

Cluster 1 BALLARDS LANE J/W NETHER STREET

Facts presented to March 2012 committee

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

1 accident resulted in serious injury

17 accidents resulted in slight injury only

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

1 driver/rider vision affected by stationary or parked vehicle

1 wrong use of pedestrian crossing facility

1 pedestrian impaired by alcohol

1 sudden braking and/or following too close

2 exceeding speed limit

1 disobeyed automatic traffic signal

2 junction overshoot

1 disobeyed traffic signal

1 emergency vehicle on a call

Accident patterns

4 accidents (possibly 5 – one additional accident with a confusing description) involved right turner from Ballards Lane into Nether Street across the path of a NE-bound vehicle.

4 pedestrian accidents (1 at the junction of Nether Street and Albert Place, 3 at traffic signals Ballards La/Nether Street). 2 accidents at signals involved a SW-bound vehicle one a NE-bound vehicle)

2 accidents involved a vehicle turning right out of Albert Place in the path of a vehicle on Nether Street

2 shunts on different approaches to the signals

2 SW-bound vehicles pulling out into side of motorcycle

1 right turn out of Nether Street in collision with a NE-bound vehicle, 1 NW-bound emergency vehicle in collision with a NE-bound vehicle, 1 right turn into Chaville Way (station access) in collision with SW-bound vehicle.

55% of accidents occurring in darkness (compared with 27% borough road average).

Possible Action:

These roads are not in the Capital Investment Programme under the street lighting PFI but will be planned for intervention replacements at some point. Longer term average accidents in darkness is lower but still above average (may reflect busy times at this location). Investigate cost/benefit of bringing forward replacement of street lighting.

Results of cost/benefit or “quick-win” review/:

This item is not deemed a “quick win”. Currently the Lighting Section is in liaison with the PFI contractor to explore possible accommodation within the PFI contract and exploit relevant covenants.

Cluster 1 – Recommendations:

That the Interim Director for Environment, Planning and Regeneration to progress liaison with PFI contractor that explores the cost/benefit of bringing forward the replacement of street lighting with a view to implementing the lighting replacement where possible.

Estimated Cost:

The estimated cost is yet to be determined although it is expected that some aspects will be accommodated within the existing PFI contract and some will not.

Cluster 5

GOLDERS GREEN ROAD J/W FINCHLEY ROAD

Facts presented to March 2012 committee

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

1 accident resulted in serious injury

14 accidents resulted in slight injury only

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

5 disobeyed traffic signal

1 travelling too fast for the conditions

2 defective traffic signals

1 loss of control

1 vehicle door opened or closed negligently

1 junction overshoot

1 inexperienced or learner driver/rider

1 dazzling sun

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

1 vision affected by rain sleet snow or fog

1 pedestrian wearing dark clothing at night

Accident patterns

5 accidents appear to have involved a collision between a vehicle travelling north on the Finchley Road and a vehicle travelling west from Golders Green Road. In 1 case the traffic signals were out, and in 1 possibly faulty. In the other cases a vehicle was considered to have disobeyed the signals (2 x northbound vehicle – one of which was at a temporary traffic signal, and one where the vehicle at fault was uncertain).

2 accidents involved a southbound vehicle disobeying traffic lights in collision with a westbound vehicle, presumably at the east side of the Gyratory by North End Road as the only feasible location given the descriptions. In both cases the southbound vehicle is recorded as disobeying the signals.

3 pedestrian accidents without common factors (1 pedestrian foot run over south of junction, 1 loss of control accident hitting pedestrians on pavement south of junction, 1 vehicle pulled over hitting pedestrian on east side of junction)

1 vehicle moved off trapping passengers foot, 1 vehicle reversed into motorcycle north of junction, 1 left turning bus hit vehicle on it's offside, 1 door opened into motorcycle on the inside north of junction, 1 shunt on North End Road approach.

Accident conditions and vehicle involvement broadly average

Possible Action:

Minor traffic management measures implemented 2009/10.

The high number of vehicles disobeying traffic signals may be due to confusion or deliberate action. Consider whether northbound traffic on Finchley Road has clear view of signals and whether confusion may arise from signage or other features. Liaise with Police regarding enforcement at this location if appropriate.

Results of “quick-win” review/:

A review of the signals has not led to any proposals for changes. Meanwhile, a request has been sent to the Police for targeted enforcement to be considered concerning moving traffic contraventions at this location particularly with regards to ‘disobeying traffic signals’.

Cluster 5 – Recommendations:

None but that the committee notes the matter regarding possible enforcement has since been referred to the Police.

Estimated Cost:

Nil.

Cluster 6
SQUIRES LANE J/W HIGH ROAD

Facts presented to March 2012 committee

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

1 accident 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

2 passing too close to cyclist, horse rider or pedestrian

1 travelling too fast for the conditions

2 slippery road due to weather

3 loss of control

1 failed to signal / misleading signal

1 driver/rider vision affected by stationary or parked vehicles

2 following too close

1 illegal turn or direction of travel

1 aggressive driving

1 junction restart

Accident patterns

4 accidents involved vehicles turning left colliding with a cyclist. 2 on the southbound side of the road, 2 on the northbound side (cyclists travelling ahead except one northbound cycle also turning left).

3 accidents involved a child pedestrian – 2 in collision with motorcycles. 2 probably crossing Squires Lane near the junction.

4 shunt accidents – all on different approaches to the junction.

2 vehicle turning right (to NCR slip) across path of southbound vehicle.

1 loss of control on slip road, 1 head on when overtaking a stationary vehicle on Squires Lane.

Above average cycle and child accidents.

Possible Action:

Consider whether pedestrian crossing arrangements at mouth of Squires Lane can be improved.

Remove redundant/misleading cycle lane signage and consider whether cyclist warning signage, alternative routeing of cyclists or other work to increase awareness for left turning traffic of cyclists on their inside and/or to encourage cyclists to avoid positioning themselves inside of left turning traffic, would be beneficial.

Results of “quick-win” review/:

The route has been scouted by officers and the removal of signs is on programme. This is scheduled to be complete by end of October 2012.

Cluster 6 – Recommendations:

That the committee notes the progress and endorse the associated spend from the current year's LIP allocation.

Estimated Cost:

£10k for the works cost including officer time.

Cluster 13
NETHER STREET JW ARGYLE ROAD

Facts presented to March 2012 committee

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

3 accidents resulted in serious injury

9 accidents resulted in slight injury only

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

1 driver/rider vision affected by stationary or parked vehicle(s)

2 disobeyed give way or stop sign or marking

4 loss of control

1 travelling too fast for the conditions

3 slippery road due to weather

2 nervous/uncertain/panic

1 traffic calming (eg speed cushions, road humps, chicanes)

1 distraction outside vehicle

1 distraction in vehicle

1 vision affected by rain, sleet, snow or fog

1 other (misjudged width restrictions)

1 swerved

Accident patterns

8 accidents involved a northbound vehicle colliding with the width restriction. 1 involved a southbound vehicle hitting a bollard possibly at the width restriction when avoiding another vehicle.

1 cyclist from Alexandra Grove pulling out in front of a vehicle on Nether Street, 1 vehicle from Argyle Road pulling out into side of a vehicle on Nether Street, 1 vehicle on Argyle Road turning right into Avondale Avenue across the path of a cyclist.

Possible Action:

Separate review of width restriction and associated markings.

Results of “quick-win” review/:

A review has been done and the subsequent analysis of accidents' trend at the Nether Street width restriction appears to suggest a co-relation between the spike of incidents during 2009/10 period and changes to the line and road markings that were introduced at the time but this is not conclusive. Highways are, as a result considering, reverting the markings to what they were previously or as far back as May 2008. Appendix B provides a summary of the 'quick win' investigation.

Cluster 13 – Recommendations:

That the committee instructs the Interim Director for Environment, Planning and Regeneration to revert the road markings and lines as per recommendation and endorse the associated spend to be incurred from the current year's LIP allocation.

Estimated Cost:

£8k for the design aspect and works cost including officer time.

Cluster 18
FINCHLEY ROAD J/W HAMPSTEAD WAY

Facts presented to March 2012 committee

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 wrong use of pedestrian crossing facility
1 loss of control
1 nervous/uncertain/panic
1 slippery road due to weather
1 sudden braking
1 disobeyed give way or stop sign or marking
1 exceeding speed limit
1 driver/rider impaired by alcohol
2 junction restart
1 passing too close to cyclist, horse rider or pedestrian
1 aggressive driving

Accident patterns

5 pedestrian accidents – at least 4 on or near pedestrian crossing. 1 involving filtering motorcycle
3 right turn accidents but otherwise without common factors
1 shunt, 1 lane change colliding with motorcycle, 1 vehicle pulled out into filtering motorcycle

3 motorcycle filtering

Above average pedestrian accidents, accidents involving motorcycles and older people slightly above average.

Possible Action:

Investigate whether pedestrian crossing responds promptly. Timings may be governed by linkages to other signals on Finchley Road but slow response may contribute to misuse by pedestrians.

Results of “quick-win” review/:

A review of the signals has not led to any proposals for changes as the phasing is working according to design. Changing the timings is not expected to achieve an optimum balance or superior performance than is currently experienced when the needs of all users are taken into consideration.

Cluster 18 – Recommendations:

None

Estimated Cost:

Nil

Cluster 19

EAST END ROAD JW HIGH ROAD GREAT NORTH ROAD

Facts presented to March 2012 committee

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 disobeyed traffic signal

2 sudden braking and/or following too close

2 loss of control

1 driver/rider illness or disability, mental or physical

2 pedestrian crossing road masked by stationary or parked vehicle

1 passing too close to cyclist, horse rider or pedestrian

1 swerved

1 nervous/uncertain/panic

Accident patterns

4 shunts – 3 different approaches

2 pedestrian accidents involving stationary vehicles

1 fall from motorcycle, 1 lane change accident, 1 vehicle pulling out into side of another

Conditions and vehicle involvement broadly average.

Possible Action:

Improvements carried out 2009/10. No further action.

Results of “quick-win” review/:

Last improvements at the location were carried out in 2009/10.

A follow-up review shows there have been 2 additional personal injury accidents in the eight months from October 2011 to May 2012 (this being the additional period of data available since the last report), one resulting in serious injury and one in slight injury.

One accident involved a shunt 40m south of the junction, the other a collision between a northbound vehicle and a vehicle making a (possibly illegal) right turn.

The rate of accidents at this location has been 3.2 accidents per year over the past five years and has remained fairly consistent throughout this period. This rate of accidents is above the borough average figure for accidents at Automatic Traffic Signals (2008-2010) of 2.19 per site per year – although it is a relatively busy junction.

No further action has been identified as a result of the review.

Cluster 19 – Recommendations:

None

Estimated Cost:

Nil

Cluster 23

GOLDERS GREEN ROAD J/W PRINCES PARK AVENUE

Facts presented to March 2012 committee

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)

2 disobeyed give way or stop sign or markings

2 travelling too fast for the conditions

1 swerved

1 fatigue

1 inexperience with type of vehicle

1 dangerous action in carriageway (eg playing)

1 nervous/uncertain/panic

1 loss of control

Accident patterns

3 northwestbound shunts/collision with stationary vehicle

3 vehicles turning right out of side roads in collision with cycle or motorcycle (2 from Princes Park Av, 1 from Heather Av)

2 pedestrian accidents without other common features

1 reversing/parking accident, 1 accidental acceleration.

30% accidents on wet road surface v 20% average. 40% accidents in darkness v 27% average.

Possible Action:

Accidents occurring due to wet road surface and in darkness are both above average, but not significantly and therefore no further action is merited at this time. Therefore this location should be kept under review should this position alter.

Results of “quick-win” review/:

The hoarding at the adjacent site restricts the inter-visibility and officers believe its removal could alleviate the associated accident risk. However, as there is no valid planning permit for this site to date, the issue has been referred to Planning Enforcement. However it is likely that the hoarding will be retained until this situation is resolved. .

A follow up study on the traffic trends at this location indicates that there was just one slight injury accident in the eight months from October 2011 to May 2012 (this being the additional period of data available since the last report). This incident involved a passing vehicle clipping a pedestrian in the road who was leaning into another vehicle.

The most recent three year period therefore shows 7 personal injury accidents (compared with 10 previously as a number of accidents in 2008 and 2009 no longer fall within the most recent 3 years).

In view of the low level of accidents since the last report it is proposed to continue to keep this location under review.

Cluster 23 – Recommendations:

That the committee notes progress on the follow-on study and instruct the Interim Director for Environment, Planning and Regeneration to retain the location on the list of sites under review and to provide an update as appropriate.

Estimated Cost:

Nil

Cluster 24
NFL HIGH ROAD 25M S J.W CHURCHFIELD AVENUE

Facts presented to March 2012 committee

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

2 accidents resulted in serious injury

8 accidents resulted in slight injury only

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

1 passing too close to cyclist, horse rider or pedestrian

1 dangerous action in carriageway (eg playing)

1 failing to signal / misleading signal

1 disobeyed give way or stop sign or marking

2 junction overshoot

Accident patterns

3 accidents turning right from the southbound A1000, 2 into Christchurch Avenue, 1 into Homebase (1 shunt and 2 turns across path of motorcycles - 1 also s-bound, 1 oncoming)

3 accidents pulling out onto A1000, 2 from Christchurch Ave, 1 from Homebase (prob right turn though 1 described as ahead)

3 pedestrian accidents (2 children, 1 waiting to cross– vehicle failed to stop, 1 ran out)

1 reversing accident in Churchfield Ave

Accidents in darkness slightly above average (40% v 27%).

Possible Action:

Consider local improvements at Christchurch Avenue junction e.g. kerb realignment (where visibility restricted by tree and bus stop) extension of right turn facility on A1000, signage adjustments etc. (Bus stop locations could limit options).

Results of cost/benefit or “quick-win” review/:

This item is not deemed a “quick win”. The need for further surveys and feasibility studies on site which could not be progressed sooner owing to the London 2012 Olympic embargo and the schools’ summer break means the reporting back on any improvements that may be identified has had to be deferred to next available meeting.

Cluster 24 – Recommendations:

That the committee notes progress and instruct the Interim Director for Environment, Planning and Regeneration to provide an update at the next available meeting.

Estimated Cost:

£12k for feasibility studies and the associated surveys including officer time.

Cluster 26
REGENTS PARK RD J/W EAST END RD

Facts presented to March 2012 committee

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

3 accidents resulted in serious injury

7 accidents resulted in slight injury only

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

1 travelling too fast for the conditions

2 disobeyed traffic signal

1 aggressive driving

3 following too close and/or sudden braking

1 crossed road masked by stationary or parked vehicle

1 loss of control

Accident patterns

6 right turn accidents, 3 right turner from East End Road in conflict with ahead vehicle from Gravel Hill, 2 right turn from Gravel Hill in conflict with ahead vehicle from East End Road, one accident right turners from both Gravel Hill and East End Road in conflict.

2 shunts - vehicles from south. 1 pedestrian accident – vehicle from south, 1 vehicle pulling away from kerb in front of cyclist

Possible Action:

Review signal timings

Results of “quick-win” review/:

A review of the signals has not led to any proposals for changes as the phasing is working according to the last known design changes that have been made. Although the existing arrangement accommodates both pedestrians and traffic, it is recognised that pedestrians have to wait longer than average.

However changing the timings result in a high negative impact on vehicles for a location that is already operating at near or maximum capacity and would therefore fail to achieve an optimum balance when the needs of all users are taken into consideration. This appears to have been a factor that influenced the existing phasing when the last known changes were made.

The high number of right-turning accidents at this junction, although previously highlighted as a concern, reflects the higher-than-average volume of right-turning movements that is peculiar to this junction. As the signal timings follow the specified requirements, no further action is being proposed.

Cluster 18 – Recommendations:

None

Estimated Cost:

Nil

Nether Street Width Restriction

Changes that have been made

1. LHS post now in line with kerb as opposed to being slightly set back.
2. Post-to-post (**kerb-to-kerb**) widths are as follows;
 - a. NB = 2.30m = 7' 6¹/₂" (**2.15m = 7' 3³/₅"**). This post-to-post clearance is slightly more generous than what it was during the survey of 10/10/2007 at 7' 3³/₄".
 - b. SB = 2.38m = 7' 9⁷/₁₀" (**2.11m = 6' 11¹/₁₃"**). This post-to-post clearance is slightly more generous than what it was during the survey of 10/10/2007 at 7' 6¹/₂".
3. 'Before' and 'after' photos (photo 1 & 2 respectively) appear to suggest hatching pattern and edge lining has been changed. The current hatch gives a longer taper and therefore much gentler 'chicane' effect whereas before it was steeper and arguably conveyed a more 'hazardous' feel.
4. Speed humps on opposing carriageways have been removed.

'Before' (May 2008) - Photo1



'After' (Nov 2011) – Photo2



Analysis & comments

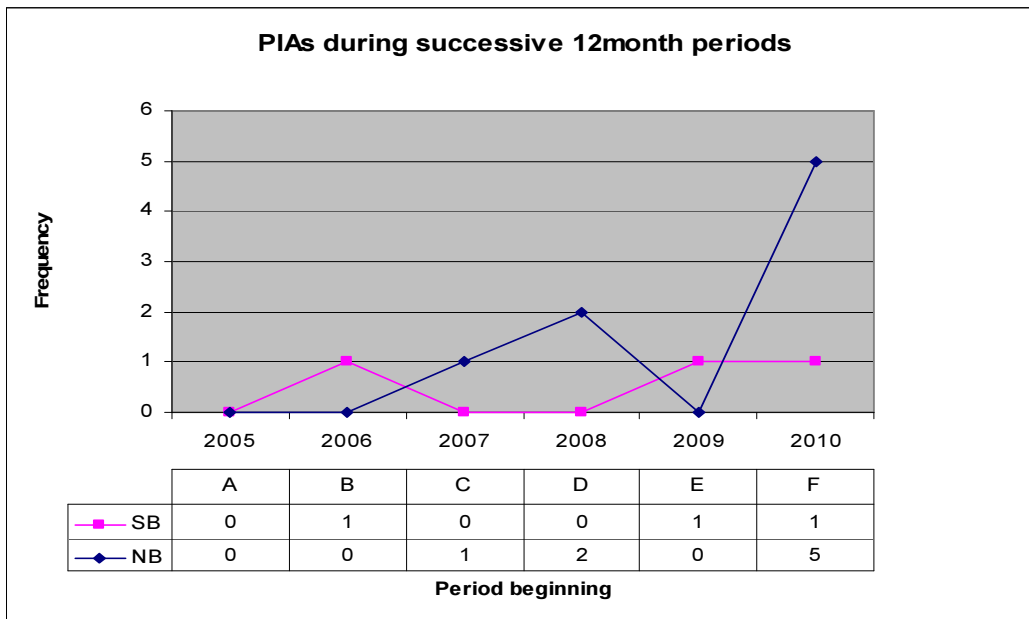
1. The adjustments made since, as borne in the 'before' and 'after' pictures, appear to have resulted in a less effective environment in terms of challenging a driver's normal perception of the street surroundings.
2. As a result the number of drivers who exercise due caution has diminished and this is borne by the 'spike' in incidents involving 'vehicle to barrier' collisions.
3. Concerns have been raised by residents, ward members and the Police regarding the incidents although the Police have expressed support for the restriction to stay.

Conclusions

4. While the objective of a width restriction is not to act as a speed reduction measure, based on site observations there is anecdotal evidence to suggest, and a reason to believe, that more northbound drivers now do not reduce their speed enough to be able to navigate safely through the restriction. 2 family sized cars were observed on 9.08.11 driving at speeds that were 'too fast' for conditions and both suffered damage to wing mirrors.
5. The problem appears to be confined to the northbound approach. A graphical representation of successive '12-month data' for recorded personal injury incidents involving cars hitting the barrier appears to confirm a link between the spike in incidents with the changes that have been made.
6. Research (RoSPA 2005) suggests perceptual techniques which make the environment seem more complex or less safe do have success in influencing driving behaviour as

these have the potential to make a driver perceive a higher risk even though the actual risk does not.

- Prior to removal, the technique appeared to exist at the location through use of edge markings to visually narrow the road and presumably 'reduced' speeds. A comparison of accidents before and after the changes appears to lend weight to this assumption.



		NB	SB
01/08/2005	<i>A</i>	0	0
01/08/2006	<i>B</i>	0	1
01/08/2007	<i>C</i>	1	0
01/08/2008	<i>D</i>	2	0
01/08/2009	<i>E</i>	0	1
01/08/2010	<i>F</i>	5	1

Recommendation

- Reinstate the hatching as per original reduced length / steep taper gradient as per **Photo 1**
- Re-introduce the edge lining and previous profile around the LHS post as per **Photo 1**