

THE LONDON BOROUGH OF RICHMOND UPON THAMES (TRAFFIC RESTRICTIONS)
(WEIGHT RESTRICTION) (CONSOLIDATION No. 1) ORDER 2013

CHURCH ROAD, RICHMOND – WEAK BRIDGE
RICHMOND BRIDGE – WEAK BRIDGE
THE TERRACE AND ELM BANK GARDENS, BARNES – AREA LORRY BAN
(Reference 13/095)

1. The Council of the London Borough of Richmond upon Thames on 12 August 2013 made the above Order under sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Order will be to vary the weight limits at certain locations in the borough as follows:
 - (a) at the weak bridges:
 - (i) over the railway in Church Road, Richmond from 5 tonnes to 3 tonnes;
 - (ii) Richmond Bridge, from 17 tonnes to 18 tonnes;
 - (b) in The Terrace and in Elm Bank Gardens, Barnes, from 17 tonnes to 18 tonnes.
3. The Order will also consolidate into one order all other existing weight restrictions currently in force in the borough. These include weight limits on certain other bridges and restrictions preventing goods vehicles over 7.5 tonnes from entering certain streets or areas for environmental reasons.
4. Copies of the proposed Order, which will come into operation on 19 August 2013, a plan showing the location and effect of the proposals and the Council's Statement of Reasons for proposing to make the Order:-
 - (a) can be inspected, quoting Reference 13/095, at the Civic Centre (Central Reception, ground floor), 44 York Street, Twickenham between 9.15am and 5pm on Mondays to Fridays, except for Bank and other public holidays; and
 - (b) may be viewed on the Council's web-site at http://www.richmond.gov.uk/public_notices.htm
5. Persons wishing to question the validity of these Orders or any of their provisions on the grounds that they are not within the powers conferred by the 1984 Act, or that any requirement of the Act or any instrument made under the Act has not been complied with that person may, within six weeks from the date on which the Orders were made, apply for the purpose to the High Court.

ANDREW DARVILL
Assistant Director, Traffic and Transport
Civic Centre, 44 York Street, Twickenham TW1 3BZ

Dated 16 August 2013



TRAFFIC MANAGEMENT ORDER

THE LONDON BOROUGH OF RICHMOND UPON THAMES (TRAFFIC RESTRICTIONS) (WEIGHT RESTRICTION) (CONSOLIDATION No. 1) ORDER 2013

Made: 12 August 2013

Coming into operation: 19 August 2013

The Council of the London Borough of Richmond upon Thames, having consulted with the Commissioner of Police of the Metropolis, in exercise of the powers conferred by Sections 6 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984(a), as amended, (hereinafter referred to as "the Act of 1984") and all other enabling powers hereby make the following Order:-

Commencement and Citation

1. This Order shall come into operation on 19 August 2013 and may be cited as the London Borough of Richmond upon Thames (Traffic Restriction) (Weight Restriction) Order 2013.

Revocation

2. The orders whose numbers are set out in column 2 of any item of Schedule 5 and whose title is set out in column 3 of that item are hereby revoked.

Interpretation

3. (1) In this Order the following expressions have the meanings hereby assigned to them:-

"bus", "local service", "goods vehicle" and "maximum gross weight" have the same meanings as in the Traffic Signs Regulations and General Directions 2002 (f) and in respect of any item in Schedule 1, Schedule 2 or Schedule 4 the expression "permitted maximum gross weight" takes the value specified in column 3 of any such item and in respect of any item in Schedule 3 takes the value specified in the heading to that schedule;

"electronic communications apparatus" has the same meaning as in the Communications Act 2003(e);

"enactment" means any enactment whether public, general or local and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment;

(a)	1984 c. 27.	(b)	1991/16.	(c)	1991/19.
(d)	1993/16.	(e)	2003 c. 21.	(f)	S.I. 2002 No. 1519.
(g)	1978 c. 30.				

"prescribed bridge" means the bridge specified in column 2 of any item in Schedule 1;

"prescribed street" means the streets or part of a street specified in column 2 of any item in Schedule 2 and, where the context so requires, any prescribed street within a prescribed area;

"prescribed area" means the area named in column 2 of any item in Schedule 3 and is the area bounded by but not including the streets or other features specified in column 3 of that item; other than in cases where a street specified in that column is indicated by an asterisk in which case the street so indicated is included in the prescribed area;

"prescribed street within a prescribed area" means every street or part of a street within any prescribed area named in column 2 of an item in Schedule 3 with the exception of those streets (hereinafter referred to as "excepted streets") specified in column 4 of that item;

"restricted area" means the area named in column 2 of any item in Schedule 4;

"Schedule" when followed by a number means the Schedule so numbered being a schedule to this order.

- (2) 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) The Interpretation Act 1978(g) shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

Weight restrictions on prescribed bridges

4. 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, no person shall drive or cause or permit to be driven any vehicle the weight of which whether laden or unladen exceeds the permitted maximum gross weight on any prescribed bridge.

Weight restrictions on prescribed streets

5. 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, no person shall drive or cause or permit to be driven any goods vehicle the weight of which whether laden or unladen exceeds the permitted maximum gross weight on any prescribed street or on any prescribed street within a prescribed area.

Weight restrictions at restricted areas

6. 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, and subject to the provisions of Article 8 of this Order, no person shall cause or permit any motor vehicle the weight of which whether laden or unladen exceeds the permitted maximum gross weight to enter any restricted area.

Specific exemptions applicable to prescribed streets

7. Nothing in Article 5 of this order shall apply to the prescribed street specified in item 4 of Schedule 2 (Queens Road, Teddington) in cases where:

- (a) a person causes any vehicle to proceed in Park Road, Teddington and who may inadvertently enter the prescribed street whilst proceeding from one part of Park Road to another;
- (b) a person who causes any vehicle to proceed in Queen's Road, Teddington in a direction from north-west to south-east.

Specific exemptions and other conditions applicable to restricted areas

- 8.
- (1) The provisions of paragraphs (2) and (3) of this Article relate to the restricted area specified in item 1 of Schedule 4 and shown in the plan attached to that item and to that part of the towpath, Richmond as is located between No 87 Petersham Road, Richmond and Richmond Bridge.
 - (2) The provisions of Article 6 shall apply between the hours of 10am and midnight in any day and the Council shall erect and maintain such sign or signs and other equipment as are, in its opinion, necessary to give adequate information as to the restrictions on access to the tow-path and the means of access thereto by way of the restricted area.
 - (3) No person shall cause or permit any vehicle, the maximum gross weight of which exceeds the permitted maximum gross weight to proceed along the said part of the towpath unless that vehicle is being used
 - (a) for the delivery or collection of goods or materials to or from any property adjoining the towpath;
 - (b) for the purposes of exercising any statutory power or performing any statutory duty in or along the towpath; or
 - (c) in connection with the removal of any obstruction from the towpath.

General exemptions applicable to prescribed streets

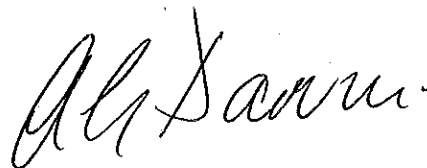
9. Nothing in Article 5 of this order shall:

- (a) prevent any person using, driving or causing or permitting to be driven any vehicle in any prescribed street for the purpose of loading or unloading or for the purpose of gaining access to or of leaving any land or premises including any off-street garaging accessible only from any prescribed street;
- (b) 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 necessary in the exercise of such powers or in the performance of such duties for that vehicle to be used, driven or caused or permitted to be driven in any prescribed street;
- (c) apply in relation to any vehicle being used in connection with the maintenance, improvement, reconstruction, cleansing or lighting of any prescribed street 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 electronic

communications apparatus thereunder or the placing, maintenance or removal of any traffic sign thereon;

- (d) apply to the driver of a bus being used in the provision of a local service;
- (e) apply to anything done with the permission or at the direction of a police officer in uniform or a traffic warden; or
- (f) apply to any person who uses, drives or causes or permits to be driven any vehicle in accordance with any restriction or requirement indicated by traffic signs placed pursuant to Section 66 or Section 67 of the Act of 1984.

Dated 12 August 2013



Assistant Director, Traffic and Transport
(The officer appointed for this purpose)

SCHEDULE 1
(See Articles 3 and 4)

PRESCRIBED BRIDGES

1 Item No	2 Bridge	3 Permitted maximum gross weight
1	The road bridge over Beverley Brook as lies between Nos 11 and 13 Bellevue Road, Barnes	3 tonnes
2	The Network Rail bridge at Richmond station which carries Church Road over the railway	3 tonnes
3	The road bridge over Beverley Brook as lies between Nos 91 and 93 Elm Grove Road, Barnes	3 tonnes
4	The road bridge over Beverley Brook as lies between Nos 51 and 53 Glebe Road, Barnes	3 tonnes
5	The road bridge in High Park Road, Kew over North Road, Kew and the railway tracks between Kew Gardens and Richmond Station owned by Network Rail	7.5 tonnes
6	The road bridge over Beverley Brook as lies between Nos 13 and 15 Rectory Road, Barnes	3 tonnes
7	Richmond Bridge	18 tonnes

SCHEDULE 2
(See Article 3 and 5)

PRESCRIBED STREETS

1 Item No	2 Street or part of a street or prescribed area	3 Permitted maximum gross weight
1	Elm Bank Gardens, Barnes	18 tonnes
2	Ferry Road, Twickenham	7.5 tonnes
3	Little Ferry Road, Twickenham	7.5 tonnes
4	Queen's Road, Teddington (that part bounded by an imaginary line at the eastern end of Queen's Road drawn as an extension of the western kerb-line of Park Road, Teddington, an imaginary line across Queen's Road drawn perpendicular to the kerb-lines and 35 metres to the north-west of the first imaginary line, and the north-eastern and south-western limits of the highway between those imaginary lines)	7.5 tonnes
4	Sion Road, Twickenham (that part between a point opposite the northern flank wall of Sion Court, Sion Road and its junction with Riverside, Twickenham	7.5 tonnes
5	Third Cross Road, Twickenham (that part between a point opposite the party wall of Nos 31 and 33 Third Cross Road and its junction with Staines Road)	7.5 tonnes
6	The Terrace, Barnes	18 tonnes

SCHEDULE 3
(See Articles 3 and 5)

PREScribed AREAS AND EXCEPTED STREETS

IN THIS SCHEDULE THE PERMITTED MAXIMUM GROSS WEIGHT IS 7.5 TONNES

1 Item No	2 Prescribed area	3 Streets or part of a street or other features which form the boundary of but, unless indicated with an asterisk, are not included within a prescribed area	4 Excepted streets
1	Richmond Town	Manor Road (between the Richmond to North Sheen railway line and Queens Road) Queens Road Star and Garter Hill Petersham Road (between Star and Garter Hill and Hill Rise) Hill Rise (between Petersham Road and Hill Street) Bridge Street (between Petersham Road and the River Thames) The River Thames (between Richmond Bridge and Twickenham Bridge) Twickenham Road (between The River Thames and Lower Mortlake Road) Salisbury Road The Richmond to North Sheen railway line (between Salisbury Road and Manor Road)	Manor Park Queens Rise Queens Crescent
2	Kew area	Kew Gardens Road (between Kew Road and Cumberland Road) Cumberland Road A205 Mortlake Road (south-east of Cumberland Road) A316 Lower Richmond Road (west of Mortlake Road) A316 Lower Mortlake Road Kew Road (between Lower Mortlake Road and Kew Gardens Road)	None
3	Woodlawns Estate, Whitton	Powder Mill Lane * Hospital Bridge Road Crane Park Road River Crane A314 Hanworth Road	None

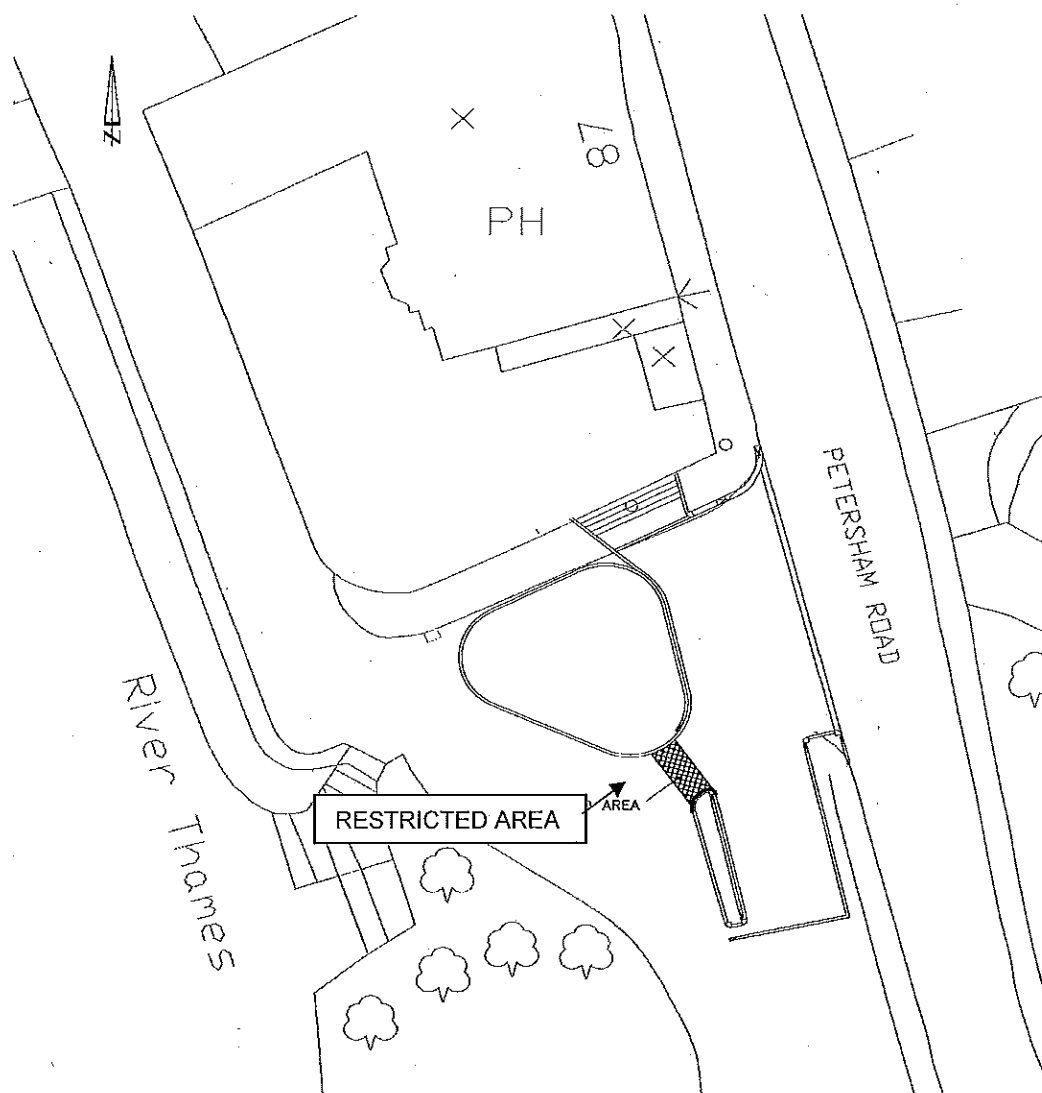
SCHEDULE 4

(See Article 3)

RESTRICTED AREAS

1 Item No	2 Restricted area	3 Permitted maximum gross weight
1	The area to the west of the lay-by situated on the west side of Petersham Road, Richmond and to the south of No 87 Petersham Road which is shown hatched on the plan shown below.	7.5 tonnes

PLAN



SCHEDULE 5

Orders which are revoked by this order

1 Item No	2 Order Number	3 Title of Order
1	1990/36	The London Borough of Richmond upon Thames (Beverley Brook Road Bridges, Barnes) (Weight Restriction) Order 1990
2	1991/16	The London Borough of Richmond upon Thames (Church Road) (Weight Restriction) Order 1991
3	1991/17	The London Borough of Richmond upon Thames (Kew Area) (Weight Restriction) Order 1991
4	1991/18	The London Borough of Richmond upon Thames (Richmond Town) (Weight Restriction) Order 1991
5	1991/19	The London Borough of Richmond upon Thames (The Terrace) (Weight Restriction) Order 1991
6	1993/16	The London Borough of Richmond upon Thames (Richmond Bridge) (Weight Restriction) Order 1993
7	1996/12	The London Borough of Richmond upon Thames (Sion Road etc, Twickenham) (Weight Restriction) Order 1996
8	1999/07	The London Borough of Richmond upon Thames (Third Cross Road, Twickenham) (Weight Restriction) Order 1999
9	2005/18	The London Borough of Richmond upon Thames (South-West Teddington) (Weight Restriction) Order 2005
10	2002/10	The London Borough of Richmond upon Thames (Powder Mill Lane and Woodlawn Estate) (7.5 tonne Weight Restriction) Order 2002
11	2008/79	The London Borough of Richmond upon Thames (Traffic Restriction) (Weight Restriction) (No. 1) Order 2008
12	2012/59	The London Borough of Richmond upon Thames (Traffic Restriction) (Weight Restriction) (No. 1) Order 2012

EXPLANATORY NOTE

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

This Order:

- (a) revokes three existing weight restriction orders and includes in this order the same provisions other than with different weight limits as follows:

Church Road, Richmond (bridge)	from 5 tonnes to 3 tonnes
Richmond Bridge	from 17 tonnes to 18 tonnes
The Terrace and Elm Bank Gardens	from 17 tonnes to 18 tonnes;

and

- (b) eight other weight restriction orders and includes in this order the same provisions without any changes.

The existing orders in respect of the three restrictions referred to in (a) above are 1991/16, 1993/16 and 1991/19 respectively.

ROAD TRAFFIC REGULATION ACT 1984

THE LONDON BOROUGH OF RICHMOND UPON THAMES (TRAFFIC RESTRICTIONS) (WEIGHT RESTRICTION) (CONSOLIDATION No. 1) ORDER 201*

STATEMENT OF REASONS FOR PROPOSING TO MAKE THIS ORDER

The Council is intending to consolidate into one order all the orders which currently impose a weight restriction on moving traffic which affects borough roads, with the exemption of the order in respect of the London Night Lorry Control Scheme (see below).

CHURCH ROAD, RICHMOND – WEAK BRIDGE RICHMOND BRIDGE – WEAK BRIDGE THE TERRACE AND ELM BANK GARDENS, BARNES – PRESCRIBED STREETS

The traffic management orders which are currently in force for weight restrictions at the above locations were made in 1991 and 1993.

This Order proposes a change in the weight limit at the weak bridges or streets/areas such that the regulatory traffic signs will conform to the patterns which are currently prescribed by the Department for Transport and thereby allow for effective enforcement.

The changes to the regulations were made in conjunction with a change in the classification of goods vehicles and drivers licensing. The traffic signs currently in use at these locations (that is, before the 2012 order was made) are ones which are no longer prescribed. It is now proposed that the weight restriction at the Church Road bridge be reduced from 5 tonnes to 3 tonnes, that the restriction at Richmond Bridge be increased from 17 tonnes to 18 tonnes and the restriction in the prescribed roads of The Terrace and Elm Bank Gardens be increased from 16.5 tonnes to 18 tonnes.

The orders of 1991 and 1993 are revoked by this consolidation order.

As a matter of record, the statement of reasons given for proposing an order made on 16 November 1987 in respect of The Terrace and Elm Bank Gardens, Barnes was:

“The Transportation sub-committee on 2 September 1987 reviewed the effects of the experimental ban on heavy goods vehicles and decided that the ban should be made permanent having led to a significant reduction in vehicle movements in what are mainly residential roads, thus significantly reducing the unnecessary disturbance to residents and improving the environment.”

THIRD CROSS ROAD, TWICKENHAM – PRESCRIBED STREET

This consolidation order revokes an order made in 1999 in respect of Third Cross Road. As a matter of record, the statement of reasons for making that order was:

“The order is intended to introduce a ban on the weight of heavy goods vehicles over 7.5 tonnes in the northern section of Third Cross Road, Twickenham except for those requiring access for servicing those residential properties north-west of its southern restriction. All lorries associated with these businesses will therefore have to enter and leave Third Cross Road via Hampton Road.”

QUEEN'S ROAD, TEDDINGTON – PRESCRIBED STREET

This consolidation order revokes an order made in 2003 in respect of Queen's Road. As a matter of record, the statement of reasons for making that order was:

"In October 2003 the Council introduced an experimental traffic management scheme in Queen's Road and Coleshill Road, Teddington to improve the amenities of the area. These measures included a prohibition on goods vehicles whose maximum gross weight exceeds 7.5 tonnes from entering Queen's Road at its junction with Park Road, Teddington.

"This Order continues in force that prohibition. Queen's Road is a residential road with very narrow footways and carriageway. Damage to residential properties was occurring due to heavy goods vehicles mounting pavements whilst negotiating the narrow carriageway.

"The sole purpose of this Order is to make permanent the provisions of The London Borough of Richmond upon Thames (South-West Teddington) (Weight Limit) Experimental Order 2003"

PETERSHAM ROAD, RICHMOND – RESTRICTED AREA

This consolidation order revokes an order made in 2008 in respect of the restricted area at Petersham Road. As a matter of record, the statement of reasons for making that order was:

"It is an offence under section 34 of the Road Traffic Act 1988, as amended by the Countryside and Rights of Way Act 2000, for motor vehicles to use the towpath without lawful authority. The arrangements which were in place prior to June 2007 to prevent vehicular access to the towpath were deemed to be inadequate. However, the Council recognizes the necessity of vehicular access for riverside businesses and properties in special cases. The Council is, therefore, designating an area of public highway where loading and unloading will be permitted at all times, and a means of providing limited vehicular access to the towpath at times when pedestrian activity is expected to be light. Vehicular access to the towpath is to be restricted to vehicles of no more than 7.5 tonnes maximum gross weight. The restrictions on vehicular access and the method and means of gaining such access are a compromise between an outright prohibition and unrestricted vehicular movement, but will give the authority to which the Act of 1988 alludes.

"This scheme was introduced by way of an experiment to give the Council powers to make modifications or variations to the scheme in the light of operational experience. The experimental Order was the London Borough of Richmond upon Thames (Traffic Restriction) (Weight Restriction) (No. 1) Experimental Order 2007.

"The London Borough of Richmond upon Thames has considered the results of the experiment and is satisfied that it has been successful in restricting vehicular access to the towpath with no adverse effects on the local community. This Order therefore is made to replicate and continue in force indefinitely the provisions of that experimental Order."

OTHER WEIGHT RESTRICTIONS

There is no record of the statement of reasons given for

- (a) the weight limits at the prescribed bridges carrying four roads in the Barnes area over the Beverley Brook;
- (b) the prescribed area affecting the Kew area;
- (c) the prescribed area affecting the Richmond Town area; or
- (d) the prescribed area affecting the Woodlawns Estate area.

HAMMERSMITH BRIDGE

The order which imposes a weight restriction (currently 7.5 tonnes) on Hammersmith Bridge is made by the London Borough of Hammersmith and Fulham and is not affected by this consolidation order.

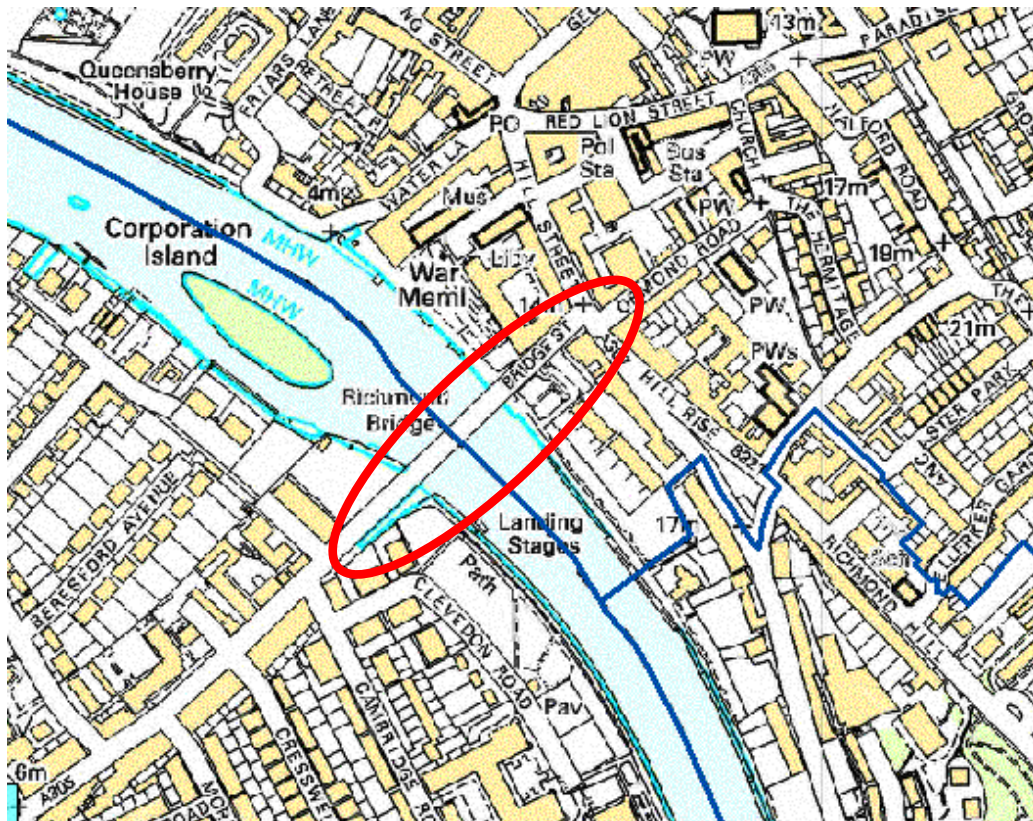
LONDON NIGHT LORRY CONTROL SCHEME

The former Greater London Council made an order in 1985 which introduced an environmental area lorry ban covering the whole of Greater London and which affected goods vehicles over 16.5 tonnes. That order is still in force, although in the intervening years it has been amended several times. The current version of the order was made by an organisation known as "London Councils" which is a statutory body to which each London borough Council and the City of London appoint a representative and which has powers to administer and enforce the above scheme.

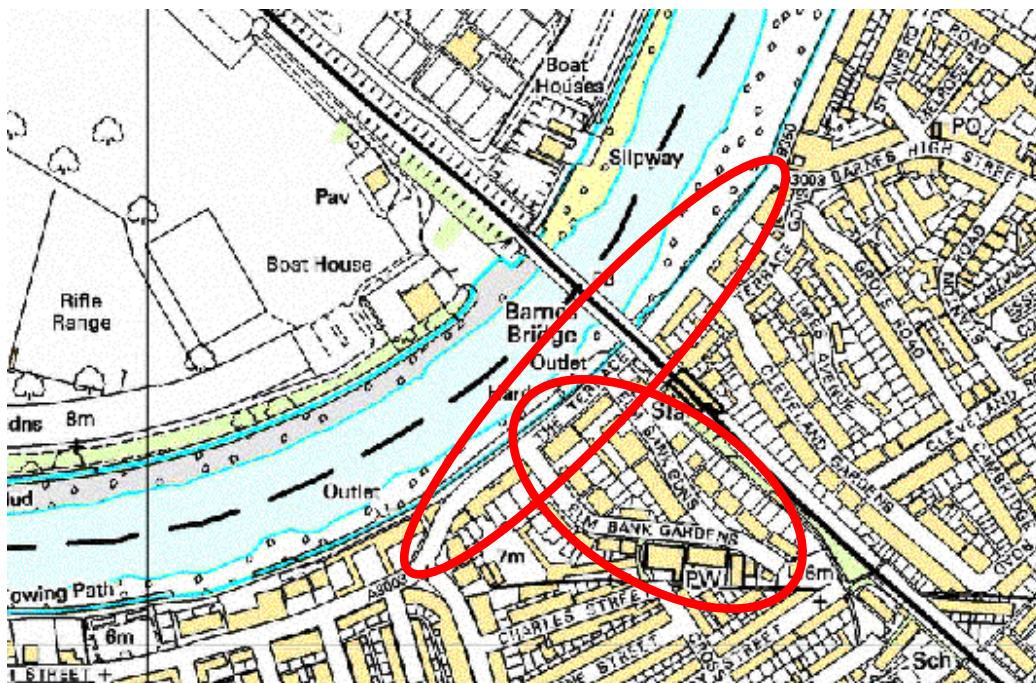
The Lorry Control Scheme order remains in force, and is not affected by this consolidation order.

In its current version, and as it affects Richmond upon Thames, certain roads in the borough are excluded from the scheme, these roads being A205 (South Circular Road), A316 (Chertsey Bridge towards M3) and one or two other side roads. Apart from these excluded roads, no vehicle whose weight exceeds 18 tonnes may use any road within the borough between the hours of 9pm and 7am (overnight) or between 1pm on Saturdays and 7am on Mondays, unless London Councils have granted an exemption to an individual lorry.

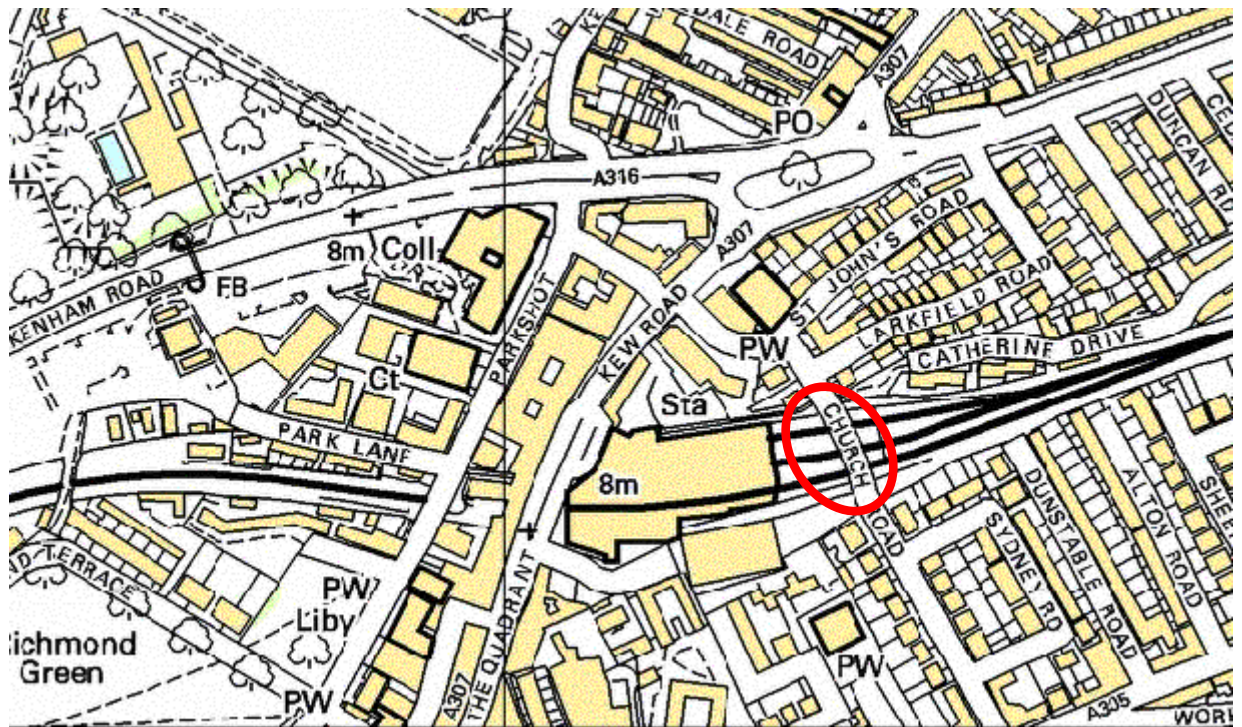
Weight Limit Revisions



Richmond Bridge
Change weight limit from 17T to 18T



The Terrace and Elm Bank Gardens, Barnes
Change weight limit from 16.5T to 18T



Church Road railway bridge, Richmond
Change weight limit from 5T to 3T