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**REPORT FOR: CABINET**

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<b>Date of Meeting:</b>	30 <sup>th</sup> May 2019
<b>Subject:</b>	Harrow Road Safety Strategy
<b>Key Decision:</b>	Yes
<b>Responsible Officer:</b>	Paul Walker, Corporate Director - Community
<b>Portfolio Holder:</b>	Councillor Varsha Parmar, Portfolio Holder for Environment
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	Yes
<b>Wards affected:</b>	All
<b>Enclosures:</b>	Appendix A – Harrow Road Safety Strategy 2019

## **Section 1 – Summary and Recommendations**

This report sets out the draft Harrow Road Safety Strategy for the borough and provides details regarding the initiatives that will be used to improve road safety in the borough.

**Recommendations:**

Approve the Harrow Road Safety Strategy set out at Appendix A subject to formal approval of the LIP3 by the full Council.

**Reason: (For recommendations)**

The publication of the road safety strategy also provides greater detail as to how the borough will implement many of the road safety initiatives identified in the Transport Local Implementation Plan (LIP3).

A Road Safety strategy 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 strategy is a central part of the evidence to show how this is being undertaken in Harrow.

## **Section 2 – Report**

### **Introductory paragraph**

- 2.1 The Transport Local Implementation Plan (LIP3) is a statutory document required under the GLA Act that sets out all the transport objectives and strategic policies that the borough will undertake to deliver the Mayor of London’s transport strategy (MTS) locally in Harrow.
- 2.2 The development and preparation of the third Transport Local Implementation Plan (LIP3) introduced a range of road safety policies which have all been subject to extensive public consultation and engagement with all stakeholders as a part of the LIP3 consultation process. LIP3 was approved by the GLA Deputy Mayor for Transport on 12th April 2019.
- 2.3 The last road safety plan was prepared in 2015. Since then a new Mayor’s Transport Strategy (2018) has significantly changed priorities with the adoption by the Mayor of London and by Harrow Council of a Vision Zero approach to road safety and the adoption of the Healthy Streets approach to deliver improvements.
- 2.4 Vision Zero has been adopted by the Mayor of London and subsequently by Harrow Council as part of the development of the Transport Local Implementation Plan (LIP3). The Vision Zero target for London is the elimination of all deaths and serious injuries from London’s streets by 2041. This target has also been adopted by the Harrow Council as part of LIP3.
- 2.5 The Healthy Streets approach is the underlying framework for the Mayor of London’s Transport Strategy. The Healthy Streets Approach is a system of policies and strategies to put people, and their health, at the centre of decision making. Harrow has adopted the healthy streets approach to all transport initiatives in the borough and in particular to deliver improvements that will enable the borough to improve road safety.
- 2.6 The healthy streets approach will help the borough work towards creating a safer, healthier and more attractive street environment.

- 2.7 These changes in approach to road safety require the road safety strategy to be updated to be in line with current best practice.

## **Options considered**

- 2.8 No alternative options have been considered. The main policies and objectives accord with LIP3. The contents of the strategy have been developed following best practice advice from the Department for Transport (DfT) and Transport for London (TfL) and also considering the work of other local highway authorities.

## **Background**

- 2.9 The Harrow Transport Local Implementation Plan 2019/20-2021/22 (LIP3) is the overriding transport policy for the borough. In developing LIP3 all transport objectives and policies underwent wide scale public consultation and revisions were subsequently made.

- 2.10 The Harrow transport objectives included in LIP3 that are most relevant to road safety are as follows:

- Improve the public realm through the introduction of healthy streets and liveable neighbourhoods to better enable active and safer travel particularly for pedestrians and cyclists thereby reducing congestion and improving public health and local air quality
- Adopt a Vision Zero approach towards eliminating all road traffic deaths and serious injuries by 2041 and focus on reducing the number of motorcycle casualties across the borough

- 2.11 The full list of road safety policies developed as part of LIP3 are all included in the draft road safety strategy shown in Appendix A.

- 2.12 Based on Harrow LIP3 and the Mayor of London's Transport Strategy 2018, the borough developed road safety objectives for Harrow. These have been developed to support the wider transport objectives identified in LIP3.

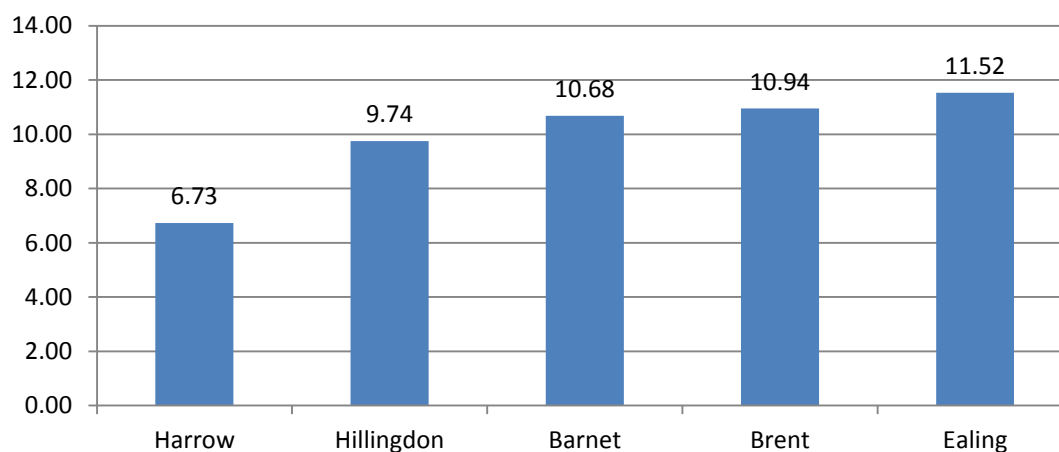
- Use engineering and enforcement measures to improve borough road safety
- Provide cycle training to Bikeability standards for children and adults who work, study or live in the borough
- Provide road safety education events in schools and road safety support for pre-schoolers to develop traffic awareness and road safety skills
- Conduct road user safety campaigns and road safety training courses aimed at reducing the number of collisions on the roads

- 2.13 The road safety strategy shows all the ways that the borough works towards delivering each of these objectives.

2.14 The strategy includes an analysis of patterns or road casualties in the borough. This information is used to determine where to best focus road safety initiatives.

2.15 An analysis shows that Harrow has less casualties per 1000 population than all neighbouring boroughs.

#### Total casualties (2015-2017) per 1000 population



2.16 Analysis on the impact of local safety schemes introduced in this period shows a reduction in KSIs of 84% following implementation of schemes and a reduction of 75% in all casualties.

2.17 The road safety strategy includes targets that will be used to measure the delivery of the road safety objectives and a road safety action plan.

#### Staffing/workforce

2.10 The delivery of the initiatives identified in the strategy will be undertaken by existing staff resources within the Traffic, Highways & Asset Management team and Community Engagement team.

#### Performance Issues

2.11 Implementing the Road Safety strategy will help to deliver Harrow's corporate priorities and in particular making a difference for communities and protecting the most vulnerable.

2.18 The following table shows the Mayor's Transport Strategy agreed targets for London and the associated Harrow target.

MTS Target	Harrow baseline	Harrow target	Year
Reduce the number of people who are killed or seriously injured by 65 per cent against 2005-09 levels	109	38	2022
Reduce the number of people who are killed or seriously injured by 70 per cent against	79	24	2030

2010-14 levels			
Eliminate all deaths and serious injuries from road collisions from London's streets		0	2041

2.19 The following is a list of targets that will be used to monitor progress on delivering the road safety strategy:

- Introduction of countdown crossings to 20% of all controlled crossings by 2021/22
- Reduction in pedestrian KSIs to 15 KSIs by 2022
- Reduction in number of vulnerable road user KSIs to 28 by 2022
- Provision of cycle training for over 1500 children and over 100 adults per annum

### **Environmental Implications**

2.20 The road safety initiatives and measures contained in the Harrow Road Safety Strategy have been assessed as part of the Strategic Environmental Assessment (SEA) for the draft LIP3. The LIP3 SEA indicated that there are environmental benefits from delivering the initiatives included. The main benefits are improving air quality and also improving the population and human health. No negative environmental issues were identified as part of the SEA.

2.21 Key air quality benefits identified relevant to the road safety strategy are from reducing car travel as a result of modal switch.

2.22 Key population and human health benefits identified are from reducing casualties, encouraging active travel and as a result of improving air quality. The benefits associated with increased active travel and health walks are reduced diabetes and obesity levels.

### **Risk Management Implications**

2.23 Risk included on Directorate risk register? No

2.24 Separate risk register in place? Yes. The delivery of interventions and schemes included in the strategy are subject to separate risk assessments.

2.25 The major risk to delivery of all schemes is lack of funding. None of the funding shown is guaranteed.

2.26 If funding is not available for identified initiatives, the timetable will change but there will still be an attempt to deliver the initiatives.

## Procurement Implications

- 2.27 Where needed, consultants and contractors will be procured to deliver some proposals. This is business as usual. The work will be procured in line with the Public Contract Regulations 2015 and our internal Contract Procedure Rules .

## Legal Implications

- 2.28 Section 39 of the Road Traffic Act 1988 (“RTA 1988”) places a statutory duty on local authorities to prepare and carry out a programme of measures designed to promote road safety.
- 2.29 The Harrow Road Safety Strategy will enable the Council to discharge its statutory duty under the RTA 1988 and ensure the safety of road users within the borough.

## Financial Implications

- 2.30 Funding for the initiatives included in the strategy is predominantly provided by TfL annual LIP funding. There is no guarantee from TfL that the level of funding will be available over the lifetime of the LIP and therefore the figures included in LIP3 are indicative only and/or subject to a separate bidding process. The projects will only be implemented based on funding availability. Lack of funding will result in delayed delivery and/or the risk of not achieving the performance targets.

## Equalities implications / Public Sector Equality Duty

- 2.31 LIP3 underwent an Equalities Impact Assessment which includes all the policies in this road safety strategy. In preparing the policies adopted in the Harrow Road Safety Strategy, 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.
- 2.32 It is considered that the proposals in the Harrow Road Safety Strategy will be of benefit to all the people living within the borough and in particular the groups set out in the table below:

Protected characteristic	Benefit
Age (young and old people)	Increased independence from learning to cycle Improved safety for schools journeys from 20mph zones Health benefits from more active travel Safer and more sustainable journeys to school Better air quality particularly around schools Improved safety from road safety courses aimed at older people

Sex (Women in particular)	Women only cycle classes
Disability (People with mobility difficulties)	An improved environment for walking and cycling Reduced road speeds improving safety Cycle training for SEND schools

## Council Priorities

2.33 The following table show the key inputs from the strategy that will support the Council priorities.

Council Priorities	LIP3 key input
Building a Better Harrow	Healthy streets, liveable neighbourhoods, 20mph zone extensions, road safety improvements, pedestrian crossings and cycle facilities, cycle training, road safety training.
Supporting Those Most in Need	Healthy streets, road safety and cycle training for vulnerable users / SEND schools, road safety improvements.
Protecting Vital Public Services	Healthy streets, liveable neighbourhoods, 20mph zone extensions, road safety improvements, pedestrian crossings and cycle facilities, cycle training, road safety training.
Delivering a Strong local Economy for All	Healthy streets, liveable neighbourhoods, 20mph zone extensions, road safety improvements, pedestrian crossings and cycle facilities, cycle training, road safety training.
Modernising Harrow Council	Camera enforcement, pedestrian countdown facilities at crossings

## Section 3 - Statutory Officer Clearance

Name: Jessie Man	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 25/04/19		
Name: Abiodun Kolawole	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 26/04/19		

Name: Nimesh Mehta	<input type="checkbox"/>	on behalf of the Head of Procurement
Date: 23/04/19		

Name: Paul Walker	<input type="checkbox"/>	Corporate Director
Date: 29/04/19		

<b>Ward Councillors notified:</b>	YES, as a part of LIP3
<b>EqIA carried out:</b>	YES, as a part of LIP3
<b>EqIA cleared by:</b>	Dave Corby, Community - Equality Task Group (DETG) Chair

## Section 4 - Contact Details and Background Papers

**Contact:** David Eaglesham, Head of Traffic, Highways & Asset Management, 020 8424 1500, david.eaglesham@harrow.gov.uk

### Background Papers:

Harrow Transport Local Implementation Plan (LIP3)

Road Safety Plan (2015)

<b>Call-In Waived by the Chair of Overview and Scrutiny Committee</b>	<b>YES/ NO / NOT APPLICABLE*</b>
<i>(for completion by Democratic Services staff only)</i>	<i>* Delete as appropriate If No, set out why the decision is urgent with reference to 4b - Rule 47 of the Constitution.</i>