

Report for:	TRAFFIC & ROAD SAFETY ADVISORY PANEL
Date of Meeting:	22 March 2023
Subject:	INFORMATION REPORT Information - Road Fatalities Review
Key Decision:	No
Responsible Officer:	Cathy Knubley – Interim Director of Environmental Services
Portfolio Holder:	Councillor Anjana Patel – Portfolio Holder for Environment and Community Safety
Exempt:	No
Decision subject to Call-in:	No, the report is for information
Wards affected:	North Harrow, Edgware, Pinner, Centenary
Enclosures:	None

Section 1 – Summary

This information report is presented to members to provide an update

Recommendation:

The Panel is requested to note the contents of 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 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 The report is an update on each incident following receipt of the Police report.

Pinner Road/Station Road Junction (North Harrow)

- 2.5 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.
- 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.
- 2.8 The Police report confirms that no highway factors were identified in relation to this incident however, it is suggested that it is considered whether cyclists can share footway space on all approaches to the junction, in particular the south-eastern arm.

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

Mollison Way (Edgware)

- 2.10 The incident was a car-on-car collision which occurred on Sunday the 20th of March 2022 at 0830hrs.
- 2.11 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.
- 2.12 Officers have undertaken speed surveys and met with the Leader on site to determine the factors that led to the incident.
- 2.13 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.
- 2.14 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 are-wide 20mph restrictions were applied to Mollison Way then some vertical deflection traffic calming might be appropriate.
- 2.15 A review of the borough is currently underway which will prioritise locations for 20mph zones and limits.

Uxbridge Road/Waxwell Lane Junction (Pinner)

- 2.16 The incident occurred on Sunday the 31st of July 2022 at 1823hrs involving a car and an elderly male pedestrian.
- 2.17 The man was attended to on site by the emergency services but sadly passed away.
- 2.18 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.
- 2.19 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.
- 2.20 Based on the outcome of the site visit, officers recommended at the last meeting of the Panel, that 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.

- 2.21 The Police report recommends repositioning the central islands, particularly the one to the east of the junction and improvements to pedestrian crossing facilities.
- 2.22 At present, options to improve pedestrian crossing at this location are being investigated and will be reviewed by the Leader of the Council.

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

- 2.23 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.
- 2.24 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.
- 2.25 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.
- 2.26 The Police report did not identify any highway factors and recommended clearing back any foliage from street lighting. This took place during the site visit.

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 for this report because it is for information only.

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 There are no legal implications to be noted as the report is for information purposes only.
- 2.32 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

- 2.33 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

- 2.34 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.
- 2.35 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

- 2.36 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: 7 March 2022

Statutory Officer: Jimmy Walsh

Signed on behalf of the Monitoring Officer

Date: 7 March 2022

Section 3 - Procurement Officer Clearance

Statutory Officer: Nimesh Mehta

Signed by the Head of Procurement

Date: 7 March 2022

Section 3 –Corporate Director Clearance

Statutory Officer: Dalton Cenac on behalf of Cathy Knubley

Signed by the Director of Environmental Services

Date: 7 March 2022

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: **Dave Corby, Community - Equality Task Group (DETG) Chair**

Section 4 - Contact Details and Background Papers

Contact:

Laura McIntosh – Interim Team Leader – Transportation

Email: laura.mcintosh@harrow.gov.uk

Background Papers:

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

