

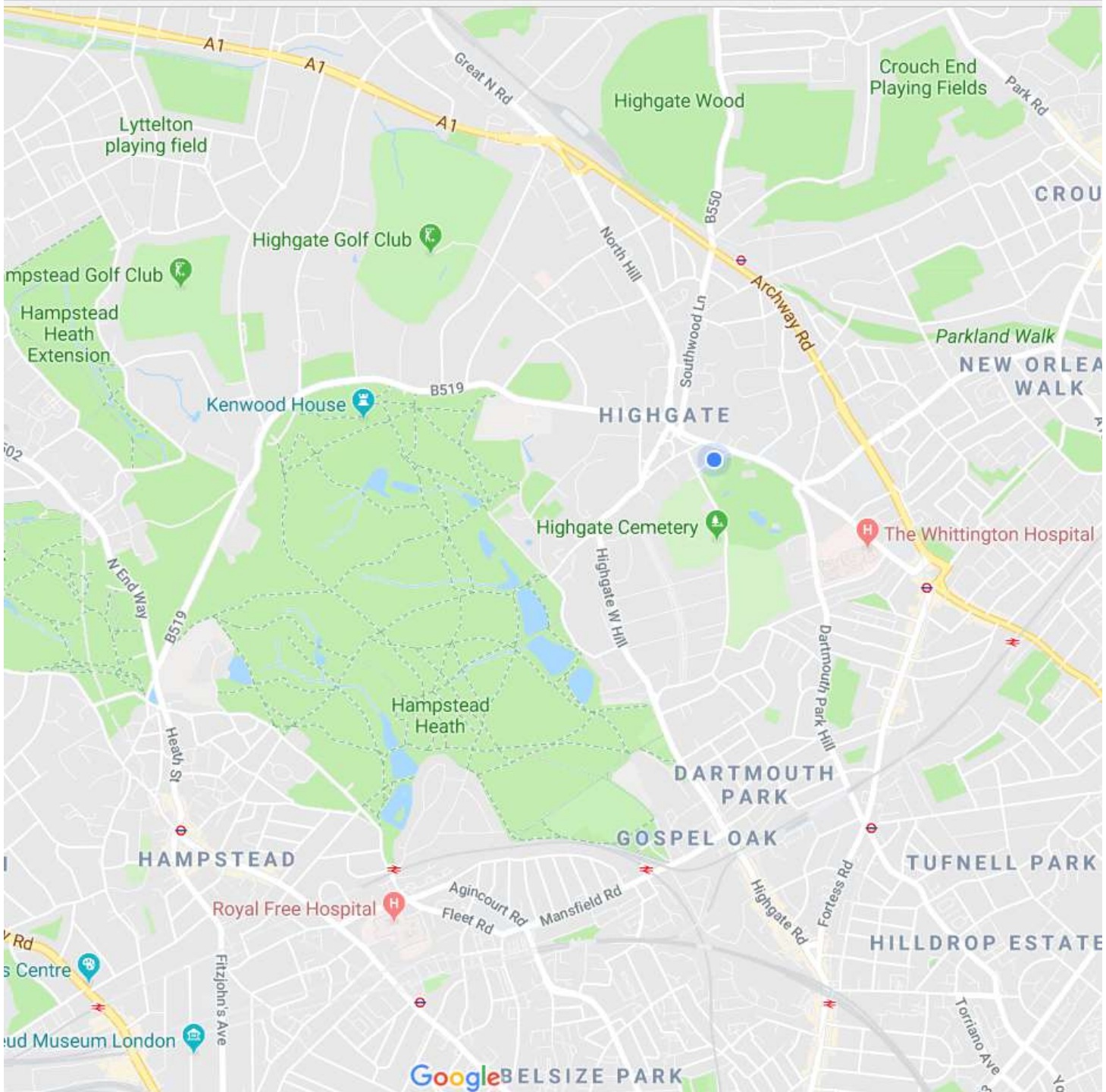
Call for the more precise implementation of
statutory orders regarding existing weight
limits in Highgate and Dartmouth Park

Rationale for the extent of the study area

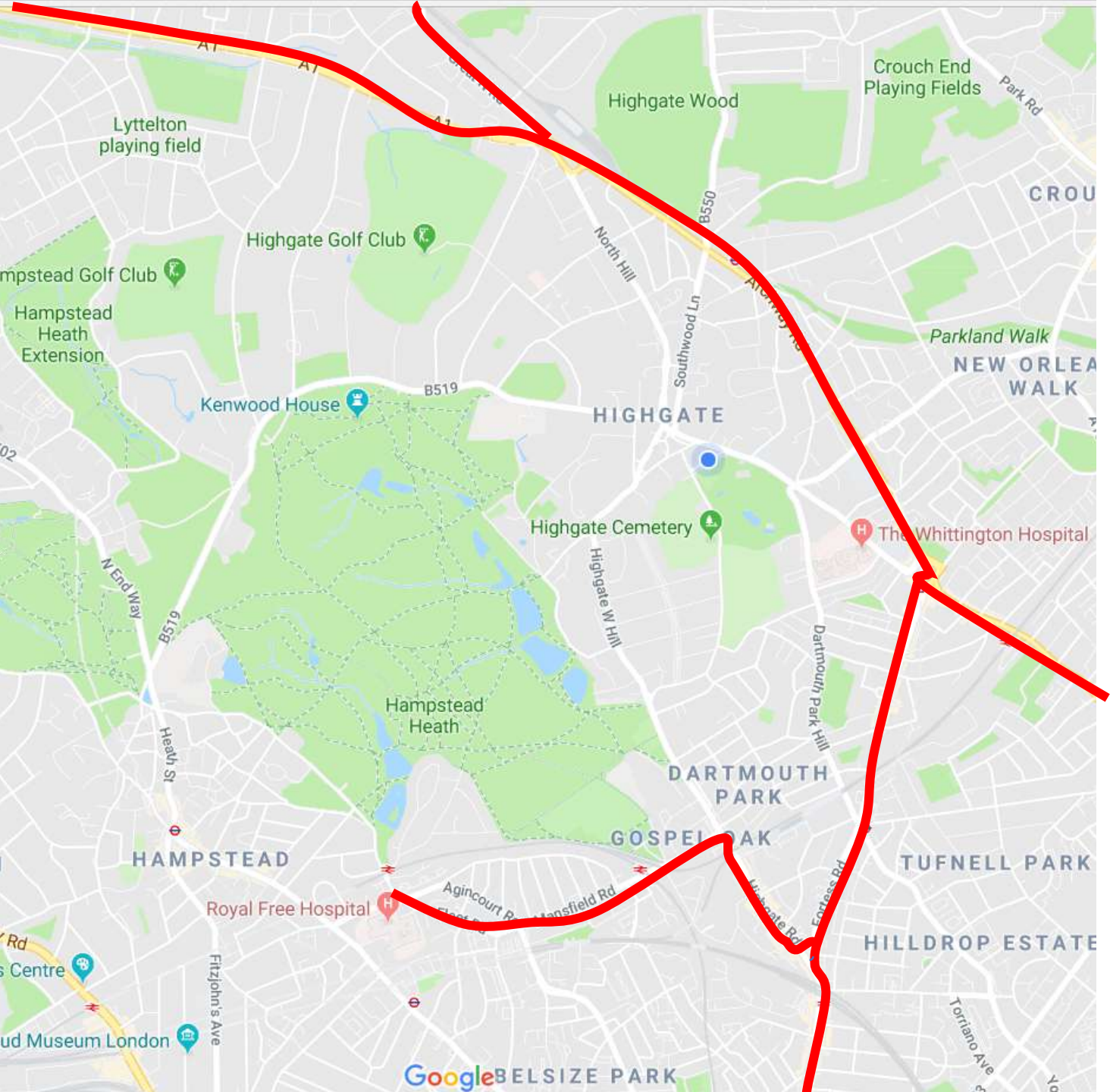
- The study area constitutes a set of streets within the current cordon covering Highgate and Dartmouth Park, contained within the set of roads designated for through traffic where there is currently no prohibition of heavy vehicles
- This is the reasons why Dartmouth Park is included in the study area as well as Highgate. Both areas lies within a single weight limit cordon.
- It also explains why the study does not cover the Miltons or other streets within the Highgate Neighbourhood Forum Area to the east of Archway Road. They form part of a different cordon and any study of weight limits in the Miltons would need to form part of the wider study of weight limits in Crouch End and parts of Muswell Hill which the HNF would like to undertake, resources permitting, in partnership with the other relevant Forums.

Context

- Local authorities protect neighbourhoods using three cordon-based policies:
 - speed restrictions
 - control parking zones
 - Weight limits
- Weight limits are announced at the edge of a cordon. Once inside they are not repeated. This is logical as over-weight vehicles should not find themselves inside the cordon (unless requiring access)
- CPZs are announced on the edge of a cordon but notification occurs at standard intervals within streets where parking is permitted
- Speed restrictions are not announced at the edge of a cordon but notification occurs at standard intervals within all streets
- Vehicles requiring access are of course exempt from these restrictions. So too are public service vehicles, whether in service or out of service

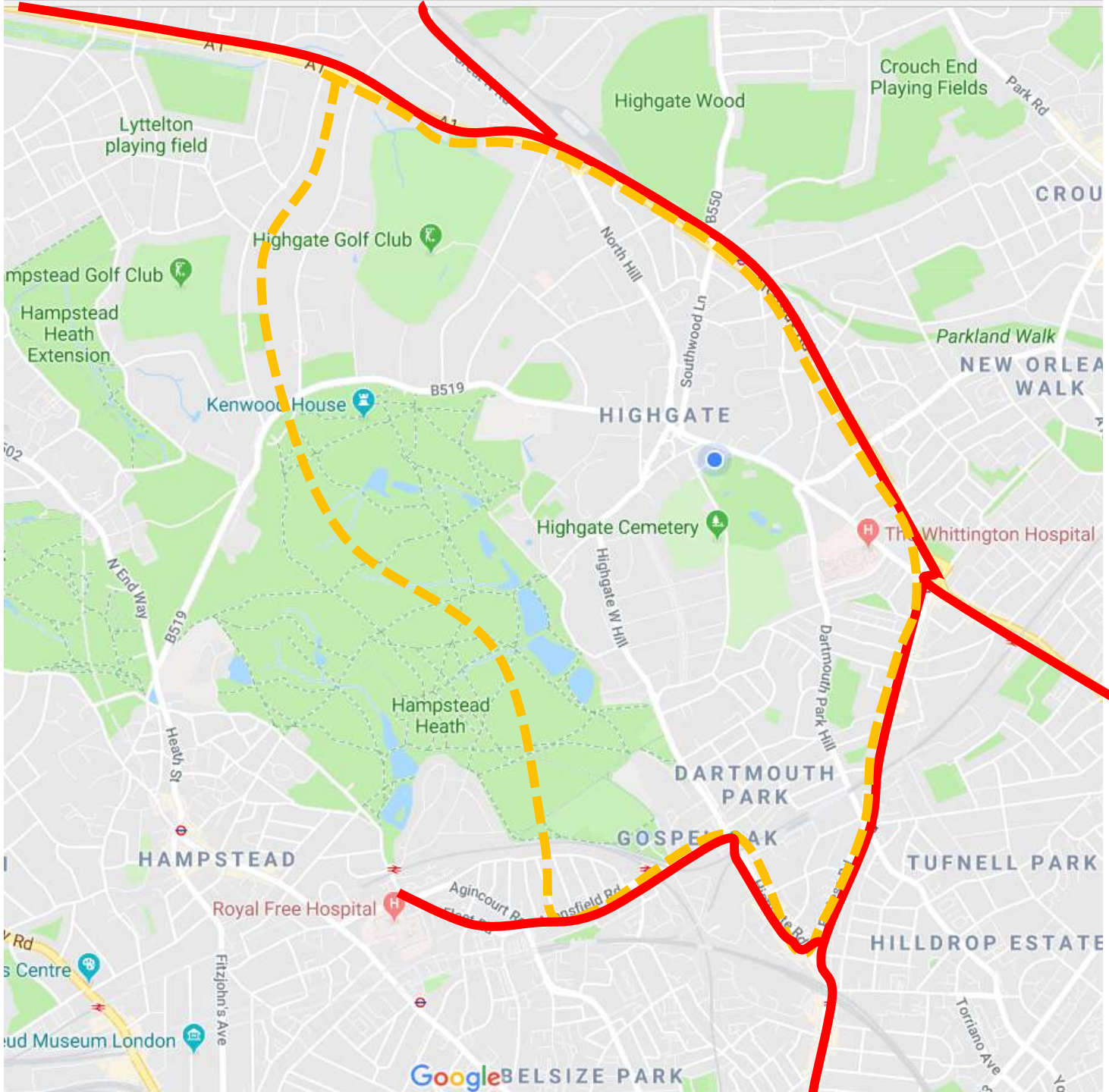


Red lines show routes which it is currently intended that heavy vehicles should use and which have no weight restriction



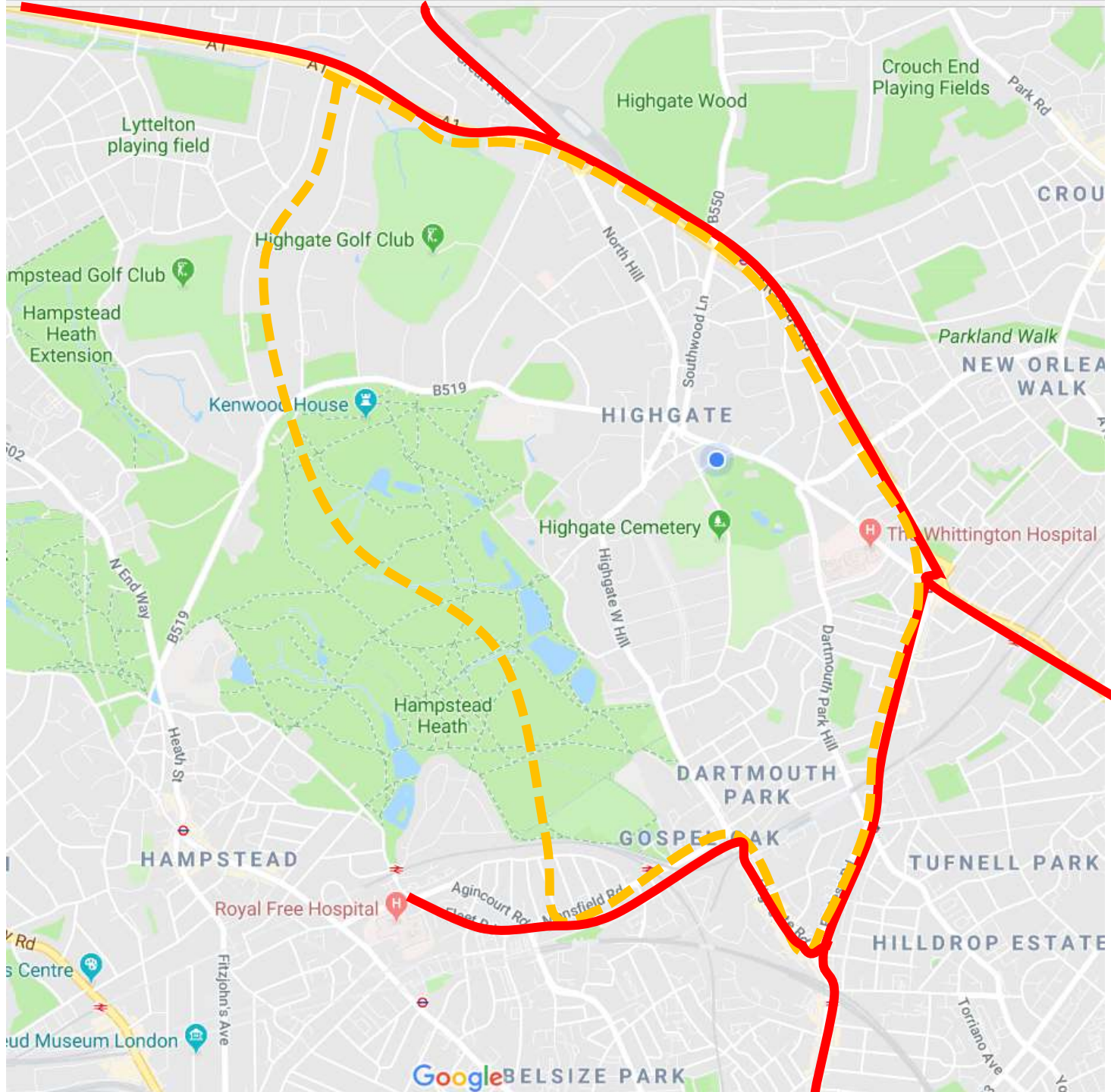
Red lines show routes which it is currently intended that heavy vehicles should use and which have no weight restrictions

Disregarding that part of N6 lying east of the Archway Road, one can identify a cordon which heavy vehicles should not cross other than for access. This cordon is shown in orange



Disregarding that part of N6 lying east of the Archway Road, one can identify a cordon across which heavy vehicles should not cross unless they require access. This cordon is shown in orange

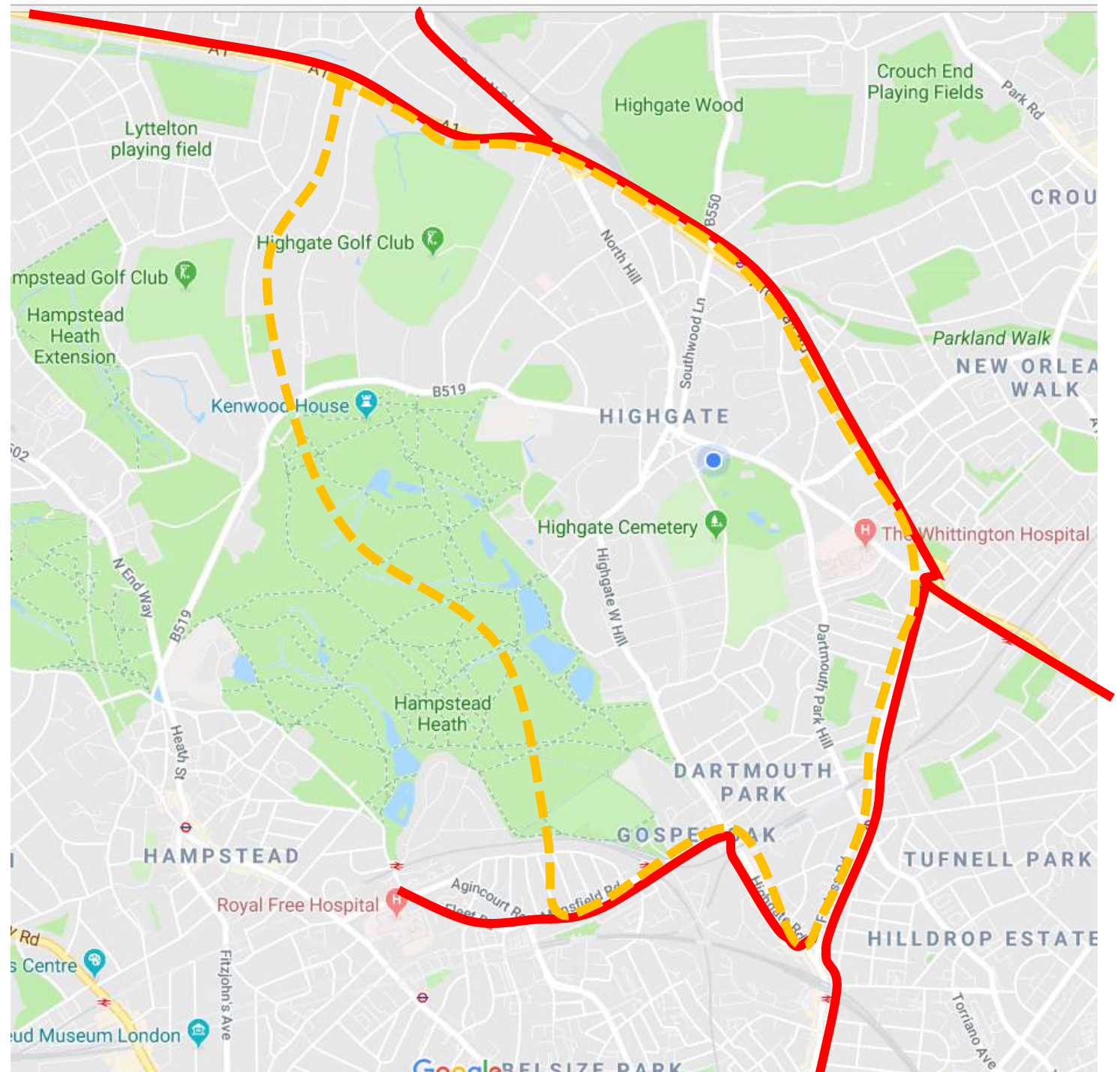
Once the boundary of the cordon has been effectively delineated with prohibition signs there should IN THEORY be no further requirement for weight limit signage within the area covered by the cordon



Despite the cordon covering parts of Barnet, Haringey, Islington and Camden, it does appear from the current signage that officers have been making a co-ordinated effort to keep heavy traffic out of the cordoned area other than for access.

However there are still some inconsistencies in the weight limit signage which render the enforcement of the weight limit problematic.

We believe it would not be difficult to address these inconsistencies.



Problems

- GAPS

- There need to be signs at every point of entry to the cordon. Currently some signs are missing. Hence any owner charged with non-compliance could easily argue that the required signage was missing at the point where they entered the cordon

- INCONSISTENCIES

- The weight limits that appear on the signs are still inconsistent, 18 tons, 7.5 tons, 5 tons

- CLUTTER

- If the limits are clearly shown on entry to the cordon there is no requirement for further signage within it. Redundant signs clutter the area inside the cordon

Principal gaps

- The principal entry points to the cordon are well marked. These include:
 - Hampstead Lane from The Spaniards
 - North Hill from the Wellington
 - Highgate Hill from the Archway
 - Dartmouth Park Hill from Tufnell Park
 - Highgate Road from Kentish Town
- The lesser entry points are mostly roads off Fortess Road, Junction Road and Archway Road. Signs are missing at:
 - Macdonald Road, Archway
 - Hornsey Lane / Archway Bridge
 - Causton Road and Cromwell Avenue, off Archway Road
 - Talbot Road, Bishops Road and Church Road, off Archway Road
 - Hornsey Lane westbound at Archway Bridge

Inconsistencies

- The most glaring anomalies occur at the Archway:
 - The limit at the turn into Highgate Hill at Tollbooth way is 18 tons
 - This limit then applies as far as Highgate Village where it reduces to 5 tons
 - However there is no limit for vehicles turning into Macdonald road and then left into Highgate Hill
- There are also a number of residual 5 tons signs
 - At the entrance to Highgate Avenue from Archway Road
 - At the entrance to Southwood Lane from Archway Road
 - But this increases to 7.5 tons after a few metres
 - At the entrance to Southwood Avenue from Archway Road
 - At the entrance to the Grove from Highgate West Hill
 - Although the entrance from Hampstead Lane gives 7.5 tones
 - At the sign just above the entrance to Channing junior school where it is indicated that the limit in Highgate High Street is five tons

Unintelligibility

- There are still a few signs giving split times for 7.5 and 16.5 tons according to time of day. There used to be one at the entrance to North Hill from Archway Road but this was scrapped
- Ones that remain are
 - On Hampstead Lane on the Highgate side of the junction with Bishops Avenue
 - On Bishops Avenue at the junction with Aylmer Road
 - Bancroft Avenue (off Aylmer Road)

Proposed next steps

- 1: Check accuracy of this slideshow and support it with photographs where appropriate. Check situation with Hornsey Lane
- 2: HNF raise with the four boroughs the desire to achieve consistency across the cordon; agree what its boundary is; confirm 7.5 tons as the default limit at the cordon (other than for access)
- 3: Tackle TfL/Islington using existing channels re the issues at the entrance to Highgate Hill and the lack of a sign at entrance to Macdonald Road
- 4: Approach Haringey/TfL about missing signs for roads running into Archway Road from the west
- 5: Approach Camden re removal of redundant/inconsistent signs outside The Flask and outside the entrance to Waterlow Park
- 6: Approach Haringey/Islington regarding the absence (other than at the east entrance to Hornsey Lane) of the 5 tons limit on Archway Bridge