Brent	**Healthy Streets and Parking** Project Development Delegated Approval Report Report for Head of Healthy Streets and Parking
Wards Affected: Kingsbury	
A5 Edgware Road - Pedestrian Crossing	

Approved by:

Title	Name	Date
Author	C. J. Dabhi	30/11/2022
Team Leader	John Dryden	30/11/2022
Head of Healthy Streets and Parking	Sandor Fazekas	20/11/2023

1.0 PURPOSE OF REPORT

1.1 This report summarises the outcome of the public consultation for a proposed signalised pedestrian crossing on the (A5) Edgware Road. The crossing will be located approximately 55m north of the junction of Edgware Road and Annesley Avenue.

1.2 The proposed crossing will provide a safe and protected facility across the busy Edgware Road, reducing pedestrian severance for local residents and other pedestrians.

1.3 The Head of Healthy Streets and Parking is recommended to progress with the implementation of the scheme and the advertising of the required Traffic Management Order and Notices.

2.0 BACKGROUND

2.1 Overview

2.1.1 Edgware Road comprises part of Transport for London's (TfL) Strategic Road Network which forms part of the A5 road corridor. To the south is the important junction with the North Circular Road providing a link to the M1. To the northeast is Edgware. Land use in the vicinity of the study area includes multiple retail parks, several supermarkets and a large oriental food hall. Adjacent to the retail parks are large residential areas.

2.1.2 There a two bus stops within the study area, one servicing buses in a northbound direction and the other in a southbound direction. Both the northbound and southbound carriageways comprise one general traffic lane and a bus lane. Edgware Road has a 30mph speed limit and an informal pedestrian facility is currently located approximately 35 metres south of the two bus stops.

2.1.3 Between The Greenway and Annesley Avenue are two vehicle entry and two exit points which provide access and egress from office buildings, shops and a restaurant drive through. On occasion vehicles were seen to queue from the drive through and block back onto Edgware Road. Due to the bus lane this did not seem to significantly impede traffic.

2.1.4 The lack of formal pedestrian crossing facilities on Edgware Road creates a barrier to pedestrian movement. A review of the accident data over the latest three-year period shows that a total of nineteen personal accidents have occurred along this section of Edgware Road.

2.1.4 Due to a high number of recorded accidents and lack of proper pedestrian facilities, this location was identified as a priority for a collision reduction scheme, with a specific focus on improving pedestrian safety in this area.

2.1.5 Figure 1 below shows the extent of the study area.

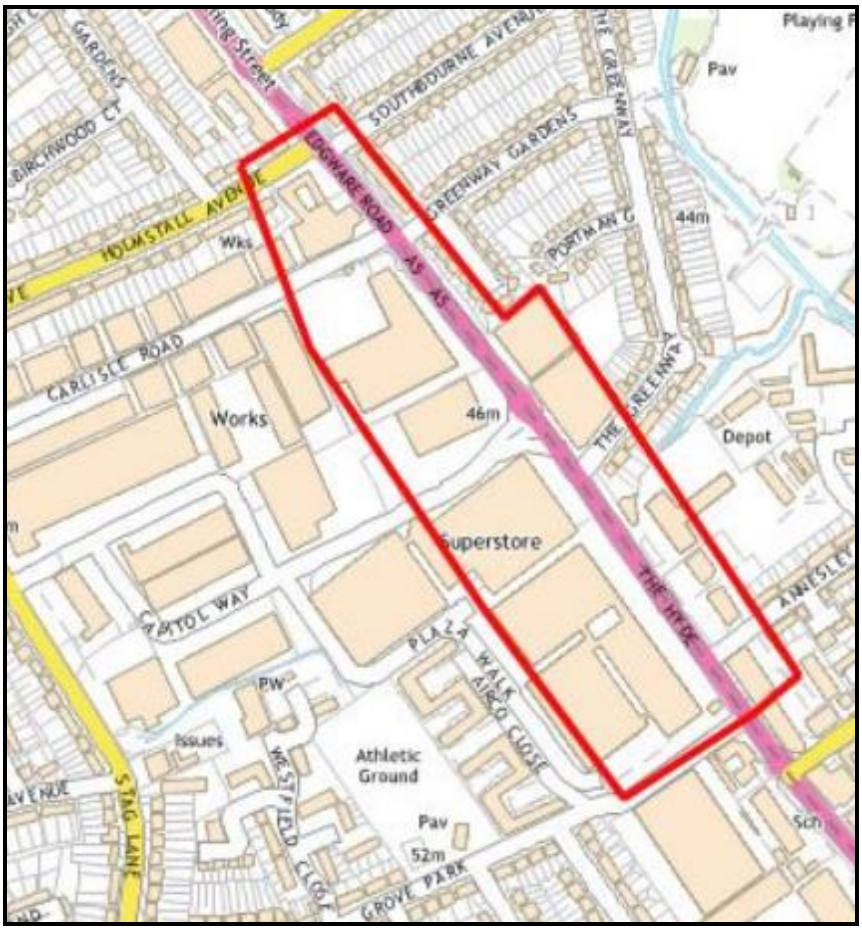

Figure 1 – Location Plan

3.0 PROJECT DEVELOPMENT

3.1 Overview

3.1.1 The Edgware Road forms a boundary between Brent (to the east) and Harrow (to the west). The local area is a mix of residential and commercial uses. There are supermarkets, food courts and other commercial warehouses on the west side of Edgware Road.

3.1.2 The proposed road safety scheme was developed and designed to introduce measures to improve facilities for pedestrians, create a safer environment for all road users and to continue to ensure that the Edgware Road operates with sufficient capacity for buses and general traffic.

3.2 Existing Conditions

3.2.1 Site visits were undertaken in May/June 2020 to collect highway inventory data and observe the behaviour of vehicle traffic, pedestrians and cyclists using local roads.

3.2.2 Edgware Road is a heavily trafficked road, and it is very difficult for pedestrians to cross the four lanes of busy traffic given the lack of formal pedestrian facilities.

3.2.3 The nearest formal pedestrian crossings on Edgware Road are located at the signalled junctions with Capitol Way and Grove Park. The distance between these junctions is approximately 300m.

3.2.4 Four bus routes operate in this section of Edgware Road. Bus stops are present on both sides of Edgware Road. These existing bus stops are located approximately 40m to 50m north of the proposed location of the pedestrian crossing. The routes that travel through the junction are: -

- 32 – towards Edgware to Kilburn Park
- 143 – towards Watford Junction and Brent Cross
- 303 – towards Edgware and Kingsbury Circle
- N16 – towards Edgware and Victoria

3.2.5 Currently, there is an informal crossing with a pedestrian refuge island in the center of the carriageway.

3.2.6 The existing parking restrictions comprise double yellow line markings on both sides of the Edgware Road.

4.0 Personal Injury Accident Data

4.1 An analysis of accidents within the study area has been undertaken to aid the development of the proposals. Data used to assess the collision history was the most recently available, the three years from May 2019 to May 2022.

4.2 Over the three-year period, there were nineteen collisions resulting in fifteen personal injury accidents along this section of the Edgware Road between The Grove Park and Capitol Way. Injuries resulting comprised one serious and eighteen slight injuries. (Some collisions involved more than one personal injury). A total of five collisions involved pedestrians. There were ten collisions involving a motorcycle and two involving pedal cycles.

4.3 The accident data is attached in Appendix A of this report.

5.0 Traffic and Pedestrian Surveys

5.1 Surveys

5.1.1 Traffic and pedestrian surveys were undertaken in November 2019.

5.1.2 Pedestrian and cyclist crossing counts were conducted in the vicinity of the proposed crossing (see Figure 2) on a typical weekday, and on Saturday between the hours of 07:00 Hrs. to 19:00 Hrs.

5.1.3 Classified automatic vehicle traffic counts were conducted at the same location for a duration of one whole week, 24 hours/day, commencing on 31 October 2019.

5.1.4 The location plan of the pedestrian and classified traffic counts is as shown below:

Figure 2. Traffic & Pedestrian Surveys Location Plan

5.1.5 The output data from the traffic and pedestrian surveys is provided in Appendix B of this report.

5.2 Results from Traffic Surveys

5.2.1 A summary of the average traffic flows on Edgware Road, over a 24-hour period is shown in Figure 3 below. The graphs show the average traffic flow in vehicles per hour, in both a northbound and southbound direction.

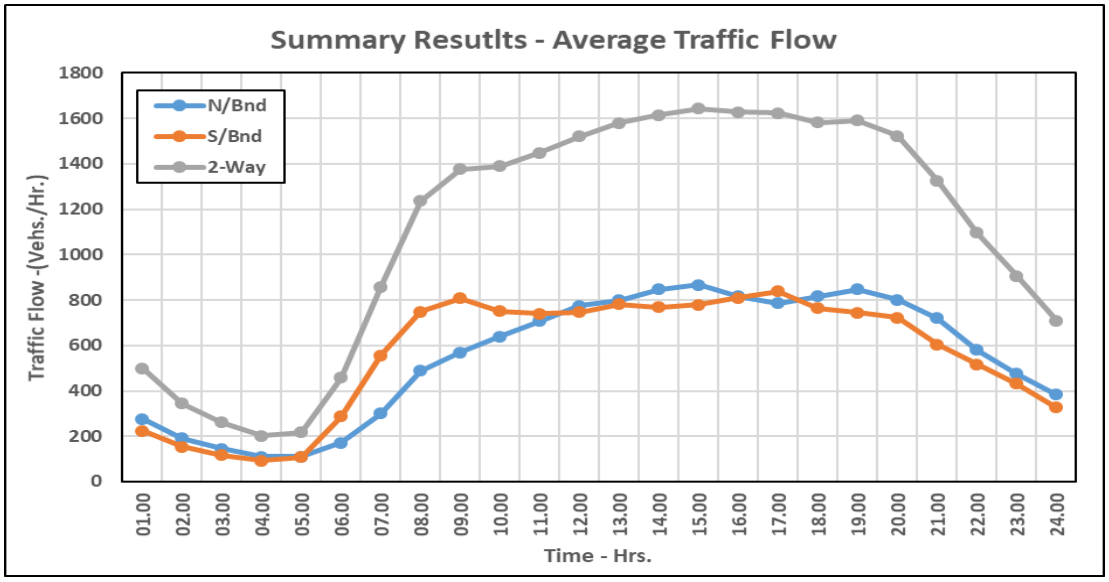

Figure 3. Summary Results: Average Traffic Flows on Edgware Road

5.2.2 A summary of the average traffic speeds on Edgware Road, over a 24-hour period are illustrated as shown in Figure 4 below. The graphs show an average traffic speed in miles per hour, for vehicles travelling in both the north and southbound directions on Edgware Road.

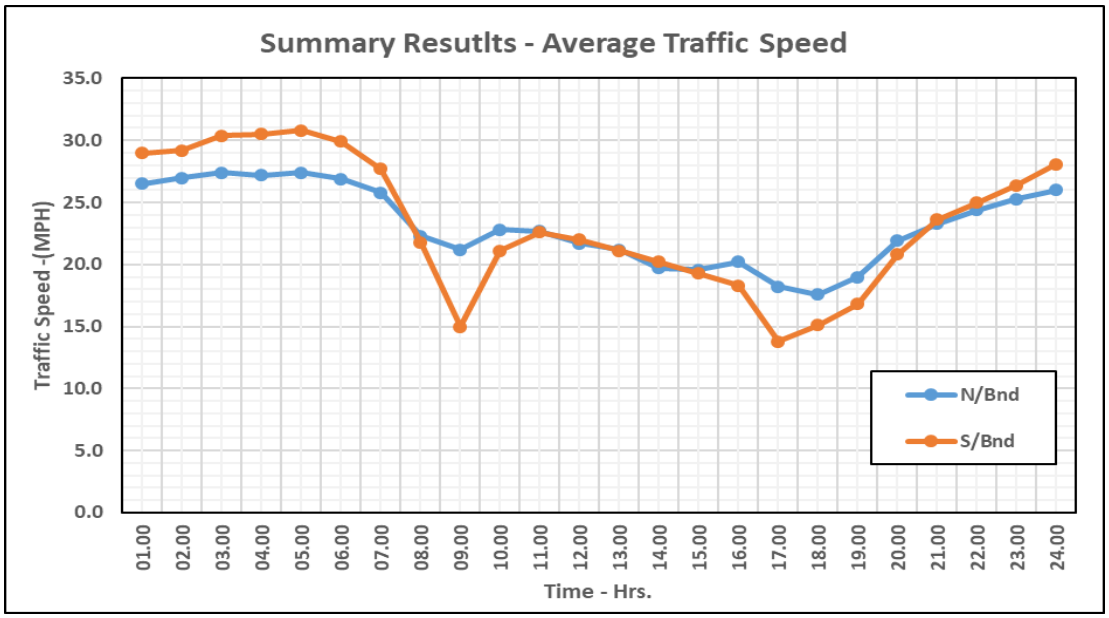

Figure 4. Summary: Average Traffic Speeds on Edgware Road

5.2.3 The above shows that there are around 800 vehicles per hour maximum travelling in each direction of Edgware Road, daily between 7:00 am and 7:00 pm.

5.2.4 This shows that pedestrians have to negotiate four lanes of carriageway and traffic volumes of up to 1600 vehicles per hour to cross Edgware Road

5.2.5 Figure 5 below summarises the results of the traffic flow and average speed data obtained from the traffic surveys.

Location.	Direction.	Start Date.	Total Vehicles.	7 Day Ave.	No. > Speed Limit.	%. > Speed Limit.	Mean Speed	85%ile Speed
A5 Edgware Road, attached to lamp column, 51.593813, -0.259323	North	31 October 2019	92562	13223	3581	3.9	21.7	26.8
	South	31 October 2019	93949	13421	8382	8.9	21.0	28.1
	Two way	31 October 2019	186511	26644	11963	6.4	21.4	27.4

Figure 5. Summary Results from the Traffic Survey

5.2.6 The data obtained from the traffic and pedestrian surveys on Edgware Road was used for justification calculations to determine the type of formal pedestrian crossing required for this location on Edgware Road.

6.0 PV^2 Justification Calculation for a formal pedestrian crossing

6.1.1 PV^2 is a calculation used to assess whether there is justification to provide a pedestrian facility at a specific location and to indicate the type of crossing which would be most appropriate. The assessment which considers both pedestrian and traffic flow, has been conducted for each of the four zones surveyed.

6.1.2 The PV^2 value is the average over the four busiest hours of the day and a signalised crossing is normally justified where the calculated value of PV^2 is equal to or greater than 1 x 10 on an undivided road or 2 x 10 on a carriageway incorporating a staggered crossing.

6.1.3 The assessment follows the guidance provided the Transport Advisory Notes (the LTN 1/95 and LTN 2/95) produced by the Department of Transport.

6.1.4 An assessment of the site, the degree of conflict between pedestrians and vehicles is estimated by counting the number of vehicles passing the site of the proposed location in both directions, and the number of pedestrians crossing the road along a length extending at least 50m on each side of the proposed crossing site.

6.1.5 Particular attention is paid to the existence of established or popular pedestrian routes and desire lines in the vicinity and to possible difficulties in changing them without physically guiding pedestrians.

6.1.6 The degree of conflict between pedestrians and vehicles is determined by PV″ where V is the 2-way total hourly flow of vehicles and P is the 2-way total hourly flow of pedestrians crossing the road within 50m on either side of the site at busy times.

6.1.7 The numerical criterion against which the requirement for a pedestrian crossing will be assessed is provided by the average of the four highest hourly rates of PV2. An average value exceeding $10^{.8}$ for an undivided road or 2 x 10^8 for a divided road will meet this criterion.

6.1.8 Figure 6 below shows the outcome of PV^2 criterion calculation and results from the pedestrian and traffic surveys conducted across Edgware Road at the location of the proposed crossing.

Time Period	P	V	PV^2	PV^2 X 10^8
12.00 – 13.00	242	1644	654062112	6.54
13.00 – 14.00	278	1757	858199622	8.58
17.00 – 18.00	222	1812	728902368	7.29
18.00 – 19.00	229	1807	747742021	7.48
Average PV^2				7.47

PV2 Calculation for Zone D- Thursday 31st October 2019

Time Period	P	V	PV^2	PV^2 X 10^8
12.00 – 13.00	187	1819	618738307	6.19
13.00 – 14.00	215	1850	735837500	7.36
14.00 – 15.00	207	1815	681904575	6.82
15.00 – 16.00	192	1819	635282112	6.35
Average PV^2				6.68

PV2 Calculation for Zone D- Saturday 2nd November 2019

Figure 6. Results of PV^2 Calculation for Zone D Thursday 31 Oct 2019

6.1.9 The above PV^2 calculations result in a value of **PV^2 = 7.63 x10^8** for Zone D, which is much greater value than the required value of PV^2 = 0.9 x 10^8. This calculation of PV^2 fully justifies for a signal-controlled pedestrian crossing facility across (A5) Edgware Road.

7.0 Proposed Improvements

7.1.1 The following section sets out the two possible measures that could be implemented to provide a signalised pedestrian facility in the study area. Both options are recommended to replace the existing central reservation in Zone D.

7.1.2 Due to the width of the carriageway (14 metres) both a staggered and straight across pedestrian facility have been considered. A staggered pedestrian facility will reduce delay to traffic and buses however due to the desire for 3 metre lane width retention, widening of the carriageway would be required.

7.1.3 Alternatively a straight across crossing would not require any amendments to kerb lines. Compared to a staggered facility, a straight across crossing will reduce delay to pedestrians, allowing them to cross in one movement.

7.1.4 The preferred option is a straight across signalised crossing which can be seen in the drawing in Appendix A. It is proposed that the crossing replaces the existing central reservation and informal pedestrian facility located 55m north of Annesley Avenue.

7.1.5 It is possible to implement a straight across signalised crossing without widening the carriageway and as such the implementation of this option is significantly cheaper than a staggered crossing. It will also provide an increased benefit to pedestrians by allowing them to cross the road in one signalised movement.

7.1.6 Given the site's location on the SRN and on a route heavily trafficked by buses, traffic modelling of the impact of the new crossing was required by TfL to assess the likely impacts on traffic flow, congestion, bus movements and delays, and the operation of adjacent signalised junctions. This modelling was carried out by TfL who have advised that they are happy for the proposed straight across crossing option to be implemented.

7.1.7 The proposed signal controlled crossing design is shown in the attached drawing in Appendix C and a summary of the proposed improvements are as follows: -

- **Signalised controlled pedestrian crossing -** A straight across signalised pedestrian crossing on Edgware Road located approximately 55m north of Annesley Avenue.

- **Pedestrian Refuge Island.** The existing pedestrian refuge island will be widened and incorporated into the proposed signalised pedestrian crossing.

- **Existing Speed Camera**. This will be relocated to accommodate the new signalised crossing. The new location of the speed camera will be confirmed subject to discussions with Transport for London.

- **Anti-skid surfacing -** This anti-skid road surfacing will be provided on both approaches to the proposed pedestrian crossing for improve road safety.

7.1.8 An independent Stage 1/2 Road Safety Audit (RSA) of the proposed design was commissioned and completed on 4th June 2020. The final safety audit report is provided in Appendix D

8.0 CONSULTATION AND RESULTS

8.1 Consultation Procedure

8.1.1 A public consultation was undertaken in October 2022 for the proposed crossing.

8.1.2 The consultation document, a drawing of the proposed scheme and a questionnaire were distributed to a total of 959 addresses in the local area and across the borough boundary between L.B. Brent and L.B. Barnet. Copies of the consultation documents are included in Appendix E.

8.1.3 The consultation documents were also posted to the local Ward Councillors, of both the boroughs, interested groups and statutory authorities including the emergency services.

8.2 Consultation Results

8.2.1 Table 1 below shows the number and percentage of questionnaire responses received from the consultation and Table 2 shows the numbers and percentage of respondents who are supportive of or objected to the proposed measures.

Consultation in Brent	Number	Percentage
Questionnaires Sent Out	643	100%
Questionnaires Returned	80	12%

Consultation in Barnet	Number	Percentage
Questionnaires Sent Out	316	100%
Questionnaires Returned	25	8%

Consultation in Brent & Barnet	Number	Percentage
Questionnaires Sent Out	959	100%
Questionnaires Returned	105	11%

Table 1. Questionnaire Response Rate from Consultations

Brent	Number	Percentage
Yes	73	91%
No	4	5%
No Opinion	3	4%

Barnet	Number	Percentage
Yes	23	92%
No	1	4%
No Opinion	1	4%

Brent & Barnet	Number	Percentage
Yes	96	91%
No	5	5%
No Opinion	4	4%

Table 2. – Responses to "Do you agree with the proposed pedestrian crossing across A5 Edgware Road?

8.2.2 Table 1 shows that a total of 105 questionnaires were returned from consultees in both Brent and Barnet, which is a combined response rate of 11%. This is marginally below the normal range that has been experienced by the Healthy Streets and Parking service when undertaking public consultations of a similar nature.

8.2.3 Table 2 shows that tut of the total questionnaires returned, 96 were supportive of the proposal, 5 objected and 4 did not express an opinion. This shows that a significant majority of respondents (91%) were supportive of the scheme.

8.2.4 Section 9.0 below, considers comments, and objections received in more detail.

9.0 CONSULTATION ANALYSIS

9.1 Responses from Statutory Consultees

9.1.1 A number of comments from local residents' association and other stakeholders were also received. The most frequent comments are summarised here below.

9.1.2 ***Metropolitan Police Matt Cosgrove PC 1953T*** – no comments on the proposed scheme.

9.1.3 ***Cllr Humayune Khalick (L.B. Barnet) -*** agree with proposal, this is much needed.

9.1.4 ***Kingsbury Local Residents*** *Association - agreed with the proposal. (Comment – proposed scheme will improve safety for all road users.)*

9.1.5 ***Brent MENCAP*** *– Agree with the proposal.*

9.1.6 ***Black Disabled Peoples Association*** *– agree with the proposal*

9.1.7 ***Officer Response:*** The design of the proposed signal-controlled pedestrian crossing across Edgware Road scheme considered the safety of all road users. This formal crossing will significantly improve and enhance safety for pedestrians and cyclists using this busy road.

9.2 Responses from Local Residents

9.2.1 A number of comments from local residents were also received. The most frequent comments are summarised here below.

9.2.2 The consultation received a number of positive comments from the local residents. These included:

- *Urgently needed before someone is injured or killed. How about speed camera?*
- *It is about time we get a safer crossing it has been a nightmare for me in a wheelchair.*
- *This is something that should have happened long time back. This pedestrian crossing is much needed.*
- *I've crossed here many times & nearly got hit by a car. I am disabled and can't walk fast and cross at the faded zebra crossing*
- *Great idea. My boys make their way to & from school so having a signal post & push button unit will guarantee their safety*
- *It is important for safety given the number of accidents and collisions reported*
- *Great idea. Many people cross at that part of the road with only a tiny island. This will make it safer*
- *I agree with the proposed pedestrian crossing even the new highway act that indicates to give way to pedestrians*
- *Please build this crossing I saw a child nearly hit by a car speeding away from ASDA*
- *People crossing the road there all the time which is very unsafe*
- *I use all modes of transport (walk, cycle, public transport, motorcycle and car) and I support making the A5 safer for pedestrians with the proposed crossing. I also feel there should be more cycling infrastructure in Brent particularly along the A5.*
- *Very convenient for those who need to take southbound buses after shopping at the super stores*
- *Signal controlled crossing will help to slow down the traffic and reduce noise*
- *This is a good thing, as pedestrians crossing is very dangerous and difficult to cross when cars refuse to stop*
- *Full agreement and support. Edgware Rd is very dangerous with cars racing up the bus lanes.*
- *Great initiative. Locals use this part of the road to cross very often*
- *Having been a resident for many years in Colindale I have often had difficulty in crossing the road at proposed site due to traffic increase*
- *A signalised pedestrian crossing is definitely required as more people have moved into this area.*

9.2.3 ***Officer Response:*** These are very positive responses received from within the consultation area which reflects a need for this safe pedestrian crossing at this location.

9.2.4 Five respondents indicated that they did not agree with the proposed pedestrian crossing on Edgware Road.

9.2.5 The negative responses were mainly concerned about possible traffic congestion that could result from the introduction of the new pedestrian crossing may cause. In response it should be noted that, as stated above, TfL have modelled the possible impacts on the road network and are satisfied that the crossing can be implemented without significant negative impacts to traffic or bus flows/delays.

9.3 Summary

9.3.1 In response to the consultation comments received and considering the findings of the Stage 1/2 Road Safety Audit, the proposed scheme shown in the detail drawings attached in Appendix C is recommended for approval.

10.0 EQUALITIES ANALYSIS

10.1 Around ninety respondents completed at least part of the equality monitoring questionnaire. A breakdown of the equality data is shown below along with a commentary on any significant variations to the average demographic profile for the affected wards.

Asian or Asian British	Black or Black British	White or White British	Mixed Background	Other Ethnic background	Prefer not to say
31	7	34	6	5	5

Table 3 – Number of Responses to "What is your ethnic group?"

Do you consider yourself to have a disability?			Gender			Sexual Orientation					
Yes	No	Prefer not to say	Male	Female	Prefer not to say	Heterosexual	Bisexual	Gay Man	Gay Woman	Other	Prefer not to say
9	77	1	43	42	4	62	5	4	1	1	14

Table 4 – Number of Responses to "Do you consider yourself to have a disability?", "What is your gender?" and "What is your sexual orientation?"

Buddhist	Christian	Hindu	Sikh	Jewish	Muslim	No Religion	Other	Prefer not to say
2	29	6	0	0	3	34	3	10

Table 5 – Number of Reponses to "What is your religion?"

Age group					
25~34	35~44	45~54	55~64	65+	Prefer Not to Say
29	28	12	11	5	2

Table 6 – Number of Responses to ''which age group do you belong?"

10.2 Table 3 shows that 56% of respondents were from a Black, Asian and minority ethnic background (BAME) compared to an average of 62% for the local ward profile.

10.3 Table 4 shows that both the number of male and female respondents are equal 50% compared to an average ward profile of 52% males to 48% females.

10.4 10% of respondents considered themselves to have a disability which is slightly less than that to the ward profile.

10.5 Table 5 shows that 33% of respondents are Christian, 7% Hindu and 3% Muslim. This in comparison with the ward profile is slightly lower than the ward profiles.

10.6 Table 6 indicates the 33% of respondents were aged 45 years and over compared to an average ward profile 34%.

10.7 The equality analysis indicates that the diversity profile of respondents to the consultation is broadly representative of the local ward.

Protected Characteristic	Positive	Neutral	Negative	Comments	Mitigation if required
Age	X			The scheme will improve safety for all road users alike.	N/A
Disability	X			The reduced traffic speeds will mean enhanced road safety for people with disability.	N/A
Gender reassignment		X		No reason to believe this group will be disproportionally affected	N/A
Pregnancy and maternity		X		No reason to believe this group will be disproportionally affected	N/A
Race		X		No reason to believe this group will be disproportionally affected	N/A
Religion or belief		X		No reason to believe this group will be disproportionally affected	N/A
Sex		X		No reason to believe this group will be disproportionally affected	N/A
Sexual orientation		X		No reason to believe this group will be disproportionally affected.	N/A

Table 7– Project Equality Analysis

10.8 As shown in Table 7 the scheme will provide a positive benefit for elderly people and people with mobility difficulties.

11.0 FINANCIAL IMPLICATIONS

11.1 The scheme will be funded from s106 developer contribution funding. A total of £ 216,258 of S106 funding has been allocated for the construction of this scheme. The available funding is considered adequate to deliver the scheme.

12.0 RECOMMENDATION

12.1 The Head of Healthy Streets and Parking is recommended to approve the proposed signal-controlled pedestrian crossing on (A5) Edgware Road by Annesley Avenue and subject to the consideration of any representations received during the traffic order consultation, approve the subsequent implementation of the proposal.

13.0 APPENDICES

Appendix A – Accident Data
Appendix B – Traffic and Pedestrian Survey Data
Appendix C – Scheme Design Drawing
Appendix D – Road Safety Audit (RSA) Stage 1/2 Report
Appendix E – Consultation Documents

AGREED / ~~REJECTED~~

Signed:

Date: 20th January 2023

Sandor Fazekas

Head of Healthy Streets and Parking

Local Government Act 1972 – Access to Information

The following items were used in the preparation of the report:

1. Consultation responses and analysis

The above documents may be inspected / copied by contacting:
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