

There are no formal cycle routes within the scheme extents and the condition of existing walking infrastructure is poor and needs upgrade; therefore, active travel infrastructure might require a significant effort to elevate the condition of this assets up to acceptable levels that meet current standards and guidance.

ANALYSIS – COLLISION DATA

Collision data records have been provided for the 5-year period between June 2018 and June 2023 for the outlined study area.

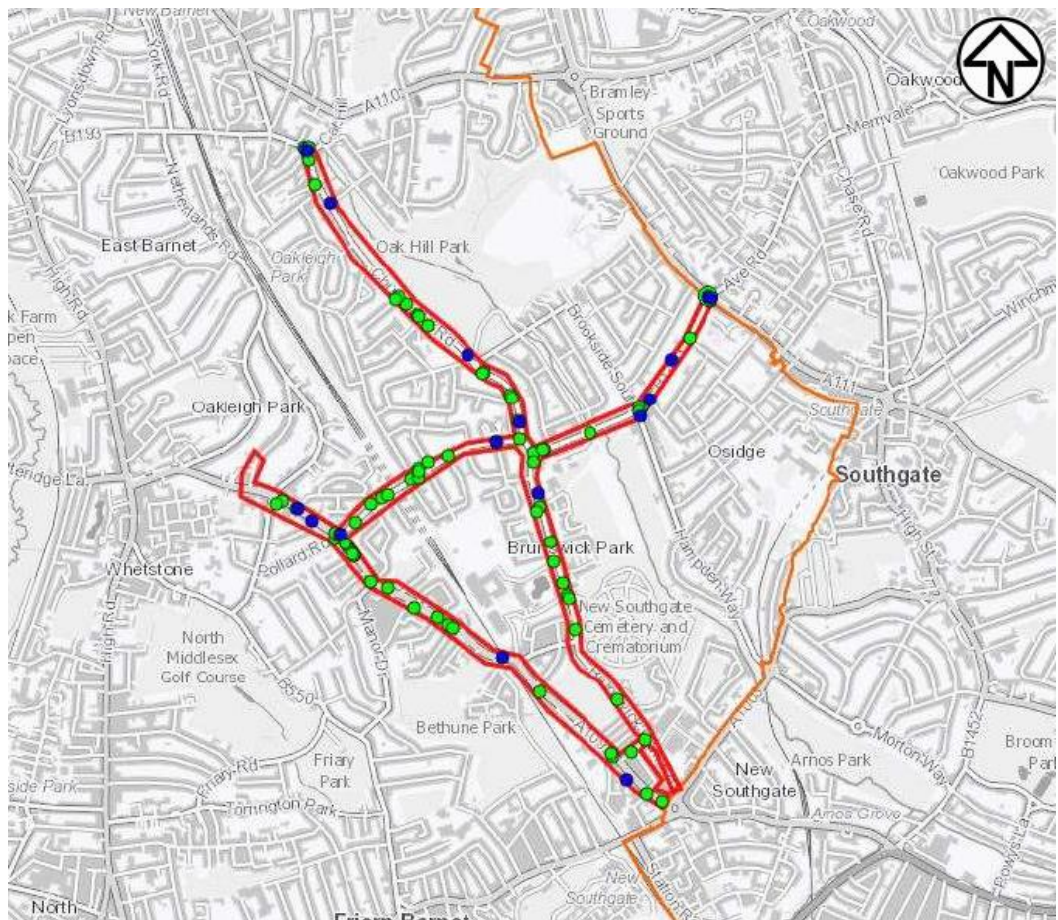


Figure 1 - Indicative collision map.

During this period around one hundred (100) collisions have been recorded, these appear to be uniformly spread throughout the scheme extents; to understand the trend that has produced such an elevated number of accidents, the collisions classed as serious are summarised in the table below for reference.

Ref	Location	No. of Casualties	Interpretation
1 (6)	Oakleigh Road North junction with Loring Road	1	A car travelling southeast on Oakleigh Road North collided with a car turning right out of Loring Road, in turn these cars collided with two parked cars. It was noted as being light, however it was raining, and the road surface was wet. The speeds of each vehicle were not reported, however the visibility from Loring Road may have contributed with vehicles parking on the street within 10m of the junction.
2 (10)	Russell Lane junction with Oakleigh Road North	1	A motorcycle collided with a pedestrian crossing on the zebra crossing. It was noted as being dark with a dry road surface. The speed of the motorcycle was not reported; however, it was travelling from Pollard Road to Russell Lane, therefore may not have had sufficient stopping distance.
3 (18)	Chase Side near junction with Osidge Lane	1	A car turning right from Chase Side onto Osidge Lane collided with a motorcycle travelling westbound on Chase Side. It was noted as being dark with a dry road surface. The speed of each vehicle was not reported; therefore, it is not possible to assess if this was a contributing factor, however with it being dark, visibility may have been an issue.
4 (38)	Oakleigh Road North, 29m east of junction with Beaconsfield Road	1	A passenger on a London Bus was injured on when the bus was travelling southbound. It was noted as being light with a dry road surface. It was also noted that the bus was stopping/slowing, therefore it is likely the passenger was injured when the bus slowed suddenly to make a stop at Stop BF.
5 (41)	Brunswick Park Road, 25m north of junction with Nurserymans Road	1	A car travelling north collided with a pedestrian travelling north. It was noted as being light with a dry road surface. The pedestrian was not noted to be crossing the road; therefore, it is unclear what led to this collision.
6 (45)	Oakleigh Road North, near junction with Russell Road	1	A car turning right out of Russell Road collided with a motorcycle travelling southeast on Oakleigh Road North. It was noted as being dark with a dry road surface. It was noted that the motorcycle was overtaking a parked vehicle, therefore visibility was likely a factor in this collision; however, there are double yellow restrictions in place at this location.

Ref	Location	No. of Casualties	Interpretation
7 (46)	Russell Lane, near junction with Thorndene Avenue	1	A light goods vehicle travelling east of Russel Lane collided with a pedestrian crossing in the southbound direction. It was noted as being light with a dry road surface. There is no formal crossing point at this location and vehicles park on the northern side of the carriageway, therefore the pedestrian may have moved from behind a parked vehicle, creating visibility issues.
8 (48)	Church Hill Road, near junction with Littlegrove	1	A motorcycle travelling southbound on Church Hill Road collided with a car turning left out of Goodwin Court. It was noted as being dark with a dry road surface. The speed of each vehicle was not reported, and no obvious visibility obstructions can be determined, therefore it is not possible to determine the potential cause of this collision.
9 (61)	Church Hill Road, 50m north of junction with Osidge Lane	1	A motorcycle travelling north on Church Hill Road collided with a parked vehicle. It was noted as being light with a dry road surface. Given the limited information, it is not possible to determine the potential cause of this collision.
10 (66)	Hampden Way, near junction with Osidge Lane	1	A London Bus turning left onto Osidge Lane collided with a pedestrian at the roundabout of Hampden Way and Osidge Lane. It was noted as being light with a dry road surface. The movement of the pedestrian was not reported, however a zebra crossing with central refuge exists at this location. The speed of the bus was not noted; therefore, it is difficult to determine a potential cause as visibility is generally good here.
11 (78)	Woodlands, near junction with Osidge Lane	1	A car waiting to turn right collided with a motorcycle travelling northbound on Osidge Lane. It was noted as being light with a dry road surface. There are vehicles parked on the carriageway around this junction which may have restricted visibility.
12 (79)	Osidge Lane, 109m south of junction with Manor Drive	1	A light goods vehicle was the only vehicle reported in this collision report, it was recorded as moving off when the collision occurred however the events leading to the collision are unclear.
13 (85)	East Barnet Road, near junction with Church Hill Road	1	A passenger on a London Bus was injured when the bus was travelling eastbound. It is assumed that this was caused by the geometry of the road at this point as no impact was recorded.

Ref	Location	No. of Casualties	Interpretation
14 (89)	Chase Side, near junction with Osidge Lane	2	A car travelling northwest on Chase Side collided with another car travelling in the same direction and a pedestrian. It was noted as being dark with a dry road surface. It is assumed the overtaking vehicle had limited visibility of the pedestrian.
15 (93)	Oakleigh Road South, 200m west of junction with Park View Crescent	1	Two cars travelling in opposite directions collided head on, on Oakleigh Road South, a parked light goods vehicle was also hit. It was noted as being light with a wet road surface. Vehicles park on either side of the road in this section reducing the effective width of the carriageway, this may have contributed to this collision if neither vehicle yielded.
16 (94)	Avondale Avenue, near junction with Church Hill Road	1	A car travelling southbound collided with a pedestrian crossing the road in the eastbound direction. It was noted as being dark with a wet road surface. There is an uncontrolled crossing point at this location, however the steep road profile here may have meant the car was exceeding the speed limit.

Table 3 – Collision data.

The following points can be extracted from the data above:

- Pedestrians appear to be exposed to accidents while aiming to cross the road on an environment with an evident predominance of motor vehicular movement. A special mention deserves the situation for pedestrians crossing secondary roads on a junction with one of the primary roads since road geometry appears to encourage speeding and other undesired behaviours.
- There appears to be a recurrence between turning movements occasioning collisions/accidents; this situation might appear as a result of an unclear layout close to the junctions where accidents had occurred.
- Several motorcyclists had been immersed in road collisions along this section of the network; some of them associated with movements around junctions and crossing points.
- A common theme of streetscape at the sites of serious collisions is on-street parking, this could be contributing in various ways, including reducing visibility at junctions, reducing carriageway widths, and creating visibility issues for pedestrians crossing from/between/behind vehicles.