CITY OF WESTMINSTER – CITY MANAGEMENT AND COMMUNITIES

DELEGATED AUTHORITY OBJECTIONS REPORT 7300

TRAFFIC ORDERS - KILBURN LANE (MOBERLY SPORTS CENTRE)

(Drawing No. 70029532-03-TMO-01)

(Queen's Park Ward)

BACKGROUND

On 22nd March 2018, the Head of Road Management considered and approved a report under his delegated powers allowing consultation on proposals, in connection with the redevelopment of Moberly Sports Centre, to:

(a) prohibit goods vehicles, the maximum gross weight of which exceeds 7.5 tonnes, from entering Kilburn Lane, between Banister Road and Chamberlayne Road (except for access), to improve safety for pedestrians;

(b) replace four residents' parking spaces at the western extremity of Ilbert Street with three bus parking spaces, to provide parking provision for visitors to the sports centre; and

(c) remove one residents' parking space from the south-east side of Kilburn Lane, outside No. 28, to facilitate the introduction of a raised pedestrian "zebra" crossing.

Following the publication / posting of press and street notices during March / April 2018 and consultation with frontagers and other key parties on the proposed measures eight responses were received, as detailed in the appendix to this report. The extent of the letter consultation included three ward councillors, two local residents' associations, 36 statutory bodies and 118 frontagers.

RECOMMENDATION

It is recommended that the Traffic Orders are made as proposed to facilitate the implementation of the scheme shown on Drawing No. 70029532-03-TMO-01.

I agree / disagree with the recommendation.

Signed [redacted] Date 4.6.2018

Programme and Contract Manager
City Management and Communities

Signed [redacted] Date 4/6/18.

Head of Road Management
City Management and Communities

A: WSP, Palace Gardens Suite, 27th Floor, Portland House, Bressenden Place, London, SW1E 5RS. T: 020 3116 5996

APPENDIX

NAME and ADDRESS	OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS	
[redacted] Transport for London (TfL) [redacted] Email dated 28th March 2018	1.	[redacted] states this section of Kilburn Lane is occasionally used as a bus diversion route if Banister Road is closed. She asks if buses would be exempt from the weight limit in this case.	1.	WSP replied to [redacted] on 29th March 2018 to confirm that buses would be exempt from the 7.5 tonne restriction. The restriction would only apply to goods vehicles. [redacted] thanked WSP for the response.
[redacted] Westminster City Council [redacted] Email dated 29th March 2018	2.	[redacted] requests confirmation that the lorry ban would not affect waste collection vehicles and street cleansing vehicles from entering Kilburn Lane. If they would still be allowed entry, then the scheme would have no impact on either service.	2.	WSP replied to [redacted] on 29th March 2018 to confirm that waste collection and street cleansing vehicles would still be permitted to enter Kilburn Lane.
[redacted] Westminster Cycling Campaign [redacted] Email dated 1st April 2018	3.	[redacted] writes on behalf of Westminster Cycling Campaign, the local group of the London Cycling Campaign. They object specifically to the three proposed bus parking spaces replacing residents' parking spaces and continuing to block cyclists from entering the west end of Ilbert Street. He states the quiet streets of the Queen's Park Estate are the perfect place for people of all ages and abilities to gain the health benefits of cycling. However, the Estate is bounded by the heavily trafficked Kilburn Lane and Harrow Road to the north and south respectively. Too many people are injured cycling on heavily trafficked	3.	The City Council encourages and fully supports improvements for modes of sustainable transport, particularly cycle permeability. The proposed bus parking spaces at the end of Ilbert Street are a planning condition associated with the redevelopment of the Moberly Sports Centre. The bays are designed to only cater for mini buses and are too small to accommodate larger coaches. The budget for the scheme is being funded directly through section a 106 contribution, which has to be spent specifically on the measures consulted on. Currently cyclists are not able to traverse the

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		roads in Westminster. Ilbert Street is the only quiet street into the west side of the Estate, but it is blocked by a wall of parked vehicles. They believe the City Council is wrong to shoehorn parking into the west end of Ilbert Street, blocking access to residents on bikes. They ask that one of the proposed bus parking spaces is omitted or relocated and dropped kerbs be provided to enable cycle access from Kilburn Lane, as per the nearby example of Pember Road.		eastern footway of Kilburn Lane (adjacent to the western extremity of Ilbert Street) as it is not shared use. Therefore, the introduction of a dropped kerb in Ilbert Street would not fully address the issues highlighted in [redacted] email. In order to provide cyclists with direct access to Kilburn Lane from Ilbert Street, a dropped kerb would also need to be provided adjacent to Kilburn Lane, as well as creating a section of shared space, whereby cyclists could access these roads without having to dismount. A change of this scale is not within the scope of the current budget or covered under the requirements of the section 106 agreement. However, there are a number of larger highway improvement schemes being developed in the area (to the north and south of this location) and the City Council will ensure that the issue of improving cycle permeability at the end of Ilbert Street is considered as part of these proposals.
Councillor Paul Dimoldenberg [redacted] Email dated 2nd April 2018	4.	Councillor Dimoldenberg supports the comments made by [redacted] from the Westminster Cycling Campaign (see comment No. 3 above). He supports the suggestion that one of the proposed bus parking spaces is omitted or relocated and dropped kerbs be provided to	4.	See comment No. 3 above.

APPENDIX (Continued)

NAME and ADDRESS		OBJECTIONS / COMMENTS / SUPPORT		OFFICERS' COMMENTS
		enable cycle access from Kilburn Lane.		
Councillor Patricia McAllister [redacted] Email dated 2nd April 2018	5.	Councillor McAllister also supports the comments and suggestion made by [redacted] from the Westminster Cycling Campaign (see comment No. 3 above).	5.	See comment No. 3 above.
[redacted] Email dated 3rd April 2018	6.	[redacted] is horrified to find out the City Council plan to make the parking situation around Kilburn Lane even worse. She states it is a residential area and the horrendous new sports centre that has been put up (and has so far done nothing but cause trouble to the area), should not dictate the necessity for yet more traffic and bus parking zones. She asks why they would want or need buses to park in Ilbert Street. It's already an eye sore with William Hill, and now the City Council want to make it worse. The residents' parking spaces along Kilburn Lane are already insufficient and highly dangerous as the level of traffic that travels along the road is totally inconsistent with the access and space two-way traffic should have to move comfortably. She states it is not a main road. Wing mirrors get broken, sides of cars get scraped, so she has to park on Ilbert Street to make sure her car is safe which is already a nightmare. She believes she should be allowed to park safely outside her own home that she paid a fortune for but cannot. And now the City	6.	The redeveloped sports centre, being implemented by the Council of the London Borough of Brent, will provide essential local facilities to the community. As part of this redevelopment, a number of highway measures are required to improve pedestrian access to the site from the surrounding streets. The southern end of Kilburn Lane at the Chamberlayne Road junction is currently difficult for pedestrians to cross and the introduction of a raised zebra crossing at this location will greatly improve pedestrian safety and accessibility, as well as curtailing traffic speeds. The zebra crossing control markings, which are required to ensure that there is appropriate forward visibility on approach to the crossing location, have been kept to a minimum to reduce the loss of parking on Kilburn Lane. As part of the proposals, the City Council is introducing a 7.5 tonne lorry ban along Kilburn Lane, between Bannister Road and Chamberlayne Road. This will prevent large vehicles from traversing this section of Kilburn

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		Council plan to put bus parking spaces on Ilbert Street? She implores the City Council not to do this. She points out again that it's a residential area; the City Council is bringing down the area with all this commercial nonsense. The property prices will be affected even more as there is no way that three large buses are not going to affect the area. She states the value of her house has been reduced by all the building work with the sports centre and making it a horrendous area to live it - do not make it worse.		Lane, which will have significant benefit to local residents in both road safety terms and quality of life through reduced traffic volumes. The proposed bus parking bays at the end of Ilbert Street are designed for mini-buses only and are not long enough to cater for large coaches. The facilities were requested as part of the planning approval for the Sports Centre and due to the size of the vehicles using the bays it is considered that their operation will not have a detrimental impact on the residential nature of Ilbert Street. The residents' permit parking scheme entitles the user to park in residents' spaces within the zone for which it has been issued. However, it does not guarantee that a parking space will be available.
[redacted] Letter dated 4th April 2018	7.	[redacted] states he is fully behind the proposals. He would like to add that this is an ideal opportunity to consider altering access to this section of Kilburn Lane from the Chamberlayne Road junction towards Banister Road, in effect making this stretch of the road one-way (exempting emergency services). He states that on the bend in the road vehicles do not have sufficient road width to pass each other and there are frequent minor accidents	7.	The introduction of a one-way system for the length of Kilburn Lane, between Banister Road and Chamberlayne Road, would require investigations into traffic displacement modelling onto the surrounding streets and road network. Consideration would also have to be given to installing further traffic calming measures as one-way restrictions generally result in an increase in vehicle speeds as there is no opposing traffic flow.

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	causing vehicle damage and the equivalent of road rage when this occurs. This leads to a lot of shouting, swearing and continuous use of the car horn (which serves no purpose but causes considerable annoyance to residents). He has seen numerous occasions when emergency services have been caught up in these tangles and this is an important reason to consider a one-way system for this stretch of road. The proposed lorry ban is a good start but as it is unlikely that this is enforceable, a one-way system would at least enable an unrestricted flow of traffic. It should be noted that vehicles approaching from the Banister Road end towards the Chamberlayne Road junction do so at considerable speed and may not realise the position of the crossing therefore a speed restrictor at the lower end of the Moberly (before the bend). Reducing the pavement width alongside the section from No. 21 the Quadrant to Tropical Court (Westway Housing Association) (left side of Kilburn Lane from Chamberlayne Road end towards Banister Road) would also assist traffic flow in the event that a one-way system is not a consideration.	As this section of Kilburn Lane forms the boundary between Westminster City Council and Brent Council, any amendments to the existing traffic management arrangements would need to be undertaken in consultation with Brent Council. The introduction of the lorry ban and zebra crossing in this section of Kilburn Lane are intended to improve road safety, reduce traffic volumes and improve the environment for local residents. The position of the zebra crossing has been the subject of a Road Safety Audit and as such, adequate unobstructed sightlines have been maintained. In addition, anti-skid carriageway surfacing on the approach to the zebra crossing will also be installed to improve skidding resistance, particularly in wet weather conditions. The lorry ban will be enforced through ad-hoc use of CCTV, in particular when the scheme is first implemented.

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[redacted] Email dated 21st April 2018	8.	[redacted] writes on behalf her mother, a resident of [redacted] and herself who is an everyday visitor to Kilburn Lane as she [redacted] and therefore knows this length of road very well. It is proposed to keep the current controlled hours for residents' parking places (i.e. only permit holders can park from 8.30 a.m. to 6.30 p.m. on Mondays to Fridays). She states there will be free parking for all after 6.30 p.m. on weekdays and all day on Saturdays and Sundays, as there is now. She fears that it will be extremely difficult - if not impossible for residents to park their cars if there are no parking restrictions during weekday evenings and during the weekends. There is already at present considerable competition between permit paying residents for the precious little parking in the road (worse when restrictions are not in operation) and there will be no doubt that visitors to the new sports centre will seek to find free parking in the surrounding residential roads, including within the Queen's Park Estate. A zebra crossing has been needed for some time in this road. Nonetheless, some vehicles speed down the road at a reckless pace. [redacted] requests consideration is given to introducing a 20mph speed limit.	8.	Existing parking layouts and operational times are reviewed by the City Council's Parking Services Team to ensure that they meet the requirements of local residents and stakeholders. Kilburn Lane is already on the City Council's list as a location for the operational hours to be reviewed. The City Council is currently in the process of carrying out occupancy surveys in areas where they have received the most complaints. Following implementation of the scheme, the area will be monitored to ensure that the Moberly Sport Centre does not have an adverse impact on kerbside parking availability for local residents. The lorry ban will be enforced through ad-hoc use of CCTV, in particular when the scheme is first implemented. The City Council is also undertaking trial areas of 20mph speed limits in the borough. If successful, then the City Council will expand the 20mph project accordingly. [redacted] comments relating to the speed of traffic in Kilburn Lane have been noted for future consideration.

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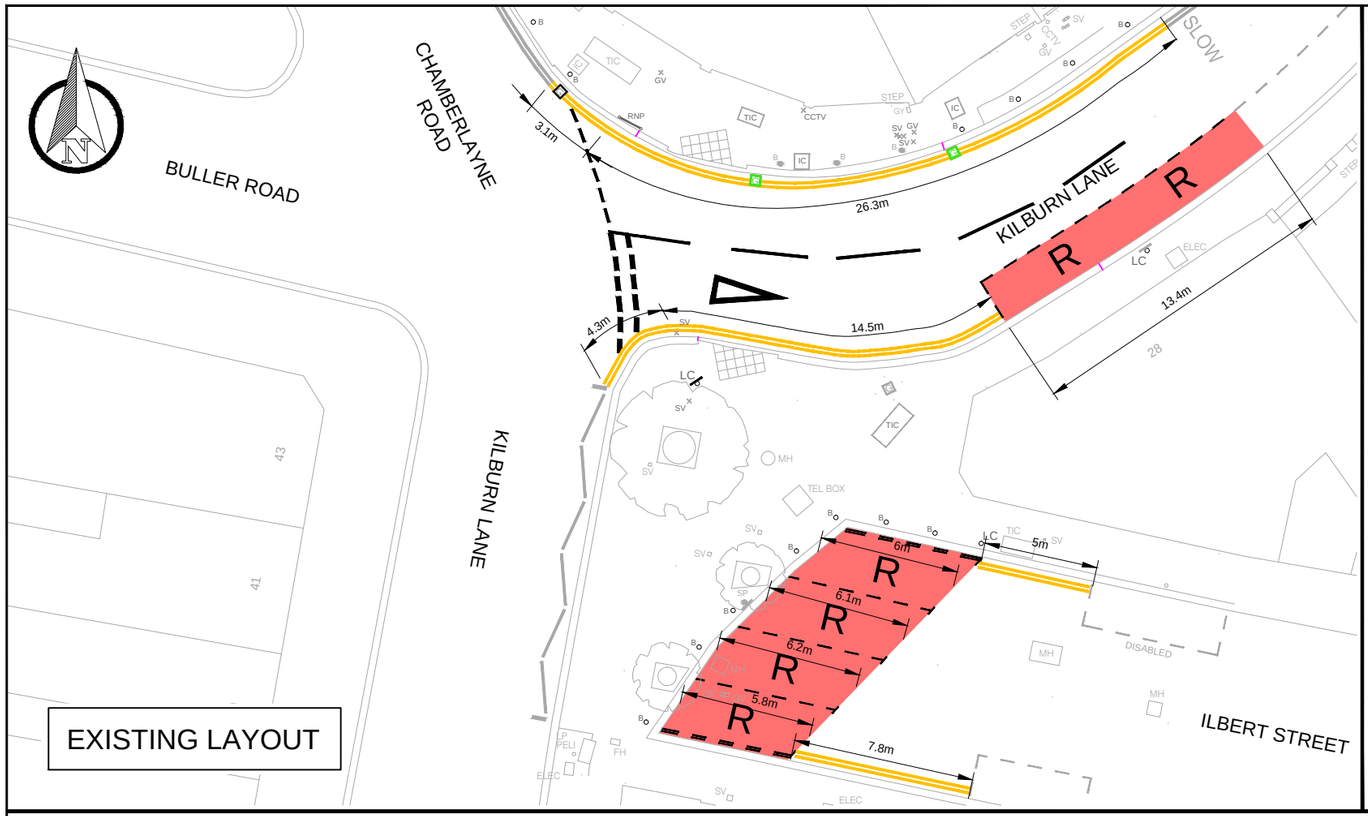
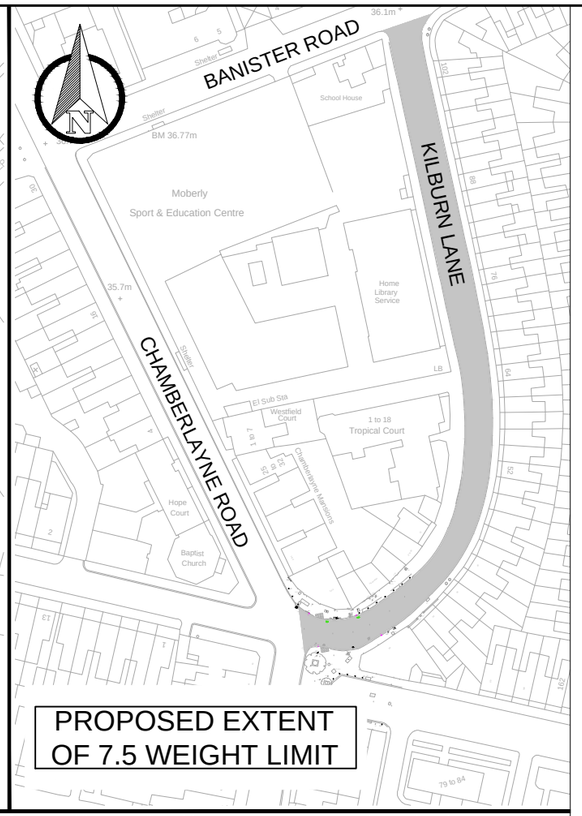
		She asks, despite signage, how will vehicles of 7.5 tonnes be stopped from using the road. Some vehicles will still try to take this short cut - at present many large vehicles thunder up and down the road causing chaos when meeting on-coming traffic. The prohibition is an excellent idea but only if vehicles comply.		



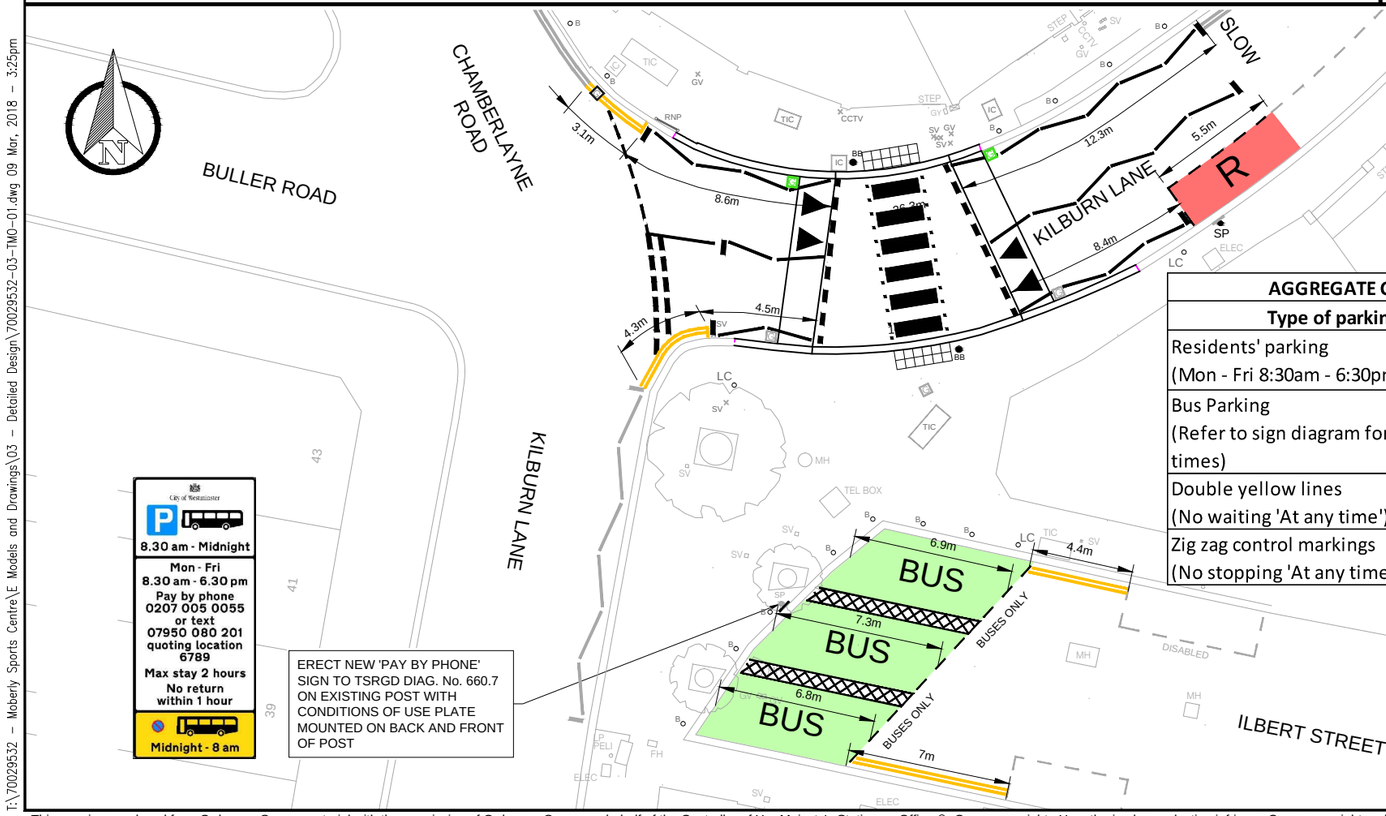
EXISTING LAYOUT



PROPOSED EXTENT OF 7.5 WEIGHT LIMIT

KEY

- R — RESIDENTS' PARKING BAYS (MON - FRI 8:30am - 6:30pm)
- BUS — BUS PARKING BAYS
- DOUBLE YELLOW LINES, NO WAITING "AT ANY TIME"
- ZIG-ZAG CONTROL ROAD MARKINGS, NO STOPPING "AT ANY TIME"
- 7.5T WEIGHT LIMIT (24hr) PROPOSED FOR KILBURN LANE FROM CHAMBERLAYNE ROAD TO BANNISTER ROAD



City of Westminster
8.30 am - Midnight
Mon - Fri
8.30 am - 6.30 pm
Pay by phone
0207 005 0055
or text
07950 080 201
quoting location
6789
Max stay 2 hours
No return
within 1 hour
Midnight - 8 am

ERECT NEW 'PAY BY PHONE' SIGN TO TSRGD DIAG. No. 660.7 ON EXISTING POST WITH CONDITIONS OF USE PLATE MOUNTED ON BACK AND FRONT OF POST

PROPOSED LAYOUT

AGGREGATE CHANGES INCLUDING CURRENT PARKING CONTROLS

Type of parking	Existing	Proposed	Difference
Residents' parking (Mon - Fri 8:30am - 6:30pm)	37.5 metres (6 spaces)	5.5 metres (1 space)	-32 metres (-5 spaces)
Bus Parking (Refer to sign diagram for operational times)	0 metres (0 spaces)	21 metres (3 spaces)	+21 metres (+3 spaces)
Double yellow lines (No waiting 'At any time')	61 metres	18.8 metres	-42.2 metres
Zig zag control markings (No stopping 'At any time')	0 metres	33.8 metres	+33.8 metres

REV	DATE	BY	DESCRIPTION	CHK	APD
A	29.01.2018	PAD	INITIAL ISSUE		

DRAWING STATUS: DETAILED DESIGN

CONWAY wsp
25 Mandela Way, London, SE1 5SZ
www.fmconway.co.uk www.wsp.com

CLIENT: City of Westminster

PROJECT: MOBERLY SPORTS CENTRE

TITLE: TMO LAYOUT EXISTING AND PROPOSED

SCALE @ A3	DATE	DESIGN/DRAWN	CHECKED	APPROVED	SHEET
1:250	29-01-2018	PAD			A3

JOB No.	FMC PROJECT No.	BRIEF/DSS No.
70029532	WWESA2013	80048832

DRAWING No. 70029532-03-TMO-01 REV. A

T:\70029532 - Moberly Sports Centre\E Models and Drawings\03 - Detailed Design\70029532-03-TMO-01.dwg 09 Mar, 2018 - 3:25pm

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