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STATUTORY INSTRUMENTS

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**1994 No. 3004**

**ROAD TRAFFIC**

**The A1 Trunk Road (Haringey) Red Route  
Traffic Order 1993 Variation Order 1994**

*Made* - - - - *15th November 1994*

*Coming into force* - - *12th December 1994*

The Traffic Director for London, following 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 sections 6 and 124(1)(d) of the Road Traffic Regulation Act 1984<sup>(2)</sup>, and of all other enabling powers, hereby makes the following Order:—

1. This Order may be cited as the A1 Trunk Road (Haringey) Red Route Traffic Order 1993 Variation Order 1994, and shall come into force on 12th December 1994.

2. The A1 Trunk Road (Haringey) Red Route Traffic Order 1993<sup>(3)</sup> is varied as provided by the following provisions of this Order.

3. In article 2—

(a) for paragraph (4)(a), substitute the following paragraph—

“(a) if the Schedule is Schedule 1 or 4, a reference to every part of the length of road described in a single paragraph in the Schedule or a Part of the Schedule in question;”;

(b) in paragraph (4)(b), for the words “2, 3 or 4” substitute the words “2 or 3”, and for the word “carriageway” substitute the word “road”.

4. In article 4, in paragraph (4)(b), for the words “2 hours” in both places where they occur substitute the words “3 hours”.

5. In article 7, after sub-paragraph (e), add the following sub-paragraph—

“or

(f) a vehicle which bears the Royal Mail livery to wait 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.”.

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(1) 1991 c. 40.  
(2) 1984 c. 27.  
(3) S.I.1993/896.

6. In Schedule 4,

(a) for paragraph 8 substitute the following paragraph–

“**8.** Between its junction with the south eastern kerblineline of Northwood Road and a point 20 metres south–eastwards of the party wall of Nos 204 and 206 Archway Road”, and

(b) after paragraph 16, insert the following paragraphs–

“**16A.** Between a point 10 metres north west of the north western kerblineline of Causton Road and a point level with the party wall of Nos 187 and 189 Archway Road.

**16B.** Between a point level with the party wall of Nos 179 and 181 Archway Road and a point level with the party wall of Nos 175 and 177 Archway Road.”.

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

15th November 1994

*Derek Turner*  
Traffic Director for London