

## LONDON BOROUGH OF HARROW

<b>Meeting</b>	Traffic and Road Safety Advisory Panel
<b>Date</b>	22 September 2004
<b>Subject:</b>	Kenton Park Road – Petition
<b>Key decision:</b>	No
<b>Responsible Chief Officer:</b>	Interim Head of Environment and Transport
<b>Relevant Portfolio Holder:</b>	Environment and Transport
<b>Urgent/Non Urgent:</b>	Non Urgent
<b>Status:</b>	Part I
<b>Ward:</b>	Kenton West
<b>Enclosures:</b>	Appendix A: Options paper Appendix B: Letter from Conservative nominated member Appendix C: Petition Appendix D: Brent's scheme Appendix E: Map of possible lorry access to Kenton Lane Appendix F: Possible closure point Appendix G: Brent letter dated 15 <sup>th</sup> July

### 1. **Summary/Reason for Urgency (if applicable)**

- 1.1 A petition requesting the closure of Kenton Park Road and provision of a right turn arrow from Kenton Road to Kenton Lane has been received. This proposal and a number of other measures are considered.

### 2. **Recommendations**

- 2.1 **that officers continue to investigate the feasibility of widening Kenton Road and reinstating the (currently banned) right turn into Kenton Lane, whilst retaining two straight ahead lanes (option 3);**
- 2.2 **that the Panel consider the options for reducing traffic in Kenton Park Road and Kenton Park Avenue, including the previously agreed proposal for traffic calming and make an appropriate recommendation to the Environment and Transport Portfolio Holder.**
- 2.3 **that the head petitioners be informed accordingly.**

**REASON: To improve safety and residential amenity.**

### 3. **Consultation with Ward Councillors**

- 3.1 The options paper shown at Appendix A was sent to Kenton West and East ward councillors. One ward member from Kenton West has indicated that the short term solution would be to put a barrier in Kenton Park Road. The long term solution is stated as the construction of a third lane (in Kenton Road) to provide a dedicated right turn into Kenton Lane and that the barrier be kept, if possible, as part of the final solution. In addition, the Environment and Transport Portfolio Holder has indicated that the Kenton East ward members as well as the two Labour members of Kenton West wards are in favour of the road closure option.
- 3.2 The options paper was also sent to the Environment and Transport Portfolio Holder, nominated members and the Liberal Democrat's leader. The response of the Conservative nominated member is at Appendix B and is in favour of a combination of options 3 (road widening and reinstatement of right turn) and option 6 (closure of Kenton Park Avenue and reinstatement of right turn).

### 4. **Policy Context (including relevant previous decisions)**

- 4.1 A petition containing 139 signatures representing 54 households out of 81 properties in Kenton Park Road and Kenton Park Avenue was submitted to Cabinet on 17 February 2004. Cabinet referred the petition to officers for consideration.

### 5. **Relevance to Corporate Priorities**

- 5.1 The petition seeks to enhance the local environment.

### 6. **Background Information and Options considered**

- 6.1 An extract from the petition (three pages) is shown at Appendix C. The full petition has been placed in Members' Library. The petitioners are requesting a "barrier" at the junction of Kenton Park Avenue and Kenton Park Road and "a filter traffic light to turn right from Kenton Road on to Kenton Lane".
- 6.2 Brent Council on 30 November 2002 introduced an experimental scheme which involves the closure of the eastern end of Woodgrange Avenue (Brent) about 75 metres south of its junction with Kenton Road (see Appendix D). The scheme also includes banning the right turn into Kenton Lane. To cater for right turners, drivers are advised (by sign) to continue past the junction and turn left into the next road (Woodgrange Avenue) and left again into Woodcock Hill which leads to the junction of Kenton Road with Kenton Lane. Double yellow line (anytime) waiting restrictions have also been introduced as part of the scheme on Brent's side and similar waiting restrictions are programmed for implementation on Harrow's side shortly.
- 6.3 The principal aim of Brent's scheme is to improve safety in Woodgrange Avenue where there were seven reported personal injury accidents in their three year study period.
- 6.4 The closure of Woodgrange Avenue has transferred through traffic into Kenton Road. The reason for introducing the banned turn is to improve Kenton Road's traffic flow to lessen the impact of the additional traffic. The banned turn has the added benefit of reducing conflict at the junction which in turn improves safety.
- 6.5 The scheme was introduced on an experimental basis and was made permanent in April 2004.

- 6.6 Observations have shown that traffic flow has improved in Kenton Road. However, the designated alternative route for right turners does not appear to be an attractive solution as very few are using the suggested route to access Kenton Lane. Most of them are turning right into Kenton Park Avenue instead. In addition, the left turn by large vehicles into Woodgrange Avenue is problematic or impossible for some due to the geometry of the junction. Brent maintain that Kenton Lane is within a lorry ban zone and that their “before” surveys showed only four lorries were turning right at the junction over a six hour period (7.30 am to 9.30 am, 12.00 noon to 2 pm and 3 pm to 8 pm). For these reasons, they consider the arrangement to be acceptable. Lorries could access Kenton Lane by turning left into Woodcock Hill, then right into Woodgrange Avenue, right again into Kenton Road and left into Kenton Lane (see Appendix E). However, the scheme is not signed as such and those not familiar with the area are likely to follow the signed route.
- 6.7 Comparison of before and after surveys in Kenton Park Road shows an increase in westbound traffic of between 500 and 600 vehicles over a 24 hour period following the introduction of the banned right turn. (Total 24 hour two way traffic volume has increased from 3950 vehicles to 4500). The increase is mainly due to the banned turn at the signalled junction as drivers are bypassing Brent’s suggested route and the signals. Brent’s “before” surveys show that about 50 to 60 cars were turning right into Kenton Lane during peak hours. The increase in traffic is undesirable and could lead to increased accidents in Kenton Park Avenue and Kenton Park Road. It is therefore appropriate that consideration be given to measures to lower this risk and improve local amenity. To reduce the impact of the scheme in Kenton Park Avenue and Kenton Park Road six possible options have been included in an options paper for consideration (see Appendix A). The petitioners’ request is included at option 6.
- 6.8 The options paper concludes that the petitioners’ request for a closure is not recommended. The main drawbacks are summarised below:
- i) Queues and delays  
The closure would add about 500 vehicles to Kenton Road/Kenton Lane junction traffic in the morning and evening peak hours. This would add significantly to 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 reduce time allocated to other movements, thereby exacerbating delays on other arms of the junction.
  - ii) Traffic transference  
There is high risk of transferring rather than solving the problem. Charlton Road and St Leonard’s Avenue/Kingshill Avenue would be vulnerable to displaced traffic. Complaints about through traffic have also been received from these roads. Traffic volume is already higher in these roads than 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. All are designated as local access roads.
  - iii) Emergency Access  
The Fire Brigade and the London Ambulance Service have indicated that they would object to a road closure here, even with an emergency gate. The additional congestion which would result if the road is closed would make emergency access harder adding to their response time. Consequently, setting aside objections from the emergency services would be more difficult.

- iv) Kenton Park Close and Kenton Park Crescent  
Access to the 98 properties in these roads is from Kenton Park Avenue only. None of these residents has signed the petition and they may object to a road closure scheme. Residents from these roads will receive less benefit from a closure to offset the disadvantage of more circuitous routing to get on and off the estate, particularly travelling to/from the north.
  - v) Turning head  
A turning facility should be provided on both sides of the closure to allow vehicles, especially large vehicles, to turn around. The junction with Kenton Park Avenue can be used for turning on the east side. However, on the west side there is insufficient room for construction of a turning head. Although advance warning signing can be provided in Kenton Lane and at the junction of Kenton Lane and Kenton Park Road, there will still be occasions when lorry traffic, including legitimate servicing traffic, would be forced to reverse into Kenton Lane. The manoeuvre would be against The Highway Code advice. See also paragraph 6.13.
- 6.9 The petitioners' request for a dedicated right turn green arrow would take away time allocated to other movements at the junction, thereby increasing delays and queues on the other arms of the junction. Because of these additional delays it is likely to lead to increased rat-running in other roads such as St Leonard's Avenue/Kingshill Avenue.
- 6.10 It may be possible to reinstate the banned right turn by widening Kenton Road to provide a dedicated right turn lane for right turning vehicles, whilst retaining two westbound straight ahead lanes. Such an arrangement would not add to overall delays at the junction. The feasibility of widening Kenton Road is under investigation. Widening Kenton Road would need to be a joint scheme with Brent Council (see paragraphs 7.2 and 7.3).
- 6.11 The Council has previously received requests and a petition for traffic calming in Kenton Park Road/Avenue. A bid to Transport for London for a traffic calming scheme, in the form of a 20mph zone, has been successful and £45,000 is allocated for this purpose this financial year. Development of the scheme is on hold pending consideration of the petition.
- 6.12 Should members be minded to recommend a closure, it is suggested that this be done on an experimental basis. The experiment provides the opportunity to review the scheme, or remove it at any time during its first 18 months of operation, at the end of which, the scheme will either have to be made permanent or removed. Traffic orders for experimental schemes do not require statutory consultation before implementation. However, when deciding on making the scheme permanent, the Council is obliged to consider any comments and objections received within the first six months of the scheme coming into effect.
- 6.13 The location suggested by the petitioners for the closure would be problematic for reasons set out in 6.8 (v) above. A more suitable location would be at the junction with Kenton Lane (see Appendix F).

## 7. Consultation

- 7.1 The emergency services have been consulted on the closure option. See 6.8 (iii) for consultation carried out so far.
- 7.2 Brent Council has also been consulted and whilst not opposed to option 3 (road widening and re-instatement of the right turn), they consider the proposal is

unnecessary, unlikely to have much impact on traffic flow in Kenton Park Road and appears to represent very poor value for money. Brent Council's letter is attached at Appendix G.

- 7.3 Brent Council's Transportation Service Unit is undergoing a reorganisation exercise and their key staff have been unavailable. However, they have intimated that they would provide comments on the closure/other options in time for the Panel's meeting on 22 September. Their views will be reported orally at the meeting.

## 8. **Finance Observations**

- 8.1 No specific funds are available in the 2004-05 budgets for the options under consideration.
- 8.2 The estimated cost of option (3) road widening and re-instatement of the banned turn is likely to be in the region of £430,000 or more. This is considerably higher than the figure referred to in the options paper. The increase is due to the more detailed site investigation which has been carried out since the options paper was prepared. Further investigation of feasibility and cost is still necessary if this option is agreed. Funding for this option would need to be sought from Transport for London (TfL) in the next Borough Spending Plan for 2006 – 07 or from the Council's capital programme. Brent Council has indicated that it would not be willing to contribute to the costs of this option.
- 8.3 The estimated cost of the road closure option is £15,000 which could be funded from the 2004/05 Traffic Management budget.
- 8.4 Transport for London has provided £45,000 for traffic calming Kenton Park Road and Kenton Park Avenue in 2004 - 05. The funding would be lost if a traffic calming scheme is not introduced in this financial year.

## 9. **Legal Observations**

- 9.1 The re-instatement of the banned right turn can be introduced under section 6 of the Road Traffic Regulation Act 1984 as amended. Road closure can be introduced under section 6 or 9 of the Road Traffic Regulation Act 1984 as amended. Traffic calming can be introduced under The Highways (Road Humps) Regulations 1996.

## 10. **Background Papers**

- 10.1 Brent's scheme, petition, options paper, accident records, traffic surveys, previous reports.

## 11. **Author**

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