

Decision details

Tubbs Road Councillor Call for Action

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Decision Maker: Overview and Scrutiny Committee

Decision Type: Non-Key

Decision Status: Recommendations Approved

Is Key decision?: No

Is subject to Call In?: No

Decisions:

Councillor Powney addressed the Committee on the matter, stating that he felt the response detailed in the briefing note from Transportation Unit lacked positive proposals. He suggested that there be further consideration of the suggestions made at the site visit on 24th November 2009, in particular preventing right turns out of Furness Road into Harlesden High Street and left turns out of Tubbs Road into Old Oak Lane. Councillor Powney also felt that the briefing note's assertion that the various measures proposed would result in unacceptable journey times for the residents of Tubbs Road and Nightingale Road was unproven and he asked that residents be consulted on this. With regard to the officer's observation in the briefing note that the suggested measures would impact adversely on other parts of the road network, including Harlesden Town Centre, Councillor Powney asserted that many roads were already heavily used and large volumes of traffic were to be expected.

With the agreement of the Chair, Beatrice Barleon addressed the Committee. Beatrice Barleon expressed her disappointment that no specific solutions had been suggested and she responded to the comments made in the briefing note. She agreed with the findings of the traffic surveys carried out in July 2009 that the volume of traffic, as opposed to speeding, was the main concern and this had also been observed during the site visit. In her view, Beatrice Barleon felt that the introduction of road humps in September 2001, subsequently replaced by 85 millimetre high sinusoidal speed humps in December 2007 were unnecessary and had not helped ease traffic flow. Furthermore, proposals to introduce pedestrian crossing facilities at the junction of Station Road and Tubbs Road would exacerbate congestion. The assertion that the measures suggested by residents would result in undesirable actions by drivers in other parts of the road network, such as executing 'u' turns to avoid banned turns, she felt had been exaggerated and in view of the fact that these were busy roads, such actions would be difficult and in any case could be addressed through increased enforcement. Beatrice Barleon also disagreed with the suggestion that it would impact adversely on Harlesden Town Centre. Members heard that residents' views had not been sought with regard to the measures leading to unacceptable journey times for residents of Tubbs Road and Nightingale Road. Beatrice Barleon added that residents wanted reduced access to Tubbs Road and Nightingale Road and in her view residents would be prepared to expect extended journey times along Harlesden High Road as a result of this.

Andrew Davies (Policy and Regeneration Officer, Policy and Regeneration Unit) added that at the site visit a number of vehicles had been observed turning right from Furness Road into Harlesden High Street then left into Tubbs Road which suggested Tubbs Road was being used as a cut through towards the A40. It had also been observed that some vehicles including lorries experienced problems passing along the narrowed section of Tubbs Road where only vehicles under 6 feet 6 inches width could pass.

Tim Jackson (Head of Transportation) referred to the briefing note summarising officers' responses to the councillor call-for-action and comments resulting from the site visit. In addition to the comments in the briefing note, Tim Jackson stated that officers had been aware of traffic problems in the area for some time, however he felt that the response had been pragmatic in view of the various implications of undertaking the measures that had been suggested. Members heard that the police emergency services would have concerns about banning turns in and out of Tubbs Road and whether these could be effectively enforced. Transport for London (TfL) could oppose any measures that would impact upon Harlesden High Road, particularly as it would affect bus routes. Various solutions had been considered, however there were concerns that banning right turns at the end of Furness Road could impact upon Rucklidge Avenue and Wrottesley Road. Tim Jackson advised that the proposed pedestrian facilities at the junction of Station Road and Tubbs Road were for green man lights to improve pedestrian safety, however funding for this measure was yet to be approved. He acknowledged that residents had not yet been consulted with regard to turning bans impacting upon journey times in Tubbs Road and Nightingale Road, however he advised that this was because there were no specific measures to consult upon. Tim Jackson felt that signage was adequate, although this could be reviewed and he suggested that sometimes congestion was exacerbated by drivers relying solely on satellite navigation systems and there was a possibility that satnav companies could be informed of the restrictions on Tubbs Road and Nightingale Road.

Tim Jackson informed Members that the Harlesden Town Centre Area Based Scheme was in the early stages of formulation with a view to submit a bid under the TfL's 'Streets for People' funding pot. The intention of the scheme was to improve the quality of the public realm in Harlesden and it could possibly include issues concerning parking and traffic. However, the Committee was advised that there were no proposals at present for Tubbs Road or Nightingale Road under this scheme, although it was still at the scoping stage and suggestions from Members were welcomed.

During discussion, Councillor Castle in acknowledging that consultation with residents was undertaken as part of the

process when considering consultation proposals for Controlled Parking Zones, felt that the same consultation process should apply in this case, particularly as a number of representations had been made by residents. He suggested that a detailed consultation on possible solutions be undertaken with all residents of the affected areas, including an opportunity for residents to add their own views. Councillor Motley felt that there was a need for a review of signage, especially at the top end of Tubbs Road where signs could be hard to identify. With regard to the traffic lights at the junction of Tubbs Road and Station Road, he suggested that these be re-phased to include an extended green light period. Councillor Motley agreed that the suggestion of banning right hand turns from Furness Road onto Harlesden High Road could be of some merit and in addition to satnav companies being informed of the width restriction in Tubbs Road, that Google maps and other web mapping organisations also be advised of this.

Councillor H B Patel sought clarification concerning the possibility of re-classifying Tubbs Road. The Chair acknowledged that TfL representatives had declined the invitation to attend this meeting and hoped that they would be able to meet with Kensal Green ward members in future to discuss this issue. She felt that further consultation and consideration of measures to address the residents' concerns was necessary.

In reply to the issues raised, Tim Jackson stated that it was unusual for a residential road such as Tubbs Road to be classified as an 'A' road, however any attempts to de-classify the road would require a submission to the Department for Transport who would consult TfL. Members heard that TfL was unlikely to support the de-classification because of the possible impact upon bus routes, whilst financial implications also needed to be considered as de-classification would transfer road maintenance responsibilities from TfL to the Council. Tim Jackson also advised that de-classification of Tubbs Road would not influence road use as most drivers used this road daily and therefore there would be no significant benefit to residents.

The Committee then agreed to the Chair's suggested recommendations to the Highways Committee concerning consultation, signage, traffic lights re-phasing, satellite navigation and internet mapping organisations, prevention of certain road turns and with regard to Harlesden Town Centre's 'Streets for People' scheme.

RESOLVED:-

- (i) that the Highways Committee be requested to agree the following recommendations:-
- (a) that Transportation Unit officers consult residents of Tubbs Road and Nightingale Road and local councillors to find out what traffic calming solutions would be acceptable to them in order to reduce the volume of traffic using both streets;
 - (b) that road signs in the area be reviewed so it is clear to drivers that Tubbs Road has width restrictions and should not be accessed by vehicles wider than 6ft 6inches and additional signs to this effect be erected at the junction of Tubbs Road and High Street Harlesden and Tubbs Road and Old Oak Lane if necessary;
 - (c) that road signs be erected on High Street Harlesden that clearly directs traffic to the A40 via the Harlesden one-way system (A404 and A4000) and that signs be erected on Furness Road that direct traffic to the A40 via Scrubs Lane (A219);
 - (d) that the traffic lights at the western end of Tubbs Road be re-phased so that traffic does not build up beyond the width restrictors in Tubbs Road to ease traffic congestion in the street;
 - (e) that satellite navigation companies and internet mapping organisations be contacted by officers in the Transportation Unit to see if the narrow, residential nature of Tubbs Road can be shown clearly on their maps, and that it is not depicted as a major through route, as is currently the case.
 - (f) that officers consider the feasibility of:-
 - preventing rights turns out of Furness Road into High Street Harlesden, which drivers appear to be using as a route to Tubbs Road to cut through to the A40. Instead traffic should be directed to the A40 via Scrubs Lane.
 - preventing left turns out of Tubbs Road into Old Oak Lane, again to reduce the number of cars using Tubbs Road by stopping the direct cut through towards the A40; and
- (ii) that in noting that the Harlesden Town Centre's "Streets for People" scheme is being prepared, that the Highways Committee be requested to consider within the scheme's scope the traffic management issues for local roads, including Tubbs Road and Nightingale Road.

Publication Date: 23/03/2010

Date of Decision: 08/12/2009

Decided at Meeting: [08/12/2009 - Overview and Scrutiny Committee](#)

Accompanying Documents:

- [091208 - Tubbs Road CCfA Covering Report](#) PDF 73 KB
- [091208 - Tubbs Road Report from Tim Jackson](#) PDF 910 KB
- [091208 - Tubbs Road CCfA Form](#) PDF 72 KB