



**Report for: Traffic & Road Safety
Advisory Panel**

Date of Meeting:	13 May 2024
Subject:	Road Fatalities Review
Key Decision:	No
Responsible Officer:	Cathy Knubley – Director of Environmental Services
Portfolio Holder:	Councillor Anjana Patel – Portfolio Holder Highways, Infrastructure and Community Safety
Exempt:	No
Decision subject to Call-in:	No, the report is for information
Wards affected:	Belmont, Harrow Weald, North Harrow, Edgware, Pinner, Wealdstone North
Enclosures:	None

Section 1 – Summary and Recommendations

This information report is presented to members to provide an update

Recommendations:

The Panel to note the contents of the report.

Reason: (for recommendation)

The report is for information only.

Section 2 – Report

Introductory paragraph

This information report provides members with an update on the traffic related incidents resulting in fatalities on borough roads in the last 18 months.

The report also outlines the actions taken by officers following these incidents.

It should be noted that Harrow Council as the Highway Authority has a statutory duty to investigate casualties and where appropriate, introduce change to mitigate the risk of further occurrences.

Pinner Road/Station Road Junction (North Harrow)

The incident was an HGV on cyclist collision which occurred on Saturday the 21st of August 2021 at 1518hrs at the Pinner Road/Station Road junction.

The male cyclist passed away at the scene.

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.

Update March 2023 - The Police report confirms that no highway factors were identified in relation to this incident however, it was suggested whether cyclists can share footway space on all approaches to the junction, in particular the south-eastern arm.

Schemes on the programme for 23/24 include reviewing this junction and designs will prioritise measures to aid cyclists and pedestrians.

Update July 2023 – Improvements for walking and cycling at this junction are being looked at as part of a review of three major junctions in North Harrow along with a cycling scheme and speed reduction scheme. Feasibility, design and consultation and partial implementation will be completed this financial year.

Update October 2023 – As July; consultants are currently looking at options to improve the junction and facilitate the proposed cycle route through North Harrow.

Update May 2024 - As October; consultants are currently looking at options to improve the junction and facilitate the proposed cycle route through North Harrow. This work will take some time as it is part of wider project looking at three signalised junctions in the local area.

Mollison Way (Edgware)

The incident was a car-on-car collision which occurred on Sunday the 20th of March 2022 at 0830hrs.

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.

Officers have undertaken speed surveys and met with the Leader on site to determine the factors that led to the incident.

The speed data shows that the 85th percentile speed is 31mph while no obvious factors were identified from the site visit.

The Police report confirms that speed was a factor in the collision. It also notes that visibility is obscured by on-street parking. The recommendation is to examine the speed survey information to confirm the degree of speeding vehicles. Consider whether some additional horizontal deflections might be reintroduced, not reliant on parked vehicles being present. If more generalised area-wide 20mph restrictions were applied to Mollison Way then some vertical deflection traffic calming might be appropriate.

Update March 2023 - A review of the borough is currently underway which will prioritise locations for 20mph zones and limits.

Update July 2023 – The initial assessment of locations in the borough resulted in Mollison Way scoring the highest of all roads in the prioritisation process. It was agreed to proceed with design work immediately. Design, consultation and implementation will be carried out this financial year.

Update October 2023 – The public consultation on proposals for a 20mph zone concluded in September with the majority of respondents in favour of the scheme with full width sinusoidal humps. Implementation is subject to PH decision following conclusion of the statutory consultation.

Update May 2024 – Implementation of the 20mph zone is due to commence shortly.

Uxbridge Road/Waxwell Lane Junction (Pinner)

The incident occurred on Sunday the 31st of July 2022 at 1823hrs involving a car and an elderly male pedestrian.

The man was attended to on site by the emergency services but sadly passed away.

Officers have met the Leader on site to discuss the possible factors that led to the incident and if possible, recommend solutions.

Based on the outcome of the site visit, officers recommended that the junction was 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.

Update March 2023 - The Police report recommends repositioning the central islands, particularly the one to the east of the junction and improvements to pedestrian crossing facilities.

Options to improve pedestrian crossing at this location are being investigated and will be reviewed by the Leader of the Council.

Update July 2023 – Investigation work continues. Design and consultation will be completed this financial year, implementation will be subject to the availability of sufficient TfL funding this financial year.

Update October 2023 – The feasibility study has been completed with the initial designs shared with Ward members for review and comments. The preferred option is a signalised junction – officers to seek TfL feedback in the first instance.

Update May 2024 – following TfL feedback, it has been decided to continuing investigations to look at options to improve safety at this junction. In the interim, a pedestrian refuge island is to shortly replace the existing traffic island on Uxbridge Road to the east of Blythwood Road/Waxwell Lane.

George V Avenue (Headstone)

The incident occurred at 10:55am on Friday 14th April 2023 involving a 65-year-old man and a car. The pedestrian was initially seriously injured but has sadly since passed away.

Officers met with the Police on 14th June 2023. The full police investigation has not been concluded at the time of writing this report.

It is understood that the pedestrian was crossing George V Avenue south-westbound, following the public bridleway that runs between Headstone Lane and Wakehams Hill.

At this stage, it has not been confirmed that speed was a factor however, automatic traffic count surveys were undertaken from 7th to 13th May measuring speeds and volumes of traffic at the location. These show that the 85th percentile speed was 43.3mph northbound and 41.6mph southbound, average speeds were 37.3mph and 36mph respectively, indicating no speeding issues.

The Police have recommended the following;

- that the wild grass and flowers are trimmed/removed by LB Harrow as soon as practicable to improve the vision for pedestrians and vehicles at the location.
- that road markings at the location are refreshed by LB Harrow as soon as practicable.

- that a pedestrian count be carried out by LB Harrow at this location to determine the volume of pedestrians using the bridleway and crossing the road at this location.
- If the result of the pedestrian count is significant then it is recommended that LB Harrow considers the installation of a pedestrian crossing point at this location.

All of the above recommendations have been requested/actioned as appropriate.

Update October 2023 – The pedestrian count showed a low number of people crossing however, considering this route is clearly used by pedestrians; to support this use, officers are investigating provision of an informal crossing point and warning signs.

Update May 2024 – The investigation showed that it would not be possible to provide an informal crossing point at this location due to level changes, required removal of several trees or reduction in speed limit. As numbers crossing at this location were low, a revised scheme of increased road markings and signs will be introduced. The Police investigation has not concluded at this time.

College Hill Road/Kenton Lane/Mountside (Belmont/Harrow Weald/Wealdstone North)

The incident occurred at 8:55am on Friday 15th September 2023 involving a 25 year-old female cyclist and a car. The cyclist was travelling along College Hill Road eastbound and entered the roundabout at the junction with Kenton Lane when a car that was travelling southbound on Kenton Lane entered the roundabout and collided with the cyclist.

A site visit was undertaken with the Police on Wednesday 20th September. The following Police recommendations were made;

- Road surface markings (in particular the give way markings) be refreshed.
- Yellow Flexi Bollards be replaced due to their poor condition.
- The central roundabout itself be made physically prominent so that it can be easily seen on approach.
- Advance warning signs be installed on each of the arms.
- Parking bays outside the shops on College Hill Road be removed / reduced to improve visibility.
- Telephone box outside the shops on College Hill Road be relocated.
- Trees and foliage causing visual obstruction be trimmed / removed to improve visibility.
- The road surface in Mountside be resurfaced.
- Speed surveys be carried out to ensure compliance with the 30mph posted limit.
- Junction geometry on all four (4) arms be redesigned to include deflection to slow vehicles on approach to the roundabout.
- Traffic calming solutions be implemented if vehicle speeds are found to be non-compliant.
- Cycle count be carried out to establish the volume of cycles using the junction.

- Feasibility of an area wide cycle scheme be evaluated if cycle volumes are significant.

Road markings have been refreshed, bollards are due to be replaced; a white line has been marked around the roundabout to add emphasis; advance warning signs have been installed, waiting restrictions have been introduced and trees have been cut back. The telephone box relocation is not within our control. Carriageway resurfacing is based on condition; should Mountside reach the threshold for intervention, it will be scheduled for remedial work. Speed surveys have been carried out and 85th percentile speeds did not exceed the posted speed limit of 30mph. The Police investigation has not yet concluded. At this time, no further action will be taken but will be reviewed when more information about the collision is available.

Options considered

None

Staffing/workforce

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

Ward Councillors' comments

Ward Councillor comments have not been sought for this report because it is for information only.

Performance Issues

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

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.

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

There are no data protection implications.

Risk Management Implications

Risks included on corporate or directorate risk register? **No**

Separate risk register in place? **No**

The relevant risks contained in the register are attached/summarised below
n/a

Legal Implications

There are no legal implications to be noted as the report is for information purposes only.

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

Any schemes and works programmes mentioned in this report are being taken forward using identified resources within the 2023/24 capital programme and confirmed funding allocations from TfL, DfT, NCIL funding and developer contributions.

Equalities implications / Public Sector Equality Duty

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.

It is considered that proposed schemes 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.

Council Priorities

The LIP3 and associated programme of investment detailed in the report support the Harrow ambition plan and will contribute to achieving the administration's priorities:

1. **A council that puts residents first**
2. **A borough that is clean and safe**
3. **A place where those in need are supported**

Mandatory Checks

Ward Councillors notified: NO, as the report is for information only

EqlA carried out: YES, as a part of LIP3

EqlA cleared by: Equality Task Group (DETG) Chair

Section 3 – Statutory Officer Clearance

Section 4 - Contact Details and Background Papers

Contact: Laura McIntosh – Interim Transportation Manager
Email: laura.mcintosh@harrow.gov.uk

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