



THE COUNCIL OF THE LONDON BOROUGH OF BARNET

TRAFFIC MANAGEMENT ORDER

1996 No. 21

**The Barnet (Prescribed Routes)(No.2)
Traffic Order 1996**

Made 22 July 1996

Coming into operation 30 August 1996

The Council of the London Borough of Barnet, after consulting the Commissioners of Police of the Metropolis, in exercise of the powers conferred by Section 6 and the Road Traffic Regulation Act 1984(a) as amended by section 8 of and Part 1 of Schedule 5 to the Local Government Act 1985 (b), and of all other powers thereunto enabling herby make the following Order:-

Commencement and Citation

1. This Order shall come into operation on 30 August 1996 and may be cited as the Barnet (Prescribed Routes) (No. 2) Traffic Order 1996.

Interpretation

2. (1) In this Order:-

“enactment” means any enactment, whether public general or local and includes any order, byelaw, rule, regulation, scheme or other instrument having effect by virtue of an enactment and any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment;

“goods vehicle” and “maximum gross weight” have the same meaning as in the Traffic Signs Regulations and General Directions 1981(c);

“heavy goods vehicle” has the same meaning as in the Road Traffic Act 1988 (d);

“prescribed street” means any street or length of street in the London Borough of Barnet, within the area specified in Schedule 1 to this Order;

(a) 1984 c.27 (b) 1985 c.51 (c) S.I. 1981/859 - the relevant amending Instruments are S.I. 1982/1879 and 1982/1880 (d) 1988 c.52

“telecommunications system” has the same meaning as in the Telecommunications Act 1984 (a)

- (2) The prohibition imposed by this Order is in addition to and not in derogation of any restriction, prohibition or requirement imposed by any enactment and any exception or exemption is without prejudice to the provisions of any other enactment.
3. No person shall cause any goods vehicle the maximum gross weight of which exceed 7.5 tonnes to enter any prescribed street.
4. Nothing in Article 3 of this Order shall:
 - (a) apply to any street or lengths of streets specified in Schedule 2 to this Order; or
 - (b) prevent any person from causing any vehicle to enter any prescribed street for the purpose of loading or unloading in that or any other prescribed street or for the purpose of gaining access to off-street garaging accessible only from that or any other prescribed street; or
 - (c) apply in relation to any vehicle when used in the service of a local authority in pursuance of statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or in the performance of such duties for that vehicle to enter any prescribed street; or
 - (d) apply in relation to any vehicle being use in connection with the maintenance, improvement, reconstruction, cleansing or lighting of any prescribed street or any street accessible only therefrom, or the laying, erection, alteration or repair of any sewer thereunder or of any main, pipe or apparatus for the supply of gas, water or electricity or of any telecommunication system thereunder or thereupon or the placing, maintenance or removal of any traffic sign thereon; or
 - (e) apply in relation to any vehicle the overall height of which, together with the load (if any) carried thereon exceeds 15 feet 9 inches:

Provided that such vehicle proceeding in either direction uses the route comprising the following roads - Colindeep Lane (between Watford Way and Rushgrove Avenue), Rushgrove Avenue (between Colindeep Lane and Rookery Way), Rookery Way, and Kingsbury Road (so much as lies within the London Borough of Barnet); or
 - (f) apply in relation to any vehicle which is being used for driving instruction with a view to obtaining a driving licence. A vehicle does not fall within the description specified in this sub-paragraph if the vehicle is being used for the carriage of goods:
 - (i) for hire or reward; or
 - (ii) for or in connection with any trade or business; or

- (g) apply in relation to any vehicle being used for the purpose of the driver undergoing the heavy goods vehicle driving test pursuant to Part (IV) of the Road Traffic Act 1988 when accompanied by an examiner appointed by the Secretary of State for Transport; or
- (h) apply to anything done with the permission or at the direction of a police constable in uniform or to any vehicle whose use on roads is authorised in writing by the Commissioner of Police of the Metropolis; or
- (i) apply to any person who causes any vehicle to proceed in accordance with any prohibition, restriction or requirement indicated by traffic signs placed pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

Dated 22 July 1996

M M Caller
Chief Executive
(The Officer appointed for this purpose)

Schedule 1

All those Streets and lengths of Streets in the London Borough of Barnet which lies within the area;

- i) Partly bounded by the common boundary's of the London Borough of Barnet with the London Borough of Haringey (between the boundary with the London Borough of Enfield and the boundary of the London Borough of Camden).
- ii) Partly bounded by the common boundary of the London Borough's of Barnet and Camden (between the boundary with the London Borough of Haringey and up to but not including Hermitage Lane NW3).
- iii) Partly bounded but not including Hermitage Lane NW2, NW3 and Cricklewood Lane, NW2.
- iv) Partly bounded by the common boundary of the London Borough's of Barnet and Brent (between Cricklewood Lane NW2 and the boundary with the London Borough of Harrow).
- v) Partly bounded by the common boundary of the London Borough's of Brent and Harrow (between the boundary of London Borough of Brent and the boundary of Hertsmere District Council).
- vi) Partly bounded by the common boundary of the London Borough of Barnet and Hertsmere District Council (between A5 Brockley Hill junction with A41 Edgware Way and a point on Barnet Lane A411, 60 metres west of Stirling Corner roundabout).
- vii) Partly bounded by, but not including Barnet Lane A411 (between a point 60 metres west of Stirling Corner Roundabout and, but not including, Barnet-By-Pass A1).
- viii) Partly bounded by, and including Barnet Way A1 (between Barnet Lane A411 and Apex Corner).
- ix) Partly bounded by, and including Watford Way A1 (between Barnet A1 and Great North Way A1).
- x) Partly bounded by, and including Great North Way A1 (between Watford Way A41 and North Circular Road A406).
- xi) Partly bounded by, and including North Circular Road A406 (between Great North Way A1 and Pinkham Way A406).
- xii) Partly bounded by, and including Pinkham Way A406 (between North Circular Road A406 and the common boundaries of the London Borough's of Barnet, Haringey and Enfield).

Schedule 2

A. All motorways and trunk roads

B. i) Colney Hatch Lane (between its junction with Pinkham Way A406 and the Borough boundary with the London Borough of Haringey).

ii) Trott Road

iii) Fortis Green (between its junction with High Road A1000 and the Borough boundary with the London Borough of Haringey).

iv) Baronsmere Road (between its junction with Park Hall road and the Borough boundary with the London Borough of Haringey).

v) Great North Road/High Road A1000 (between its junction with East End Road/Fortis Green A504 and the Borough boundary with the London Borough of Haringey).

vi) The Bishops Avenue (from its junction with the Great North Road A1000 to its junction with Lyttelton Road A1)

vii) Bancroft Avenue (from its junction with The Bishops Avenue to the Borough boundary with the London Borough of Haringey).

viii) Hampstead Lane NW3 (so much as lies within the London Borough of Barnet).

ix) North End Road (from its junction with Hampstead Way to the Borough boundary with the London Borough of Camden)

x) Edgware Road A5 (from its junction with Cricklewood Lane NW2 to Spur Road).

xi) Spur Road

xii) Brockley Hill A5

xiii) Geron Way

LONDON BOROUGH OF BARNET

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STATEMENT OF REASONS

1. The Council's Transport Policies are comprehensively set out in the Borough Traffic Management Plan (BTMP), Transport Policies and Programme 1988/1989 (TPP) and Transportation Topic Study (TTS). The Council's overall objective, stated in the TTP is:-

"to provide adequate transport facilities and controls so that people and goods can be moved safely and efficiently with due regard to the environment of the Borough".

2. On Freight Transport the stated objectives in the TTP are:-

- (i) To ensure that the majority of freight is carried on that part of the transport network most suited for the purpose, ie. Railways and primary roads,
- (ii) To ensure that where possible, the use of roads in residential areas is kept to a minimum."

3. The Council considers that the existing 16.5 tonne lorry ban introduced by means of the Greater London (Restriction of Goods Vehicles) Traffic Order 1985 ("the Order") neither meets nor is capable of meeting the above objectives for a number of reasons:-

- (i) The Order is only operative at night time and weekends, whereas the problem of lorry nuisance occurs at all times of the day and week.
- (ii) The Order only affects vehicles exceeding 16.5 Tonnes Gross Vehicle Weight, which only constitutes a small percentage of heavy goods vehicles on the Borough's roads.
- (iii) The cost of administration of the 16.5 Tonne ban in the Borough for 1987/88 was estimated to be in the region of £60,000. This is considered to be excessive when compared to the benefits of the ban.

4. The Council therefore wishes to amend the order with the effect of excluding roads in this Borough. The Council also proposes to make traffic Orders which will have the following broad effect:-

- (i) Vehicles exceeding 7.5 Tonnes Gross Vehicle Weight will be banned from the area;
- (ii) The ban will be in force for 24 hours a day;

(iii) There will be exemptions from the ban for, inter alia, the loading and unloading of goods.

5. Monitoring of the effect of the Order will continue in the meantime and when the Council's Orders come into force careful scrutiny of their effects will be necessary to ensure their effectiveness and to identify the results and benefits achieved.