

1990 No. 1320

ROAD TRAFFIC

The London North Circular Trunk Road (A406) and the
London–Cambridge–Kings Lynn Trunk Road (A10)
(Enfield) (Speed Limits) Order 1990

Made - - - - 24th May 1990

Coming into force 25th May 1990

The Secretary of State for Transport in exercise of the powers conferred by section 84(1) and (2) of the Road Traffic Regulation Act 1984(a), and of all other enabling powers, hereby makes the following Order:—

1. This Order may be cited as the London North Circular Trunk Road (A406) and the London–Cambridge–Kings Lynn Trunk Road (A10) (Enfield) (Speed Limits) Order 1990 and shall come into force on 25th May 1990.

2. In this Order:—

“the eastbound entry slip road” means the slip road between the northeast sector of the Great Cambridge Road roundabout and the eastbound main carriageway of the London North Circular Trunk Road;

“the eastbound exit slip road” means the slip road between the eastbound main carriageway of the London North Circular Trunk Road and the northwest sector of the Great Cambridge Road roundabout;

“Great Cambridge Road roundabout” means the roundabout which is part of the London–Cambridge–Kings Lynn Trunk Road (A10) at its junction with the London North Circular Trunk Road (A406) in the London Borough of Enfield; and

“the westbound exit slip road” means the slip road between the westbound main carriageway of the London North Circular Trunk Road and the southeast sector of the Great Cambridge Road roundabout.

3. No person shall drive any motor vehicle at a speed exceeding 40 miles per hour on any of the lengths of road which are specified in Schedule 1 to this Order.

4. No person shall drive any motor vehicle at a speed exceeding 50 miles per hour on any of the lengths of road which are specified in Schedule 2 to this Order.

5. The speed limit of 40 miles per hour in force on the lengths of road specified in paragraphs (i) and (iv) of Schedule 2 to this Order by virtue of paragraph 1 (iii) of the Schedule to the London Traffic (40 m.p.h. Speed Limit) (No. 1) Regulations, 1958(b) and the Trunk Roads (40 m.p.h. Speed Limit) (No. 11) Order 1981(c) is hereby revoked.

Signed by authority of the
Secretary of State for Transport

S. Chatterjee
Director (Transport)
London Regional Office of
the Department of Transport

24th May 1990

(a) 1984 c.27.
(b) S.I. 1958/301.
(c) S.I. 1981/813.

SCHEDULE 1

(See article 3)

40 MILES PER HOUR SPEED LIMIT

- (i) That length of the eastbound exit slip road which extends to the Great Cambridge Road roundabout from a point 140 metres west of the said roundabout.
- (ii) That length of the eastbound entry slip road which extends from the Great Cambridge Road roundabout for a distance of 260 metres to a point 45 metres southeast of the southeastern kerbline of the highway known as West Way.
- (iii) That length of the westbound exit slip road which extends to the Great Cambridge Road roundabout from a point 200 metres east of the roundabout.
- (iv) The westbound entry slip road between the southwest sector of the Great Cambridge Road roundabout and the westbound main carriageway of the London North Circular Trunk Road, a distance of 630 metres.
- (v) The carriageway comprised in the Great Cambridge Road roundabout, a distance of 130 metres.
- (vi) That part of the London-Cambridge-Kings Lynn Trunk Road (A10) known as the Morecombe Terrace service road which extends from the southbound main carriageway at a point 160 metres north of the Great Cambridge Road roundabout to a point opposite a point on the said carriageway 100 metres north of the said roundabout, a distance of 60 metres.

SCHEDULE 2

(See article 4)

50 M.P.H. SPEED LIMIT

- (i) That length of the eastbound main carriageway of the London North Circular Trunk Road from a point 15 metres northeast of the northeastern kerbline of the highway known as Callard Avenue for a distance of 1,260 metres to a point 275 metres southeast of a point on the said carriageway which is below the eastern side of the bridge carrying the highway known as West Way.
- (ii) That length of the eastbound exit slip road which extends from the main carriageway to a point 140 metres west of the Great Cambridge Road roundabout, a distance of 150 metres.
- (iii) That length of the eastbound entry slip road which extends from a point 45 metres southeast of the southeastern kerbline of the highway known as West Way to a point 175 metres southeast of the said kerbline, a distance of 130 metres.
- (iv) That length of the westbound main carriageway of the London North Circular Trunk Road from a point 275 metres southeast of a point on the said carriageway which is below the eastern side of the bridge carrying the highway known as West Way for a distance of 795 metres to a point opposite a point on the eastbound carriageway 75 metres west of the western kerbline of the highway known as Ashley Gardens.
- (v) That length of the westbound exit slip road which extends from the westbound main carriageway for a distance of 140 metres to a point 200 metres east of the Great Cambridge Road roundabout.

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