
STATUTORY INSTRUMENTS

1982 No. 1318

ROAD TRAFFIC

**The Trunk Road (A10) (Great Cambridge Road, Enfield)
(Prescribed Routes) Order 1982**

Made - - - - - 14th September 1982
Coming into Operation 27th September 1982

The Secretary of State for Transport in exercise of the powers conferred by section 6 of the Road Traffic Regulation Act 1967 (a), and now vested in him (b), and of all other enabling powers, and after consultation with the Secretary of State for the Home Department, hereby makes the following Order:—

1. This Order may be cited as the Trunk Road (A10) (Great Cambridge Road, Enfield) (Prescribed Routes) Order 1982 and shall come into operation on 27th September 1982.

2. In this Order:

“Great Cambridge Road” means that length of the London–Cambridge–King’s Lynn Trunk Road (A10) in the London Borough of Enfield known as Great Cambridge Road;

“central reservation” means the provision made in Great Cambridge Road for separating a part of the carriageway which is to be used by traffic proceeding in one direction from a part of the carriageway which is to be used by traffic proceeding in the opposite direction;

“the junction” means the junction of Great Cambridge Road and Lincoln Road;

“the northbound right-turn lane” means the traffic lane, being part of the northbound carriageway of Great Cambridge Road which is bounded on its eastern side by the central reservation, has a width of approximately 4.0 metres and, for the purposes of this Order, extends from the junction southwards for a distance of approximately 130 metres;

“the northbound righthand middle lane” means the traffic lane, being part of the northbound carriageway of Great Cambridge Road which is bounded on its eastern side by the northbound right-turn lane, has a width of approximately 3.3 metres and, for the purposes of this Order, extends from the junction southwards for a distance of approximately 180 metres;

“the northbound lefthand middle lane” means the traffic lane, being part of the northbound carriageway of Great Cambridge Road which is bounded on its eastern side by the northbound righthand middle lane and on its western side by the northbound nearside lane, has a width of approximately 3.3 metres and, for the purposes of this Order, extends from the junction southwards for a distance of approximately 180 metres;

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

(b) S.I. 1970/1681, 1979/571 and 1981/238.

“the northbound nearside lane” means the traffic lane, being part of the northbound carriageway of Great Cambridge Road which is bounded on its eastern side by the northbound lefthand middle lane, has a width of approximately 3.3 metres and, for the purposes of this Order, extends from the junction southwards for a distance of approximately 180 metres;

“the southbound right-turn lane” means the traffic lane, being part of the southbound carriageway of Great Cambridge Road which is bounded on its western side by the central reservation, has a width of approximately 3.5 metres and, for the purposes of this Order, extends from the junction northwards for a distance of approximately 110 metres;

“the southbound righthand middle lane” means the traffic lane, being part of the southbound carriageway of Great Cambridge Road which is bounded on its western side by the southbound right-turn lane, has a width of approximately 3.0 metres and, for the purposes of this Order, extends from the junction northwards for a distance of approximately 110 metres;

“the southbound lefthand middle lane” means the traffic lane, being part of the southbound carriageway of Great Cambridge Road which is bounded on its western side by the southbound righthand middle lane and on its eastern side by the southbound nearside lane, has a width of approximately 3.0 metres and, for the purposes of this Order, extends from the junction northwards for a distance of approximately 110 metres;

“the southbound nearside lane” means the traffic lane, being part of the southbound carriageway of Great Cambridge Road which is bounded on its western side by the southbound lefthand middle lane, has a width of approximately 3.0 metres and, for the purposes of this Order, extends from the junction northwards for a distance of approximately 110 metres; and

“the slip road” means the road connecting the southbound nearside lane with Lincoln Road in the vicinity of the Lincoln Road Pressure Reduction Station M47 (Eastern Gas Board).

3. Every person causing any vehicle to proceed in the northbound right-turn lane shall cause that vehicle to turn right into Lincoln Road.
4. Every person causing any vehicle to proceed in the southbound right-turn lane shall cause that vehicle to turn right into Lincoln Road.
5. Every person causing any vehicle to proceed in the northbound lefthand middle lane and in the northbound righthand middle lane shall upon reaching the junction cause that vehicle to continue northwards.
6. Every person causing any vehicle to proceed in the southbound lefthand middle lane and in the southbound righthand middle lane shall upon reaching the junction cause that vehicle to continue southwards.
7. Every person causing any vehicle to proceed in the northbound nearside lane shall upon reaching the junction cause that vehicle either to turn left into Lincoln Road or to continue northwards.
8. Every person causing any vehicle to proceed in the southbound nearside lane shall cause that vehicle when approaching the junction either to turn left into the slip road or to continue southwards.
9. No person shall cause or permit any vehicle proceeding in the northbound carriageway of Great Cambridge Road to enter or proceed through the gap in the central reservation which lies 46 metres north of its junction with Lincoln Road.

10. Nothing in Article 9 of this Order shall apply to any vehicle being used for fire brigade purposes.

11. 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 Secretary of State
14th September 1982.**

***W. Gallagher,*
An Assistant Chief Engineer
in the Department of Transport.**