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STATUTORY INSTRUMENTS

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**1994 No. 2787**

**ROAD TRAFFIC**

**The London North Circular Trunk Road (A406)  
(Barnet, Brent and Ealing) (Speed Limits) Order 1994**

*Made* - - - - *31st October 1994*  
*Coming into force* - - *5th November 1994*

The Secretary of State for Transport, in exercise of the powers conferred by sections 82(2), 83(1) and 84(1)(a) and (2) of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984<sup>(1)</sup>, and of all other powers enabling him in that behalf, hereby makes the following Order:

1. This Order may be cited as the London North Circular Trunk Road (A406) (Barnet, Brent and Ealing) (Speed Limits) Order 1994 and shall come into force on 5th November 1994.

2. In this Order—

“the trunk road” means the London North Circular Trunk Road (A406);

“the main route” means that length of the main carriageways of the trunk road which extends from a point opposite the northern kerbline of Woodville Gardens, Ealing, northwards and north-eastwards to its western junction with the A1 Trunk Road, Barnet;

“Abbey Road north-eastbound access slip road” means that length of the trunk road lying to the east of Abbey Road which links Abbey Road with the north-eastbound carriageway of the main route;

“Abbey Road north-eastbound exit slip road” means that length of the trunk road lying to the west of Abbey Road which links the north-eastbound carriageway of the main route with Abbey Road;

“Abbey Road south-westbound access slip road” means that length of the trunk road lying to the west of Abbey Road which links Abbey Road with the south-westbound carriageway of the main route;

“Abbey Road south-westbound exit slip road” means that length of the trunk road lying to the east of Abbey Road which links the south-westbound carriageway of the main route with Abbey Road;

“Harrow Road access slip road” means that length of the trunk road lying to the east of Harrow Road (A404) which links Harrow Road with the north-eastbound carriageway of the main route;

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(1) S.I.1958/301.

“Harrow Road exit slip road” means that length of the trunk road lying to the west of Harrow Road which links the north-eastbound carriageway of the main route with Harrow Road;

“Brentfield access slip road” means that length of the trunk road lying to the west of Brentfield (A404) which links Brentfield with the south-westbound carriageway of the main route;

“Brentfield exit slip road” means that length of the trunk road lying to the east of Brentfield which links the south-westbound carriageway of the main route with Brentfield;

“the service road” means the service road on the north-west side of and parallel with the main route between a point opposite the north-eastern kerbline of Park Avenue (NW10) and Harrow Road exit slip road;

“Staples Corner roundabout” means the roundabout at the intersection of the trunk road and Edgware Road;

“Edgware Road” means that length of the London-Holyhead road (A5) in the London Boroughs of Barnet and Brent known as Edgware Road and West Hendon Broadway;

“M1 Motorway roundabout” means the roundabout at the junction of the trunk road and the M1 Motorway;

“M1 Motorway” means the London-Yorkshire Motorway;

“the A5 service road” means that length of road which links the eastbound exit slip road with the north-west slip road;

“the connecting road” means that length of road which links the M1 Motorway roundabout and Staples Corner roundabout;

“the eastbound exit slip road” means that length of road which links the eastbound carriageway of the main route with Staples Corner roundabout;

“the north-east access slip road” means that length of road which links the M1 Motorway roundabout with the eastbound carriageway of the main route;

“the south-east exit slip road” means that length of road which links the westbound carriageway of the main route with the M1 Motorway roundabout;

“the westbound access slip road” means that length of road which links Staples Corner roundabout with the westbound carriageway of the main route;

“the south-east slip road” means that length of road lying to the south of the trunk road which links Staples Corner roundabout with the southbound main carriageway of Edgware Road;

“the south-west slip road” means that length of road lying to the south of the trunk road which links the northbound main carriageway of Edgware Road with Staples Corner roundabout;

“the north-east slip road” means that length of road lying to the north of the trunk road which links the southbound main carriageway of Edgware Road with Staples Corner roundabout; and

“the north-west slip road” means that length of road lying to the north of the trunk road which links Staples Corner roundabout with the northbound main carriageway of Edgware Road.

3. No person shall drive any motor vehicle at a speed exceeding 50 miles per hour on any of the lengths of road specified in Schedule 1 to this Order.

4. No person shall drive any motor vehicle at a speed exceeding 40 miles per hour on any of the lengths of road specified in Schedule 2 to this Order.

5. The lengths of road specified in Schedule 3 to this Order shall be restricted roads for the purposes of section 81 of the Road Traffic Regulation Act 1984.

6. The Orders specified in Schedule 4 to this Order are hereby revoked.

7.—(1) The London Traffic (40 m.p.h. Speed Limit) (No. 1) Regulations 1958(2) shall be varied as follows.

(2) In the Schedule, sub-paragraph (1) of paragraph 1 shall be omitted.

Signed by authority of the Secretary of State for Transport

Highways Agency London Office  
31st October 1994

*D Heaps*  
A Grade 6 Officer

*Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.*

## SCHEDULE 1

(article 3)

### 50 M.P.H. SPEED LIMIT

1. The main route, between a point 48 metres south-west of the south-western kerblines of Lytham Grove and a point 1 metre south-west of the south-western kerblines of Wyborne Way.
2. The service road, between the north-eastern kerblines of Park Avenue and a point 15 metres south-west of the south-western kerblines of Brent Crescent.
3. Abbey Road north-eastbound access slip road, between a point 25 metres north-east of its junction with Abbey Road and its junction with the main route.
4. Abbey Road north-eastbound exit slip road, between its junction with the main route and a point 40 metres south-west of its junction with Abbey Road.
5. Abbey Road south-westbound access slip road, between a point 25 metres south-west of its junction with Abbey Road and its junction with the main route.
6. Abbey Road south-westbound exit slip road, between its junction with the main route and a point 30 metres north-east of its junction with Abbey Road.
7. Brentfield access slip road, between a point 68 metres south-west of its junction with Brentfield and its junction with the main route.
8. Harrow Road exit slip road, between its junction with the main route and a point 125 metres south-west of its junction with Harrow Road.

## SCHEDULE 2

(article 4)

### 40 M.P.H. SPEED LIMIT

1. The main route, between a point opposite the northern kerblines of Woodville Gardens, Ealing and a point 48 metres south-west of the south-western kerblines of Lytham Grove.
2. The main route, between a point 1 metre south-west of the south-western kerblines of Wyborne Way and its western junction with the A1 Trunk Road, Barnet.
3. Brentfield exit slip road, between its junction with the main route and a point 34 metres north-east of its junction with Brentfield.
4. Harrow Road access slip road, between a point 38 metres north-east of its junction with Harrow Road and its junction with the main route.
5. The eastbound exit slip road.
6. The westbound access slip road.
7. The north-east access slip road.

## SCHEDULE 3

(article 5)

### RESTRICTED ROADS

1. The service road between a point 15 metres south-west of the south western kerblines of Brent Crescent and Harrow Road exit slip road.

2. Abbey Road north-eastbound access slip road between its junction with Abbey Road and a point 25 metres north-east of that junction.
3. Abbey Road north-eastbound exit slip road between a point 40 metres south-west of its junction with Abbey Road and that junction.
4. Abbey Road south-westbound access slip road between its junction with Abbey Road and a point 25 metres south-west of that junction.
5. Abbey Road south-westbound exit slip road between a point 30 metres north-east of its junction with Abbey Road and that junction.
6. Brentfield access slip road between its junction with Brentfield and a point 68 metres south-west of that junction.
7. Brentfield exit slip road between a point 34 metres north-east of its junction with Brentfield and that junction.
8. Harrow Road access slip road between its junction with Harrow Road and a point 38 metres north-east of that junction.
9. Harrow Road exit slip road between a point 125 metres south-west of its junction with Harrow Road and that junction.
10. Staples Corner roundabout.
11. The south-east slip road.
12. The south-west slip road.
13. The north-east slip road.
14. The north-west slip road.
15. The A5 service road.
16. The connecting road.
17. The M1 Motorway roundabout.
18. The south-east exit slip road.

#### SCHEDULE 4

(article 6)

#### REVOCATIONS

The London Traffic (40 m.p.h. Speed Limit) (No. 13) Order 1964<sup>(3)</sup>.

The Trunk Road (North Circular Road, Barnet and Brent) (Speed Limit) Order 1977<sup>(4)</sup>.

The Trunk Road (Edgware Road, Barnet and Brent) (Restricted Road) Order 1979<sup>(5)</sup>.

The Trunk Road (North Circular Road, Barnet and Brent) (Speed Limit) Order 1979<sup>(6)</sup>.

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(3) S.I. 1977/882.

(4) S.I. 1979/872.

(5) S.I. 1979/873.

(6) 1984 c. 27. Sections 82(2) and 83(1) were amended by the New Roads and Street Works Act 1991 (c. 22), section 168 and Schedule 8, paragraphs 59(3) and 60(2). Section 84(1) was substituted by the Road Traffic Act 1991 (c. 40), and section 84(2) was substituted by the New Roads and Street Works Act 1991 (c. 22), section 168 and Schedule 8, paragraph 61.