

A406 Henlys Corner Improvement Works

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Background

- Following a petition to the Mayor of London, investigations into the operation of the Henlys Corner junction began in 2009 with the aim of addressing the following key issues:
 - High levels of traffic and long delays at peak times
 - Extensive queues on N-S approaches, causing delays on this important bus corridor
 - History of right turning accidents
 - Lack of pedestrian facilities



Objectives of the Scheme

- Promote safety of all road users by reducing number and severity of accidents
- Encourage sustainable transport through better cycling and walking facilities and improvement of bus services
- Protect and improve local environment
- Reduce community severance by providing better pedestrian crossing facilities at traffic signal junctions
- Reduce traffic congestion and queues



Henlys Corner Layout: Pre-Improvement Works

Lengthy
Queues

Gap accepts
right-turn
movements

Narrow and
varying number
of lanes



Uncontrolled
pedestrian crossings



The New Henlys Corner Layout



Benefits: Overview

- Traffic

- Flows increased by c. 5 % indicating reduced 'rat-running'
- Journey times improved, whilst congestion levels reduced
- Safer turning movements

- Pedestrians

- Significantly improved crossing facilities. Controlled crossings on all junction arms.
- North-South movement has more than doubled
- Wider central islands convey a greater sense of security for pedestrians

- Buses

- Data on bus performance is currently being collected. Early indications suggest improvements in journey times through the junction.

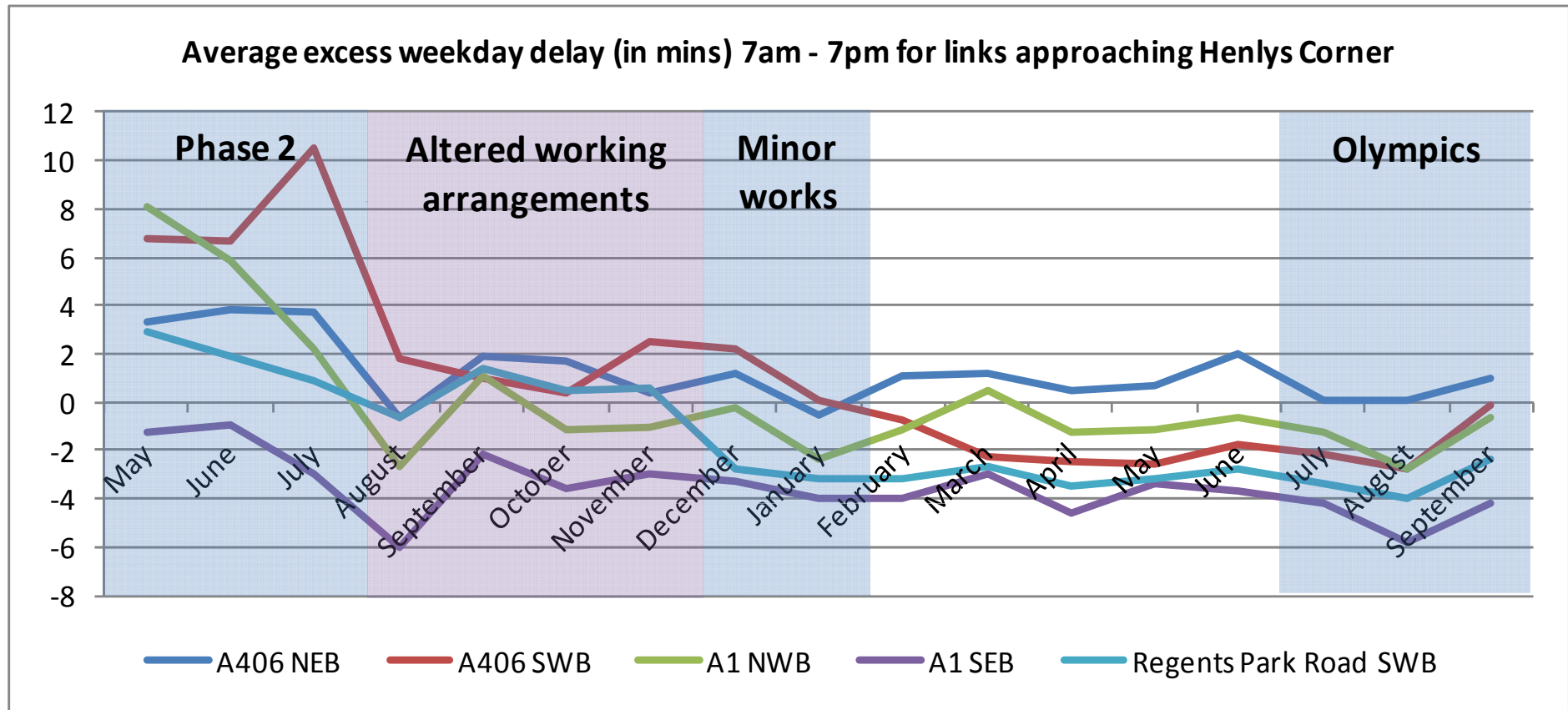


Flow comparison

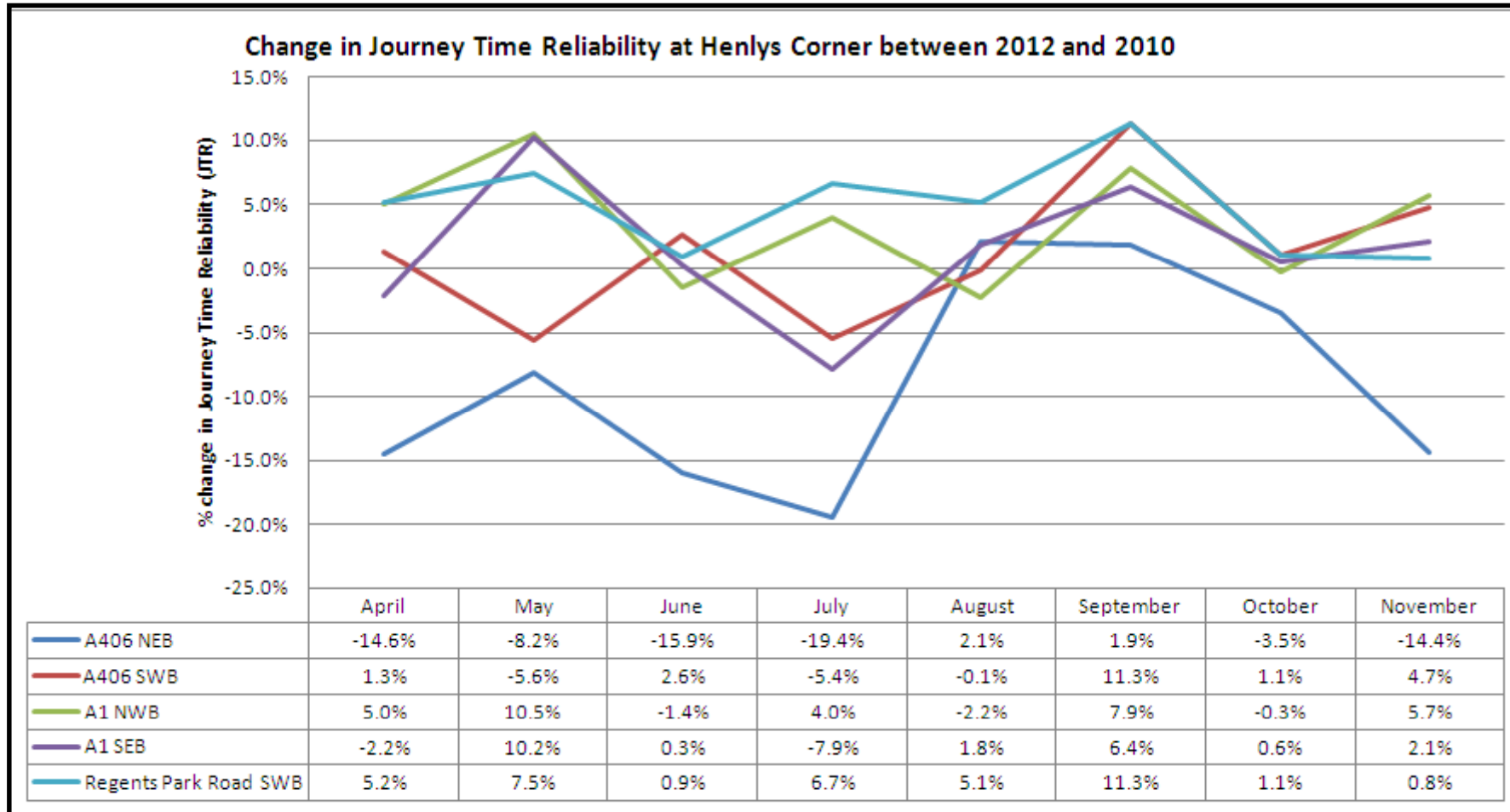
- Total flow on the network has increased by c 5% across all time periods
- Significant differences that are worth noting include:
 - Left turn out of Regents Park Road increase by 115% in AM peak
 - Left turn out of Finchley Road has increased by 25% in AM peak
 - Right turn out of Finchley Road increased by 45% in AM peak and 54% in PM peak
 - A406 westbound has increased in both peaks while A1 westbound has decreased in both peaks



Journey Time Improvements



Journey Time Reliability



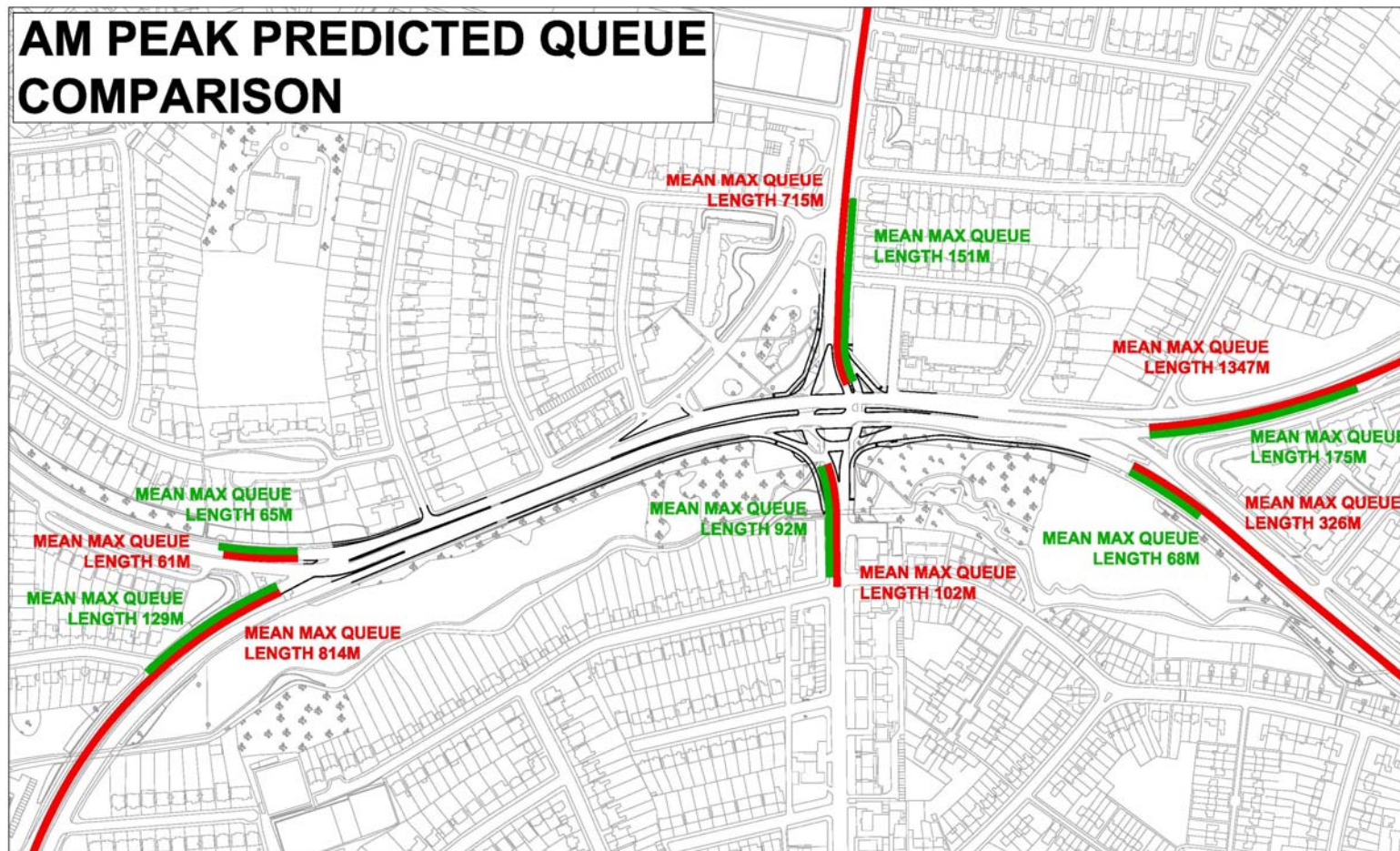
Residual Issues: Cycling

	On carriageway		Off carriageway	
	AM	PM	AM	PM
2008	60	41	20	23
2012	43	21	31	28

- Large amount of fast moving traffic – cyclists are 0.1% of total vehicle flow
- Cycle demand is N-S
- Lack of on carriageway facilities provided by the scheme
- Crossing times c.3mins
- Rejoining considered to be difficult
- TfL is investigating how cycle facilities might be added to the junction (N-S) retrospectively.



Residual Issues: Remaining Queues



MEAN MAX QUEUE LENGTH - EXISTING AM PEAK 08:00-09:00

MEAN MAX QUEUE LENGTH - PROPOSED VISSIM MODEL AM PEAK 08:00-09:00

DRAWING NOT TO SCALE



Conclusion

- The improvements works at Henlys Corner have delivered major improvements for all road users.
- Traffic flows have increased to approximately 150,000 vehicles per day
- Reduced Journey times and queues on the majority of approaches
- Safer crossings for pedestrians
- Improvements for bus turning movements and key N-S corridor
- TfL is working to further improve the junction for cyclists





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