



safer roads for everyone

## Wembley Hill Road / Park Lane, Brent, London

### Road Safety Audit Stage 1

on behalf of London Borough of Brent

**TMS reference no: 15474**

**Date: 31<sup>st</sup> January 2020**

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## Wembley Hill Road / Park Lane, Brent, London

### Road Safety Audit Stage 1

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#### 1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed pedestrian improvements at the traffic signal junction of Wembley Hill Road / Park Lane, Brent, London, on behalf of London Borough of Brent. The audit was carried out on 30<sup>th</sup> January 2020 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:

#### Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA  
Highways England Approved RSA Certificate of Competency  
Principal Engineer, TMS Consultancy

#### Audit Team Member

Ema Dunn - BSc (Hons), MCIHT  
Senior Road Safety Consultant, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Adam Smith of London Borough of Brent.

1.4 The site was visited by the Audit Team on 29<sup>th</sup> January 2020 at 10.45am. The weather was fine and dry. Traffic flows were moderate. Pedestrian and cycle flows were light.

1.5 The terms of reference of the Road Safety Audit are as described in GG 119 (GG 119 superseded HD 19/15 in November 2018). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

1.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

1.8 The scheme consists of proposed pedestrian improvements at the traffic signal junction of Wembley Hill Road / Park Lane, Brent, London. The scheme will introduce light controlled pedestrian crossings on all arms of the junction. As part of the scheme left turn manoeuvres from Wembley Hill Road will be removed.

### 1.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

## 2. Items resulting from this Stage 1 Audit

### 2.1 PROBLEM

Location – Wembley Hill Road / Wembley Park Drive

Summary: Potential hazard and obstruction to pedestrians

On the splitter island between Wembley Hill Road and Wembley Park Drive there are numerous items of street furniture (CCTV pole and lighting column). When this area is built out and the pedestrian crossings are introduced, these items may be a hazard and obstruction to pedestrians trying to negotiate the crossings. This may be an issue, to pedestrians particularly to those with visual and mobility impairments, wheelchair and pushchair users.



### RECOMMENDATION

At detailed design stage, items of street furniture such as the lighting column and CCTV pole may require relocation to ensure an unobstructed route through the crossings is available to pedestrians.

## 2.2 PROBLEM

Location – Wembley Hill Road / Park Lane

Summary: Potential hazard and confusion to pedestrians

The stems of the tactile paving on the east side of Park Lane and west side of Wembley Hill Road both intersect. The intersection of tactile paving may cause confusion to visually impaired pedestrians, who may not comprehend the direction of travel required to the desired crossing point. This could cause confusion to visually impaired pedestrians who may be guided in the wrong direction and to potential trip hazards at full height kerbs.

### RECOMMENDATION

A gap should be provided between the ends of the tactile paving stems.

## 2.3 PROBLEM

General - Wembley Hill Road / Wembley Park Drive / Park Lane traffic signal junction

Summary: Potential vehicle collisions

In Stage 1 of the traffic signal staging, there are numerous potential conflict points between opposing right turn manoeuvres (although this is noted to be as the existing traffic signal operation). The lack of guidance markings and right turn pockets in the junction area may increase the risk of head on and turning type vehicle collisions.

### RECOMMENDATION

At detailed design stage additional guidance and right turn pocket markings should be provided in the controlled area of the junction to separate some of the conflicting turning manoeuvres.

## 2.4 PROBLEM

Location – Wembley Hill Road / Park Lane

Summary: Potential skid hazard to vehicles

It was noted at the site visit that surface water ponding was occurring on the left turn slip from Wembley Hill Road (S) to Park Lane. The removal of the left turn slip and introduction of kerb line will further alter surface water run off in this area. If additional surface water is forced into the junction area, there may be a greater risk of skid hazards to vehicles in heavy rain and icy conditions.



## RECOMMENDATION

At detailed design stage localised surface water run off should be assessed in conjunction to changing kerb lines and drainage improved as necessary.

## 2.5 PROBLEM

Location – Wembley Hill Road (N)

Summary: Potential shunt and sideswipe type vehicle collisions

The scheme will introduce a two ahead lane approach to the junction on Wembley Hill Road (S) with a very short merge on exit onto Wembley Hill Road (N). The short merge may result in late braking and lane changing manoeuvres with resultant shunt and sideswipe type vehicle collisions.

In addition, if there is a difficult right turn manoeuvre from Wembley Hill Road (S) to Wembley Park Drive, where there may be an increase in shunt type vehicle collisions in the offside lane of Wembley Hill Road (S), where ahead bound drivers are not expecting vehicles waiting for gaps to make their right turns.

*It is also noted that this right turn manoeuvre is not shown on the Phase B diagram of Stage 2 of the traffic signal staging, but a right turn arrow is shown on the general arrangement drawing.*

### RECOMMENDATION

A single ahead lane should be provided on Wembley Hill Road (S) enabling the short merge to be omitted.

If the two ahead lanes are required for capacity, the feasibility of separating the Phases B and E into separate stages should be assessed, which would give right turners opportunities to make this manoeuvre unopposed.

## 2.6 PROBLEM

General - Service covers in pedestrian crossing points

Summary: Potential hazard to pedestrians

There are numerous service covers in the footways around the junction that are likely to be within the proposed tactile paving areas of the puffin crossings. If the tactile paving is interrupted by the covers, visually impaired pedestrians may be at risk of stepping into the carriageway via the covers without recognising the warning paving, with the risk of being struck by vehicles.



## RECOMMENDATION

The service covers should be replaced with recessed service cover lids infilled with tactile paving.

## 2.7 PROBLEM

Location - Wembley Hill Road (N)

Summary: Potential slip and trip hazard to pedestrians

There is an existing drainage gully on Wembley Hill Road (N) that is likely to be adjacent to the dropped kerbs of the puffin crossing on the west side of Wembley Hill Road (N). The gully, if within the crossing path may be a potential trip and slip hazard to pedestrians.



### RECOMMENDATION

The gully should be relocated from the dropped kerb and tactile paving of the crossing.

### 3. **Audit Team Statement**

We certify that the terms of reference of the road safety audit are as described in GG 119 (formerly HD 19/15).

#### **Audit Team Leader**

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA  
Highways England Approved RSA Certificate of Competency  
Principal Engineer, TMS Consultancy

Signed 

Date 31<sup>st</sup> January 2020

#### **Audit Team Member**

Ema Dunn - BSc (Hons)  
Senior Road Safety Consultant, TMS Consultancy

Signed 

Date 31<sup>st</sup> January 2020

#### **TMS Consultancy**

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## Appendix A

### Documents Examined:

-  RWA-18-19-207\_REV02-TRACKING\_2
-  RWA-18-19-207\_REV02-TRACKING\_3
-  RWA-19-20-207\_REV02\_DIMENSIONS
-  RWA-19-20-207\_REV02\_GA
-  RWA-19-20-207\_REV02\_TRACKING\_1

### Other Information Provided:

- Road Safety Audit Brief
- Pedestrian Improvement Study
- Pedestrian and Traffic Surveys

## Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:



