

Committee:	Traffic and Road Safety Advisory Panel
Date:	17th September 2008
Subject:	INFORMATION REPORT – George V Avenue / Pinner Road / Headstone Lane – Signalised junction
Responsible Officer:	Eddie Collier
Portfolio Holder:	Councillor Susan Hall
Exempt:	No
Enclosures:	Appendix A - Location plan Appendix B - Original scheme proposals

SECTION 1 – SUMMARY

This information report is presented to members to update them of progress regarding the above.

FOR INFORMATION

SECTION 2 - REPORT

2.0 BACKGROUND

- 2.1 In addition to concerns expressed by Nower Hill School managers, there are two local “champions” who have been in regular communication with the council over a long period regarding the junction of George V Avenue / Pinner Road / Headstone Lane. (**Appendix A** - site location). One resident is concerned about the frequency of road traffic accidents and is requesting measures to separate right turning vehicles.

The other resident is concerned about the lack of signalised pedestrian facilities at the junction especially given the close proximity of Nower Hill School. A number of other local residents have also expressed concerns about these issues. Recently a young girl was involved in an incident at the junction; however an investigation by the Police indicated that the girl ran out in front of a vehicle and the car driver was not at fault.

- 2.2 The signalised junction currently has no pedestrian facilities and a relatively high level of personal injury accidents due to conflicts in right turning traffic.

Statistically the junction has highest rate of personal injury accidents of any junction in the borough and therefore ranks highest in terms of priority. In addition to the reported personal injury accidents, there is also anecdotal evidence of a large number of damage only collisions.

Personal Injury casualties for last 3 years (Jan 05 – Dec 07) data available:-

Dates	Slight	Serious	Fatal	Notes
1/01/05-31/12/05	7	1	0	
1/01/06-31/12/06	6 *	0	0	* One accident involving pedestrian
1/01/07-31/12/07	4	2	0	
Total	17	3	0	Total 20

- 2.3 In the 5 years to December 2007 there have been 24 reported personal injury accidents at the junction, resulting in 35 casualties. Of these, 22 accidents resulted in 32 people being slightly injured and 2 accidents resulted in 3 people being seriously injured. Only 1 accident involved a pedestrian, who was slightly injured. The others were vehicle occupants, mainly resulting from accidents involving right turning manoeuvres at the junction. These figures do not include the recent case referred to in paragraph 2.1 in which a young pedestrian was slightly injured.
- 2.4 In 2004 consultants, The Project Centre, were commissioned to look at accidents and pedestrian facilities at the junction. After a number of iterations a scheme was produced to address these aspects. This involved some physical realignment of the junction and incorporated pedestrian facilities across all arms of the junction and segregation of right turning traffic. The scheme also incorporated advanced stop lines for cyclists and a bus priority system to improve bus flow through the junction.
- 2.5 In November 2005 the Transport and Road Safety Advisory Panel received a petition submitted by Councillor Silver and signed by 520 residents and parents requesting an improved pedestrian crossing facility at the intersection of Pinner Road and George V Avenue junction.
- 2.6 At the meeting a deputation was also received in support of the petition. It was advised that the petition had the support of a local MP and four schools within the vicinity of the junction. Although it was emphasised that the junction posed a danger to both children and adults, the danger was particularly significant for children attending Nower Hill High School, whose entrance was on George V Avenue.

- 2.7 An initial scheme design was completed including all round pedestrian facilities, which was submitted to Transport for London (TfL) for approval in January 2006. TfL subsequently recommended changes to some aspects of the original design to take into account turning movements and the revised layout of the junction. Agreement was reached in principle on a detailed design in June 2006; however the scheme needed to be further evaluated in terms of its benefits to pedestrians and possible disbenefits to vehicular traffic.
- 2.8 As the junction is on the Strategic Road Network for London the scheme was also submitted for independent appraisal by TfL's Network Assurance Team (NAT). In Oct 2006 TfL Director of Traffic Operations (DTO) produced a detailed report on the proposals after some considerable work. The results showed some increases in queue length for traffic.
- 2.9 The DTO report concluded that having taken all factors into account the benefits for pedestrians outweighed the disbenefits and recommended the scheme for approval. (**Appendix B** shows details of the original scheme proposal)
- 2.10 The scheme was not progressed, however, and funding for the project from the TfL Local Safety Scheme budget was only used for the report and no firm bid for funding was put forward for the implementation of the proposals in the subsequent financial year.
- 2.11 In an effort to reduce the predicted queuing EnterpriseMouchel (EM) were commissioned to review the junction to see if the proposals could be modified to take this into account. They produced a report in April 2007 on which they had modelled 2 options. Option one was a short term measure only to deal with personal injury accidents from right turning traffic, the estimated cost of the scheme was £33,000. Option two was the long term option to additionally incorporate pedestrian facilities. The latter was estimated to cost £203,500 excluding public utilities diversion costs.
- 2.12 EM analysed the costs associated with the scheme and those associated with the accident reduction and showed that the first year rate of return for the long term solution was between 103% and 155% (pessimistic to optimistic). The First Year Rate of Return (FYRR) is the calculation to estimate the economic worth of the proposed scheme. This is calculated using the net monetary value of the accident (and other) savings expected in the first year of the scheme, expressed as a percentage of the total capital cost. TfL will use first year rate of return FYRR as an initial guide to prioritising local safety proposals, before taking into account other environmental factors. A FYRR of 100% demonstrates that the scheme would pay for itself within the first year by virtue of the number of personal injury accidents saved.
- 2.13 Enquires with DTO show that this later scheme was never presented to them for assessment, although it would appear from the report the predicted queue lengths are less than those predicted under the original 2006 Project Centre proposals.

- 2.14 Recent enquiries with DTO confirmed that all the detailed design work was completed for the original Project Centre scheme and it was fully safety audited. The matters outstanding if the scheme was to be pursued are NAT approval and funding.
- 2.15 There were proposals discussed regarding providing a pedestrian crossing in George V Avenue opposite the school entrance. However these would deal only with pedestrians travelling from one direction and would do nothing to assist other pedestrians traversing the other arms of George V Avenue / Headstone Lane / Pinner Road junction. It would also encourage the use of the residential service road as a drop off / pick up point and exacerbate current difficulties that residents experience. In addition officers are currently investigating the possibility of converting the pedestrian refuge near to the Fire Station to a zebra crossing.
- 2.16 The two local “champions” continue to contact the council looking for a solution to the problems to be implemented. A question was raised at a recent Council question time meeting when a resident asked what the council was doing to improve road safety at the junction. The council has no official stance with respect to the junction that can be used to answer fully any further enquiries from the public as the matter has never been formally discussed at TARSAP or a way forward agreed in the past.
- 2.17 The junction is subject to a timing review by DTO this financial year (08/09) which is currently underway. TfL has confirmed that they will be able to review the signal timings to improve the throughput of the junction and investigate some of our road safety concerns. We are currently working with them to achieve this.
- 2.18 In addition we have requested that DTO review all the modelling data and let the council have their views regarding the original proposals submitted in 2006. If this is supported then it would be possible to make a bid to TfL for funding. Submissions have already been made for the Local Safety Scheme programme for 2009/10 so 2010/11 may be the earliest opportunity.
- 2.19 Progress on the discussions with TfL will be reported to a future meeting of the Panel.

SECTION 3 – FURTHER INFORMATION

Appendix A - Location Plan

Appendix B - Original scheme proposal

SECTION 4 - CONTACT DETAILS AND BACKGROUND PAPERS

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Background Papers:

PCL report 2004
Eneterprisemouchel report 2007