

Appendix A

Cluster 2

PARSON STREET J/W FINCHLEY LANE

Facts presented to 14th March 2012 sub-committee

Accident record

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)

One wrong use of pedestrian crossing facility.

One 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).

One driver vision affected by stationary or parked vehicle.

One vehicle door opened or closed negligently.

One swerved.

One 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).

Results of review:

Site description:

The site under review is a four way traffic signalised junction. A control green man pedestrian crossing is present on Church Road while the other three arms are uncontrolled. Pedestrian and vehicular demands are high during the morning, lunch, time, and evening peaks leading to regular congestion.

Recent works at this site:

- FY 2003-04: Review of the signal timings and removal of the green man across Brent Street to reduce congestion experienced at the site.
- FY 2004-05: Parking and kerb alterations in Parson Street and Church Road to increase junction capacity.
- Within the last five years: Renewal of the lighting columns as part of the borough's PFI programme to bring the junction in line with the current lighting level requirement.

Customer feedback and site history:

Request for additional green man crossings have been made by residents on a number of occasions particularly since the removal of the one across Brent Street. While the high proportion of pedestrian accidents indicates that the additional green man crossings could be of benefit it is not possible to accommodate their provisions without substantially reducing the junction vehicular capacity.

Cluster 2 _ Recommendation:

There is currently a large amount of guardrail around the junction's corners. While these are succeeding in channelling pedestrians to the various crossing points, they also increase the feeling of separation between vehicles and pedestrians and reinforce territorial attitude from drivers. In line with the recent trend across London a more open and unified environment could be created by removing most of these guardrails. This would increase inter-visibility between drivers and pedestrians, and should motivate drivers to modify their behaviour and drive slower through the junction.

A rationalisation of the street furniture present at the junction could also be undertaken to supplement the guardrail removal and improve the area's amenity.

Estimated Cost:

£5k would be required to carry out the above measure which could be met from the Traffic and Road Safety budget for 2012/13.

Cluster 7

WEST HENDON BROADWAY J/W PARK ROAD

Facts presented to 14th March 2012 sub-committee

Accident record

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

One 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.

Two sudden braking.

One nervous/uncertain/panic.

One aggressive driving.

One inexperienced or learner driver/rider.

One 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.

Four 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.

Two 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.

Results of review:

Site description:

The site under review is the section of West Hendon High Street in the vicinity of Park Road and Cool Oak Lane. Both footways and carriageways are crowded with the presence of many road signs, road markings, and private shops displays which put together can hinder the judgement of road users and increase the propensity of accidents. The A5 along that section is controlled by a number of traffic signals which are all linked together under TfL Urban Traffic Control (UTC) system.

Recent works at this site:

- FY 2007/08/09: Review of the bus lanes layout and signing throughout the A5 including West Hendon High Street to increase clarity and reduce clutter and congestion.

Customer feedback and site history:

A number of requests for controlled green man crossings at the junction of the A5 with Cool Oak Lane have been received by officers. Due to the link which exists between the successive signalised junctions along the High Street, a traffic model of the entire High Street costing approximately £25,000 would be needed to evaluate the impact that these crossings would have on this already congested section of road.

Plans for the regeneration of West Hendon, include large scale layout changes along the A5 and incorporate the provision of additional green man crossings.

Cluster 7 _ Recommendation:

Given the costs involved in producing a traffic model for the entire High Street and the forthcoming layout change which will take place as a result of the regeneration of the area, it is considered more appropriate to include the pedestrian improvements to any future regeneration scheme rather than progressing them in isolation at this point in time.

In the short term a de-cluttering exercise could however take place to ensure that only necessary items remain on the footway and carriageway thus reducing potential sources of confusion.

Estimated Cost:

Up to £15k for the de-cluttering would be required to carry out the above measure which could be met from the Traffic and Road Safety budget for 2012/13.

Cluster 9

EDGWARE ROAD J/W COLINDALE AVENUE

Facts presented to 14th March 2012 sub-committee

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

One accident resulted in serious injury.

12 accidents resulted in slight injury only.

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

One disobeyed a Give Way or Stop sign or marking.

One swerved.

One loss of control.

One slippery road due to weather (wet/damp)

Three sudden braking and/or following too close.

One junction restart.

One dazzling sun.

One travelling too fast for the conditions.

One other (vehicle without driver rolled into road worker).

Accident patterns

Five shunt accidents – three SE-bound 2 NW-bound.

Three pedestrian accidents – One NW-bound vehicle, one SE-bound motorcycle, 1 unoccupied vehicle.

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

One lane change accident, one turning vehicle hitting a vehicle alongside, one 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

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Results of review:

Site description:

The site under review is a three way traffic signalised junction with a staggered controlled pedestrian green man crossing on the northern arm of the A5. Vehicular demands are high leading to congestion during peak time. Pedestrian demand is also high particularly at school times due to the presence of Beis Yaakov Primary School a school on the western side of the junction.

Recent works at this site:

- None.

Customer feedback and site history:

This junction has been identified in the Colindale Area Action Plan as one of the key link to the A5 needing to be upgraded to cope with the predicted increase in traffic which will result from the developments taking place in the area. Land has been secured on the northern side of the junction to allow the widening of Colindale Avenue and the reintroduction of the right turn onto the A5. At present vehicles wishing to turn right onto the A5 divert onto Annesley Avenue which is a quiet residential road. A number of right turn accidents onto the A5 have occurred as a result of the number of vehicles performing this manoeuvre from Annesley Avenue.

A feasibility study was completed in April 2011 looking at vehicle and pedestrian improvements for the junction and the surrounding area. The study identified a scheme to address local issues which would require an estimated £1.5million to deliver. Design work on the junction is due to resume this financial year.

Cluster 9 _ Recommendation:

Pursue improvements as part of the Colindale Area Action Plan scheme currently being developed.

Estimated Cost:

None. Improvements would be funded via external planning contributions as part of the junction improvement scheme mentioned above.

Cluster 10

EDGWARE ROAD HIGH STREET J/W STATION ROAD

Facts presented to 14th March 2012 sub-committee

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)

One vehicle door opened or closed negligently.

One pedestrian crossed road masked by stationary or parked vehicle.

Four sudden braking and/or following too close.

One disobeyed pedestrian crossing facility.

One exceeding speed limit.

One inexperienced or learner driver.

Accident patterns

Four shunt accidents – three NW-bound, one SW-bound.

Three right turn accidents – two involving right turn into Station Road.

Three pedestrian accidents – two involving vehicles from Whitchurch La and pedestrians apparently not using crossing.

One door opened (at lights?) striking motorcycle passing on inside.

One lane change accident.

One 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.

Results of review:

Site description:

The site under review is a four way traffic signalised junction. A control green man pedestrian crossing is present on the southern Arm of the A5 while the other three arms are uncontrolled. Vehicular demands are high both in the north/south and east/west direction. The right turn manoeuvre from Station Road is currently banned except for busses.

Recent works at this site:

- FY 2009-10: As scheme was implemented to reduce congestion along the A5 and increase drivers' awareness of the controlled pedestrian crossing when turning left out of Station Road.

Customer feedback and site history:

Requests for controlled pedestrian crossings have been received in the past for this location although not in any significant numbers. A study carried out in 2007 for this site looked at the possibility of re-aligning the east-west arms of the junction to reduce accidents and improve capacity. The London Borough of Harrow which is responsible for the western side of the junction was not however convinced of the merit of the scheme and not keen to modify their side of the junction to accommodate it.

Cluster 10 _ Recommendation:

Continue to monitor the junction as part of future cluster analysis.

Estimated Cost:

None.