

London Borough of Brent
Ealing Road
From High Road to Mount Pleasant Junction
Local Safety Scheme
Stage 1 & 2 Combined Road Safety Audit

Revision	Description	Authors	Checked	Date
1.0	Final	ACH/GH	MX	31/01/2019

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Appendix A - Project Drawings:				
<i>Item</i>	<i>Drawing N^o</i>	<i>Rev.</i>	<i>Job Title/ Drawing Title</i>	<i>Scale/ Date</i>
i.	-	D	Ealing Road Local Safety Scheme/ Douglas Avenue to Stanley Avenue (sic)	1:500@A1/ 14/01/2019
ii.	-	D	Ealing Road Local Safety Scheme/ Douglas Avenue to Stanley Avenue	1:250@A1/ 14/01/2019
iii.	-	D	Ealing Road Local Safety Scheme/ Douglas Avenue to Stanley Avenue (sic)	1:250@A1/ 14/01/2019
Appendix B - Site Photos				

1.0 Introduction

1.1 Background

1.1.1 This document has been produced in response to a Stage 1 & 2 Combined Road Safety Audit commissioned by the London Borough of Brent, as the project client/design team.

1.1.2 A Local safety scheme is proposed in Ealing Road, between High Road and Mount Pleasant. Each year the London Borough of Brent identify roads and locations in the Borough with the highest number of accidents and look at introducing road safety measures which may help in reducing the number of accidents. Over the last three years there have been sixty-three personal injury accidents in Ealing Road, between High Road and Mount Pleasant, eight of which being serious and fifty-five being slight in nature. There were no fatalities. Sixteen of the accidents involved pedestrians, five involved cyclists and twenty-four involved powered two wheelers. Accordingly, this route has been prioritised for engineering intervention works. The measures proposed include:

- 20mph Speed Limit - A new 20mph speed limit will be introduced on Ealing Road from Wembley High Road to Mount Pleasant. Eight electronic vehicle activated 20mph and speed indicator signs will be installed at regular intervals to advise drivers about the 20mph speed limit and their current speed;
- Traffic Calming Features - Six new raised speed tables will be provided to reduce vehicle speeds and improve crossing facilities for pedestrians;
- New Zebra Crossings - 2 new raised speed tables & Zebra Crossings and 1 raised existing Zebra Crossing will replace an existing traffic island and speed cushions.

1.1.3 The project contact client officer is:

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1.2 Audit Team

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1.2.1 The membership of the Audit Team comprised of:

Alan Harris

PGDip Traffic Engineering & Planning, MCIHT, MSoRSA, RSA Cert Comp
Pax Associates Limited

Geoff Harris

BA Hons Architecture, MCIHT, MSoRSA, RSA Cert Comp
Pax Associates Limited

2.0 Scope of Audit

2.1 Procedure

2.1.1 This Stage 1 & 2 Combined Road Safety Audit has been produced through the examination of the items contained in **Appendix A - Project Drawings** of this report. A site visit was undertaken in daylight conditions. The weather at the time of the site visit was dry and bright. Traffic levels were consistently high. Pedestrian levels were moderate to high and cyclist levels were low. Road traffic incidents or road works were not observed during the duration of the site visit. A schedule of the visit follows:

No	Location	Date/Time	Day	Night	Audit Stage
1.	Ealing Road - from High Road to Mount Pleasant junction	23/01/2019 14:30 - 15:30	Yes	No	1 & 2

2.2 Terms of Reference

2.2.1 Terms of reference that describe the range and scope of this audit are as contained within the Design Manual for Roads and Bridges, GG 119 Road Safety Audit (formerly HD 19/15).

2.2.2 This report and previous examinations are based on the road safety implications of the scheme only. Other design standards and criteria are not assessed.

2.2.3 All comments and recommendations are referenced to the design drawing and the locations of which have been indicated on the plan supplied.

2.2.4 This Road Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals.

3.0 Previous Road Safety Audit Issues

- 3.1 Any previous Road Safety Audits that may have been undertaken in relation to this project have not been supplied to the Audit Team.

4.0 Stage 1 & 2 Combined Road Safety Audit Issues

A1 Road Markings and Signage

A1.1 PROBLEM

Location: **A**, Ealing Road opposite property No. 2.

Summary: An end of 20mph speed limit zone sign may obstruct northbound driver forward visibility to a primary traffic signal head in Ealing Road.

A 20mph Zone is proposed in Ealing Road between High Road and Mount Pleasant. A 20mph Zone exit and return to 30mph speed limit sign is proposed in Ealing Road at the northern boundary of this Zone, and immediately south of its traffic signal junction with High Road. The scale of the drawings supplied do not allow for an exact appreciation of the position of this sign and its associated post. However, the sign may potentially obstruct northbound driver visibility to the nearside traffic signal at this junction. This may result in drivers failing to appreciate the existence of this junction's traffic signal control or the traffic signal present at the time. This may lead to drivers not preparing to stop at an amber signal, or failing to do so at a red signal, and this may result in vehicles striking crossing pedestrians or side impacting vehicles or cyclists in High Road.

Photo References: 001 and 002.

RECOMMENDATIONS

Locate the proposed 20mph Zone exit and return to 30mph speed limit sign and associated post outside of the sight line between northbound drivers and the nearside primary traffic signal in Ealing Road.

Design Organisation Response	Accepted
The proposed 20mph Zone exit and return to 30mph speed limit sign and associated post has been repositioned outside of the sight line and away from the primary traffic signal. This is shown in drawing no. 17LP30A-01 - Rev 0.	
Client Organisation Comments	
Noted and agreed	

A1.2 PROBLEM

Locations: **B**, at side road junctions with Ealing Road.

Summary: Inconsistent or absent 20mph Zone boundary signage and presence of 30 mph signage results in road users being unaware of the actual speed limit.

Ealing Road proposed 20mph Zone interfaces with several side roads. It is unclear from the drawings where, and if, these side roads and their linked areas are to be incorporated within the Ealing Road general 20mph Zone. For example, and not intended to be an exhaustive list of such sites, Montrose Crescent, Chaplin Road, Union Road, Braemar Avenue, Clayton Avenue (although a 20mph roundel road marking is present in Clayton Avenue) and Bowrons Avenue do not have any signage proposed or present at their junctions with Ealing Road to indicate a change in speed limit. As such road users will be

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unclear regarding the intended speed limits in these roads and as such may drive at speeds inappropriate with their surroundings. This may result in loss of vehicle control type incidents or collisions with other road users not anticipating vehicles travelling at speeds greater than 20mph.

Furthermore, a number of sides roads interfacing with the proposed Ealing Road 20mph Zone have existing 20mph Zone signage present and/or associated return to 30mph speed limit signs indicating the current speed limit in Ealing Road. Again, a non-exhaustive list of such sites includes Lyon Park Avenue, Douglas Avenue, Eagle Road, Stanley Avenue and Ealing Road south-west of its junction with Mount Pleasant. In such circumstances road users will be unclear regarding the intended speed limits in these roads, including Ealing Road itself, and as such may drive at speeds inappropriate with their surroundings. This may result in loss of vehicle control type incidents or collisions with other road users not anticipating vehicles travelling at speeds greater than 20mph.

Photo References: 003, 004 and 005. These are examples and do not represent all sites to be considered as part of this recommendation.

RECOMMENDATION

Establish the extents of the proposed 20mph Zone in association with any existing 20mph Zones limits and remove, retain or provide appropriate 20mph Zone boundary entrance and exit signage as necessary.

Design Organisation Response	Accepted
20mph Zone boundary signage and 30 mph Exit Zone signage have been have been amended to the correct sign and fixed on all associated side roads on the approach to Ealing Road. This is shown in all drawings on drawing no. 17LP30A-01 – 03 Rev 0.	
Client Organisation Comments	
Noted and agreed	

A1.3 PROBLEM

Location: Varies, Ealing Road, south-west of Mount Pleasant.

Summary: Traffic calming provision in the existing 20mph Zone is less consistent in comparison with the proposed 20mph Zone area.

An existing 20mph Zone is present in Ealing Road to the south of the proposals and extends between the junctions of Mount Pleasant and A4005 Ealing Road. The proposals will extend this existing 20mph Zone to limits of Ealing Road to the north at High Road and will create a very large Zone, being greater than the recommended one-kilometre maximum effective size. This existing southern section of 20mph Zone, although being a much more active area in terms of use and density, does not have as consistent use of traffic calming features as the proposed northern area of 20mph Zone.

Accordingly, drivers travelling southbound from the proposal area and into the existing 20mph Zone will encounter fewer traffic calming features such as road marking roundels and Vehicle Activated Signs (VAS). Given the Zone's large extent from north to south

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drivers entering this existing area, with less use of speed reducing features, may be under the impression that they have left the 20mph Zone boundary. This may lead to such road users driving at speeds incompatible with the 20mph Zone. This may result in loss of vehicle control type incidents or collisions with other road users not anticipating vehicles travelling at speeds greater than 20mph.

Photo Reference: -

RECOMMENDATION

Provide compatibility of traffic calming features between the existing and proposed 20mph Zone areas. These may take the form of additional measures such as 20mph roundels and additional VAS to the existing southern 20mph Zone area.

Design Organisation Response	Accepted
The existing 20mph Zone signs on the south of Mt Pleasant Junction have been removed to further extend the proposal from Bridgewater Road to High Road, Wembley. More calming features have also been provided on the southbound direction from Mt Pleasant Junction to Bridgewater Road in the newly implemented Alpertown Urban Realm – Phase 2 Scheme. This is shown in drawing no. 17LP30A-03 Rev 0.	
Client Organisation Comments	
Noted and agreed	

5.0 Statement of Auditors

- 5.1 We certify that the items contained in Appendix A - Project Drawings of this report has been examined by us, the undersigned, as part of the Stage 1 & 2 Combined Road Safety Audit of Ealing Road from High Road to Mount Pleasant Junction - Local Safety Scheme. We confirm that our involvement with this project has been solely in the undertaking of this report and without association with the design and development processes of the project.
- 5.2 This Audit has been undertaken in order to identify any features of the design that could be altered to improve the safety of the scheme. No other criteria have been assessed.

AUDIT TEAM MEMBER

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Signed: 

Date: 31/01/2019

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Date: 31/01/2019