

**REPORT FOR: TRAFFIC & ROAD
SAFETY ADVISORY
PANEL**

Date of Meeting:	23 November 2015
Subject:	Road Safety Plan 2015
Key Decision:	No
Responsible Officer:	Venetia Reid Baptiste – Divisional Director, Commissioning Services
Portfolio Holder:	Graham Henson, Portfolio Holder for Environment, Crime and Community Safety
Exempt:	No
Decision subject to Call-in:	Yes
Wards affected:	All
Enclosures:	Appendix A: Road Safety Plan 2015

Section 1 – Summary and Recommendations

This report updates the Harrow Council Road Safety Plan and provides detailed information about the initiatives being used to improve safety and maintain Harrow's good road safety track record.

Recommendation:

The Panel is requested to note the report and recommend to the Portfolio Holder for Environment and Community Safety to approve the plan for implementation by officers.

Reason:

A road safety plan is an effective way to show that Harrow is discharging its duty under the Road Traffic Act 1988. The Act requires authorities to prepare and carry out a programme of measures designed to promote road safety. A local road safety plan is a vital part of the evidence to show how this is being undertaken in Harrow.

Section 2 – Report

Introduction

- 2.1 The existing road safety plan was prepared as a part of the development of the original Harrow Transport Local Implementation Plan (LIP). Following the introduction of the current London Mayor's revised Transport Strategy and the development and adoption of LIP2 in Harrow, the road safety plan has been reviewed. Whilst this is not a requirement of developing LIP2, it was considered that the road safety plan is an important document that should be continued.
- 2.2 The last version of the road safety plan was completed and reported to TARSAP in 2012. It is now time for the document to be updated to reflect current practice and the amended Road Safety Plan 2015 can be seen in **Appendix A**.
- 2.3 This document includes all the approved road safety policies in LIP2 as well as detailed information on how these are put into practice. The Road Safety Plan supports all of the council's corporate priorities.

Options considered

- 2.4 There are no alternative options under consideration. The contents of the report have been developed following best practice advice from the Department for Transport (DfT) and Transport for London (TfL) and considering the work of other local highway authorities.

Background

- 2.5 The policies included in the Road Safety Plan are all agreed Council policies approved by Cabinet (19th May 2011) and full Council (7th July 2011) as part of the approval of the Transport Local Implementation Plan 2 (LIP).
- 2.6 To summarise the Harrow Road Safety Plan includes the following:
- Road safety statutory framework;
 - Road safety policies (*same as LIP2 road safety policies*);
 - Historical local road safety performance;
 - Current trends for road safety in Harrow;
 - Harrow Local Implementation Plan (LIP2) casualty targets;
 - Education, engineering and enforcement procedures; and
 - Information on monitoring, partnership working and funding.
- 2.7 To avoid the document becoming outdated too quickly, all annually changing data has been moved to the appendices of the plan and the contained information will be regularly updated and provided on Harrow's website. This information includes:
- List of all 20mph zones and traffic calming in the borough;
 - Maps showing locations of recent road casualties;
 - Data showing the effectiveness of implemented local safety schemes in the borough;
 - Locations of speed and red light enforcement cameras in the borough; and
 - Locations of speed activated signs in the borough.
- 2.8 The road safety plan and any additional information will be made available on the Harrow website once approved.

Road safety targets

- 2.9 The road safety casualty reduction targets included in the Road Safety Plan are all agreed targets approved through the Transport Local implementation Plan 2 approval process.
- 2.10 Implementing the working processes identified in the Road Safety Plan will enable the borough to best achieve these casualty reduction targets.

Risk Management Implications

- 2.11 There is an operational risk register for transportation projects, which covers all the risks associated with developing and implementing the physical alterations to the highway that are explained in the road safety plan which will include the introduction of local safety schemes, 20mph zones and other traffic calming measures.

Financial Implications

- 2.12 There are no direct financial implications as a result of this report.
- 2.13 The introduction of road safety engineering and education measures is funded within the annual TfL grant allocations provided to implement LIP2. There are specific allocation for Accident Remedial Schemes and Road Safety Education and Promotion.

Legal implications

- 2.14 It is not a statutory duty to prepare a road safety plan, however, it is an effective way to show that Harrow Council is discharging its duty under the Road Traffic Act 1988 by preparing and carrying out a programme of measures designed to promote road safety and reduce personal injury accidents.

Equalities implications / Public Sector Equality Duty

- 2.15 An Equalities Impact Assessment has been undertaken for the Transport Local implementation Plan 2 of which the parking management programme is a part. A review of equality issues was undertaken and has indicated no adverse impact on any of the protected characteristic groups. There are positive impacts of the scheme on some groups, particularly age (women and children) and disability (people with mobility difficulties).

Council Priorities

- 2.16 The scheme development process detailed in the report accords with the administration's priorities as follows:
- Making a difference for communities
 - Making a difference for the vulnerable
 - Making a difference for families
 - Making a difference for local businesses

Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the* Chief Financial Officer
Date: 10/11/15		
Name: Banke Osoba	<input checked="" type="checkbox"/>	on behalf of the* Monitoring Officer
Date: 12/11/15		

Ward Councillors notified:	YES
EqlA carried out:	NO
EqlA cleared by:	An EqlA has been undertaken for the Transport Local implementation Plan of which this project is a part. A separate EqlA is therefore not necessary

Section 4 - Contact Details and Background Papers

Contact:

Barry Philips, Team Leader – Traffic, Travel Planning and Parking Design
0208 424 1649 (x2649)

Jeffery Sarpong – Senior Road Safety Officer

Background Papers:

Harrow Transport Local Implementation Plan
Road Safety Plan 2012
Safer Streets TfL