A316 Twickenham Road junction with Richmond Athletic Ground

Collision study following fatal collision on 30th March 2021

Report by Christopher Gooch

Reviewed by Andrew Coventry

Sent to Claire Bartle and Zoe Vidion

Collision Analysis:

I have reviewed the collision data for a 50m radius of the Athletics Club exit onto Twickenham Road. There have been no recorded personal injury collisions in the latest 36 months of available data (to end October 2020).

I have therefore looked further back to consider 60 months of data. There have been three recorded PIC during this period, or which one is shown as occurring directly at the access (Ref. 01170035038). The collision occurred on Tuesday 02/05/2017 at 09:59 in light dry conditions. Although a description of the collision has not been provided, it suggests that a goods vehicle turning left from the access collided with a pedestrian on the footway travelling westbound. The collision was slight in terms of injury severity. Contributory factors are recorded as the pedestrian being 'careless, reckless or in a hurry', and the driver having 'failed to look properly'.

This collision would appear to be of a similar type to the recent fatality involving a cyclist at the same location. However, while the collision types are similar, two collisions within a five- year period is not considered to represent a trend.

Site Assessment:

I have used Google Maps to review the site layout in advance of your site visit to determine whether there are any specific issues with the layout that should be considered further. The following problems have been noted:

1) Visibility to the left (east) from the site appears to be obstructed by vegetation and a wall (see picture 1 below). This appears to be the primary problem.

Picture 1 – Site Access (Oct. 2020)

From historical site photos, it appears that the existing boundary wall was reduced in height, however in the intervening period, the tree / bush has grown and is now

restricting visibility. Both collisions involved a vulnerable road user approaching from the east. The lack of intervisibility between the users of the footways and vehicles exiting the site is likely to be a contributory factor. The problem is exacerbated by the required corner radius of the access which places pedestrians / cyclists further east outside the visibility splay.

2) Priorities at the junction between footway users and vehicles exiting the site may not clear. Tactile paving is present, and the black colour of the access surface compared to the surrounding concrete s tone footway paviours may give the impression to drivers that they have priority. However, the dropped kerb arrangement and give way markings (although faded / illegible) may give the impression that footway users have priority.

3) Twickenham Road is dual carriageway and road users can only turn left from the access. Drivers exiting the access are likely to be concentrating on vehicles approaching from their right (eastbound) and may not anticipate a cyclist or pedestrian approaching from the left (westbound). This issue may be exacerbated by the layout of the cycle track to the east of the access which may give the impression that it is one way eastbound (see picture 2), however the track appears to be used two way (see layout at St. John's Grove).

Picture 2 – Site Access looking east at existing cycle track (Oct. 2020)

Potential Mitigation Measures:

There have been no recorded personal injury collisions in the latest 36 months of available data (to end October 2020), and only a single collision in 60 months (excluding the recent fatality). Therefore, there appears to be no existing pattern of collisions at this location that could be targeted. The below short term measures could however assist in addressing the potential safety issues at the access identified above:

1) Trim / remove vegetation / realign the wall to provide adequate intervisibility between drivers exiting the site and westbound footway users. It is however noted that the tree (and any improved splay) appears to be located on / across private property and therefore this may not be possible.

2) Better define priority at the access. This could include:
   a) Refreshing the existing give way markings for vehicles exiting the site.
   b) Providing a speed reducing feature (for example a hump similar to that provided on the entry to the Athletics Club) to further slow exit speeds from the access / raise awareness.
   c) Providing 'look both ways' markings / signing within the site access (note there are existing cycle crossing signs, however it may be beneficial to rationalise some of the exiting signing as part of this).
   d) Providing cycle symbols / markings to show that cyclists could approach from either direction, not just from the west.