



Highways Committee
25 June 2015

**Report from the Head of
Transportation**

For Action

Wards Affected:
Mapesbury
Brondesbury Park

Petition requesting a new pedestrian crossing on Shoot-Up-Hill

1.0 Summary

- 1.1 This report informs the committee of a petition received requesting the provision of a new pedestrian crossing on Shoot-Up Hill, near to the junction with St Cuthbert's Road.
- 1.2 It provides information on the results of site assessments and proposals to provide a new pedestrian crossing facility.

2.0 Recommendations

- 2.0 That Committee notes the content of the petition and the results of the subsequent assessment undertaken by officers.
- 2.1 That Committee instructs officers to undertake a full public consultation on the provision of a new zebra crossing in Shoot-Up Hill to the south of St Cuthbert's Road, including liaison with the London Borough of Camden and to gain the agreement of that authority to the proposed new zebra crossing.
- 2.2 That, subject to the outcome of the scheme consultation, the Committee authorises the Head of Transportation to undertake statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders and associated work required to implement the changes, or to report back to the Highways committee if objections are substantial.

2.3 That the main petitioner, Mr James Earl, Chair of the Fordwych Residents Association, be informed of the Highways Committee decision.

3.0 The Petition

3.1 On 18th February 2015, the Council received an email from the Chair of the Fordwych Residents Association outlining concerns about pedestrian safety on Shoot-up-Hill.

3.2 The email stated that:

“A growing number of local residents - on both sides of the road - are very worried about the lack of a safe pedestrian crossing on the long and wide stretch of the road between Christchurch Avenue/Maygrove Road and Mapesbury Road/Mill Lane.

Of particular concern is the area around the two bus stops near the entrance to Watling Gardens and near the junction with St Cuthbert's Road. Residents living on both sides of the road have to cross the road at this point to get to the bus stops. There is currently no safe way to cross the road, either by a dedicated pedestrian crossing or a traffic island. This is a particularly problem for the disabled, the elderly, and those with push-chairs. We also note that on this straight and wide stretch of the road, traffic (including cars, buses and HGVs) travels quite fast and often in excess of the 30mph speed limit.

In response to these concerns, a petition has been started to campaign for a safer pedestrian crossing on this part of the road. The online petition has been signed by more than 60 people and can be seen here:

<https://you.38degrees.org.uk/petitions/pedestrian-crossing-on-shoot-up-hill>

We have also gathered 140 signatures on paper copies of the petition - making a total of more than 200 names.”

3.3 Attached to the email was a letter of support from local Camden councillor Flick Rea (see Appendix 1).

3.4 A total of 84 people have signed the online petition. The online petition asks Brent and Camden Councils to ‘*Install a safe pedestrian crossing on Shoot Up Hill - near Watling Gardens and St Cuthbert's Road - to enable people to safely cross this busy road, in particular to get to the two bus stops*’.

3.5 We are not able to verify whether the signatories live within the borough for external online petitions; however we do accept petitions hosted on external sites on face value.

3.6 We also received a paper copy of the petition with 140 signatures of which 53 were validated as signatures from people that live in the borough.

4.0 Existing Conditions

- 4.1 Shoot-Up-Hill forms part of the busy A5 corridor between Kilburn and Cricklewood. St Cuthbert's Road forms a junction with Shoot-Up-Hill approximately midway between the junctions of Maygrove Road/Christchurch Road to the south and Mill Lane/Mapesbury Road to the north.
- 4.3 Shoot-Up Hill is a classified Principal Road that also forms part of the boroughs Strategic Road Network. It is an important bus corridor served by routes 32, 316, 332, 16, 189 and N16. Northbound and southbound bus stops are located just to the north of the junction with St Cuthbert's Road.
- 4.4 The boundary between Brent and Camden is the centre line of the road, however, Brent maintains the entire width of the road under a boundary road maintenance agreement and we therefore lead on improvements to this section of the A5.
- 4.5 Existing bus lanes restrict Shoot-Up Hill to a single traffic lane in each direction over most of its length.
- 4.6 In terms of land use, Shoot-Up-Hill is predominantly residential with many high rise/high density residential blocks being situated on both sides of the road.
- 4.7 There are no existing controlled or uncontrolled pedestrian crossing points along Shoot-Up Hill between the junctions of Maygrove Road/Christchurch Road and Mill Lane/Mapesbury Road.
- 4.8 Shoot-Up Hill is currently subject to a 30mph speed limit.

5.0 Data Collection

- 5.1 Following concerns raised by local residents, a series of traffic surveys were undertaken in November 2014 to understand existing traffic conditions. This included counts of pedestrian crossing movements, fully classified vehicle movements, volumes and speed surveys.
- 5.2 The Metropolitan Police Service (MPS) collates and processes data about reported personal injury accidents in Greater London. Transport for London (TfL) receives the Stats 19 accident data from MPS which is provided to the boroughs so they can identify trends and target accident reduction.
- 5.3 The latest available 3 year Personal Injury Accident (PIA) data was collated for the junction of Shoot –Up Hill and St Cuthbert's Road together with accidents occurring on Shoot-Up-Hill within 50 metres of the junction.

6.0 Analysis

- 6.1 A summary of the results of the traffic speed surveys is provided in Table 1 below:

Location/Direction	Ave Speed (mph)
South of Kingscroft Road Northbound	22
South of Kingscroft Road	25.5

Southbound	
South of St Cuthbert's Road Northbound	27
South of St Cuthbert's Road Southbound	26.9

Table 1: Shoot-Up Hill – Summary of Speed Survey (November 2014)

As shown average speeds on Shoot-Up Hill are within the 30mph speed limit.

6.2 A summary of the 3 year PIA data available is provided in Table 2 below:

Accident Severity	No. of Collisions
Fatal	0
Serious	1
Slight	9
Total Collisions (3 years)	10

Table 2: Shoot-Up Hill – 3 Year Collision Summary (December 2014)

As shown in the table above, over a 3 year period, a total of 10 traffic collisions were recorded on Shoot-Up Hill within 50m of the junction with St Cuthbert's Road. These collisions resulted in 15 casualties of which one injury was serious and 14 slight. It should be noted that no pedestrian casualties resulted from any of the recorded collisions.

6.3 PV^2 is a numerical measure used to assess the degree of conflict between vehicles and pedestrians. The degree of conflict is determined by multiplying the number of vehicles per hour (V) squared by the number of pedestrians crossing per hour (P) over a 100m section. The average of the four highest hours is taken to represent what is called PV^2 . A pedestrian crossing is normally justified where the calculated value of PV^2 is equal to or greater than 1×10^8

6.4 Table 3 below summarises the results of the pedestrian

Time Period	2-Way Pedestrian Flow (P)	2 Way Traffic Flow (V)
08.00-09.00	167	1031
09.00-10.00	84	1021
16.00-17.00	112	1061
17.00-18.00	85	1161
Average	112	1069

Table 3: Shoot-Up Hill – Summary of Traffic Survey (November 2014)

6.5 Using the PV^2 measure detailed in paragraph 6.3 above the PV^2 value is 1.28×10^8 , which justifies the provision of a formal controlled pedestrian crossing at this location.

7.0 Conclusion

7.1 Based on the above PV^2 assessment and taking into consideration existing site conditions, pedestrian demand and traffic flows, the provision of a formal pedestrian crossing on Shoot-Up-Hill is justified. A 'Zebra' crossing facility with a central pedestrian refuge is considered to be the most appropriate controlled pedestrian crossing facility for this location. Given the provision of existing bus stops, the most

appropriate location for the proposed pedestrian crossing would be to the south of the St Cuthbert's Road junction, as shown on the plan in Appendix 3. This will require a minor shortening of the existing southbound bus lane.

8.0 Financial Implications

- 8.1 The estimated cost for the scheme to be designed, consulted on and implemented would be in the region of £60k.
- 8.2 These proposals can be progressed using the £100,000 Transport for London capital budget for 2015/16 allocated through boroughs Local Implementation Plan (LIP) for the development of road safety improvements on the A5 corridor.
- 8.3 There are no implications in the council's revenue budgets arising from this report.

8.0 Legal Implications

- 8.1 Any changes identified and approved for implementation will require the amending of the existing traffic regulation order under the Road Traffic Regulation Act 1984.

10.0 Diversity and Equality implications

- 10.1 S149 of the Equality Act 2010 provides that the Council must have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between those who share a protected characteristic, and those who do not.
- 10.2 There are no diversity implications arising from this report and its recommendations at this time. However, an Equality Assessment will be carried out after the consultation with all affected residents, businesses and other stakeholders is carried out. This assessment will be included in the Delegated Authority report for approval by the Head of Transportation.

Appendices

- A – Letter of support from Camden Councillor Flick Rea
- B – Location of proposed new zebra crossing.

Background Papers

None

Contact Officers

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Appendix A- Letter of Support from Camden Councillor Flick Rea



Councillor Flick Rea
Fortune Green Ward

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London NW6 1EH

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17/2/2015

Pedestrian facilities on Shoot up Hill NW2

I am writing in support of local residents who are concerned about the lack of pedestrian facilities in this area and many of whom have signed a petition asking for a safe crossing.

Shoot up Hill is a long straight road carrying a lot of heavy traffic in and out of Central London and at this point it often moves at some speed. The bus stops on the west side in particular are not conveniently situated near crossing places and this makes the situation hazardous for pedestrians attempting to cross this multi-lane carriageway. There are large densely populated Council estates on both sides and the pedestrian traffic also includes a large number of schoolchildren attending Hampstead School in Westbere Road.

If the pedestrian traffic flow figures are not sufficiently high or concentrated enough to warrant provision of a pedestrian crossing, I wonder if consideration could be given to installing a couple of traffic islands to provide a pedestrian refuge. This is a solution I have previously raised with Camden traffic officers and the GLA.

It seems clear that something needs to be done to remedy the current dangerous situation.

A handwritten signature in black ink that reads "Flick Rea".

Flick Rea
Lib Dem
Councillor
Fortune Green
Ward LB Camden

Appendix B: Location of proposed new zebra crossing.

