

Overview & Scrutiny Committee – 8th December 2009.

Councillor Call for Action - Tubbs Road.

Briefing note

1. Existing situation

Tubbs Road and Nightingale Road are both relatively narrow residential roads within Kensal Green ward. The properties have short front gardens and no off street parking.

Tubbs Road is for the most part one-way west-bound. Nightingale Road is one-way eastbound. Together the roads form an east-west link between the A4000 Old Oak Lane/Station Road and the A404 Harrow Road.

Appendix “A” shows the location of Tubbs Road and Nightingale Road within the local road network.

Tubbs Road is classified as the A4002 and forms part of Brent’s principal road network.

Harrow Road is part of the Strategic Road Network which means that the Council is required to gain explicit support from Transport for London (TfL) over any proposals that would affect traffic flows and conditions on the road.

Station Road is a boundary road, on the London Cycling (Plus) Network and used by numerous bus routes.

Old Oak Lane is the continuation of Station Rd and is within Ealing.

Both Tubbs Road and Nightingale Road fall within the Zone H Controlled parking Zonewith resident parking permits bays provided on both sides of the road. The zone operates Mon – Sat, 8.0am - 6.30pm.

Both roads are traffic calmed and heavily parked.

2. Existing traffic movements.

Tubbs Road/Nightingale Road form a desirable link between the area to the north east (Willesden, Brondesbury and beyond) and south west (Acton, Ealing etc).

The absence of routes through the railway infrastructure area to the south of Tubbs Road means that it presents a more attractive route to drivers heading to and from the western part of the A40 than using the A219 Scrubs Lane to the east.

The route also provides a more attractive route to drivers, particularly those heading eastbound, than using Station Road and travelling around the Harlesden Town Centre gyratory system.

There is no directional signage promoting the through route. Nevertheless, as a consequence of the above, levels of through traffic along both Tubbs Road and Nightingale Road are relatively high throughout the day.

Appendix "B" contains the results of traffic surveys undertaken in July 2009. Essentially the surveys indicate that the volume of traffic is the chief issue and that speeding is not generally a problem – even during off-peak hours.

3. Summary of interventions implemented

Over the years a series of interventions have been introduced to address the concerns of residents:

In 2nd February 1976 a width restriction towards the western end of Tubbs Road was introduced by means of build up kerbs and a gateway. This precludes larger vehicles from using either Tubbs road or Nightingale Road as a through route.

In September 2000 Tubbs Road and Nightingale Road were included as part of the extension of Zone H CPZ, Mon – Sat, 8.00am - 6.30pm

In September 2001 the one way system and road humps for traffic calming were introduced to ease the flow of traffic and reduce speeding.

In December 2007 road humps were replaced with 85mm high sinusoidal speed humps.

4. Interventions in progress

The signalisation of Station Road with its junctions with Tubbs Road and Station Approach has been in the Council's Bus Priority works programme since 2008. The scheme is a major modification of traffic signal phasing and includes introduction of new pedestrian crossing facilities at Station Rd/Tubbs Rd. This is a Brent led scheme but works are at the boundary of Ealing, Hammersmith & Fulham and Brent. Funding for the (£450k) scheme has not been approved at this time.

The Council is at the early stages of formulating an "Area Based Scheme" for Harlesden Town Centre. The scheme objective will primarily be to improve the quality of the public realm in Harlesden but will also look for opportunities to improve parking and traffic conditions. It is unlikely to impact on Tubbs Road or Nightingale Road.

As part of a TfL initiative to improve rail and underground station access across London, nearby Willesden Junction station has been identified for improvements. A scoping study report has been prepared but funding for these schemes has not been allocated by TfL. It is unlikely that this work would significantly impact on traffic conditions in Tubbs Road or Nightingale Road.

5. Current situation

There has been ongoing dialogue and meetings between officers, residents and councillors in recent years on Tubbs Road and Nightingale Road.

Numerous suggestions for reducing the volume of traffic using the two roads have been suggested – ranging from closure of the through route to the banning of turns into or out of the roads.

Discussions have also taken place around the possible de-classification of Tubbs Road.

Additionally, concern has been expressed around the number of larger vehicles that reach the width restriction and then have to turn around – adding to the congestion and delays in the area.

No additional interventions are being progressed at this time.

The various interventions proposed have been considered and then ruled out by officers because they would have one or more of the following implications:

- Result in undesirable movements by drivers elsewhere on the network (e.g. drivers undertaking “u” turns to avoid banned turns),
- Impact significantly & adversely on other parts of the road network (particularly Harlesden Town Centre)
- Result in journey times for residents of Tubbs Road and Nightingale Road that are perceived to be unacceptable.
- Be unlikely to receive the support of TfL because of the adverse impact on traffic flows (and particular bus movements) on the Strategic Road Network.

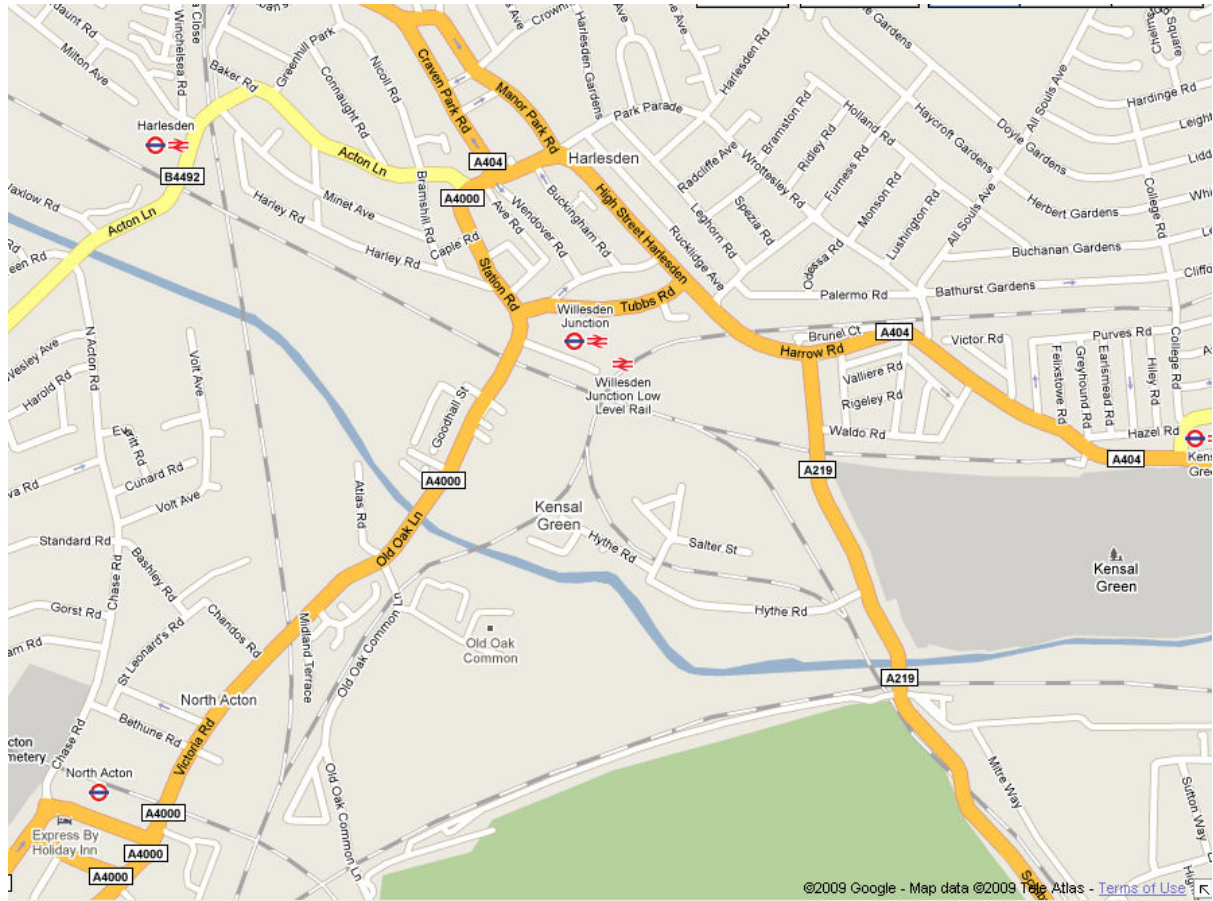
The letter at Appendix “C” gives additional background.

Officers are of the view that de-classification of Tubbs Road would not be an appropriate way forward because (i) it would have adverse financial and maintenance implications (ii) it would unlikely to be supported by TfL and (iii) it would have no direct benefits for residents - in that most drivers currently using Tubbs Road would not be influenced by its de-classification.

Officers accept that larger vehicles regularly reach the width restriction and have to turn back – with consequence disruption & congestion. However officers are of the view that the width restriction is properly and adequately signed and the addition of additional signage is unlikely to reduce the number of drivers of larger vehicles reaching the width restriction. There may be opportunities to increase driver’s awareness of the restriction through “satellite navigation” arrangements.

Briefing note prepared by: Tim Jackson (Head of Transportation) - 25th November 2009.

Appendix "A"



Appendix B : Traffic count data

MONISYST LTD BRENT COUNCIL SPEED REPORT

Report Id - CustomList-2985
 Site Name - BRETAN02
 Description - A4002 TUBBS ROAD <30MPH> BETWEEN NIGHTINGALE ROAD AND CLIFTON ROAD
 Direction - West

06 July 2009

Time	Total	Mean	Vpp 85	>PSL 30	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 100	>SL1 45 15+
0900	182	6.2	9.2	0	90	69	19	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1000	254	18.2	21.7	3	0	2	44	139	59	7	3	0	0	0	0	0	0	0	0	0	0	0	0
1100	264	17.6	20.4	0	2	4	39	164	49	6	0	0	0	0	0	0	0	0	0	0	0	0	0
1200	304	15.7	19.9	1	17	27	55	160	37	7	1	0	0	0	0	0	0	0	0	0	0	0	0
1300	254	6.2	8.7	0	109	117	25	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1400	266	5.5	7.2	0	170	74	14	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1500	272	7.3	12.8	0	118	96	24	27	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600	230	5.4	7.6	0	131	86	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1700	246	5.3	6.3	0	157	73	11	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	265	6.3	8.7	0	143	86	19	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	275	12.6	19.5	1	62	39	51	93	27	2	1	0	0	0	0	0	0	0	0	0	0	0	0
2000	216	18.2	21.9	1	0	6	33	116	51	9	1	0	0	0	0	0	0	0	0	0	0	0	0
2100	111	17.3	20.1	0	0	0	23	69	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	144	18.2	21.5	1	1	3	27	71	37	4	1	0	0	0	0	0	0	0	0	0	0	0	0
2300	101	17.8	21.3	1	0	2	22	48	27	1	1	0	0	0	0	0	0	0	0	0	0	0	0
07-19	2537	9.6	17.9	4	937	634	262	519	161	20	4	0	0	0	0	0	0	0	0	0	0	0	0
06-22	3139	10.7	18.6	6	999	679	369	797	256	33	6	0	0	0	0	0	0	0	0	0	0	0	0
06-00	3384	11.3	19	8	1000	684	418	916	320	38	8	0	0	0	0	0	0	0	0	0	0	0	0
00-00	3384	11.3	19	8	1000	684	418	916	320	38	8	0	0	0	0	0	0	0	0	0	0	0	0

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 Direction - West

Virtual Week (Partial weeks = 1.29)

Time	Total	Mean	Vpp 85	>PSL 30	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 100	>SL1 45 15+	
Mon	4183	13.8	20.1	16	712	631	618	1504	622	81	13	3	1	0	0	0	0	0	0	0	0	0	0	0
Tue	4594	12.2	19.9	14	1052	1010	607	1235	586	90	12	2	0	0	0	0	0	0	0	0	0	0	0	0
Wed	4800	14.1	20.4	21	687	785	754	1699	754	100	15	6	0	0	0	0	0	0	0	0	0	0	0	0
Thu	4591	13.7	20.6	17	892	687	561	1583	751	100	14	2	1	0	0	0	0	0	0	0	0	0	0	0
Fri	4769	11.6	19.2	10	1244	1024	685	1242	483	81	9	1	0	0	0	0	0	0	0	0	0	0	0	0
Sat	4730	13.8	20.4	18	795	737	669	1708	729	74	14	0	3	1	0	0	0	0	0	0	0	0	0	1
Sun	2229	17.6	21	12	8	42	452	1206	460	50	10	1	2	0	0	0	0	0	0	0	0	0	0	0

MONISYST LTD BRENT COUNCIL SPEED REPORT

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 Description - A4002 TUBBS ROAD <30MPH> BETWEEN NIGHTINGALE ROAD AND CLIFTON ROAD
 Direction - West

Grand Total

Time	Total	Mean	Vpp 85	>PSL 30	Vbin 0 5	Vbin 5 10	Vbin 10 15	Vbin 15 20	Vbin 20 25	Vbin 25 30	Vbin 30 35	Vbin 35 40	Vbin 40 45	Vbin 45 50	Vbin 50 55	Vbin 55 60	Vbin 60 65	Vbin 65 70	Vbin 70 75	Vbin 75 80	Vbin 80 85	Vbin 85 100	>SL1 45 15+	
--	36306	13.8	20.4	136	6108	5588	5415	12885	5467	707	108	19	8	1	0	0	0	0	0	0	0	0	0	1



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DATE: 23th June 2009

Councillor Bertha Joseph
c/o Conservative Members' Room,
Brent Town Hall, Forty Lane, Wembley,
HA9 9HD

Dear Councillor Bertha Joseph

Re: Tubbs Road

I refer to the meeting of our officer Ruben Beshirian with the Residents Association of Willesden Junction on 4th June 2009, with regards to the issues of Beatrice Barleon and other members of the Residents Association. Please find below my response;

1) Declassification-

Residents requested for the declassification of Tubbs Road to reduce traffic. The original reasoning in making the road one-way was to maximise parking for residents. It will be very difficult to stop motorists using Tubbs Road. We installed a width restriction to persuade larger vehicles to use other routes. Banning the Left Turn into Tubbs Road from the High Street Harlesden will not address the problem as the right turn into Tubbs Road from the opposite side would also need to be banned which will create the following problems;

1. Residents will not have access to their property with Nightingale Road also being one way, west to east.
2. Traffic will be forced to continue towards the northern section of the High Street and Station Road. These roads are already congested and adding more traffic to it will only make the problem worse, making matters intolerable for motorists.
3. Banning the Left Turn from Tubbs Road into Old Oak Lane will force traffic to turn right only to do a 'U' turn at the first opportunity, thus creating a number of road safety issues.

We understand that it will be ideal if some of the traffic from Tubbs Road could be distributed to Scrubs Lane, and to that affect we place warning signs to guide drivers to use Scrubs Lane as an alternative road, but the difficulty is that we cannot force drivers to turn into Scrubs Lane as an alternative to Tubbs Road.

In the short-term, recent ongoing utility works in the locality have contributed to the congestion with motorist seeking alternative routes in an attempt to avoid the area. In the long-term Harlesden High Street also contributes to the congestion with it being a vibrant location served by several bus routes. Declassifying the road would not solve the problems mentioned above because the road already has a width restriction that controls the passage of larger vehicles.



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2) Warning signs

Residents complained that width restriction warning signs were not clear and adequate. They requested warning signs to be installed outside Tubbs Road at the junction of Station Road thus alerting drivers before they enter Tubbs Road. We will investigate this and make sure that warning signs are clear and adequate for the area. Also, residents requested warning signs at the Ealing Boundary outside the Car Phone Warehouse. We will liaise with Ealing Council on this matter.

3) Speeding

Residents were concerned about speeding. It is our experience that traffic moves slowly on this road, particularly due to volume. However we will investigate this matter and take appropriate measures to address the problem.

4) Delay to traffic resulting from Utility Company works

The nature of utility works is such that they will cause disruption. I have raised this matter with our streetworks section of the Highways Department. They will monitor the works when in progress. I also would like to mention, if there are prolonged hold ups then residents can report these to Trevor Hulin, Street Works Co-ordinator, Highways Engineering on 020 8937 5133.

5) Proposed Improvements

Residents requested a pedestrian crossing in Station Road. There is a proposal to upgrade the signals at the junction of Station Approach and Tubbs Road and this will include provision for a pedestrian crossing.

6) CPZ Proposal

Residents wish the existing CPZ Zone H (Monday to Sat 8.00am-6.30pm) to be extended to (Monday to Sunday 8.30am-6.30pm). The council will monitor the parking situation in the area and upon receiving more requests for CPZ they will consider the proposal. At present neither we have a program to review the CPZ nor have the funding. However should we receive a petition of more than 50 signatures then it would have to be reported to the Council's Highways Committee which may then instruct us to review the CPZ.

7) Consultants Report

The Residents Association requested that the report prepared by an independent consultant, detailing traffic improvements for the area, should be considered by TfL. This report was a TfL flagship report about Halesden Town Centre. It was a scoping study along bus route 18 and identifying that the contra-flow around Harlesden High Street causes severe delay and congestion to buses and general traffic. The study did not recommend proposals for improving the traffic along Tubbs Road and there is no proposal to progress the study's recommendation.

I hope my explanation answers resident's association questions. If you have further queries please do not hesitate to contact me.

Yours sincerely,



PP Phil Rankmore
Acting Director of Transportation

CC: Cllr Bobby Thomas

CC: Cllr James Powney

CC: Beatrice Barleon (Acting Chair, the Junction Association)