

Report for: **TRAFFIC & ROAD SAFETY
ADVISORY PANEL**

Date of Meeting: 9 November 2022

Subject: Road Fatalities Review

Key Decision: No

Responsible Officer: Tony Galloway – Interim Director of
Environmental Services

Portfolio Holder: Councillor Anjana Patel – Portfolio Holder
for Environment and Community Safety

Exempt: No

Decision subject to No

Call-in:

Wards affected: North Harrow, Edgware, Pinner,
Centenary

Enclosures: None

Section 1 – Summary

This report is presented to Members to provide an update and proposes the inclusion of a junction in the Transport for London (TfL) LIP submission.

Recommendation:

That the Panel note the contents of the report and the recommendation to include the Uxbridge Road/Blythwood Road/Waxwell Lane in the TfL LIP submission.

Reason: (For recommendation)

Officers are recommending that the junction of Uxbridge Road/Blythwood Road/Waxwell Lane be included in the TfL LIP programme following the outcome of the site visit.

Section 2 – Report

Introduction

- 2.1 This report provides Members with an update on the traffic related incidents resulting in fatalities on borough roads in the last 18 months.
- 2.2 The report also outlines the actions taken by officers following these incidents.
- 2.3 It should be noted that Harrow Council as the Highway Authority has a statutory duty to investigate casualties and where appropriate, introduce change to address the risk of further occurrences.
- 2.4 However, of late, information relating to these incidents have not been received in a timely manner from the Police or reporting authorities resulting in officers not being officially advised until much later and a continued lack of information. The implications being that the necessary actions and site visits are not undertaken in good time.

Pinner Road/Station Road Junction (North Harrow)

- 2.5 The incident was an HGV on cyclist collision which occurred on Saturday the 21st August 2021 at 1518hrs at the Pinner Road/Station Road junction.
- 2.6 The male cyclist passed away at the scene.
- 2.7 Prior to the incident, officers had been looking at improving the junction for pedestrians and buses. However, the scope has changed to include cycle facilities, which is currently being investigated and designed. This scheme is now being merge with the Good Will to All junction improvements to allow a

strategic review of the whole traffic area and make improvements for pedestrians, cyclists, buses and decrease congestion throughout the area.

Mollison Way (Edgware)

- 2.8 The incident was a car-on-car collision which occurred on Sunday the 20th of March 2022 at 0830hrs.
- 2.9 The victim was an elderly female in a vehicle coming out of a driveway and was hit by a speeding vehicle. It was initially reported that she suffered severe injuries but passed away later. The driver of the other vehicle was arrested.
- 2.10 Officers have undertaken speed surveys and met with the Leader on site to determine the factors that led to the incident.
- 2.11 The speed data shows that the 85th percentile speed is 31mph while no obvious factors were identified from the site visit. However, officers are still awaiting the report from the police before deciding on the next course of action.

Uxbridge Road/Waxwell Lane Junction (Pinner)

- 2.12 The incident occurred on Sunday the 31st of July 2022 at 1823hrs involving a car and an elderly male pedestrian.
- 2.13 The man was attended to on site by the emergency services but sadly passed away.
- 2.14 As of the time of writing this report, numerous efforts have been made to meet with the police on site to discuss causation and determine whether the layout of the highway was a factor in the accident.
- 2.15 However as of the time of writing this report, officers have met the Leader on site to discuss the possible factors that led to the incident and if possible, recommend solutions.
- 2.16 Based on the outcome of the site visit, officers are recommending the junction be included in the TfL LIP programme for improvement commencing with the design of potential options this financial year and consultation and possible implementation in 23/24.

Culver Grove (near junction with St Andrew's Close) (Centenary)

- 2.17 The incident occurred on Sunday the 7th of August 2022 at 00:15hrs involving a car and a 62-year-old man who passed away at the location.
- 2.18 Details on this incident are limited as the Council have been advised that the incident is been classed as a hit and run, and the driver has yet to be apprehended.

- 2.19 Officers have not met with the Police on site either to determine whether the incident was caused by speeding or the layout of the road. Nonetheless, officers have undertaken speed surveys to determine the extent of the speeding at this location, which showed that the 85percentile speed was 30mph.
- 2.20 A site meeting with the Leader did not identify obvious issues or factors that could have led to the incident. However, officers will await the report from the Police before deciding what, if any, speed measures can be implemented.

Staffing/workforce

- 2.23 This review has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team.

Ward Councillor comments

- 2.24 Ward Councillor comments have not been sought on this report.

Performance issues

- 2.25 The development of any schemes arising from this review would support the wider aims, objectives and targets in the current Transport Local Implementation Plan (LIP) and help to deliver Harrow's corporate priorities and in particular the Vision Zero Strategy.

Environmental Implications

- 2.26 The development of any schemes would support the wider aims and objectives of the current Transport Local Implementation Plan (LIP). The LIP underwent a Strategic Environmental Assessment (SEA). This indicated that there are environmental benefits from delivering the programme of investment.
- 2.27 Key population and human health benefits identified were from reducing casualties, encouraging active travel and improving air quality. The benefits associated with increased active travel and healthy lifestyles help reduce diabetes and obesity levels. No negative environmental issues were identified as part of the SEA.

Data Protection Implications

- 2.28 There are no data protection implications.

Risk Management Implications

- 2.29 There are no data protection implications.

Procurement Implications

- 2.30 Where needed, consultants and contractors will be procured to investigate, develop and deliver proposals. This is business as usual. The work will be procured in line with the Public Contracts Regulations 2015 and the Council's Contract Procedure Rules.

Legal implications

- 2.31 Under Part 3A of the Council's Constitution, the terms of reference of TARSAP is to make recommendations on traffic management, the management and control of parking both on and off-street and the operational aspects of public transport within the Borough but includes other business, such as: petitions, deputations, scheme approval (from existing budgets), including consultation results and authority to make traffic orders and objections to traffic orders.

Financial Implications

- 2.32 Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2021/22 and 2022/23 capital programme and confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

Equalities Implications / Public Sector Equality Duty

- 2.33 LIP3 underwent an Equalities Impact Assessment, and the Council has had due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it as required under section 149 of the Equality Act 2010.
- 2.34 It is considered that the proposed scheme will be of benefit to all and particularly the groups in the table below:

Protected characteristic	Benefit
Sex	Mothers with young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport. Improved road layouts and public realm provide improved safety, security and convenience and improved access to the town centre and facilities.

Disability	People with physical and visual impairment generally benefit most from schemes that prioritise walking and public transport because improved road layouts and public realm provide ease of access with fewer obstructions, improved safety, security and convenience to access the town centre and facilities.
Age	Young children and elderly people generally benefit most from schemes that prioritise walking, cycling and public transport because improved road layouts and public realm provide improved safety, security, convenience, improved access to the town centre and facilities. A reduction in the influx of traffic into an area will reduce particulate emissions and air pollution, to which children are particularly vulnerable.

Section 3 - Statutory Officer Clearance

Statutory Officer: Jessie Man

Signed on behalf of the Chief Financial Officer

Date: 18 October 2022

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 24 October 2022

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 19 October 2022

Section 3 –Corporate Director Clearance

Statutory Officer: Tony Galloway

Signed by the Interim Director of Environmental Services

Date: 1 November 2022

Mandatory Checks

Ward Councillors notified: **NO**

EqlA carried out: **YES, as a part of LIP3**

EqlA cleared by: **TBC, Community - Equality Task Group (DETG)
Chair**

Section 4 - Contact Details and Background Papers

Contact:

Akin Akinrujomu – Interim Team Leader – Transportation
Email: akin.akinrujomu@harrow.gov.uk

Background Papers:

Transport Local Implementation Plan <https://www.harrow.gov.uk/road-maintenance-travel/harrow-transport-policy-documents>