

**MEETING**

**HENDON AREA ENVIRONMENT SUB-COMMITTEE**

**DATE AND TIME**

**WEDNESDAY 14 MARCH 2012  
AT 7.00PM**

**OR AT THE CONCLUSION OF THE HENDON RESIDENTS FORUM, WHICHEVER IS  
LATER**

**VENUE**

**HENDON TOWN HALL, THE BURROUGHS, HENDON, NW4 4BG**

**TO: MEMBERS OF THE COMMITTEE (Quorum 3)**

Chairman: Councillor Brian Schama (Cllr John Hart)  
Vice Chairman: Councillor Joan Scannell (Cllr Darrel Yawitch)

<b>Councillors:</b>	(Substitutes)		(Substitutes)
Maureen Braun	(Anthony Finn)	Geoff Johnson	(Zakia Zubairi)
Tom Davey	(Brian Gordon)	Charlie O-Macauley	(Alex Brodkin)
Julie Johnson	(Ansuya Sodha)		

**You are requested to attend the above meeting for which an agenda is attached.  
Aysen Giritli – Head of Governance**

Business Governance contact: Paul Frost 020 8359 2205

Media Relations contact: Sue Cocker 020 8359 7039

To view agenda papers on the website: <http://committeepapers.barnet.gov.uk/democracy>

**CORPORATE GOVERNANCE DIRECTORATE**

## ORDER OF BUSINESS

Item No.	Title of Report	Pages
1.	MINUTES	-
2.	ABSENCE OF MEMBERS	-
3.	DECLARATION OF MEMBERS' PERSONAL AND PREJUDICIAL INTERESTS	-
4.	PUBLIC QUESTION TIME (If any)	-
5.	MEMBERS' ITEMS (If any)	-
6.	Road Traffic Personal Injury Accident Clusters – data analysis	1 – 26
7.	Matters referred from Hendon Residents Forum	-
8.	ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT	-

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**AGENDA ITEM: 6**

Pages 1 – 26

Meeting	Hendon Area Environment Sub-committee
Date	14 March 2012
<b>Subject</b>	<b>Road Traffic Personal Injury Accident Clusters – data analysis</b>
Report of	Interim Director, Environment, Planning and Regeneration
Summary	The report contains further data analysis regarding accident cluster sites in the Hendon area, and reports on responses from Harrow and Brent regarding resurfacing policy and road humps

Officer Contributors	Jane Shipman
Status (public or exempt)	Public
Wards affected	All
Enclosures	<p>Appendix 1 – Table of accident cluster locations and circumstances</p> <p>Appendix 2 – Analysis of accident patterns and contributory factors</p> <p>Appendix 3 – Contributory factors assigned across clusters boroughwide</p> <p>Appendix 4 – Responses from Harrow and Brent regarding resurfacing policy and road humps</p>
For decision by	Hendon Area Environment Sub-committee
Function of	Executive
Reason for urgency / exemption from call-in	Not applicable

Contact for further information: Jane Shipman, Senior Engineer, 020 8359 7226

## **1. RECOMMENDATION**

### **1.1 That the sub-committee note the contents of the report**

## **2. RELEVANT PREVIOUS DECISIONS**

2.1 Hendon Area Environment sub-committee, 21 November 2011, item 6. Following discussion and consideration of a report on road traffic accident locations the subcommittee resolved:

- to request that further data analysis during a latest available 3 year period be provided to a future meeting in respect of table 9.9 in the report [Locations in the Hendon Area where 7 or more injury accidents have occurred within a 50 metre radius over the 3 years 2008-2010] and including the junction of Colindeep Lane and Rushgrove Avenue;
- to request the appropriate officer to identify whether the neighbouring boroughs of Harrow and Brent can make available any data they may hold on re-surfacing policy and their approach to introducing or removing road humps or similar with a view to ascertaining the impact on vehicle speeds following the introduction or removal of such measures.

## **3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS**

3.1 The Corporate Plan priority “A Successful London Suburb” includes the objective “to work with all strategic partners (particularly the Police) to ensure Barnet is a safe place”.

## **4. RISK MANAGEMENT ISSUES**

4.1 No risk management issues arise directly out of this report.

## **5. EQUALITIES AND DIVERSITY ISSUES**

5.1 In Barnet the majority of road traffic casualties are car occupants but, in common with other areas, pedestrians, cyclists and motorcyclists are more likely to be seriously injured if involved in an accident. Younger adults aged 17 to 30 are disproportionately likely to be traffic casualties but older people (over 70) are more likely to suffer serious injury. 12-16 year olds are also slightly more likely to be seriously injured. Men are more likely to be road traffic casualties than women.

5.2 There are documented links between deprivation and accident risk and some evidence of variation between ethnic groups that is independent of differences in deprivation.

## **6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)**

6.1 No use of resources implications arise directly out of this report.

## **7. LEGAL ISSUES**

7.1 The Council has a statutory duty under section 39 of the Road Traffic Act 1988 to monitor traffic accidents on its road network and take such measures as appear appropriate to address them.

## **8. CONSTITUTIONAL POWERS**

- 8.1 Constitution Part 3 – Responsibility for Functions – Area Environment Sub- Committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council

## **9. BACKGROUND INFORMATION**

- 9.1 Accident information is recorded by the Police in accordance with the national Stats 19 reporting system. In London the information is provided to Transport for London who produce a wide range of reports and also make the data available to individual boroughs.
- 9.2 A report to the Area Environment sub-committee on 21 November 2011, identified locations in the borough and in the sub-committee's area where seven or more Personal Injury Accidents had occurred in the three year period 2008-2010. The report also included background information which may be helpful in interpreting this report.
- 9.3 The sub-committee asked for further analysis based on the latest three year period and the table at Appendix 1 includes a summary of the circumstances and involvement at each of the accident clusters in the Hendon area with 7 or more accidents in the three year period to the end of September 2011 (the most recent data available when analysis was undertaken – provisional October data was received on 31 January). The locations will not correspond exactly to those in the November report because the data for the more recent three year period has been used to identify the accident clusters. The equivalent data for a 50m radius around the junction of Colindeep Lane and Rushgrove Avenue is also included as requested by the sub-committee.
- 9.4 Appendix 2 includes more detailed analysis of accident patterns and contributory factors for those locations with 10 or more accidents in the three year period. Contributory factors are assigned by the police at the time of the accident and will not generally be based on detailed investigation. Up to six contributory factors can be ascribed to a single accident and factors may be assigned as likely or possible when originally recorded.
- 9.5 A number of contributory factors are commonly recorded and have not been included in Appendix 2. These are
- Driver/rider failed to look properly (61% of cluster accidents)
  - Driver/rider failed to judge another persons path or speed (30% of cluster accidents)
  - Driver/rider careless/reckless/in a hurry (21% of cluster accidents)
  - Pedestrian failed to look properly (20% of cluster accidents)
  - Driver/rider poor turn or manoeuvre (13% of cluster accidents)
  - Pedestrian careless/reckless/in a hurry (10% of cluster accidents)
  - Pedestrian failed to judge another persons path or speed (9% of cluster accidents)
- 9.6 Appendix 3 provides more information on the proportions of accidents where each contributory factor is recorded across the identified clusters boroughwide.
- 9.7 Officers at both Harrow and Brent have been contacted to ascertain their approach to introduction and removal of road humps and similar measures and their experience regarding the impact on speeds. Both boroughs provided information on their policy and approach when resurfacing and this information is set out in Appendix 4.

## **10. LIST OF BACKGROUND PAPERS**

10.1 None

Legal – JKK

CFO – MC

**Appendix 1 - accident cluster locations and circumstances**

Based on accident 01/10/2008 - 30/09/2011 (2011 data provisional )								Accidents involving																								
Cluster ID	GENERAL LOCATION	Fa	Se	KSI	Slight	Tot.	Pedestrians	Conditions			Age				Vehicle types (more than one vehicle will be involved in some accidents so totals may exceed 100%)																	
							pedestrians (borough road average = 25%)	accidents on wet road surface (borough road average = 20%)	accidents in darkness (borough road average = 27%)	children under 16 (Number)	children (under 16) % (borough road average= 9%)	persons aged 60 or more (number)	persons aged 60 or more % (borough road average = 14%)	powered 2 wheeler (motorcycle) (number)	powered 2 wheeler (motorcycle) % (borough road average = 15%)	cycles (number)	cycles % (borough road average = 8%)	taxi (number)	taxi % (borough average = 2%)	car (number)	car % (borough road average = 87%)	minibus (number)	minibus % (borough road average = <1%)	Bus/Coach (number)	Bus/coach % (borough road average = 7%)	Goods Vehicle <= 3.5 tonnes (number)	Goods Vehicle <= 3.5 tonnes % (borough road average = 7%)	Goods Vehicle >3.5<7.5 tonnes (number)	Goods Vehicle >3.5<7.5 tonnes % (borough road average 1%)	HGV >=7.5 tonnes (number)	HGV >=7.5 tonnes % (borough road average = 1%)	
HEN	2	PARSON STREET J/W FINCHLEY LANE	0	2	2	14	16	43%	6%	43%	1	6%	1	6%	2	13%	0	0%	0	0%	12	75%	0	0%	0	0%	4	25%	0	0%	0	0%
HEN	7	WEST HENDON BROADWAY J/W PARK ROAD	0	1	1	13	14	21%	35%	28%	0	0%	0	0%	6	43%	1	7%	0	0%	10	71%	0	0%	0	0%	5	36%	0	0%	0	0%
HEN	8	EDGWARE RD BURNT OAK BROADWAY J/W DEANSBROOK RD	0	1	1	12	13	23%	23%	38%	1	8%	0	0%	3	23%	0	0%	0	0%	11	85%	0	0%	1	8%	1	8%	0	0%	0	0%
HEN	9	EDGWARE ROAD J/W COLINDALE AVENUE	0	1	1	12	13	23%	30%	23%	1	8%	2	15%	3	23%	0	0%	0	0%	10	77%	0	0%	0	0%	2	15%	0	0%	0	0%
HEN	10	EDGWARE ROAD HIGH STREET J/W STATION ROAD	0	0	0	13	13	23%	7%	30%	1	8%	0	0%	1	8%	0	0%	1	8%	11	85%	1	8%	1	8%	0	0%	0	0%	0	0%
HEN	11	BURNT OAK BROADWAY J/W WATLING AVENUE	0	3	3	9	12	58%	8%	41%	1	8%	5	42%	0	0%	0	0%	0	0%	11	92%	0	0%	1	8%	0	0%	0	0%	0	0%
HEN	12	KINGSBURY ROAD J/W EDGWARE ROAD THE HYDE	0	2	2	10	12	25%	25%	41%	3	25%	2	17%	1	8%	2	17%	0	0%	11	92%	0	0%	2	17%	1	8%	0	0%	0	0%
HEN	14	EDGWARE ROAD THE HYDE J/W COLINDEEP LANE	0	1	1	10	11	9%	27%	54%	1	9%	1	9%	0	0%	1	9%	0	0%	10	91%	0	0%	0	0%	3	27%	0	0%	0	0%
HEN	16	STATION ROAD 30M S	0	0	0	11	11	36%	18%	18%	1	9%	2	18%	2	18%	0	0%	0	0%	10	91%	0	0%	1	9%	0	0%	0	0%	0	0%

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	J.W MANOR PARK CRESCENT																															
HEN	17 NFL: EDGWARE ROAD 25M NW J/W GARRATT ROAD	0	3	3	8	11	9%	18%	45%	3	27%	3	27%	2	18%	1	9%	0	0%	10	91%	0	0%	1	9%	1	9%	0	0%	0	0%	
HEN	20 NFL EDGWARE ROAD J/W GARRICK ROAD	0	1	1	9	10	0%	10%	30%	1	10%	2	20%	2	20%	0	0%	1	10%	9	90%	0	0%	1	10%	2	20%	0	0%	1	10%	
HEN	27 NFL : STATION ROAD 60M NE J/W RECTORY GARDE	0	0	0	10	10	30%	0%	0%	1	10%	3	30%	2	20%	1	10%	0	0%	8	80%	0	0%	2	20%	0	0%	0	0%	1	10%	
HEN	28 BURNT OAK BROADWAY J/W BARNFIELD ROAD	0	1	1	9	10	30%	10%	20%	0	0%	4	40%	1	10%	2	20%	0	0%	9	90%	0	0%	1	10%	0	0%	0	0%	0	0%	
HEN	29 SPUR ROAD J/W STONE GROVE.	0	1	1	9	10	10%	10%	50%	0	0%	0	0%	3	30%	0	0%	0	0%	10	100%	0	0%	0	0%	0	0%	0	0%	0	0%	
HEN	30 WEST HENDON BROADWAY J/W MILTON ROAD	0	1	1	8	9	33%	0%	11%	0	0%	1	11%	2	22%	0	0%	0	0%	9	100%	0	0%	0	0%	0	0%	0	0%	0	0%	
HEN	31 EDGWARE RD HIGH STREET J/W MANOR PARK CRESCENT	1	2	3	6	9	55%	22%	55%	0	0%	2	22%	1	11%	0	0%	0	0%	9	100%	0	0%	0	0%	0	0%	0	0%	0	0%	
HEN	35 DEANSBROOK ROAD J/W HEMING ROAD	0	2	2	6	8	62%	0%	12%	1	13%	1	13%	0	0%	2	25%	0	0%	8	100%	0	0%	0	0%	0	0%	0	0%	0	0%	
HEN	36 ABBOTS ROAD J/W CRESSINGHAM ROAD.	0	0	0	8	8	0%	12%	50%	1	13%	0	0%	0	0%	1	13%	0	0%	8	100%	0	0%	0	0%	0	0%	0	0%	0	0%	



Based on accident 01/10/2008 - 30/09/2011 (2011 data provisional )								Accidents involving																								
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HEN	37	NFL THE BROADWAY J/W MILL WAY	0	1	1	7	8	50%	12%	25%	1	13%	2	25%	0	0%	0	0%	0	0%	6	75%	0	0%	3	38%	0	0%	0	0%	0	0%
HEN	39	THE BROADWAY J/W FLOWER LANE	0	1	1	7	8	37%	12%	0%	0	0%	0	0%	2	25%	0	0%	0	0%	6	75%	0	0%	2	25%	0	0%	0	0%	0	0%
HEN	42	NFL ; BURNT OAK BROADWAY 27M NW J/W SOUTHBO	0	0	0	8	8	37%	25%	62%	0	0%	1	13%	0	0%	0	0%	0	0%	7	88%	0	0%	1	13%	0	0%	0	0%	0	0%
HEN	45	CHURCH ROAD J/W CHURCH END	0	2	2	5	7	71%	28%	42%	0	0%	1	14%	0	0%	1	14%	1	14%	5	71%	0	0%	0	0%	2	29%	0	0%	0	0%
HEN	46	EDGWARE ROAD THE HYDE 26M SE J/W HAY LANE	0	1	1	6	7	14%	14%	42%	0	0%	1	14%	1	14%	2	29%	0	0%	7	100%	0	0%	1	14%	0	0%	0	0%	0	0%
HEN	49	EDGWARE ROAD THE HYDE J/W CAPITOL WAY	0	0	0	7	7	14%	42%	42%	2	29%	0	0%	1	14%	1	14%	0	0%	5	71%	0	0%	1	14%	1	14%	0	0%	0	0%
HEN	51	BURNT OAK BROADWAY J/W OAKLEIGH AVENUE	0	0	0	7	7	42%	42%	28%	1	14%	1	14%	0	0%	1	14%	0	0%	6	86%	0	0%	0	0%	0	0%	1	14%	0	0%
HEN	54	EDGWARE ROAD THE HYDE J/W GOLDSMITH AVENUE	0	2	2	5	7	42%	14%	0%	0	0%	1	14%	0	0%	0	0%	0	0%	6	86%	0	0%	1	14%	0	0%	0	0%	0	0%
HEN	55	EDGWARE ROAD J/W WOODFIELD AVENUE	0	1	1	6	7	42%	14%	28%	0	0%	1	14%	3	43%	0	0%	0	0%	6	86%	0	0%	0	0%	1	14%	0	0%	0	0%
HEN	-	COLINDEEP LANE - RUSHGROVE AVENUE	0	1	1	3	4	0%	50%	50%	0	0%	1	25%	0	0%	0	0%	0	0%	4	100%	0	0%	0	0%	0	0%	0	0%	0	0%

## **Appendix 2 - Accident patterns and contributory factors in Clusters with 10 or more accidents in three years**

### **Cluster 2**

#### **PARSON STREET J/W FINCHLEY LANE**

16 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

2 accidents resulted in serious injury

14 accidents resulted in slight injury only

**Contributory factors** assigned as likely or possible (not all factors included)

1 wrong use of pedestrian crossing facility

1 pedestrian wearing dark clothing at night

Two involved an emergency vehicle on a call

One involved a driver impaired by alcohol

Three accidents involved a vehicle disobeying a traffic signal.

Two involved a vehicle travelling too fast for the conditions

One involved a pedestrian with a disability or illness, mental or physical that was considered to have contributed to the accident.

One involved a slippery road surface due to the weather (frost or ice)

1 driver vision affected by stationary or parked vehicle

1 vehicle door opened or closed negligently

1 swerved

1 junction overshoot

#### **Accident patterns**

Seven accidents (44%) involved a right turn (including one U turn some distance from the junction).

Five of the right turn accidents involved a vehicle from Church Road turning right into Brent Street across the path of a vehicle travelling ahead from Finchley Lane into Church Road.

Seven of the accidents involved pedestrians, including one child pedestrian.

Two of the pedestrian accidents involved a vehicle turning left from Church Road into Parson Street, two involved a vehicle travelling straight on from Finchley Lane, three involved a vehicle from Parson Street (in two cases travelling straight on – in the third it is unclear from the description whether it was travelling straight on or turning left).

Seven of the accidents (44%) occurred in darkness (the average rate of accidents in darkness on borough roads in Barnet in this period was 27%).

Four accidents (25%) involved a goods vehicle below 3.5 tonnes (a van). This is well above the borough average rate of 7% but is probably coincidental (none of the accidents in the previous three years involved goods vehicles).

One accident occurred in fog or mist.

#### **Possible Action:**

Review street lighting

Review signal phasing and pedestrian facilities (limited scope for improvement due to capacity issues).

## Cluster 7

### WEST HENDON BROADWAY J/W PARK ROAD

14 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

13 accidents resulted in slight injury only

**Contributory factors** assigned as likely or possible (not all factors included)

Two accidents involved a vehicle travelling too fast for the conditions

One accident involved a vehicle disobeying a traffic signal.

One involved a vehicle disobeying a pedestrian crossing facility.

2 sudden braking

1 nervous/uncertain/panic

1 aggressive driving

1 inexperienced or learner driver/rider

1 passing too close to a cyclist, horse rider or pedestrian

### Accident Patterns

8 accidents occurred at the Cool Oak Lane junction six of which involved a motorcycle.

Two involved a vehicle from the south east performing a U turn and colliding with a motorcycle (one motorcycle travelling from the SE, one travelling from the NW).

One involved a motorcycle and another vehicle both turning left into Cool Oak Lane; the other vehicle turning into the path of the motorcycle on the inside.

Four involved a vehicle turning right into Cool Oak Lane across the path of a vehicle travelling ahead from the south-east. In one case the turning vehicle was a motorcycle, in one case the ahead vehicle was a motorcycle.

One involved a motorcycle travelling ahead from the south east being “cut up” by another vehicle travelling in the same direction.

4 accidents occurred at the Park Road junction.

Three of these involved a pedestrian. Two involved a pedestrian crossing the A5 hit by a vehicle travelling along the A5. One involved a vehicle turning left into Park Road and hitting a wheelchair user travelling in the same direction.

One accident involved a vehicle turning right out of Park Road in the path of a vehicle from the southeast.

2 accidents occurred at the Stanley Road junction

One involved multiple vehicles but was apparently precipitated by a vehicle from the SW driving into a vehicle turning right into Stanley Road.

One involved a vehicle changing lanes to the left into the path of a cyclist in the bus lane.

Six accidents (43%) involved a motorcycle (or similar) compared with the 15% average on borough roads in Barnet and five 36% involved a goods vehicle below 3.5 tonnes. However the previous three years showed only one motorcycle in the same area and no goods vehicle accidents. 35% of accidents occurred on a wet road surface compared with a borough road average of 20%.

### Possible Action:

Proposed improvement scheme as part of West Hendon regeneration scheme. Bus lane layout changes made in 2009. Check drainage and skid resistance of the surface with a view to providing drainage improvements and/or new/high friction road surface as appropriate. Given the high concentration of recent motorcycle accidents, carry out further investigation with view to identifying engineering or publicity measures if appropriate.

## **Cluster 8**

### **EDGWARE RD BURNT OAK BROADWAY J/W DEANSBROOK RD**

13 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

12 accidents resulted in slight injury only

**Contributory factors** assigned as likely or possible (not all factors included)

Two accidents involved a vehicle travelling too fast for the conditions

Two accidents involved a vehicle following too close

Two accidents involved “loss of control” of a vehicle

2 other [passenger falling on a bus / driver blacked out for unknown reasons]

2 driver vision affected by stationary or parked vehicle(s) / pedestrian crossed road masked by stationary or parked vehicle

2 following too close

1 swerved

### **Accident patterns**

Three accidents involved pedestrians (two in collision with a vehicle travelling from the south east, one in collision with a vehicle travelling from the north west).

Three accidents involved shunts (nose to tail collisions in slowing traffic)

Three accidents involved a vehicle turning right across the path of an on-coming vehicle (two of these involved the right turn into Deansbrook Road).

Accident conditions and vehicle involvement are all broadly average.

Accidents in darkness are slightly above the borough average (38% v 27%) but numbers are too low to ascribe any significance to this.

Little commonality between accidents

**Possible action** – Keep under review

## **Cluster 9**

### **EDGWARE ROAD J/W COLINDALE AVENUE**

13 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

12 accidents resulted in slight injury only

#### **Contributory factors** assigned as likely or possible (not all factors included)

1 disobeyed a Give Way or Stop sign or marking

1 swerved

1 loss of control

1 slippery road due to weather (wet/damp)

3 sudden braking and/or following too close

1 junction restart

1 dazzling sun

1 travelling too fast for the conditions

1 other (vehicle without driver rolled into road worker)

#### **Accident patterns**

5 shunt accidents – 3 SE-bound 2 NW-bound

3 pedestrian accidents – 1 NW-bound vehicle, 1 SE-bound motorcycle, 1 unoccupied vehicle

2 left turning vehicles (from different directions) driving into a vehicle ahead of them

1 lane change accident, 1 turning vehicle hitting a vehicle alongside, 1 swerving vehicle causing motorcyclists to fall.

30% of accidents occur on a wet road surface compared with 20% generally but numbers are too low to ascribe any significance to this.

Vehicle involvement is broadly average.

#### **Possible action –**

Junction review planned as part of development proposals – Colindale AAP

**Cluster 10 EDGWARE ROAD HIGH STREET J/W STATION ROAD**

13 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

0 accidents resulted in serious injury

13 accidents resulted in slight injury only

**Contributory factors** assigned as likely or possible (not all factors included)

1 vehicle door opened or closed negligently

1 pedestrian crossed road masked by stationary or parked vehicle

4 sudden braking and/or following too close

1 disobeyed pedestrian crossing facility

1 exceeding speed limit

1 inexperienced or learner driver

**Accident patterns**

4 shunt accidents – 3 NW-bound, 1 SW-bound

3 right turn accidents – 2 involving right turn into Station Road

3 pedestrian accidents – 2 involving vehicles from Whitchurch La and pedestrians apparently not using crossing

1 door opened (at lights?) striking motorcycle passing on inside, 1 lane change accident, 1 passenger falling on bus

Accident conditions and vehicle involvement are broadly average (fewer than average accidents on a wet road surface)

**Possible action** – Keep under review pending potential future junction improvements

## **Cluster 11 BURNT OAK BROADWAY J/W WATLING AVENUE**

12 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

3 accident resulted in serious injury

9 accidents resulted in slight injury only

**Contributory factors** assigned as likely or possible (not all factors included)

1 junction overshoot / junction restart / inexperienced driver

3 crossed road masked by stationary or parked vehicle and/or driver vision affected by parked/stationary car

1 wrong use of pedestrian crossing facility

1 other [passenger jumped from bus]

1 passing too close to cyclist, horse rider or pedestrian

1 disobeyed traffic signal

1 sudden braking and/or following too close

1 distraction outside vehicle

### **Accident patterns**

7 pedestrian accidents (2 SE-bound traffic, 2 NW-bound traffic, 1 SW-bound traffic (Watling Ave/Market La), 1 reversing vehicle, 1 vehicle turning right from Stag Lane)

2 shunts (1 involving right turners proceeding through junction)

1 left turner striking stationary vehicle, 1 passenger jumping from bus, 1 right turner disobeying ATS

58% pedestrian accidents is more than double the borough average

42% of accidents involved over 60's (borough average is 14%)

Accidents in darkness above average at 41% (v 27%) but not sufficient to ascribe particular significance.

Other involvement broadly average.

### **Possible action –**

2009/10 Traffic management and safety scheme implemented over wider area. Keep under review

## **Cluster 12 KINGSBURY ROAD J/W EDGWARE ROAD THE HYDE**

12 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

2 accidents resulted in serious injury

10 accidents resulted in slight injury only

**Contributory factors** assigned as likely or possible (not all factors included)

2 crossed road masked by stationary or parked vehicle and/or driver vision affected by stationary or parked vehicle

1 driver vision affected by vehicle blind spot

2 sudden braking and/or following too close

1 other [vehicle (bicycle) crossing carriageway]

1 junction restart

1 disobeyed traffic signal

1 pedestrian dangerous action in carriageway

1 slippery road due to weather (wet/damp)

### **Accident patterns**

3 pedestrian accidents, 2 involving SE-bound vehicles (the other a NW-bound vehicle)

4 right turning accidents (3 vehicles turning right into Kingsbury Road – 1 turning 50m NW of Kingsbury)

2 shunts one involving a cyclist – both involving vehicles approaching junction from Kingsbury Road

1 passengers on bus, 1 reversing vehicle hit mobility scooter, 1 cyclist riding across road south of Kingsbury Road junction

Higher than average accidents in darkness, accidents involving children (1 cyclist, 1 pedestrian, 1 bus passenger) and accidents involving buses, although not possible to ascribe particular significance to these.

41% accidents in darkness, 3 child accidents, 2 bus/coach accidents – all slightly higher than average but not but not sufficient to ascribe particular significance

### **Possible action –**

Review traffic signal timings and investigate provision of pedestrian crossing facility.



#### **Cluster 14 EDGWARE ROAD THE HYDE J/W COLINDEEP LANE**

11 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

10 accidents resulted in slight injury only

#### **Contributory factors** assigned as likely or possible (not all factors included)

2 disobeyed traffic signal

2 disobeyed Give Way or Stop markings

1 defective traffic signals

2 following too close

2 loss of control

1 slippery road due to weather (frost/ice)

1 emergency vehicle on a call

1 wrong use of pedestrian crossing facility

1 junction overshoot

1 driver vision affected by stationary or parked vehicles

#### **Accident patterns**

3 shunts (1 NW bound, 1 turning right into Colindeep La, 1 SE-bound)

3 involving vehicles turning right out of Colindeep La in conflict with SE-bound vehicle

1 right turn into Colindeep La in conflict with SE-bound vehicle

1 right turn out of another side road, 1 left turn out of Colindale in path of oncoming cyclist, 1

pulling away into path of another vehicle, 1 pedestrian accident.

54% accidents in darkness (compared with average 27%)

#### **Possible action –**

These roads were not in the Capital Improvement Programme under the street lighting PFI but are planned for intervention replacement/improvement in the next two years. Consider bringing forward if feasible and value for money.

Review visibility to signals and generally, and whether confusion may arise from signage or other features. Liaise with Police regarding enforcement if appropriate.

**Cluster 16 STATION ROAD 30M S J.W MANOR PARK CRESCENT**

11 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

0 accidents resulted in serious injury

11 accidents resulted in slight injury only

**Contributory factors** assigned as likely or possible (not all factors included)

1 following too close

3 other [pedestrian lost balance / bus passenger fell over / passing too close to parked vehicle]

1 travelling too fast for the conditions

1 failed to signal/misleading signal

1 junction restart

1 vehicle blind spot

1 exceeding the speed limit

1 swerved

**Accident patterns**

4 pedestrian accidents (1 small child, 1 fall into side of vehicle)

1 shunt, 1 U turn, 1 reversing/parking, 1 fall on bus, 1 vehicle pulling out from driveway, 1 hit parked car, 1 lane change

Accident conditions and involvement broadly typical

**Possible action –**

Little commonality – keep under review

**Cluster 17 NFL: EDGWARE ROAD 25M NW J/W GARRATT ROAD**

11 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

3 accidents resulted in serious injury

8 accidents resulted in slight injury only

**Contributory factors** assigned as likely or possible (not all factors included)

3 failed to signal/misleading signal

1 exceeding speed limit

1 sudden braking / following too close

1 swerved

**Accident patterns**

3 U turns (2 from NW, 1 from SE)

2 right turn (from NE to NW) pulling out in front of NW bound vehicle (inc 1 cycle)

2 overtaking vehicles colliding with (turning) vehicles they were overtaking

1 lane change, 1 shunt (m/c into rear of right turner), 1 pedestrian hit by reversing vehicle

Darkness accidents 45% (average 27%)

3 child accidents (27% v average of 9%)

Higher than average but not sufficient to ascribe particular significance

**Possible action –**

Street lighting improved 2009 – reduced proportion of darkness accidents since.

Review adequacy of existing U turn ban and signage. Liaise with Police regarding enforcement if appropriate.

**Cluster 20 NFL EDGWARE ROAD J/W GARRICK ROAD**

10 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

9 accidents resulted in slight injury only

**Contributory factors** assigned as likely or possible (not all factors included)

1 emergency vehicle on a call

2 disobeyed Give Way or Stop sign or road marking

1 travelling too fast for the conditions

2 failed to signal/misleading signal

2 sudden braking and/or following too close

1 loss of control

1 inexperienced/learner driver

1 junction overshoot

**Accident patterns**

4 shunts (2 NW-bound, 1 SE-bound, 1 m/c drove into rear of vehicle waiting to turn right into Garrick Road)

2 right turn out of Garrick Road colliding with oncoming vehicle

1 right turn into Garrick Road colliding with oncoming vehicle

2 right turns into Ramsey Close or filling station in conflict with oncoming or overtaking vehicles (other vehicles not realising vehicle was turning?)

1 vehicle pulling out of filling station (directions unclear?)

Accident conditions and involvement broadly average

**Possible action –**

Consider feasibility and benefit of introducing right turning facility

**Cluster 27 NFL : STATION ROAD 60M NE J/W RECTORY LANE**

10 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

0 accidents resulted in serious injury

10 accidents resulted in slight injury only

**Contributory factors** assigned as likely or possible (not all factors included)

1 Pedestrian disability or illness, mental or physical

1 swerved

1 loss of control

1 other [driver accidentally pressed the accelerator]

2 sudden braking / following too close

1 aggressive driving

1 failed to signal/misleading signal

1 vehicle blind spot

1 passing too close to cyclist, horse rider or pedestrian

**Accident patterns**

3 pedestrian accidents, 2 involving buses (location is close to bus station)

1 vehicle hit cyclist crossing road

3 “northbound” shunts (one turning out of bus station or station entrance – others on Station Road)

1 U turn, 1 accidental acceleration

1 collision between vehicle emerging from side road and motorcyclist

Higher than average accidents to older people and bus accidents but low numbers – not able to ascribe particular significance

**Possible action –**

Little commonality. Keep under review.

**Cluster 28 BURNT OAK BROADWAY J/W BARNFIELD ROAD**

10 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

9 accidents resulted in slight injury only

**Contributory factors** assigned as likely or possible (not all factors included)

1 distraction in vehicle

1 travelling too fast for the conditions

1 loss of control

1 failure to signal / misleading signal

1 pedestrian impaired by alcohol

1 vehicle blind spot

1 crossed road masked by stationary or parked vehicle

1 sudden braking

1 travelling too fast for the conditions

**Accident patterns**

3 pedestrian accidents (NW & SE traffic, 1 masked by stationary bus)

2 right turns into Barnfield Road across path of vehicle on offside (inc one cycle),

1 left turn into Highlands across path of cyclist on the inside

1 U turn, 1 shunt, 1 right turn out of Barnfield Road in conflict with oncoming motorcycle, 1 passenger falling on bus

40% of accidents involve persons over the age of 60 (average = 14%)

**Possible action –**

No pattern (including no apparent commonality in accidents to older people).

Keep under review.

## **Cluster 29 SPUR ROAD J/W STONE GROVE.**

10 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

9 accidents resulted in slight injury only

### **Contributory factors** assigned as likely or possible (not all factors included)

3 loss of control

4 travelling too fast for the conditions

1 pedestrian impaired by alcohol

1 pedestrian crossed road masked by stationary or parked vehicle

1 driver impaired by alcohol

2 sudden braking

1 slippery road due to weather (wet/damp)

1 vehicle blind spot

1 aggressive driving

### **Accident patterns**

3 right turns (inc 1 U turn) 40-50m NE of Roundabout resulting in 1 shunt, and 2 collisions with motorcycles

2 shunts on SE approach to roundabout

2 loss of control on or entering roundabout, 1 collision with motorcycle already on roundabout, 1 lane change accident

50% of accidents occurred in darkness (27% average)

30% of accidents involved motorcycle (15% average)

### **Possible action –**

Street lighting upgraded in 2008 – proportion of accidents in darkness has increased since. Increase may be due to random factors but arrange for street lighting engineers to check provision is in accordance with relevant standards.

Keep under review – development proposals in area.

### Appendix 3

Contributory factors recorded across all clusters of seven or more accidents in a radius of 50m on borough roads (three years to 30/09/2011)

	Description	% by Accidents
Driver/Rider	Failed to look properly	60.90
Driver/Rider	Failed to judge other persons path or speed	29.93
Driver/Rider	Careless/Reckless/In a hurry	21.45
Pedestrian	Failed to look properly	19.72
Driver/Rider	Poor turn or manoeuvre	13.49
Pedestrian	Careless/Reckless/In a hurry	9.52
Driver/Rider	Following too close	9.00
Pedestrian	Failed to judge vehicles path or speed	8.65
Driver/Rider	Sudden braking	8.30
Driver/Rider	Travelling too fast for conditions	7.09
Driver/Rider	Loss of control	6.40
Driver/Rider	Disobeyed automatic traffic signal	5.54
Pedestrian	Crossed road masked by stationary or parked veh	4.84
Driver/Rider	Disobeyed Give Way or Stop sign or markings	4.84
Driver/Rider	Stationary or parked vehicle	4.15
	Other	3.98
Driver/Rider	Passing too close to cyclist, horse rider or pedestrian	3.98
Driver/Rider	Junction overshoot	3.81
Driver/Rider	Aggressive driving	2.94
Driver/Rider	Swerved	2.77
Driver/Rider	Exceeding speed limit	2.77
Driver/Rider	Junction restart	2.60
Pedestrian	Wrong use of pedestrian crossing facility	2.25
	Slippery road (due to weather)	2.25
	Emergency vehicle on call	1.73
Pedestrian	Impaired by alcohol	1.73
Driver/Rider	Nervous/Uncertain/Panic	1.56
Driver/Rider	Disobeyed pedestrian crossing facility	1.38
	Vehicle door opened or closed negligently	1.04
Driver/Rider	Distraction in vehicle	1.04
Driver/Rider	Impaired by alcohol	0.87
	Defective traffic signals	0.87
Pedestrian	Dangerous action in carriageway (eg playing)	0.69
Driver/Rider	Dazzling sun	0.69
Driver/Rider	Illness or disability, mental or physical	0.35
Pedestrian	Pedestrian wearing dark clothing at night	0.35
Pedestrian	Disability or illness, mental or physical	0.35
Driver/Rider	Fatigue	0.35
	Poor or defective road surface	0.17
	Defective brakes	0.17



## **Appendix 4 – Responses from Harrow and Brent regarding resurfacing policy and road humps**

### **LB Harrow**

As you will be aware as the local highway authority we are required to monitor the occurrence of personal injury accidents across the borough and to promote accident remedial measures where considered appropriate and necessary. Funds and resources are therefore directed at sites which are a priority and will achieve the maximum benefit in terms of accident and casualty reduction. Each year funds are assigned to implement road safety schemes and we monitor our progress against set local targets.

In respect of requests for traffic calming the council has an assessment criteria for prioritising these requests which is weighted to target sites where there is a history of personal injury accidents. This objective method of assessing requests has allowed Harrow to prioritise roads so that the worst personal injury accidents and traffic problems can be dealt with first.

In terms of removing road humps following resurfacing works I attach our review considerations for your information.

When introducing any new road safety scheme, officers do not exclusively look at introducing road humps; There is usually more than one traffic-calming option available that may be effective in dealing with a specific problem and instead of road humps, officers consider alternative solutions such as mini roundabouts, new surfacing, kerb build outs, chicanes, speed activated signs etc. Road humps are only introduced where absolutely necessary for improving safety and reduce personal injury accidents.

Apart from new 20 mph zones, which are required to be self enforcing, no new road humps have been introduced anywhere within the borough within the last three years and on all main routes alternatives such as road markings or speed activated signs are considered. We do sometimes place entry treatments at junction which are a form of raised entry treatment or road hump but generally we do not consider road humps in isolation.

## **Traffic calming review considerations**

The following questions should be considered in turn when considering reviews of vertically traffic calmed streets located within the council's resurfacing programme.

### **1: Is there a higher casualty history or excessive speeding history at the site?**

Some sites have a history of casualties which have led to measures then being implemented. Care should be taken at these sites to avoid re-creating a casualty hotspot. Other sites may have been treated as part of an area and may not have a high casualty history but have nevertheless resulted in casualty reductions across the area, provided additional facilities (e.g. crossing points) and reduced road danger and other negative effects of vehicular dominance in streets.

### **2: Is the road on an Emergency Service Key Route or bus route?**

If yes, then the Council shall give weight to the needs of emergency vehicles and buses and the possibility of amending or removal of traffic calming measures.

### **3: Are there schools/nurseries/day centres etc... in the vicinity?**

If yes, then the Council shall give weight to the safety needs of these vulnerable road users.

### **4: Is the road within a 20mph zone? If so is it on the edge of the zone?**

Under current statute, if a road is within an existing zone there are criteria that must be met in order for the 20mph Zone Traffic Management Order and signage to be legal – this means that there must be a minimum set of physical traffic calming measures regardless of existing traffic speeds. A road on the edge of the zone could potentially be removed without affecting the overall zone although the Traffic Management Order (TMO) making the zone would have to be re-made excluding that street.

If measures were removed from roads within a zone to the point where the criteria are not met, officers would have to advertise to revoke the TMO for the whole zone, and remake a new order excluding that street. This becomes very problematic in terms of having a zone with "holes", each of which would require zone exit and entry sign plates. This is a situation that we have avoided with regard to CPZs and officers recommend that we do the same for 20mph zones. Such zones are currently geographically coherent with clear and obvious boundaries. The only sensible option is all or nothing and thus the only option would be a review of the zone as a whole. The resource implications are considerable. In addition the casualty history for the area as a whole would then need to be considered. 20 mph zones are designed to address more diffuse casualty patterns in mainly residential areas.

## **Individual Request Received and Officer Response**

When we receive correspondence requesting traffic calming measures, in the first instance the traffic management section write back explaining the rationale behind the traffic calming and any relevant information (e.g. accident data, speeds, volumes, resident's responses to consultation).

## Petition Request Received and Officer Response

Petitions or groups responses to remove traffic calming would be considered by the Portfolio Holder for Environment with a short accompanying report from officers setting out the context and information background. This will include:

- the background to the introduction of the traffic calming
- data on the accident stats before and after the measures were introduced
- any data on speed surveys

If, following the above, traffic calming measures are still being considered for modification or removal the following steps should be considered:

### **Step 1: Consider speeds and volumes**

Previous survey data is not likely to be available for all roads but officers will be able to provide a technical view in addition to commissioning new speed and volume surveys.

### **Step 2: Consider if the measures could be repaired or modified.**

For example, there may have been subsidence and wearing of asphalt around speed humps that causes a problem. Some speed humps may have been built to an earlier specification of 100mm high and they could be reconstructed at 75mm. There may be rocking of utility covers or kerbs at the bottom of speed table ramps. In some cases minor re-alignment may be desirable, perhaps from outside a residence to a partition wall.

### **Step 3: Consider if measures could be replaced by alternatives.**

In some cases an alternative measure may be installed at the same location. For example, instead of a road hump, platform or speed cushion we consider appropriate signing or road markings. Note, measures within 20mph zones can be any of: tables, humps, cushions, buildouts, chicanes, gateway structures, traffic islands, overrun areas (different colour/texture surfacing that makes the carriageway feel narrower), pinch points, pedestrian refuges, reduced carriageway width and bends more than 70 degrees.

### **Step 4: Consider if spacing between measures can be increased.**

The location of measures will typically have been designed to cause vehicles to travel at steady reduced speeds. In the case of 20mph zones the aim is for the measures to make the zone “self enforcing”. Increasing the spacing between measures may well result in overall faster speeds as well as more “racing” between the measures. However the DfT guidance allows for spacing of up to 100 metres within zones and it may be possible to increase spacing without compromising the regulations.

### **Step 5: Consulting local people.**

If members decide to consider replacing, modifying or removing traffic calming, a consultation exercise should in most circumstances be carried out with local people explaining the original purpose of the measures, the rationale for considering the removal or amendments, and the implications (e.g. 20mph speed limit may have to be revoked for an edge of zone street). For very minor amendments this step may not be considered necessary.

As noted above, for streets in the middle of a zone, the only option is to review and re-consult on the zone as a whole.

## **LB Brent**

Brent's policy towards the use of humps and other vertical calming measures is detailed in The Brent Placemaking Guide which can be viewed online [http://www.brent.gov.uk/transportation.nsf/Files/LBBA-160/\\$FILE/Brent%20Placemaking%20Guide%20Final%202011.pdf](http://www.brent.gov.uk/transportation.nsf/Files/LBBA-160/$FILE/Brent%20Placemaking%20Guide%20Final%202011.pdf)

The guide states that:

*“Where possible, the use of vertical deflections should be avoided in favour of other methods of reducing motor vehicle speeds. Such measures may include ‘psychological’ traffic calming, carriageway width ‘restrictions’, removal of white lines and other markings, installing features that reduce forward visibility (such as landscaping and tree planting, tightening junction geometries, changing parking layouts to introduce ‘friction’ and restoring two-way operation in one-way streets.  
(Page 63)*

*Vertical speed reduction measures such as tables and humps can be used to calm residential streets, although they should be used sparingly and only when lateral speed reduction measures are considered impractical.(Page 64)*

### **Speed Humps and Cushions**

*Speed humps and cushions visually impact on the quality of the public realm and can hinder cycling. Their use should therefore be minimized. (Page 64)*

*Speed cushions have been rendered less effective by the introduction of wider private vehicles. At present, drivers tend to aim to straddle the cushions, causing problems for oncoming drivers and cyclists, particularly where a three cushion design has been implemented. The use of speed cushions is not therefore recommended.” (Page 65)*

At present the council continues to reinstall humps after resurfacing works.