



LONDON BOROUGH OF BRENT

THE BRENT (PRESCRIBED ROUTES) (MORDAUNT ROAD AREA) (NO. 1) EXPERIMENTAL TRAFFIC ORDER 2020

THE BRENT (SPEED LIMITS) (NO. 1) EXPERIMENTAL TRAFFIC ORDER 2020

THE BRENT (WAITING AND LOADING RESTRICTION) (NO. 1) EXPERIMENTAL TRAFFIC ORDER 2020

1. **NOTICE IS HEREBY GIVEN** that the Council of the London Borough of Brent on 30th July 2020 made the above-mentioned Orders under sections 9 and 10 of the Road Traffic Regulation Act 1984, as amended by section 8 of and Part 1 of Schedule 5 to the Local Government Act 1985.
2. The general effect of the 'Prescribed Routes' Order will be to prohibit any vehicle to enter the prohibited area of streets listed in Schedule 1 to this notice.
3. The prohibitions referred to in paragraph 2 above will not apply to:-
 - (a) in relation to a pedal cycle entering the pedal cycle gap which is nearer the left hand or nearside of the carriageway; or
 - (b) in relation to any vehicle when used for fire brigade, ambulance or police purposes in an emergency entering that part of the prohibited area which lies between the pedal cycle gaps ; or
 - (c) anything done with the permission or at the direction of a police constable in uniform; or
 - (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.
4. The general effect of the 'Speed Limits' Order will be to impose a maximum speed limit of 20 miles per hour in the streets and lengths of streets specified in Schedule 2 to this Notice.
5. The general effect of the 'Waiting and Loading Restriction' Order will be to further amend the Brent (Waiting and Loading Restriction) Order 1979, so that:-
 - (a) waiting by vehicles (otherwise than for the purpose of delivering or collecting goods or loading or unloading a vehicle) will be prohibited at any time in the lengths of streets specified in Schedule 3 to this Notice;
 - (b) waiting by vehicles for the purpose of delivering or collecting goods or loading or unloading a vehicle for a period of more than 40 minutes in the same place will be prohibited throughout the week in the lengths of streets specified in Schedule 3 to this Notice;
 - (c) the sale or offer for sale of goods from a vehicle will be prohibited (except on Sundays) in the lengths of streets specified in Schedule 3 inclusive to this Notice, unless there is in force a valid licence issued by the Brent Borough Council or the goods are immediately taken into or delivered at premises adjacent to the vehicle from which the sale is effected;
 - (d) the use of any vehicle or of any animal or the wearing of fancy dress or other costume, wholly or mainly for the purpose of advertising will be prohibited in the lengths of streets specified in Schedule 3 inclusive to this Notice;
 - (e) any existing prohibition on the waiting by vehicles, the sale or offer for sale of goods from a vehicle or the use of any vehicle or animal or the wearing of fancy dress or other costume wholly or mainly for the purpose of advertising in the lengths of streets specified in Schedule 3 inclusive to this Notice will be revoked.
6. The prohibitions referred to in sub-paragraphs 5(a) and (b) inclusive above will not apply in respect of anything done with the permission or at the direction of a police constable in uniform or in certain circumstances, e.g., the picking up or setting down of passengers; the carrying out of statutory powers or duties; the taking in of petrol, etc., from roadside petrol stations; to licensed street traders, etc. The usual exemption relating to vehicles displaying a disabled person's "Blue Badge" will apply.

7. A copy of the Orders, which will come into force on 7th August 2020 and may remain in force for up to 18 months, of maps of the relevant areas (and of any related Orders) can be inspected during normal office hours on Mondays to Fridays inclusive until the Orders cease to have effect, at Brent Customer Services, Brent Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ. **Please note:** - that we are unable to provide access to the council offices while coronavirus (COVID 19) social distancing measures are in place and the documents in relation to the scheme has been made available for inspection online, at <https://consultation.brent.gov.uk/highways-and-infrastructure/stonebridge-harlesden-area-healthy-neighbourhood-s>. Alternatively, those without internet access can receive a copy of the documents by post by phoning 0208 937 5600. Copies of the Orders can also be obtained by emailing trafficorders@brent.gov.uk.
8. Any person desiring to question the validity of any of the Orders or of any provision contained therein on the grounds that it is not within the relevant powers of the Road Traffic Regulation Act 1984 or that any of the relevant requirements thereof or of any relevant regulations made thereunder has not been complied with in relation to any of the Orders may, within six weeks of the date on which the Orders were made, make application for the purpose to the High Court.
9. Where it appears necessary for certain purposes, the Council's Head of Highways and Infrastructure or any person authorised in that behalf by him may modify or suspend the order or any of its provisions, while the Orders is in force.
10. The Council of the London Borough of Brent will consider in due course whether the provisions of the experimental Orders should be continued in force indefinitely by means of an Order made under sections 6, 84 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984. Any person may object to the making of the permanent Orders for the purpose of such indefinite continuation, within a period of six months beginning with the date on which the experimental Orders come into force or, if the Orders are varied by another Order or modified pursuant to section 10(2) of the 1984 Act, beginning with the date on which the variation or modification or the latest variation or modification comes into force. Any such objection must be made in writing and must state the grounds on which it is made and be sent to Head of Highways and Infrastructure, Highways and Infrastructure Service, 5th Floor North Wing, Brent Civic Centre, Engineers Way, Wembley, Middlesex, HA9 0FJ or by email to trafficorders@brent.gov.uk, quoting reference TO/30/007/NP.
11. Further information may be obtained by telephoning the Highways and Infrastructure Service, telephone number 020 8937 5600.

Dated 30th July 2020

Tony Kennedy
Head of Highways and Infrastructure
(The officer appointed for this purpose).

SCHEDULE 1

1. **Lawrence Avenue**, at a point 2.50 metres south-east of the party wall of Nos. 36 and 38;
2. **Mordaunt Road**, at a point 1.00 metre north-west of the party wall of Nos. 82 and 84;
3. **Nicoll Road**, at a point 5.00 metres south-east of the south-eastern kerb-line of Greenhill Park.

SCHEDULE 2

1. **Beames Road;**
2. **Carlyle Road;**
3. **Emerald Road;**
4. **Farm Road;**
5. **Harrison Road;**
6. **Johnson Road;**
7. **Lawrence Road;**
8. **Milton Avenue;**
9. **Mordaunt Road;**
10. **Nicoll Road;**
11. **Shakespeare Avenue;**

12. **Shakespeare Road;**
13. **Shrewsbury Road;**
14. **Stacey Road;**
15. **Washbourne Road;**
16. **Wesley Road;**
17. **Windrush Road.**

SCHEDULE 3

1. **Lawrence Avenue**

- (a) Both sides, between a point 1.00 metre south-east of a point opposite the party wall of Nos. 36 and 38 Lawrence Avenue and a point 6.00 metres north-west of that point;
- (b) the south-west side of the carriageway immediately surrounding the island site (also known as a point closure) situated outside No. 38 Lawrence Avenue.

2. **Mordaunt Road**

- (a) between a point 2.50 metres south-east of a point opposite the party wall of Nos. 84 and 86 Mordaunt Road and a point 6.00 metres north-west of that point;
- (b) the south-west side of the carriageway immediately surrounding the island site (also known as a point closure) situated outside No. 84 Mordaunt Road;

3. **Nicoll Road**, the north-west side of the carriageway immediately surrounding the island site (also known as a point closure) situated 12.50 metres north-west of a point opposite the north-western boundary wall of No. 53 Nicoll Road.



LONDON BOROUGH OF BRENT

TRAFFIC MANAGEMENT ORDER

2020 No. 106

The Brent (Prescribed Routes) (Point Closure) (No. 1) Experimental Traffic Order 2020

Made 30th July 2020

Coming into operation 7th August 2020

The Council of the London Borough of Brent, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984(a), as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985(b), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on 7th August 2020 and may be cited as the Brent (Prescribed Routes) (Point Closure) (No. 1) Experimental Traffic Order 2020.

2. In this Order:-

"electronic communications network" has the same meaning as in the Communications Act 2003(c);

"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;

"pedal cycle" has the same meaning as in the Traffic Signs Regulations and General Directions 2016(d);

"pedal cycle gap" means any area within the prohibited area which is shown crosshatched on the plan;

"plan" means the plan comprised in the Schedule to this Order;

"prohibited area" means that area of carriageway in the London Borough of Brent which is shown hatched or cross-hatched on the plan.

3. No person shall cause any vehicle to enter the prohibited area.

(a) 1984 c.27

(b) 1985 c.51

(c) 2003 c.21

(d) S.I. 2016/362

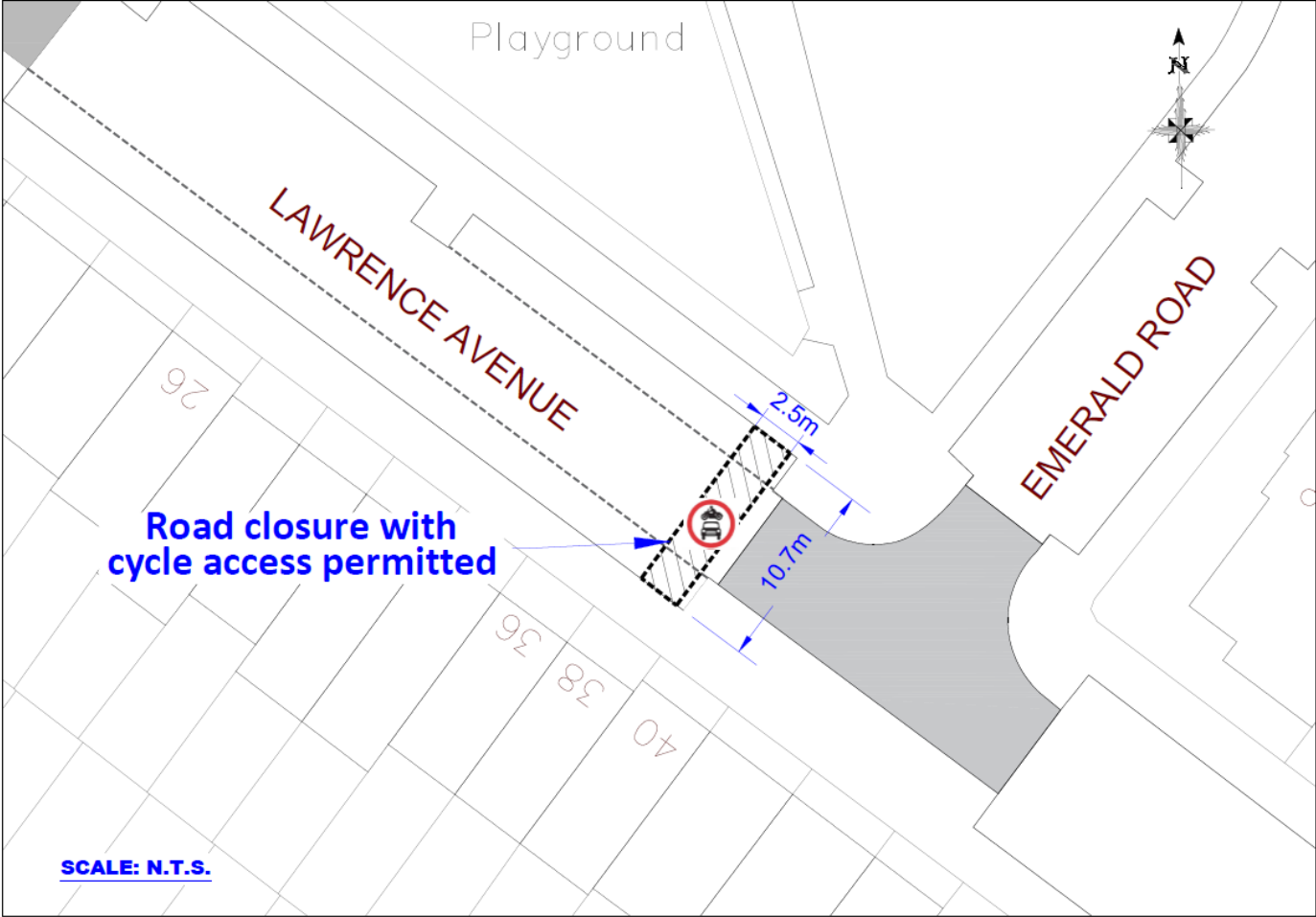
4. Nothing in Article 3 of this Order shall apply:-
- (a) in relation to a pedal cycle entering the pedal cycle gap which is nearer the left hand or nearside of the carriageway; or
 - (b) in relation to any vehicle when used for fire brigade, ambulance or police purposes in an emergency entering that part of the prohibited area which lies between the pedal cycle gaps ; or
 - (c) anything done with the permission or at the direction of a police constable in uniform; or
 - (d) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984.
5. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Highways and Infrastructure for the time being in the London Borough of Brent, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provision thereof.

Dated this thirtieth day of July 2020.

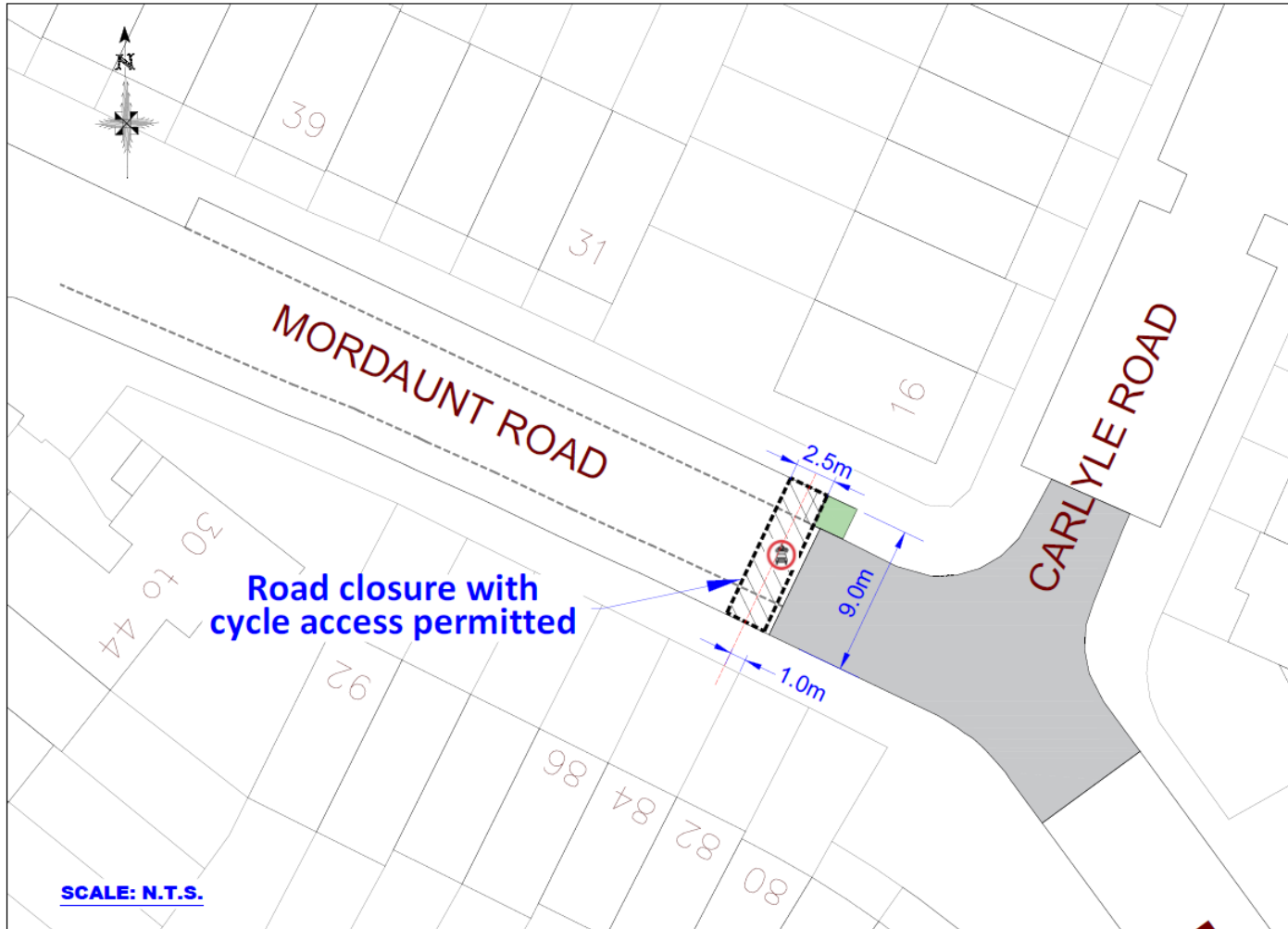


Head of Highways and Infrastructure
(The officer appointed for this purpose).

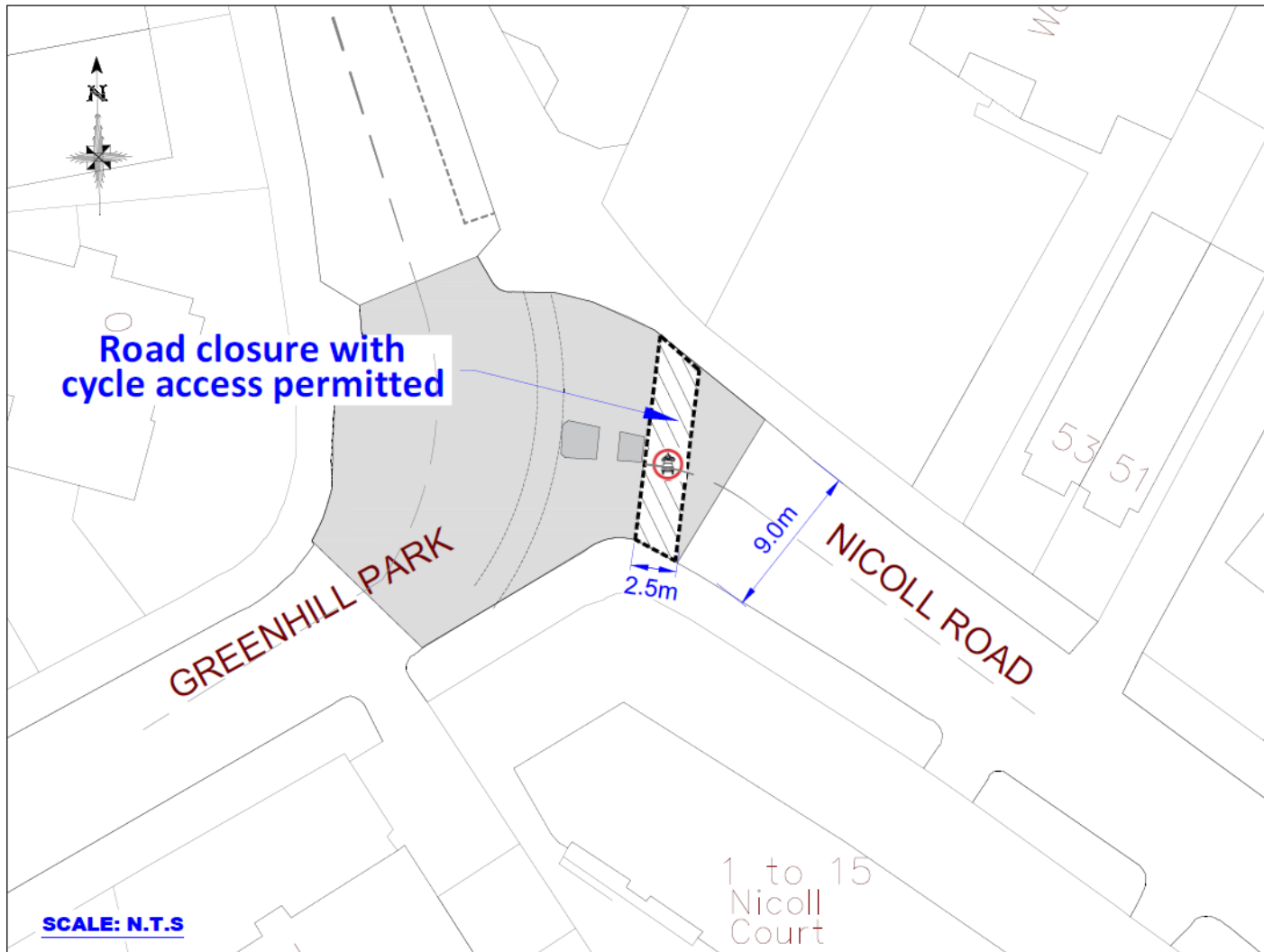
SCHEDULE



SCHEDULE (continued)



SCHEDULE (continued)





LONDON BOROUGH OF BRENT

TRAFFIC MANAGEMENT ORDER

2020 No. 107

The Brent (Speed Limits) (No. 1) Experimental Traffic Order 2020

Made 30th July 2020

Coming into operation 7th August 2020

The Council of the London Borough of Brent, after giving public notice and consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of 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 hereby make the following Order:-

1. This Order shall come into operation on 7th August 2020 and may be cited as the Brent (Speed Limits) (No. 1) Experimental Traffic Order 2020.
2. 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.
3. No person shall drive any motor vehicle at a speed exceeding 20 miles per hour on the lengths of roads specified in the Schedule to this Order.
4. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Highways and Infrastructure for the time being in the London Borough of Brent, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provision thereof.

(a) 1984 c.27 (b) 1985 c.51

Dated this thirtieth day of July 2020.

A handwritten signature in black ink, appearing to be 'L. S. S.', is centered on the page.

Head of Highways and Infrastructure
(The officer appointed for this purpose).

SCHEDULE

1. Beames Road;
2. Carlyle Road;
3. Emerald Road;
4. Farm Road;
5. Harrison Road;
6. Johnson Road;
7. Lawrence Road;
8. Milton Avenue;
9. Mordaunt Road;
10. Nicoll Road;
11. Shakespeare Avenue;
12. Shakespeare Road;
13. Shrewsbury Road;
14. Stacey Road;
15. Washbourne Road;
16. Wesley Road;
17. Windrush Road.



LONDON BOROUGH OF BRENT

TRAFFIC MANAGEMENT ORDER

2020 No. 108

The Brent (Waiting and Loading Restriction) (No. 1) Experimental Traffic Order 2020

Made 30th July 2020

Coming into operation 7th August 2020

The Council of the London Borough of Brent, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 9 and 10 of the Road Traffic Regulation Act 1984(a), as amended by section 8 of and Part I of Schedule 5 to the Local Government Act 1985(b), and of all other powers thereunto enabling hereby make the following Order:-

1. This Order shall come into operation on 7th August 2020 and may be cited as the Brent (Waiting and Loading Restriction) (No. 1) Experimental Traffic Order 2020.

2. In this Order the expression "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.

3. Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into operation of this Order, the Brent (Waiting and Loading Restriction) Order 1979(c) shall have effect as though for the items in Schedule 1 to that Order numbered 197, 207 and 1458 there was substituted the items similarly numbered and set out in columns 1, 2 and 3 of the Schedule to this Order.

4. In pursuance of section 10(2) of the Road Traffic Regulation Act 1984, the Head of Highways and Infrastructure for the time being in the London Borough of Brent, or some person authorised in that behalf by him, may, if it appears to him or that person essential in the interests of the expeditious, convenient and safe movement of traffic or for preserving or improving the amenities of the area through which any road affected by this Order runs, modify or suspend this Order or any provision thereof.

Dated this thirtieth day of July 2020

Head of Highways and Infrastructure
(The officer appointed for this purpose).

(a) 1984 c.27 (b) 1985 c.51 (c) G.L.C. 1979/385 – the relevant amending Orders are L.B.B. 2014/128, 2017/64 and 2020/18.

Published by the London Borough of Brent
Brent Civic Centre
Engineers Way, HA9 0FJ

SCHEDULE (continued)

1	2	3
1458.	<p>Lawrence Road</p> <p>(a) the north-east side;</p> <p>(i) between a point 6.92 metres north-west of a point opposite the party wall of Nos. 1 to 21 and 23 Lawrence Avenue and the south-eastern kerb-line of Johnson Road;</p> <p>(ii) between a point opposite the common boundary of Nos. 12 and 14 Lawrence Avenue and a point 11.50 metres north-east of the north-eastern flank wall of No. 37 Lawrence Avenue;</p> <p>(iii) between a point 1.00 metre south-east of a point opposite the party wall of Nos. 36 and 38 Lawrence Avenue and a point 6.00 metres north-west of that point;</p> <p>(b) the south-west side</p> <p>(i) between a point 12.14 metres north-west of a point opposite the party wall of Nos. 1 to 21 and 23 Lawrence Avenue and the south-eastern kerb-line of Johnson Road;</p> <p>(ii) between a point 1.00 metre south-east of a point opposite the party wall of Nos. 36 and 38 Lawrence Avenue and a point 6.00 metres north-west of that point;</p> <p>(c) the south-west side of the carriageway immediately surrounding the island site (also known as a point closure) situated outside No. 38 Lawrence Avenue.</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p>
197.	<p>Mordaunt Road</p> <p>(a) the north-east side</p> <p>(i) between its junction with Acton Lane and a point 2.30 metres north-west of a point opposite the party wall of Nos. 52 and 54 Mordaunt Road;</p> <p>(ii) between a point 2.30 metres north-west of a point opposite the party wall of Nos. 52 and 54 Mordaunt Road and a point 2.00 metres south-east of a point opposite the party wall of Nos. 60 and 62 Mordaunt Road;</p> <p>(iii) between a point 1.40 metres north-west of a point opposite the party wall of Nos. 74 and 76 Mordaunt Road and a point 0.50 metre north-west of a point opposite the party wall of Nos. 82 and 84 Mordaunt Road;</p> <p>(iv) between a point 2.50 metres south-east of a point opposite the party wall of Nos. 84 and 86 Mordaunt Road and a point 6.00 metres north-west of that point;</p> <p>(v) between a point 3.30 metres south-east of a point opposite the party wall of Nos. 41 and 43 Mordaunt Road and a point 3.60 metres north-west of a point opposite the part wall of Nos. 47 and 49 Mordaunt Road;</p> <p>(vi) between a point 8.50 metres south-east of the south-eastern kerb-line of Windrush Road and a point 6.50 metres north-west of the north-western kerb-line of Windrush Road;</p>	<p>D</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p>

SCHEDULE (continued)

1	2	3
	<p>Mordaunt Road (continued)</p> <p>(b) the south-west side</p> <p>(i) between its junction with Acton Lane and a point opposite the party wall of Nos. 62 and 64 Mordaunt Road;</p> <p>(ii) between a point 1.40 metres north-west of a point opposite the party wall of Nos. 74 and 76 Mordaunt Road and a point 3.50 metre north-west of a point opposite the party wall of Nos. 84 and 86 Mordaunt Road;</p> <p>(iii) between a point 10.00 metres south-east of the south-eastern kerb-line of Shelley Road and a point 8.00 metres north-west of the north-western kerb-line of Shelley Road;</p> <p>(iv) between a point 8.50 metres south-east of the south-eastern kerb-line of Windrush Road and a point 6.50 metres north-west of the north-western kerb-line of Windrush Road;</p> <p>(c) the south-west side of the carriageway immediately surrounding the island site (also known as a point closure) situated outside No. 84 Mordaunt Road.</p>	<p>A</p> <p>A</p> <p>A</p> <p>A</p> <p>A</p>
207.	<p>Nicoll Road</p> <p>(a) the north-east side</p> <p>(i) between the south-western kerb-line of Craven Park Road and a point 4.60 metres north-west of a point opposite the party wall of Nos. 62 and 64 Nicoll Road;</p> <p>(ii) between a point 4.60 metres north-west of a point opposite the party wall of Nos. 62 and 64 Nicoll Road and a point 7.60 metres south-east of a point opposite the south-eastern building wall of No. 52 Nicoll Road;</p> <p>(iii) between a point 7.60 metres south-east of a point opposite the south-eastern building wall of No. 52 Nicoll Road and a point 5.80 metres south-east of a point opposite the south-easternmost building wall of No. 51 Nicoll Road;</p> <p>(iv) between a point 5.80 metres south-east of a point opposite the south-easternmost building wall of No. 51 Nicoll Road a point 26.00 metres south-east of a point opposite the party wall of Nos. 51 and 53 Nicoll Road;</p> <p>(v) between a point 26.00 metres south-east of a point opposite the party wall of Nos. 51 and 53 Nicoll Road and a point 2.00 metres north-west of a point opposite the party wall of Nos. 44 and 46 Nicoll Road;</p> <p>(vi) between a point 2.00 metres north-west of a point opposite the party wall of Nos. 44 and 46 Nicoll Road and a point 0.50 metre north-west of a point opposite the party wall of Nos. 2 and 2a Nicoll Road;</p> <p>(vii) between a point 0.50 metre north-west of a point opposite the party wall of Nos. 2 and 2a Nicoll Road and a point 8.00 metres south-east of a point opposite the party wall of Nos. 2 and 2a Nicoll Road;</p>	<p>A</p> <p>D</p> <p>A</p> <p>D</p> <p>A</p> <p>D</p> <p>A</p>

SCHEDULE (continued)

1	2	3
	<p>Nicoll Road (continued) the north-east side (continued)</p> <ul style="list-style-type: none"> (viii) between a point 8.00 metres south-east of a point opposite the party wall of Nos. 2 and 2a Nicoll Road and a point 20.00 metres north-west of the northern kerb-line of Acton Lane; (ix) between the northern kerb-line of Acton Lane and a point 20.00 metres north-west of that kerb-line; <p>(b) the south-west side</p> <ul style="list-style-type: none"> (i) between the south-western kerb-line of Craven Park Road and a point 4.70 metres north-west of a point opposite the party wall of Nos. 62 and 64 Nicoll Road; (ii) between a point 4.70 metres north-west of a point opposite the party wall of Nos. 62 and 64 Nicoll Road and a point 3.00 metres south-east of a point opposite the south-eastern building wall of No. 52 Nicoll Road; (iii) between a point 3.00 metres south-east of a point opposite the south-eastern building wall of No. 52 Nicoll Road and a point 5.00 metres south-east of a point opposite the party wall of Nos. 51 and 53 Nicoll Road; (iv) between a point 5.00 metres south-east of a point opposite the party wall of Nos. 51 and 53 Nicoll Road and a point 12.00 metres north-west of the northern kerb-line of Acton Lane; (v) between the northern kerb-line of Acton Lane and a point 12.00 metres north-west of that kerb-line; <p>(c) the north-west side of the carriageway immediately surrounding the island site (also known as a point closure) situated 12.50 metres north-west of a point opposite the north-western boundary wall of No. 53 Nicoll Road.</p>	<p>D</p> <p>A</p> <p>A</p> <p>D</p> <p>A</p> <p>D</p> <p>A</p> <p>A</p>

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

This Order further amends the Brent (Waiting and Loading Restriction) Order 1979, so that the restrictions imposed by that Order on vehicles, with certain exceptions, with regard to waiting, the offer or exposure for sale of goods from vehicles and on advertising activities in certain streets, now apply in additional lengths of streets on an experimental basis.

LONDON BOROUGH OF BRENT

**THE BRENT (PRESCRIBED ROUTES) (MORDAUNT ROAD AREA) (NO. 1)
EXPERIMENTAL TRAFFIC ORDER 2020**

THE BRENT (SPEED LIMITS) (NO. 1) EXPERIMENTAL TRAFFIC ORDER 2020

**THE BRENT (WAITING AND LOADING RESTRICTION) (NO. 1) EXPERIMENTAL
TRAFFIC ORDER 2020**

STATEMENT OF REASONS

The intent of the Orders experimentally are to encourage the use of sustainable transport modes and to support London in the avoidance of a car-based post COVID-19 recovery. The proposed changes will also create a safer environment for cyclists through the provision of road space protected from general traffic.

The reason for introducing these orders experimentally is to enable assessment of its impact on all traffic, which in due course will facilitate an informed decision about whether to permanently change the layout.