

## Appendix B

### **Consultation Response from Conservative Nominated Member:**

COMMENTS ON OPTIONS PAPER TABLED BY OFFICERS REGARDING BANNED RIGHT TURN FROM KENTON ROAD INTO KENTON LANE, ETC.

#### Preamble

Conservative members of the Harrow Traffic & Road Safety Panel (TARSAP) can draw satisfaction from that part of the Officers' proposed response to the petitioners that refers to *"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"* since this is precisely the line they took in voting against Recommendation 4 (which raised no objections to the ban) on 10<sup>th</sup> March 2003. Thus we have already lost nearly eighteen months in dealing with the consequences that were foreseen at that time.

Justifiable emphasis is placed on the need to address the problems affecting Kenton Park Avenue and Kenton Park Road but this is nothing new. "Rat-running" has had a detrimental effect on these roads for a long time. The banned right turn not only made it much worse, it resulted in other roads further afield (such as St Leonard's Avenue, Kingshill Avenue, etc) being adversely affected since traffic (like water) will find alternative ways of reaching its destination when others become blocked.

#### Option 1 – Remove Brent's scheme

Councillors representing the Kenton Ward of Brent are adamant that reinstatement of the right turn from Kenton Road to Kenton Lane should not affect the closure of the eastern part of Woodgrange Avenue. (This is a "stand alone" measure to deal with serious "rat-running" in the same way as on the Harrow side we need to address a similar situation in Kenton Park Road & Kenton Park Avenue.) However, they are seriously concerned (as are we) about the danger presented by vehicles, especially large ones, which are now required to make a "Q" turn using Woodgrange Avenue (west) and the lower part of Woodcock Hill to reach Kenton Lane. There has been much evidence of mounting the footway where a 300 degree turn is required from Kenton Road into Woodgrange Avenue. Also, that part of Woodgrange Avenue is not particularly wide and serves as the route for all traffic, including buses, that is banned from turning left at the traffic lights from Woodcock Hill into Kenton Road. Consequently there are problems when large vehicles and buses meet head-on. Our Brent colleagues also believe that traffic patterns have been adversely affected further afield on their side of the Kenton Road.

Whilst in theory the right-turn ban should have improved traffic flow, particularly westbound, along Kenton Road the results do not appear to have been that significant. This may be due to a variety of factors such as: obstructive parking on both sides east of the junction (some quite legal by blue badge holders), the westbound offside lane blocked by more traffic now making the right turn into St Leonards Avenue or the (welcome) introduction of the traffic signals at Charlton Road.

Option 2 – Remove the right turn ban (leaving the Woodgrange Avenue blockade in situ)

Although in theory this would mean risking increased congestion in Kenton Road, this would be the preferred option until TfL agreed to funding other measures to address the problem.

#### Option 3 – Road widening and reinstatement of right-turn

This seems the most sensible (albeit expensive) solution provided it is combined with effective measures to prevent blocking the nearside lanes with parking on the approaches to/egress from the junction. For the reasons already stated, it would still be necessary to introduce effective measures to curb “rat-running” in Kenton Park Avenue & Kenton Park Road. Pressure on St Leonard’s Avenue and Charlton Road would be relieved by the reinstatement.

#### Option 4 – Banned right-turns into Kenton Park Avenue and Kenton Park Road from Kenton Road

This would only be effective in deterring “rat-running” northbound in these roads. The southbound problem would remain. It would be interesting to have reactions from the residents on this.

#### Option 5 – Make Kenton Park Road one-way working eastbound

Likewise, this would have no effect on “rat-running” from Kenton Lane to Kenton Road, in fact it might increase speeds along Kenton Park Road. Residents’ reactions are again needed.

#### Option 6 – Close Kenton Park Road and reinstate right-turn

A closure (such as used to good effect in parts of Hillingdon) to block through access (say at the junction of Kenton Park Road with Kenton Park Avenue) by means of a gate that the emergency services, etc, could open would appear to be the most effective measure. We should seek advice from Hillingdon as to how they dealt with turning heads. Surely a solution could be found to this? Or should we rely on adequate signage in Kenton Lane? Effectively this would make Kenton Park Road a cul-de-sac off Kenton Lane and Kenton Park Avenue/Close/Crescent accessible from Kenton Road only. Again residents’ reactions need to be obtained before we do anything.

#### Conclusion

Ideally a combination of options 3 & 6 would suffice. These would provide long-term solutions both for the junction and for the residents affected by “rat-running”. To sum up:

- Reinstatement of the right-turn from Kenton Road to Kenton Lane.
- Widen Kenton Road as proposed in Appendix A
- Maintain the blockade in Woodgrange Avenue (east)
- Introduce a blockade in Kenton Park Road (this might be a prototype for use elsewhere)

All this needs to be carefully discussed as a matter of urgency with colleagues in Brent and at TfL so that solutions that are fair and reasonable to all concerned are reached quickly.

*John Nickolay  
Conservative Transport Spokesman  
London Borough of Harrow*

*2<sup>nd</sup> August 2004*