Argent St George, London and Continental Railways and Exel

King's Cross Central

Transport Assessment

April 2004

Appendix 1

ARUP

0. APPENDIX 1 – ACCIDENT ANALYSIS

0.1 Accident Analysis

0.1.1 The personal injury accident data for York Way in the vicinity of the development site has been obtained from the London Borough of Camden for the 5 year period between 01/06/1998 to 31/05/2003. This data looks specifically at accidents occurring along York Way, from Vale Road in the North, to the King's Cross Gyratory in the south. This section of York Way has been identified for analysis since it is the main link around the site where pedestrian movements associated with the development will have the greatest conflict with local vehicle movements. The accident plots are provided in Annex 1 to this appendix.

0.1.2 The accident analysis has been divided into 3 sections, A, B and C as follows. Section A considers York Way to the north of the junction with Goods Way; Section B includes York Way to the north of the King's Cross Gyratory, including the Goods Way Junction. The last section, C, looks at the King's Cross Gyratory.

0.1.3 The data includes the total number of accidents occurring at a particular junction and the category that a casualty belongs to; cycles, pedestrians, children and OAP's. The results of the accident analysis for York Way is summarised in Tables A1.1 – A1.3 as follows:

Table A1.1 - Section A – Accident Analysis – York Way, north of Goods Way junction

Junction	Vehicles	Cycles	Pedestrians	Children	OAP's
York Way / Copenhagen St	12	0	6	0	1
York Way / Bingfield St	1	0	1	0	0
York Way / Randalls Rd	8	1	0	0	0
York Way / Vale Rd	4	0	0	0	1
York Way / Broadfield Ln	1	0	0	0	0
TOTAL	26	1	7	0	2

0.1.4 At the York Way / Copenhagen St Junction there were several accidents occurring whereby a vehicle hit a pedestrian crossing at a marked crossing point. These accidents were most common during the daytime. There is clearly the capacity to improve the existing pedestrian faculties this area to reduce the trend in pedestrian accidents.

Table A1.2 - Section B Accident Analysis – York Way, King's Cross Gyratory to junction with Goods Way

Junction	Vehicles	Cycles	Pedestrians	Children	OAP's
Pancras Rd / Goods Way	12	3	0	2	0
York Way / Railway St	5	2	0	0	0
York Way / Wharfdale Rd	7	2	0	0	0
Camley St / Goods Way	7	2	0	1	1
York Way / Crinian St	4	1	0	0	0
York Way / Goods Way	16	1	5	0	0
Battlebridge Rd / Goods Way	1	0	0	0	0
TOTAL	52	11	5	3	1

0.1.5 It can be seen in Table A1.2 above that the entire pedestrian accidents along this section the York Way occurred at the junction with Goods Way. Similarly to the York Way /Copenhagen Street junction, there is an obvious need to improve pedestrian crossings at this location and this is addressed as part of the full highways assessment.

0.1.6 The analysis of Sections C shows that there was a trend of accidents in the vicinity of Wharfdale Road/York Way were a number of accidents occurred as a result of drivers losing control of their vehicles. There is nothing to suggest poor road alignment at this location, more likely to be associated with excess vehicle speeds.

Table A1.3 - Section C Accident Analysis –King's Cross Gyratory

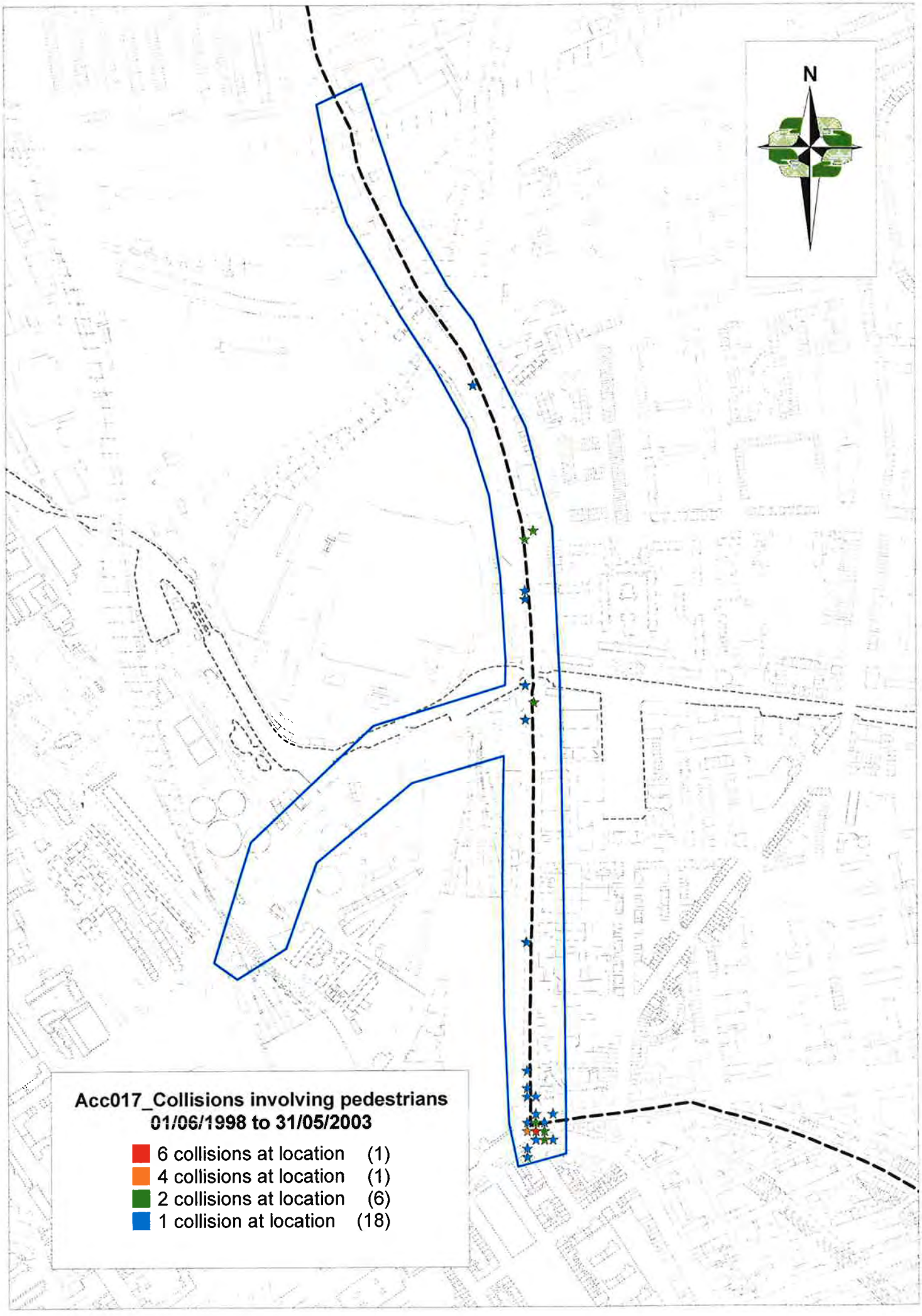
Junction	Vehicles	Cycles	Pedestrians	Children	OAP's
Birkenhead St / Euston Rd	7	0	2	0	0
Grays Inn Rd / Euston Rd	15	2	6	1	0
Grays Inn Rd / Birkenhead St	1	0	0	0	0
Euston Rd / York Way	16	2	7	1	0
Grays Inn Rd / Pentonville Rd	9	1	4	0	0
Pentonville Rd / York Way	18	2	16	2	1
Pentonville Rd / Euston Rd	1	1	0	0	0
York Way / Caledonian Rd	8	0	1	0	0
Caledonian Rd / Pentonville Rd	1	0	0	0	0
TOTAL	76	8	36	4	1

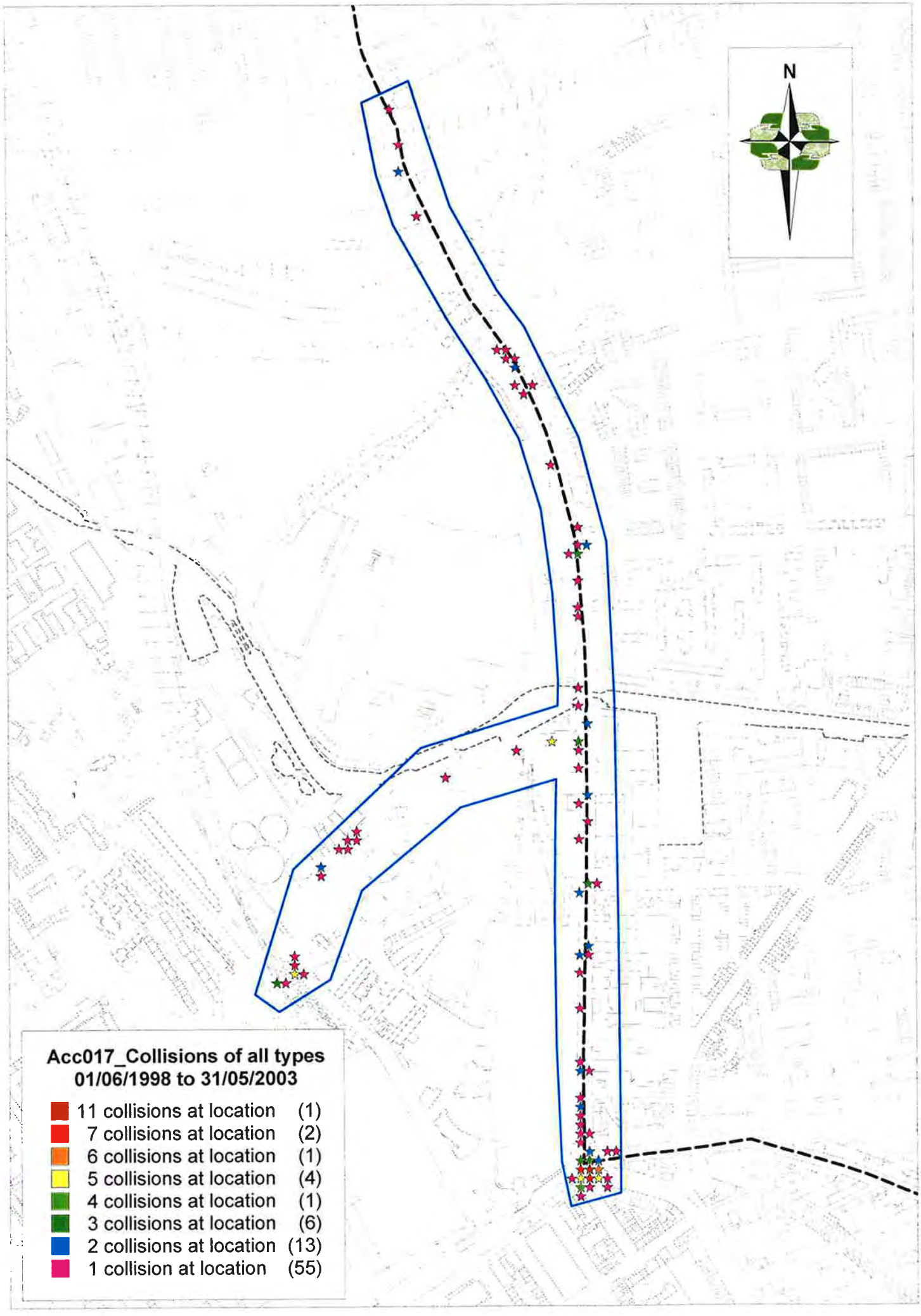
0.1.7 In summary there have been a total of 222 accidents along York Way with 48 of these involving pedestrians. There is high pedestrian activity at the King's Cross Gyratory due to the immediate location to the entrance to King's Cross station. The crossing points across the roads increases the potential for conflicts between cars and pedestrians and provides a reasonable explanation for the high number of pedestrian accidents. It may be noted that 8 of the pedestrian accidents occurred in one event.

0.1.8 The majority of vehicle accidents have been shunt types and these are mainly due to the nature of traffic movements in the area, particularly stop-start traffic through the junction.

Annex 1

Accident Location Plots


N
Acc017_Collisions involving pedestrians
01/06/1998 to 31/05/2003
6 collisions at location (1)
4 collisions at location (1)
2 collisions at location (6)
1 collision at location (18)


N
Acc017_Collisions of all types
01/06/1998 to 31/05/2003
11 collisions at location (1)
7 collisions at location (2)
6 collisions at location (1)
5 collisions at location (4)
4 collisions at location (1)
3 collisions at location (6)
2 collisions at location (13)
1 collision at location (55)