

<b>Report for:</b>	<b>TRAFFIC &amp; ROAD SAFETY ADVISORY PANEL</b>
<b>Date of Meeting:</b>	3rd November 2022
<b>Subject:</b>	<b>INFORMATION REPORT</b> Safety Schemes Post Implementation Review
<b>Key Decision:</b>	No
<b>Responsible Officer:</b>	Tony Galloway – Interim Director of Environmental Services
<b>Portfolio Holder:</b>	Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety
<b>Exempt:</b>	No
<b>Decision subject to Call-in:</b>	No, the report is for information
<b>Wards affected:</b>	Centenary, Kenton East, Stanmore, Rayners Lane, Roxbourne, Kenton West and Kenton East
<b>Enclosures:</b>	None

## Section 1 – Summary and Recommendation

### Recommendations:

That the Panel note the report.

### Reason: (For recommendation)

The report is for information only.

## Section 2 – Report

### Introduction

- 2.1 This information report provides members with an update on local safety schemes implemented in the last 3 years and to determine whether the measures have achieved their objectives.
- 2.2 The review will also assist officers in developing a more strategic approach where the road safety measures are deemed inadequate or have not addressed the issues as expected.
- 2.3 More detail on specific schemes is provided below in the body of the report.

### SCHEMES

#### Streatfield Road – Local Safety Scheme

- 2.4 Several turning collisions were identified at the junction of Streatfield Road, Langland Crescent and Portland Crescent, and proposals were recommended to address these issues.
- 2.5 The aims of this scheme/proposals were to:
  - Reduce the risk and likelihood of personal injury collisions within the area;
  - Improve pedestrian and cycle comfort and safety;
  - Encourage walking and cycling in the area; and,
  - Discourage rat-running through the area.
- 2.6 The scheme details included:
  - **Reducing the number of side roads at this location** – in order to reduce the number of possible turning movements that may occur. This would reduce the number of potential conflict points, at which collisions may occur.

- **Raised junctions – the raised junction / entry treatments** to encourage a more cautious approach to accessing and exiting these junctions.
- **Double yellow lines** – waiting restrictions to prevent obstructive parking and ensure that there was adequate road space for emergency vehicles as well as space for turning vehicles.

2.7 This scheme was formally implemented in June 2020. As the current published records for road traffic collisions are only available to May 2022, to make a fair comparison a period of 1 year and 11 months will be utilised pre-and-post implementation.

2.8 The table below shows the comparison between the accident data before and after the scheme was implemented:

<b>Pre-implementation (June 2018 – May 2020)</b>	<b>Post-implementation (June 2020 – May 2022)</b>
One slight collision	Two slight collisions

### **The Broadway, Stanmore – Local Safety Scheme**

2.9 The Broadway, Stanmore was identified as a location where pedestrian / vehicle conflict caused issues. This proposal was intended to help reduce these collisions / conflicts.

2.10 A short median strip was proposed on The Broadway, Stanmore to prevent three lanes of traffic queuing in this location. It was observed that there was a pedestrian desire to cross the road in this location. There are controlled crossings to the east and west of this location, however this island, whilst not being a formal crossing point, will assist pedestrians who choose to cross away from the formalised controlled crossing locations.

2.11 This scheme was formally implemented in June 2020. As the current published records for road traffic collisions are only available to May 2022, to make a fair comparison a period of 1 year and 11 months will be utilised pre-and-post implementation.

2.12 The table below shows the comparison between the accident data before and after the scheme was implemented:

<b>Pre-implementation (June 2018 – May 2020)</b>	<b>Post-implementation (June 2020 – May 2022)</b>
Three slight collisions and one serious collision	One slight collision and two serious collisions

### **Clitheroe Avenue Area – 20mph zone**

2.13 The Council was successful in securing funding from Transport for London (TfL) to introduce a new 20mph zone in the area around Clitheroe Avenue.

2.14 The roads affected by the scheme included: Clitheroe Avenue, Fairview Crescent, Goldsmith Close, Karma Way, Oxleay Road, Providence Avenue, Goodwill Drive, Rayners Lane, and Tranquil Lane.

2.15 The aim of this scheme was to create a 20mph zone which would:

- Reduce the risk of personal injury accidents within the area;
- Improve pedestrian and cycle safety;
- Encourage walking and cycling in the area; and,
- Discourage rat-running through the area.

2.16 The scheme details included:

- **20mph roundels** – These are a form of road markings used to remind drivers of the speed limit. They are used where either existing traffic speeds are relatively low or where it is difficult to locate physical traffic calming measures.
- **Speed cushions** – These are a traffic calming feature which are narrow enough to allow a wide wheel-based vehicle such as a fire engine or ambulance to pass relatively unhindered. However, a smaller wheelbase vehicle, such as a car, would have to have at least one set of wheels on some part of the cushion, thereby forcing the driver to reduce their speed.
- **Raised junction** – Raised junctions reduce traffic speeds on all approaches and make it safer for pedestrians to cross the carriageway. They are more acceptable to bus operators than standard humps, especially if the height does not exceed 75mm and the gradients of the on and off ramps are shallow. As part of the proposals, we removed the two ineffective mini roundabouts on Rayners Lane junction with Fairview Crescent and replaced them with conventional priority junctions.

2.17 The traffic management orders were made in February 2020. As the current published records for road traffic collisions are only available to May 2022, to make a fair comparison a period of 2 years and 3 months will be utilised pre-and-post implementation.

2.18 The table below shows the comparison between the accident data before and after the scheme was implemented:

<b>Pre-implementation (November 2017 – January 2020)</b>	<b>Post-implementation (February 2020 – May 2022)</b>
Two slight collisions	One slight collision

2.19 The results above suggest that the location has had a slight improvement in safety.

## **Kingshill Avenue Area – 20mph zone**

- 2.20 The council carried out a public consultation exercise in July 2019 to obtain residents views regarding proposals to introduce a Low Traffic Neighbourhood in the Kingshill Avenue area.
- 2.21 The results from the informal consultation showed that most residents were against this (options 1 & 2). Furthermore, a petition containing 133 signatures was received against both traffic management options (i.e., the point no entries and road closures).
- 2.22 The petition and the results of the informal public consultation were discussed with ward members and the Portfolio Holder for Environment at that time, and it was agreed to take only the 20mph zone proposals forward to the next stage of the process.
- 2.23 For a 20mph zone to be self-enforcing, speed reducing measures were necessary which included speed cushions and 20mph roundels which were shown in the original proposals. In addition, the proposals also included a traffic island and associated double yellow lines on Alicia Avenue to ensure vehicles travelled on the correct side of the carriageway.
- 2.24 The traffic management orders were made in March 2020. As the current published records for road traffic collisions are only available to May 2022, to make a fair comparison a period of 2 years and 2 months will be utilised pre-and-post implementation.
- 2.25 The table below shows the comparison between the accident data before and after the scheme was implemented:

<b>Pre-implementation (December 2017 – February 2020)</b>	<b>Post-implementation (March 2020 – May 2022)</b>
Six slight collisions	Seven slight collisions and one serious collision

### **Officer Comments**

- 2.26 The accident data for the Streatfield Road, The Broadway and the Kingshill area schemes clearly shows there have been no notable improvement to safety, which suggests the schemes have not achieved their desired objectives. However, it should be noted that officers have not been able to determine the factors responsible for these collisions from the data obtained and are still investigating.
- 2.27 Therefore, as a result of this review and the observations made, officers will continue to monitor these sites with the aim of developing additional measures to aid improved road safety.

### **Staffing/workforce**

- 2.28 The review of the schemes has been undertaken using existing staff resources within the Traffic, Highways & Asset Management Team.

### **Ward Councillors' comments**

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

### **Performance issues**

- 2.30 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 building a better Harrow.

### **Environmental Implications**

- 2.31 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.
- 2.32 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**

- 2.33 There are no data protection implications to be noted as the report is for information purposes only.

### **Risk Management Implications**

- 2.34 There are no risk management implications to be noted as the report is for information purposes only.

### **Procurement Implications**

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

### **Legal implications**

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

## Financial Implications

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

## Equalities Implications / Public Sector Equality Duty

- 2.38 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.
- 2.39 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.

## Council Priorities

- 2.40 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:

- Improving the environment and addressing climate change
- Tackling poverty and inequality
- Building homes and infrastructure
- Addressing health and social care inequality
- Thriving economy

### **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: 26 October 2022**

### **Mandatory Checks**

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

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

**EqIA 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](mailto:akin.akinrujomu@harrow.gov.uk)

### **Background Papers:**

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

