

Appendix A

Petition for Closure of Kenton Park Road and Removal of Kenton Lane Banned Turn - Options Paper

Option 1 – Remove Brent’s scheme

The possibility of removing the closure of Woodgrange Avenue and Kenton Lane banned turn and its replacement with traffic calming can be explored with Brent. However, Brent Council officers have intimated that they would not wish to take out their scheme unless there are compelling reasons. In their view, the increase recorded on Harrow side does not warrant such action. Nevertheless, it is worth revisiting this again to explore any other alternatives to the present arrangements. Estimated cost (including traffic calming in Woodgrange Avenue): £100,000 (dependent on type and choice of materials).

Accident data provided by Brent shows a 40% projected drop in injury accidents which is significant. However, the monitoring period has been short. The fact is that Brent’s scheme will significantly reduce or eliminate accidents in Woodgrange Avenue, appears to be improving safety at the Kenton Road / Lane signal junction and has improved traffic flow on the main road are proven and significant advantages of the scheme (not withstanding the disadvantages to Harrow residents).

Option 2 – Remove the right turn ban

The removal of the right turn ban on its own (without the removal of Woodgrange Avenue closure) is not recommended because of the severe congestion and “rat run” traffic problems that would ensue. Estimated cost: £10,000.

Option 3 - Road Widening and Reinstatement of Right Turn.

The footways in Kenton Road appear wide enough on both sides (although the extent of the public highway on Brent’s side has yet to be confirmed) at the junction to accommodate road widening to provide a dedicated right turning lane in addition to two straight ahead lanes. (see Appendix A). This would effectively return the movements to the previous arrangement. The scheme would retain the improved traffic flow on Kenton Road that has been achieved by Brent’s scheme. However, the proposal would not reduce the level of through traffic in Kenton Park Avenue and Kenton Park Road, which was prevalent prior to the introduction of the banned turn. Prior to Brent’s scheme, this council had received requests and a petition for traffic calming in these roads. This was a factor in agreeing to the proposed traffic calming for which TfL funds have been secured (for 2004/05 implementation). Brent has advised that this option had been considered by them but dropped due to the high cost of diversion of below ground services. No detailed surveys of these services have taken place, but the cost of this option is likely to be in the region of £150,000 or more (assuming no land acquisition is required, confirmation of which is still awaited from Brent).

Option 4 – Banned Turns into Kenton Park Avenue and Kenton Park Road from Kenton Road

Median strips could be constructed at the junctions of Kenton Park Avenue and Kenton Park Road with Kenton Road. These would prevent the right turn into and out of these roads (see Appendix B). The proposal would have the benefit of removing the northbound through traffic, which has been historically using these roads to bypass the signals. This practice has been causing injury accidents at the Kenton Lane junction with Kenton Park

Road. This option would reduce the right turning movements out of Kenton Park Road, thereby improving the safety of this junction as well. The scheme would also affect the residents of Kenton Park Avenue, Kenton Park Road, Kenton Park Close and Kenton Park Crescent who similarly would not be able to turn right from Kenton Road to access their properties. However, the inconvenience to local residents would be no worse than the closure that they have petitioned for. Traffic may divert to Charlton Road or St Leonard's Avenue/Kingshill Avenue to bypass the scheme. This would be undesirable.

Complaints about through traffic have been received from these roads. Traffic volume in these roads which are in the same category in road hierarchy terms are already much higher than that of Kenton Park Avenue and Kenton Park Road. (Charlton Road's traffic volume is about twice as much and Kingshill Avenue's figure is about 50% higher). The estimated cost of this option would be around £20,000.

Option 5 - Make Kenton Park Road One Way Working, Eastbound

This would in effect prevent access to Kenton Lane from Kenton Park Avenue removing the northbound through traffic (see Appendix C). However, eastbound through traffic and speeds are likely to increase in the face of this reduction in opposing traffic and within the one way section in particular. This could be offset by traffic calming. It would also affect the residents of Kenton Park Avenue, Kenton Park Road, Kenton Park Close and Kenton Park Crescent who similarly would not be able to access Kenton Lane from Kenton Park Road. Additionally, there would be similar knock on effects as option 4 with the possibility of traffic diverting to Charlton Road or St Leonard's Avenue/Kingshill Avenue to bypass the scheme. The estimated cost of the scheme is £7,000.

Option 6 - Close Kenton Park Road and Reinstate Right Turn (petitioners request)

This would add about 500 cars to Kenton Road/Kenton Lane junction traffic in the am and pm peaks. The result would be unacceptable queues and delays in both roads, affecting buses and general traffic. The problem would be compounded if the right turn ban is lifted (without road widening to create a dedicated lane) as this would cut the capacity of Kenton Road westbound by half. A dedicated right turn arrow would take away the time allocated to other movements exacerbating the delays even further. The petitioners suggestions would lead to traffic diverting into other residential roads such as Charlton Road and St Leonard's Avenue/Kingshill Avenue. The effects of this option on these roads would be far greater than those described under options 4 and 5 as traffic displacement would be in both directions.

There are also other considerations. The Fire Brigade have indicated that they would object to this option and the Ambulance Service may also follow suit. As there is no space for a turning head, vehicles, especially larger ones would be forced to reverse out into Kenton Lane which would be hazardous.

It may also set a precedent and the longstanding requests for reinstating the closure of Becmead Avenue/St Leonard's Avenue will resurface together with similar requests for Kingshill Avenue/Alicia Avenue, Charlton Road as well as other roads further afield. All these roads are of similar widths (around 7.3 to 7.5 m wide). The estimated cost of the scheme is £15,000.

Conclusion

Given the road safety benefits (at Woodgrange Avenue and Kenton Road / Lane signals) as well as the improved traffic and bus flows that have been gained from Brent's scheme, its removal may not be a favourable solution. Additionally, it would not resolve the 'rat-run' problem, which existed in Kenton Park Avenue and Kenton Park Road.

Our bid to Transport for London (TfL) for traffic calming Kenton Park Avenue and Kenton Park Road has been successful and TfL has provided £45,000 for this purpose in this financial year. A road humps/speed cushion solution is likely to deter some through traffic in both directions. This would achieve lower speeds and a safer environment for all road users as well as the residents. Requests and a petition have been received in the past for traffic calming in these roads. It is recommended that traffic calming be introduced in conjunction with the road widening scheme subject to consultation with residents/businesses affected.

On balance Option 3, road widening and reinstatement of the right turn and traffic calming would be the least problematic of all the options considered. It maintains access from Kenton Road whilst at the same time it reduces speeds and improves safety and residential amenity. It could also enhance pedestrian facilities for shoppers on the north side of Kenton Road by introducing raised entry treatments. Therefore, it is suggested that the residents be consulted on this option and the road widening scheme be investigated jointly with Brent and funding be sought from TfL. However, the funds already provided by TfL for traffic calming, must be used in this financial year.

All cost estimates are “ball park” figures included to assist consideration of options, but more detailed estimates will be required for any scheme taken forward.

The response to the petitioners could be, in summary:

The Council recognises the advantages of reinstating the banned right turn from Kenton Road to Kenton Lane and proposes to investigate the feasibility of widening Kenton Road to provide a third westbound lane to facilitate this.

The closure of Kenton Park Road would divert unacceptable volumes of traffic to other residential streets such as St. Leonard’s Avenue and Charlton Road, transferring rather than solving the problem.

Other traffic management options, such as one way traffic and banned turns into Kenton Park Avenue/Road, have been considered but all have significant disadvantages in terms of restricting access for residents of Kenton Park Road, Kenton Park Avenue etc. and transferring traffic to other residential streets.

The impact of traffic in the estate roads can be reduced by traffic calming and the Council will carry out a local consultation with residents to ascertain their views on traffic calming. A budget has been secured for implementation in 2004/05 (subject to the outcome of consultation).

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APPENDIX A TO OPTIONS PAPER

This appendix consists of an ordnance survey map which is not available electronically.

APPENDIX B TO OPTIONS PAPER

This appendix consists of an ordnance survey map which is not available electronically.

APPENDIX C TO OPTIONS PAPER

This appendix consists of an ordnance survey map which is not available electronically.