side of the roundabout to the westbound carriageway of Western Avenue;

“northern verge” means the provision made for separating the main carriageway of Western Avenue from Runnymede Gardens; and

“southern verge” means the provision made for separating the main carriageway of Western Avenue from Leaver Gardens.

3. No person causing or permitting a vehicle to proceed in a road specified in column 1 of Schedule 1 to this Order shall cause or permit that vehicle to proceed in any direction other than the direction specified in column 2 of that Schedule.

4. No person shall cause or permit to be ridden any pedal cycle or moped on the ramps to and in the subway underneath Western Avenue at Oldfield Lane.

5. No person shall cause or permit any vehicle to enter Runnymede Gardens from the eastbound carriageway of Western Avenue through the gap in the northern verge opposite Cayton Road.

6. No person shall cause or permit any vehicle to enter the westbound carriageway of Western Avenue from Leaver Gardens through the gap in the southern verge opposite Hicks Avenue (east).

7. Every person causing or permitting any vehicle to enter the south-eastern slip road from Leaver Gardens west of Blenheim Close shall cause that vehicle to proceed in a generally westerly direction.

8. No person shall cause or permit any vehicle to proceed through any of the gaps in the southern verge listed in Schedule 2 to this Order.

9. The provisions of Articles 4, 10 (insofar as it relates to item 1 in Schedule 3 to that Order), 11 and 12 of the Trunk Road (Western Avenue, Ealing and Hillingdon) (Prescribed Routes) Order 1973 (a) are hereby revoked.

10. Nothing in 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.

Signed by authority of the
Minister of Transport
3rd October 1979.

R. S. Wilson,
An Assistant Chief Engineer
in the Department of Transport.

SCHEDULE 1

Column 1 Road	Column 2 Direction of travel
1. The north-eastern slip road	eastwards
2. The north-western slip road	eastwards
3. The south-eastern slip road	westwards
4. The south-western slip road	westwards

SCHEDULE 2

1. That gap which lies approximately 100 feet west of the western end of Hicks Avenue.
2. That gap which lies approximately 120 feet east of Blenheim Close.

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