



LA MOBILITÉ AU SERVICE DE LA SÉCURITÉ

ÉTUDE DE CAS LONDONIEN :
LES OUTILS POUR RÉDUIRE LES ENJEUX DE SÉCURITÉ
RELATIFS AUX AUTOBUS DANS UNE INTERSECTION







JAPAN 2019

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OFFICIAL BANK OF THE TOYOTA GENERAL



Braton Kennington Whitehall
 Trafalgar Square Oxford Street **159**
Streatham Station VLA 157
ARRIVA
 LJ55 BSU

You can still enjoy a ride on a Routemaster on Heritage Routes 9 & 15
HERITAGE ROUTES
159 Braton Kennington Westminster Whitehall Trafalgar Sq Oxford St
STREATHAM STATION
 You can still enjoy a ride on a Routemaster on Heritage Routes 9 & 15
HERITAGE ROUTES
159
ARRIVA
 LDS 279A

1 Comment tout a commencé ?

2 Diagnostic bureau

3 Diagnostic terrain

4 Les concepts

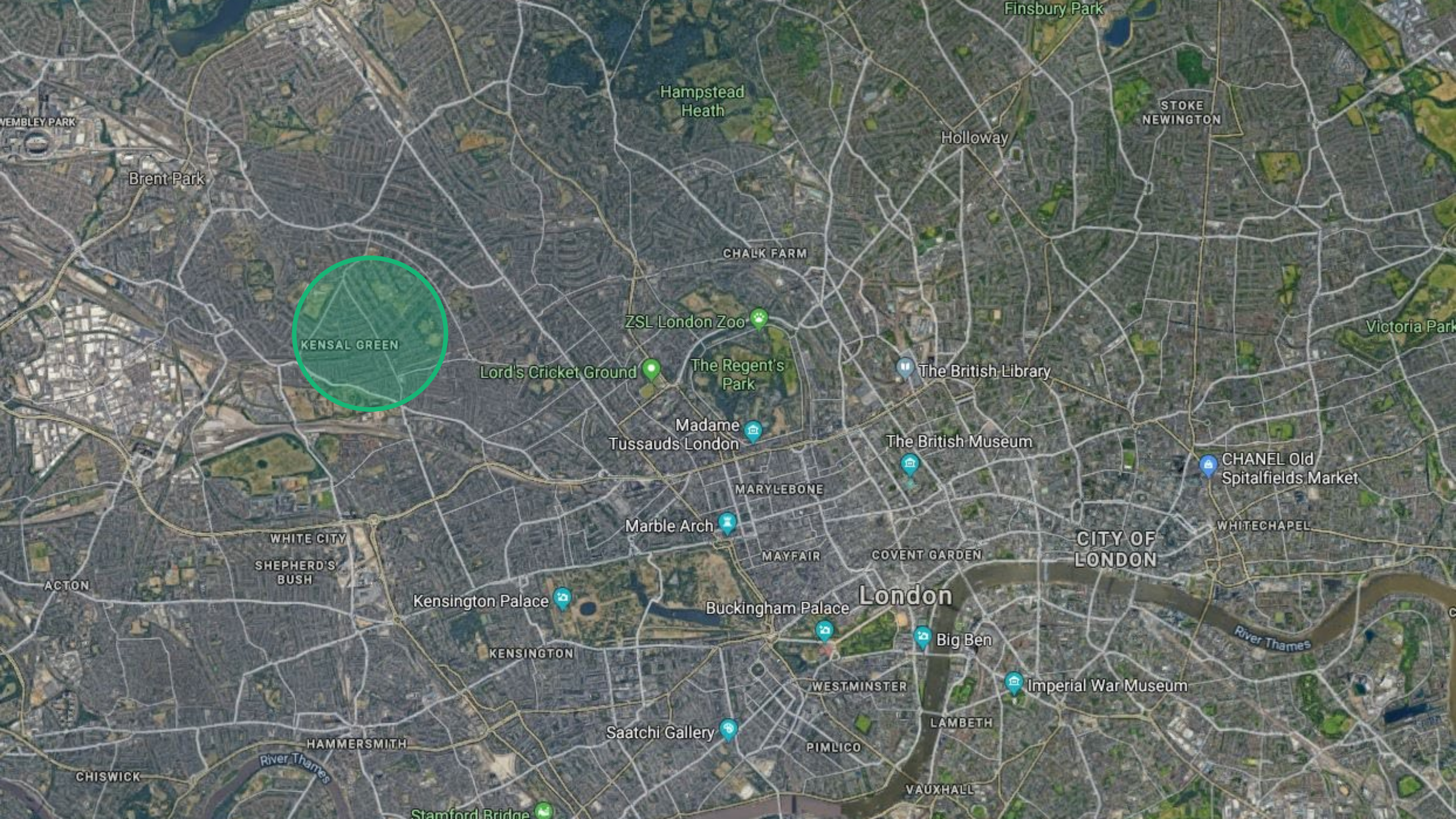
5 Leçons apprises



1

COMMENT TOUT A COMMENCÉ ?





KENSAL GREEN

Hampstead Heath

Finsbury Park

STOKE NEWINGTON

Holloway

Brent Park

CHALK FARM

ZSL London Zoo

Lord's Cricket Ground

The Regent's Park

The British Library

Madame Tussauds London

The British Museum

CHANEL Old Spitalfields Market

MARYLEBONE

Marble Arch

MAYFAIR

COVENT GARDEN

CITY OF LONDON

WHITECHAPEL

WHITE CITY

SHEPHERD'S BUSH

ACTON

Kensington Palace

Buckingham Palace

London

Big Ben

Imperial War Museum

KENSINGTON

WESTMINSTER

LAMBETH

Saatchi Gallery

PIMLICO

VAUXHALL

HAMMERSMITH

CHISWICK

River Thames

Stamford Bridge

River Thames

Les raisons de l'étude



Congestion



**Nombre important
d'autobus**



**Enjeux de sécurité
routière**



**Pression de la
communauté locale**



Objectifs de l'étude

- 1 Répondre aux besoins des différents usagers
- 2 Analyser les différents services d'autobus, leurs arrêts et leurs mouvements
- 3 Examiner le fonctionnement des intersections le long de l'axe
- 4 Améliorer les conditions de circulation
- 5 Trouver l'équilibre entre la fonctionnalité du corridor et l'aménagement urbain
- 6 Répondre aux préoccupations concernant les niveaux de CO2 et de NOX
- 7 Assurer la participation active de la communauté locale



2

DIAGNOSTIC BUREAU





Les lignes d'autobus

Key

Study Area

6 / Willesden Bus Garage - Aldwych (24h)

18 / Sudbury & Harrow Rd - Euston

28 / Kensal Rise - Wandsworth Town

52 / Willesden Bus Garage - Victoria (24h)

187 / Central Middlesex Hospital - Finchley Rd

228 / Central Middlesex Hospital - Maida Hill

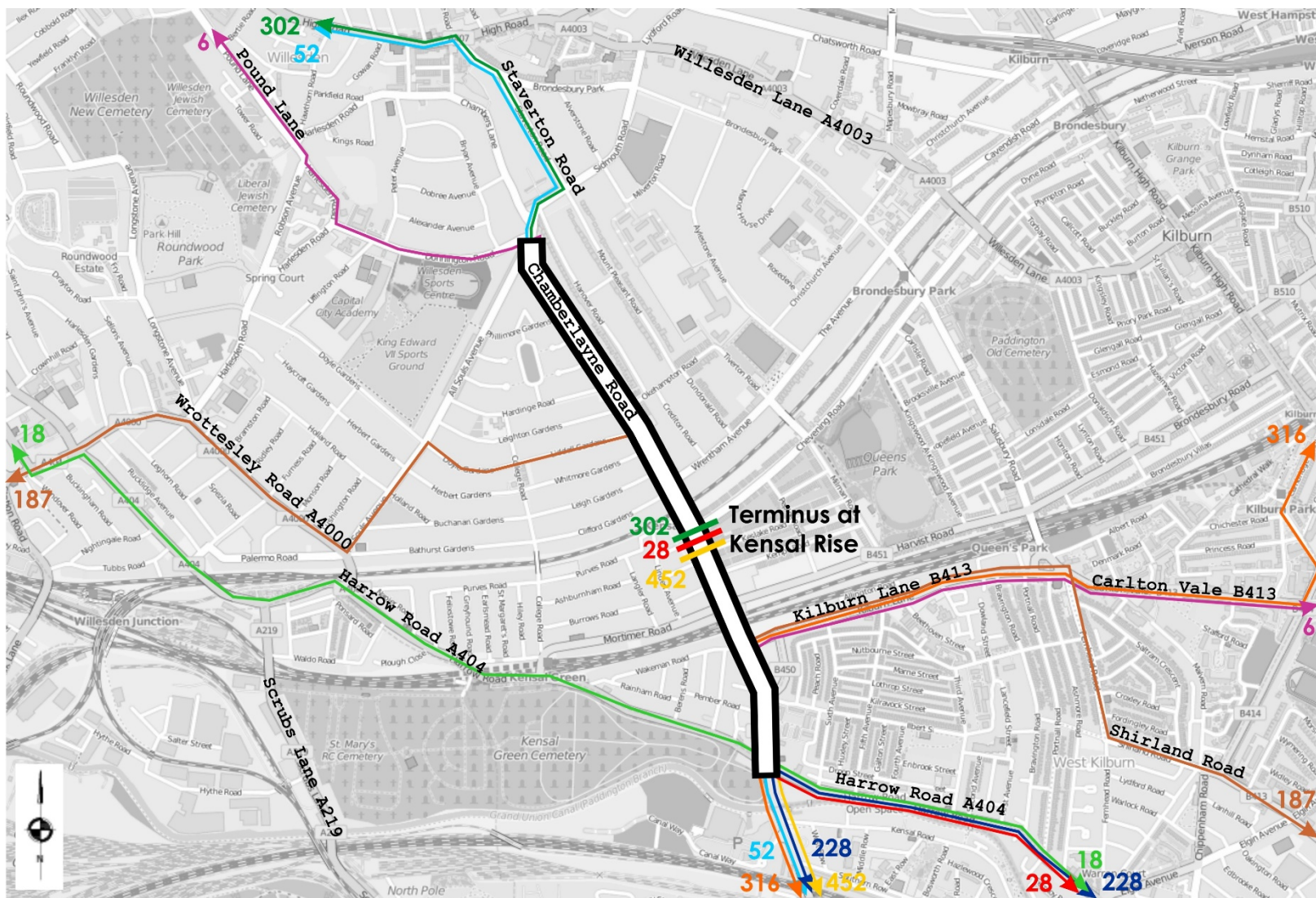
302 / Kensal Rise - Mill Hill Broadway

316 / Cricklewood - White City Bus Station

452 / Kensal Rise - Wandsworth Rd





Area Wide Bus Frequencies





#	Bus Route No.	Bus Type	Peak Journey Time Frequency
1	6 (24 hours)	Double Decker	6-10
2	18	Double Decker	2-6
3	28	Double Decker	6-10
4	52 (24 hours)	Double Decker	5-9
5	187	Single Decker	11-12
6	228	Single Decker	11-14
7	302	Double Decker	7-10
8	316	Double Decker	8-10
9	452	Double Decker	6-10







Les itinéraires à proximité de Station Terrace

Key

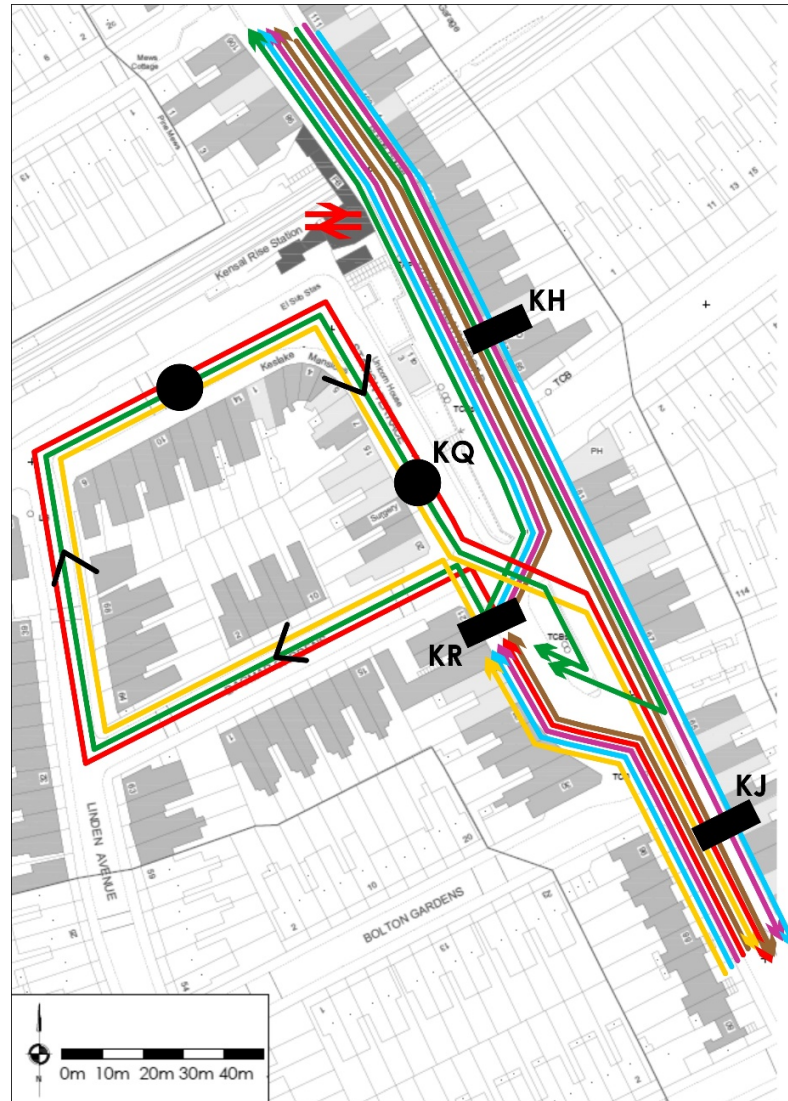
-  Kensal Rise station
-  Bus Stop
-  Bus Stand
-  One-way only

-  6 / Willesden Bus Garage - Aldwych (24h)
-  28 / Kensal Rise - Wandsworth Town
-  52 / Willesden Bus Garage - Victoria (24h)
-  187 / Central Middlesex Hospital - Finchley Rd
-  302 / Kensal Rise - Mill Hill Broadway
-  452 / Kensal Rise - Wandsworth Rd

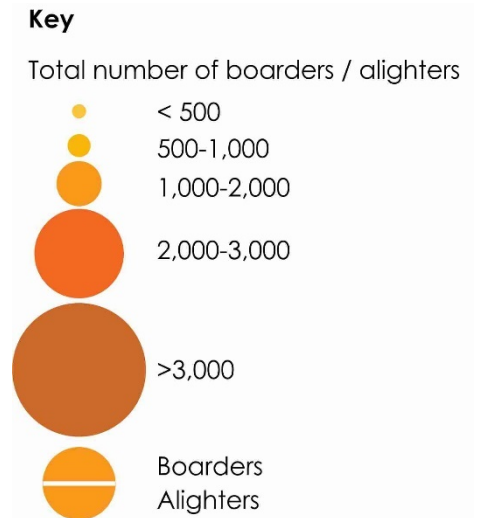
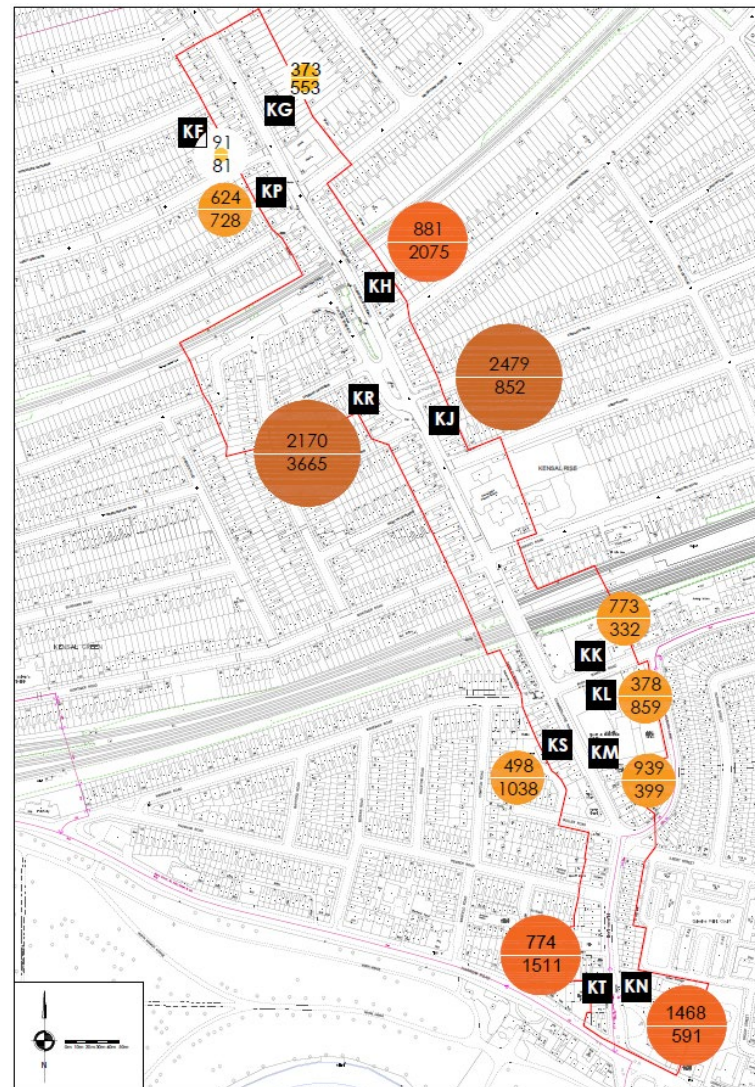
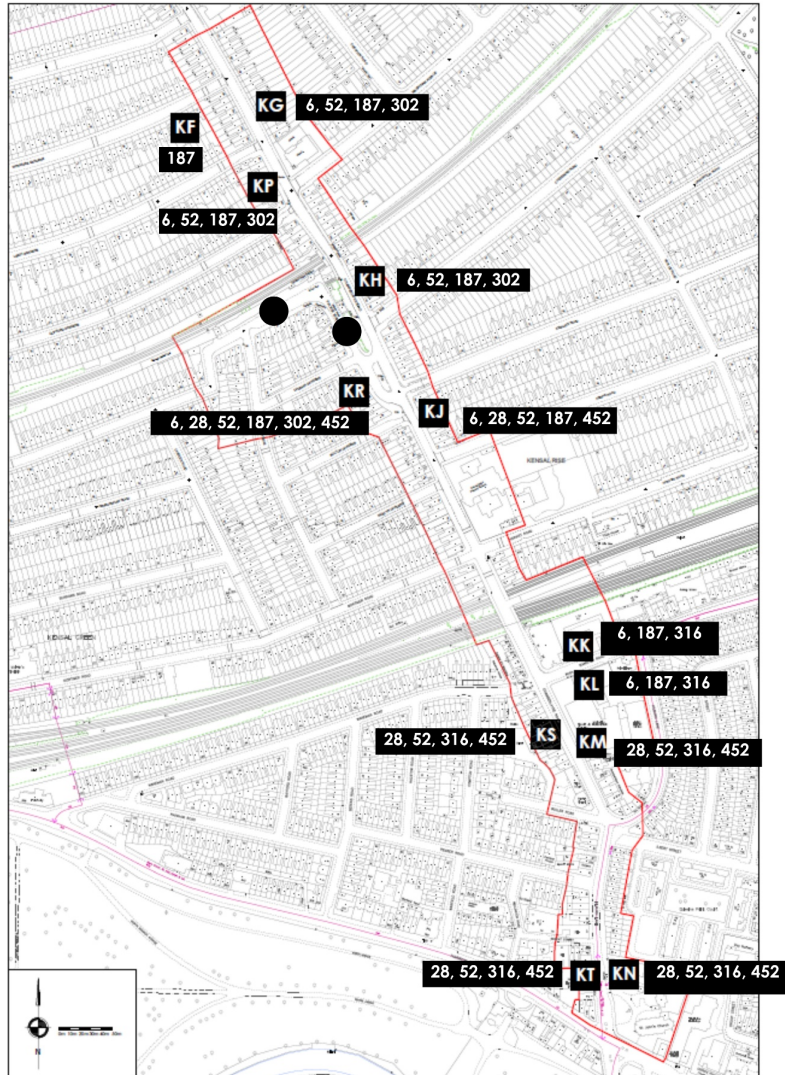
Movement patterns of terminating buses in Station Terrace

-  Bus 302 in operation
-  Bus 302 not in service
-  Bus 28 and 452 in operation
-  Bus 28 and 452 not in service

Note: This diagram aims to show the convoluted routes for the terminating buses (28,302, 452) and their impact on the residential streets



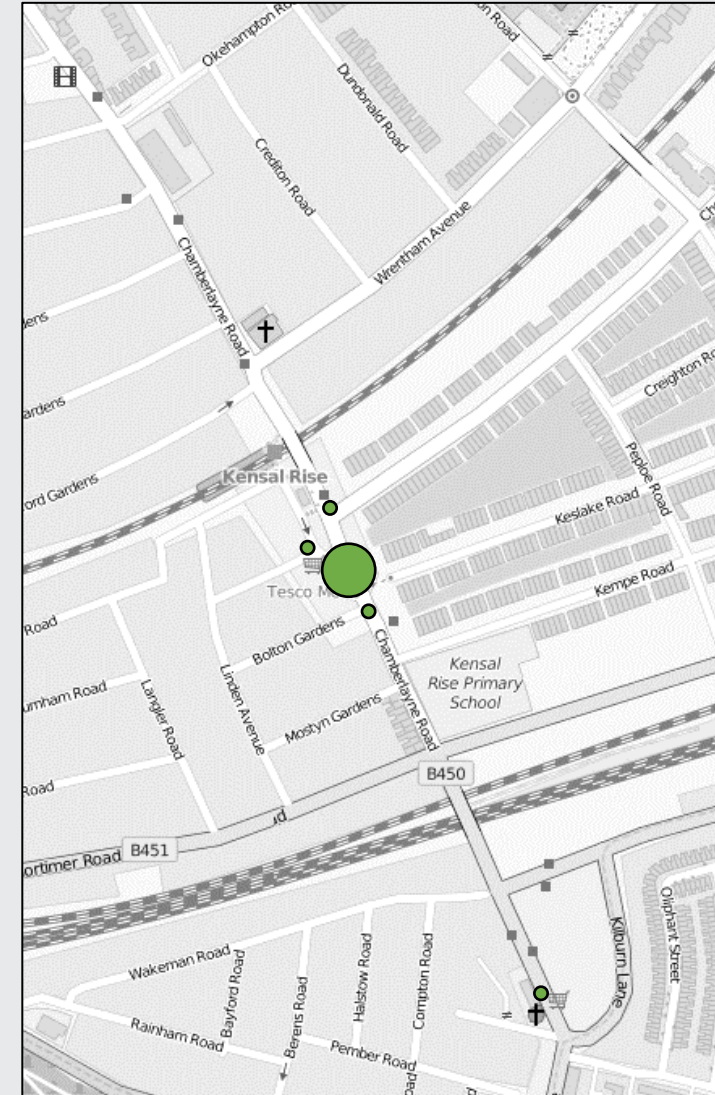
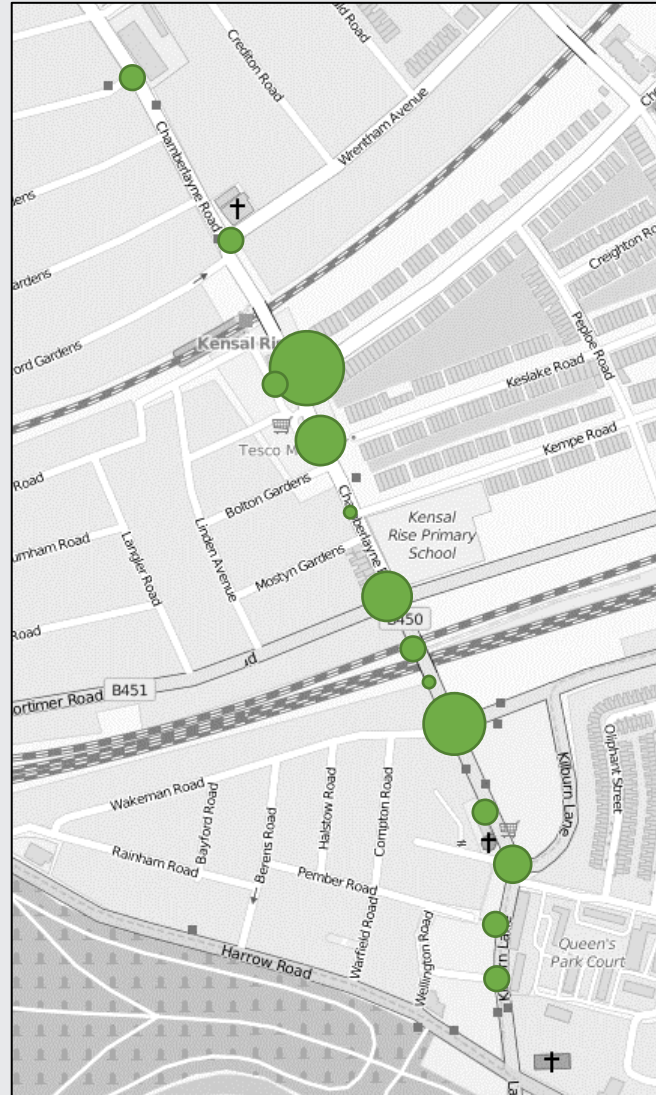
Les arrêts d'autobus





Les collisions

	Fatal	Serious	Slight	Total	%
Pedestrian	1	3	11	15	30%
Pedal Cycle		3	7	10	20%
Powered 2 Wheeler		3	8	11	22%
Car		3	2	5	10%
Bus or Coach			8	8	16%
Taxi			1	1	2%
Total	1	12	37	50	





3

DIAGNOSTIC TERRAIN



Audit des zones d'attente pour autobus

Bus Waiting Area Assessment		KR	KJ	KH	KT	KN	KP	KS	KM	KL	KK	KG
Total boarders and alighters per day		5835	3331	2956	2285	2059	1700	1536	1338	1237	1105	926
Accessibility of the waiting area and public transport (boarding/alighting)	Accessibility via pedestrian crossings											
	Dropped / raised kerbs and gaps minimised											
	User conflict											
	Visible and legible											
	Footways and surface quality (incl. tactile)											
Waiting area comfort	Access and egress points accessible											
	Shelter and protection from weather											
	Waiting area capacity											
	Seating visible / easy to reach / suitable	n/a		n/a								
Information at the waiting area	Nearby facilities											
	Timetables											
	Real time information											
Quality of the environment	Sense of Place											
	Aesthetics											
	Soft Landscape											
	Quality of materials / private frontages											
	Noise											
	Lighting											
	Litter bins provided											
	Level of cleanliness											
Safety perceptions	Safety from traffic											
	Evidence of graffiti or vandalism											
	Evidence of anti-social behaviour											
	Formal and/or informal surveillance											
	Sightlines											





Observations terrain



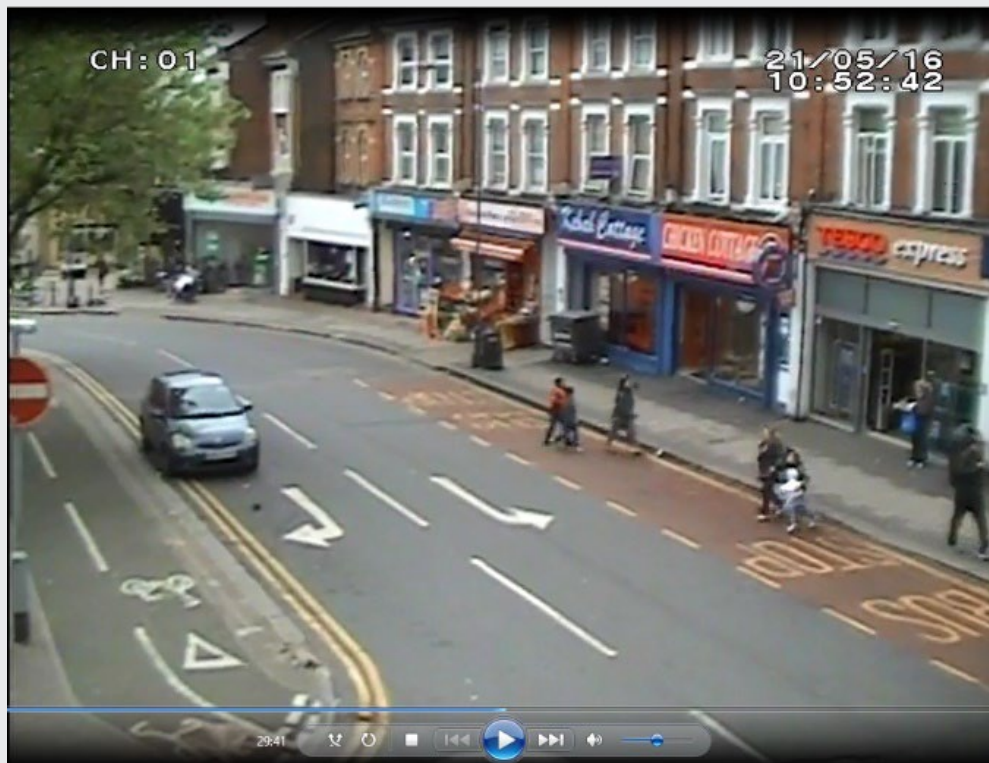


Vidéo caméras





Vidéo caméras





Vidéo caméras





4

LES CONCEPTS



Concept de Station Terrace – SITUATION ACTUELLE



Concept de Station Terrace – COURT TERME



Concept de Station Terrace – MOYEN TERME



STAGE 2 DESIGN



Concept de Station Terrace – LONG TERME





DRY CLEANING & LAUNDRY

Niles Funeral Services

TELEPHONE

LAKE CITY

Ladbrokes

©2019 Google



KENSAL RISE

Ladbrokes



Station Terrace

SLOW







COFFEE

↑
Menu board with text and an upward-pointing arrow.

CAFE

ARTHUR'S CAFE

ARTHUR'S CAFE



COFFEE

↑
Coffee
Pastries
Breads
Desserts
Pasta
Sandwiches
Salads
Smoothies
Ice Cream
Cakes
Breads
Desserts
Pasta
Sandwiches
Salads
Smoothies
Ice Cream
Cakes

CAFE

ARTHUR'S CAFE

OPEN

OPEN

Audit de sécurité routière

Paul Matthews, Independent Traffic Consultant



Kensal Rise Corridor Study
Stage 1 Road Safety Audit
Report for London Borough of Brent
February 2018

29, Albert Road
Caversham
Reading
Berkshire RG4 7AN

Tel: 0118-947 2251
Mob: 07799 136 707
email: matthews611@btinternet.com

- Objectif : évaluer les impacts potentiels du projet sur la sécurité de tous les usagers de la route
- Identifier des problématiques de sécurité routière liées à la conception
- Proposer des recommandations de modification ou d'étude supplémentaire à l'équipe de conception
- Ne justifie pas les propositions
- Ne compare pas des options alternatives
- C'EST OBLIGATOIRE !

Audit de sécurité routière

Étape 1

- Fin de la conception préliminaire
- Avant l'autorisation de la planification

Étape 2

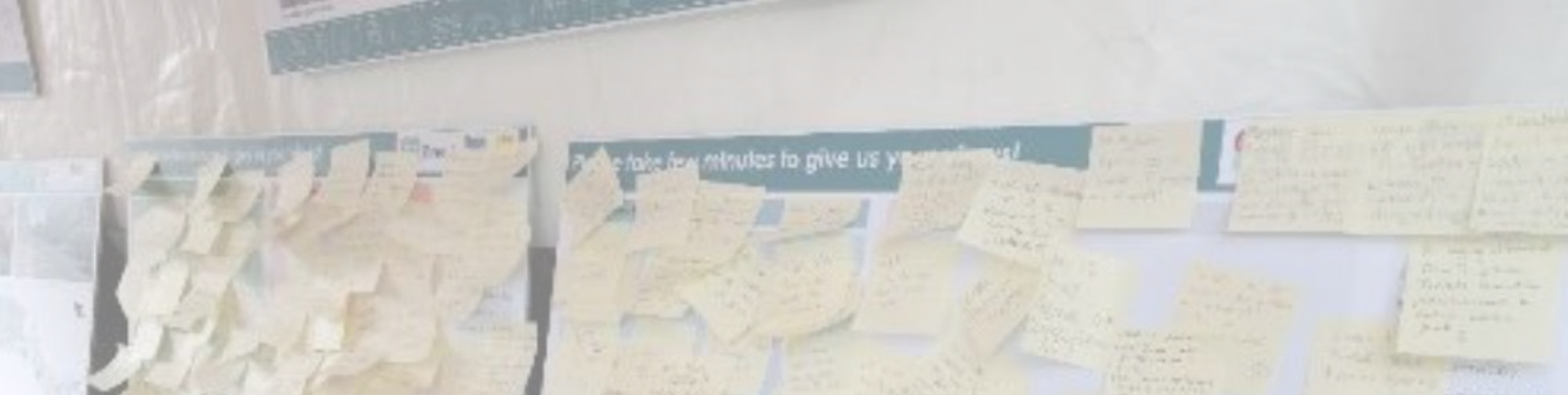
- Fin de la conception détaillée
- Examen de l'aménagement des carrefours, la position des panneaux, le marquage de la chaussée, l'éclairage, etc.

Étape 3

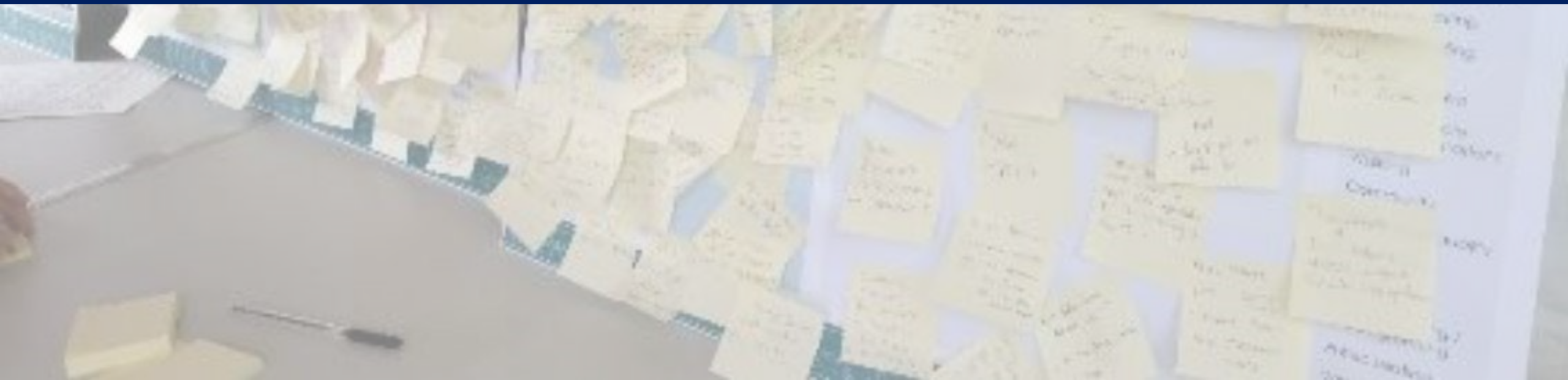
- Fin de la construction
- Avant que les travaux ne soient ouverts aux usagers
- Examen de jour et de nuit

Étape 4

- Surveillance / monitoring
- Contrôler le nombre de collisions
- Identifier les problèmes graves et mettre en place rapidement des mesures correctives

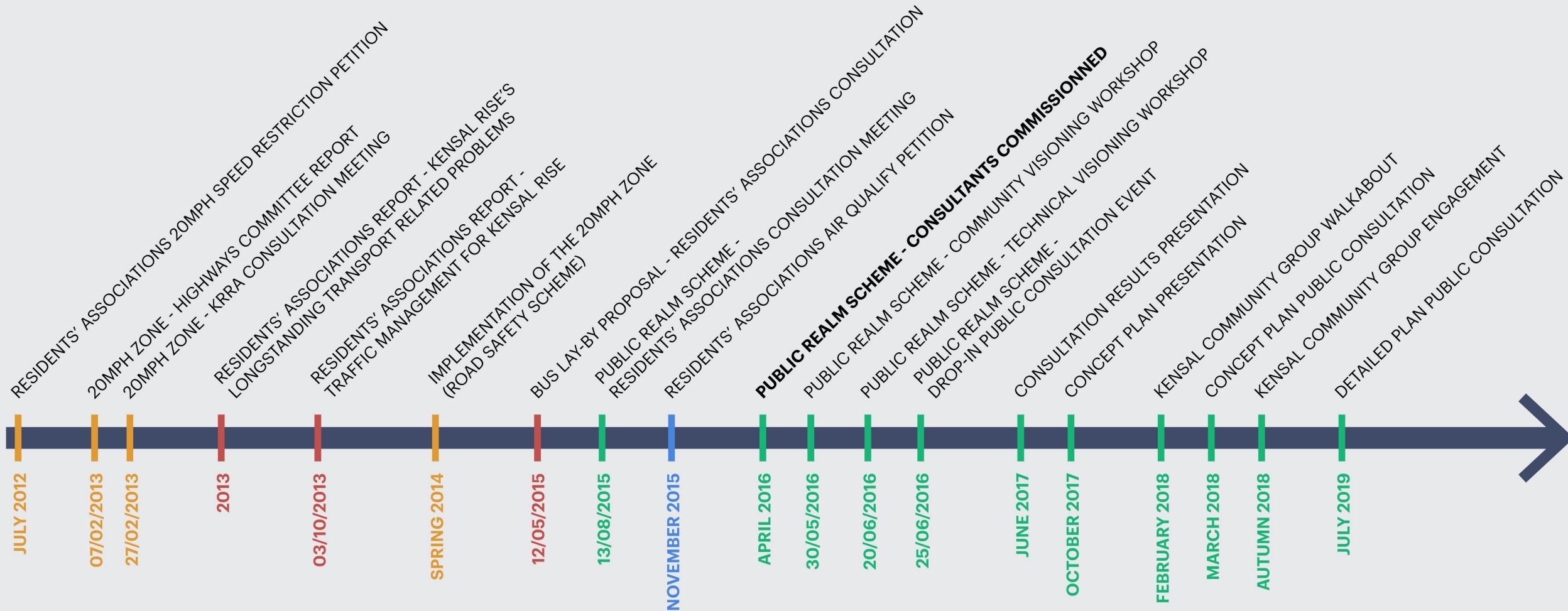


LEÇONS APPRISSES



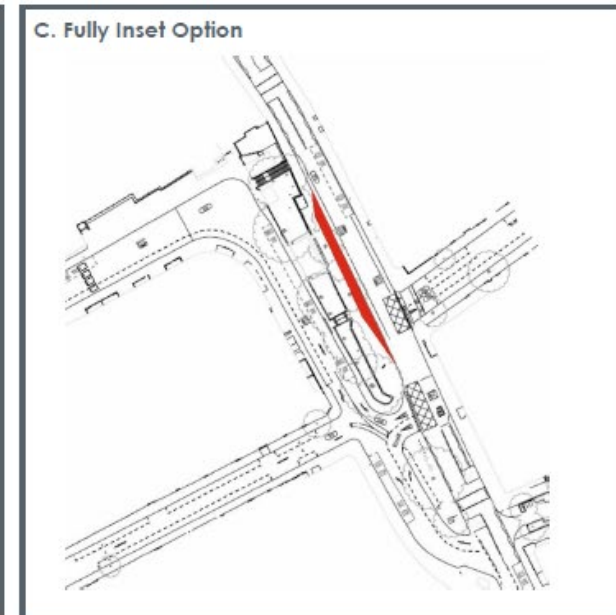
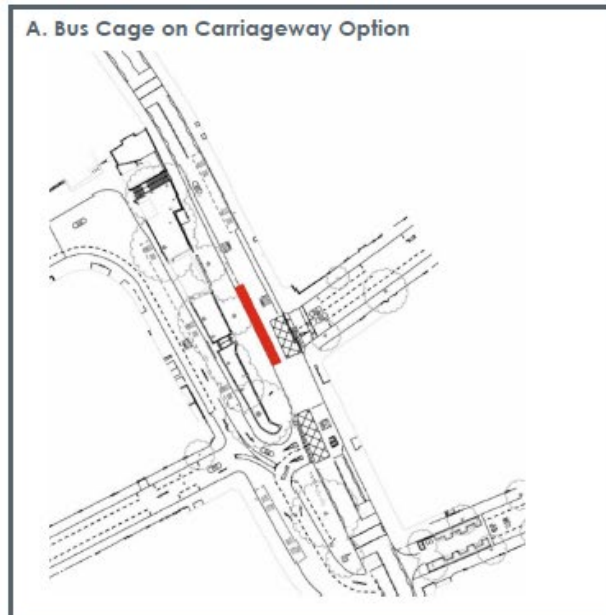


Consultation publique



Engagement avec les sociétés de transports

- Rencontre avec Transport for London
- Audit terrain
- Audit de sécurité
- Analyse de concepts supplémentaires



Des compromis



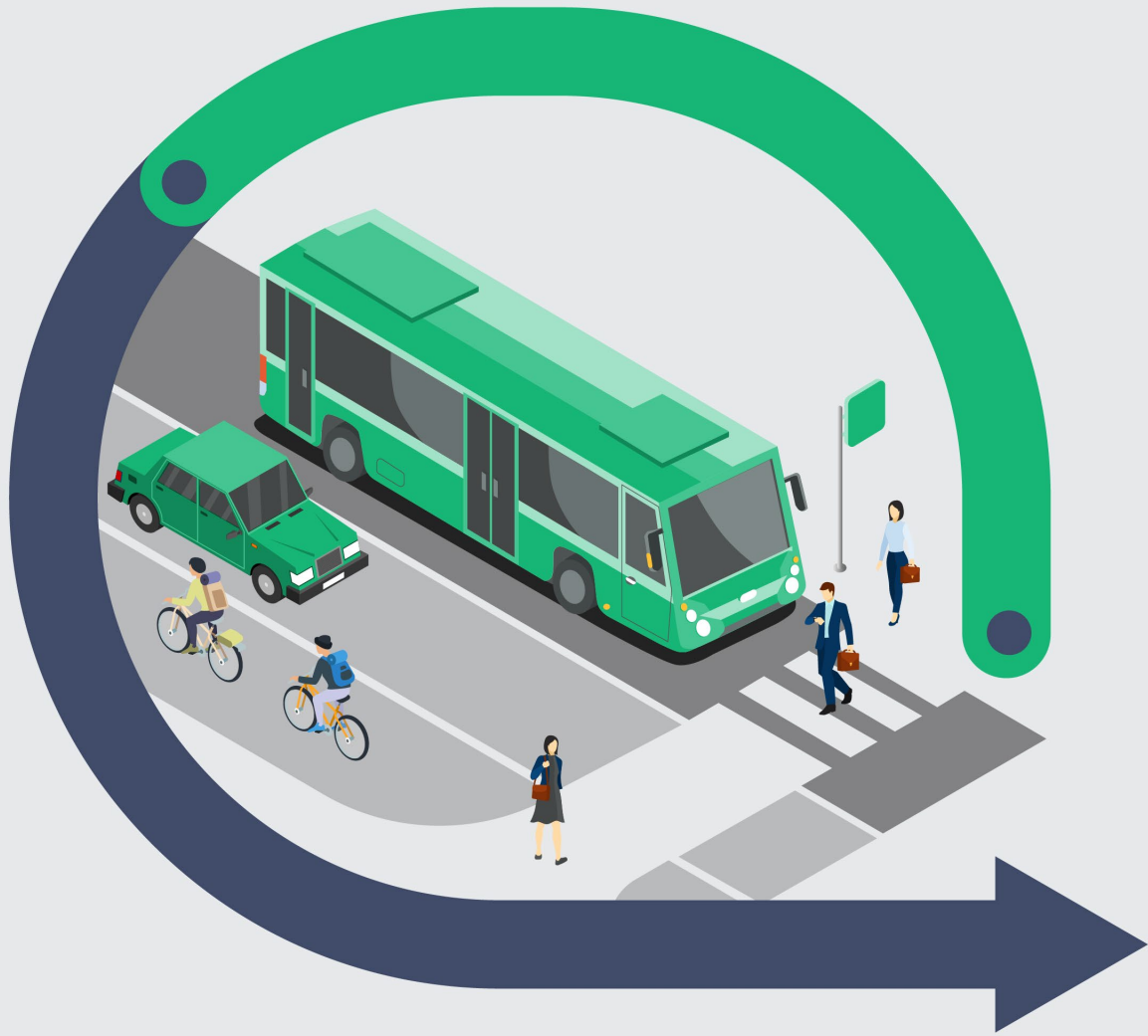
Où en sommes-nous ?

1. Station Terrace Improvement



1. Station Terrace





MERCI