

6) Kenton Lane between Clifton Avenue and Queens Avenue – parking and pedestrian crossing facilities, parking restrictions and speed reducing features



The proposed central-hatch marking would create a visual impression that the carriageway is narrower in order to reduce vehicles speed. A pedestrian refuge is proposed near the junction with Ivanhoe Drive as a speed-reducing feature and to provide a safer crossing point for pedestrians. A parking lay-by outside the shops is proposed to ease congestion and improve visibility. 'At any time' waiting restrictions at junctions are proposed to improve visibility.

7) Kenton Lane between Christchurch Avenue and Kenton Road – speed reducing features

The proposed central-hatch marking and 'SLOW' markings would reduce vehicles speed.

8) Kenton Lane junction with Alicia Avenue – junction improvements

There are a high number of vehicles turning in and out of Alicia Avenue and a significant number of accidents recorded at this junction. A raised entry treatment is therefore proposed to reduce vehicles speed at the junction and provide safe crossing facilities for pedestrians.



9) Kenton Lane junction with Kenton Road - road-marking alignment

We are proposing to amend the road markings on the approach to the junction with Kenton Road in order to reduce congestion and increase the efficiency of the signalised junction.



Additional Information

We are proposing waiting restrictions (double yellow lines) for a minimum of 10m at all junctions in Kenton Lane which will include the upgrading of some existing yellow lines. This will improve driver's visibility and improve road safety for all road users.

All bus stops along Kenton Lane will be upgraded to bus stop clearways and include red coloured surfacing to highlight them. These changes are part of a separate bus priority scheme.

Please give us your views

Please return your comments on this proposed scheme by 7th September 2007 by using the self addressed envelope. Postage is pre-paid. Alternatively you can submit your questionnaire on line by visiting www.harrow.gov.uk. Click 'consultation' and follow the links to Kenton Lane traffic proposals.

What happens next?

We will consider all the comments returned to us, and if appropriate, modifications may be made to the scheme proposals. However, due to the large number of responses anticipated, we will not be able to reply to individual comments.

It is anticipated that the construction works will be completed by March 2008.

Further information

If you would like further information then please contact:
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Thank you for replying to this consultation.



Kenton Lane

Local Safety Scheme

This is your opportunity to comment. Your views matter.

We need your views as this consultation exercise is intended to find out if there is broad public support for the proposals set out in this leaflet.

The proposals are shown on the enclosed plan. You may also like to view the large-scale plans of the proposals, which will be displayed at: **Kenton Library, Kenton Lane, between 13th and 31st of August during the normal operational hours.**



Please return your questionnaire by 7th September 2007

Introduction

We are seeking your views on the Council's proposal to improve road safety for pedestrians, cyclists and motorists and reduce the number of road accidents involving personal injury on Kenton Lane by introducing a range of measures along its length.

Between 1 November 2003 and 30 October 2006 there were 26 recorded traffic accidents along Kenton Lane.

We have studied the accident data provided by the police and made a number of visits to the area. We are now proposing measures that will help to reduce the number of accidents. If agreed, Transport for London (TfL) will pay for the scheme, which we hope to build before March 2008.

The measures proposed are shown on the plan and detailed below.

The study has been divided into three sections:

Kenton Lane junction with Uxbridge Road (roundabout): accidents involving pedestrians, cyclists and powered two-wheelers are higher than average in the borough due to poor line marking and sub-standard pedestrian crossing facilities.

Kenton Lane between Uxbridge Road and Belmont Circle: accidents involving parked vehicles are higher than average in the borough and speeding is the main concern.

Kenton Lane between Belmont Circle and Kenton Road: accidents involving pedestrians are high due to lack of safe crossing facilities and also vehicles speeding.

Proposals

The proposals include speed reducing measures, junction improvements and pedestrian facilities at key locations. Please see the enclosed plan.

1) Kenton Lane junction with Uxbridge Road – pedestrian refuge modifications and road marking improvements.



The pedestrian refuge will be modified to improve pedestrian crossing alignment and incorporate tactile paving to assist visually impaired pedestrians. The existing road markings will be realigned and remarked.

2) Kenton Lane between Gordon Avenue and Trevor Close – parking restrictions

We are proposing yellow lines to restrict parking at all times in order to improve driver's visibility.

3) Kenton Lane between Trevor Close and College Hill Road – parking restrictions and speed reducing features



We are proposing yellow lines to restrict parking at all times in order to improve driver's visibility and a speed activated sign southbound together with central-hatch and 'SLOW' road markings to reduce vehicles speeds.

4) Kenton Lane between Grasmere Gardens and Belmont Circle – dropped kerbs, waiting restrictions and speed reducing features



We are proposing yellow lines to restrict parking at all times in order to improve driver's visibility. Central-hatch markings and a speed-activated sign to reduce vehicles speeds on the approaches to Dobbin Close.

5) Kenton Lane between Belmont Circle and Kingshill Drive – pedestrian crossing facilities and parking restrictions



A pedestrian refuge is being proposed at this location to provide a safe crossing point for pedestrians. We are proposing yellow lines to restrict parking at all times in order to improve driver's visibility



