

## TRAFFIC AND ROAD SAFETY ADVISORY PANEL – 31 October 2023

### PUBLIC QUESTIONS (ITEM 4)

Under Rule 49 of the Executive Procedure Rules, members of the public may question the Chair of a Panel at meetings. There is a time limit of 15 minutes for the asking and answering of public questions.

1.

**Questioner:** Bryn Evans

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** Since the last TARSAP there has been at least one cyclist killed whilst cycling on an urban residential street in the borough (where the speed limit is 30mph.) (This is the young woman killed in Kenton Lane as she was cycling to work in early September.)

Harrow's 2019 Road Safety Strategy aimed to reduce the number of traffic casualties in the borough, with a target of no more than 38 people killed or seriously injured (KSI) in 2022. However, this target was missed, with 62 KSI in 2022.

I am an experienced cyclist, yet I am becoming increasingly worried for my safety when cycling in Harrow. (For each very considerate driver I meet, there is at least one other who makes me fear for my safety.) I am beginning to consider giving up cycling and to drive instead, despite this being a poor choice (ie it will increase congestion, decrease air quality, add to parking issues, will negatively impact my mental and physical health, etc.) Note, this is not how I feel when cycling in many other parts of London, particularly those parts that have 20mph speed limits and LTNs. Since this is how I feel when cycling in Harrow, what hope do we have that the borough will be able to achieve the mayor's target of a modal shift of 8% to active travel in the borough by 2041?

Given that cycling reduces congestion, improves air quality and does not cause climate change (to list some of its benefits), what actions and policy changes will Harrow take to accelerate the much needed improvements in road safety, particularly for cycling - so as to encourage residents (such as myself) to leave the car at home for short journeys, and for children to cycle to school?

2.

**Questioner:** Anoop Shah

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** According to TfL statistics, speed was a factor in 48% of fatal collisions in London in 2022. People are five times more likely to die if hit by a vehicle at 30mph compared to 20mph. Many boroughs including Ealing and Croydon have adopted a default 20mph speed limit on most roads, with higher limits only where safe and necessary.

The World Health Organization recommends a maximum speed limit of 20mph wherever motor traffic and vulnerable road users mix. In Wales the default speed limit was recently changed to 20mph for most urban streets.

However, Harrow continues to provide 20mph limits only within small traffic calmed zones, which is a slow and expensive way to implement speed reduction.

Given that Harrow has missed the casualty reduction target for 2022 according to the 2019 Road Safety Strategy, will the council consider changing its policy, and adopt a borough-wide default 20mph speed limit on all streets where cyclists mix with motorised traffic?

3.

**Questioner:** Dipaque Bhatt

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** I would like to ask what are Harrow doing about securing funds for additional Vehicle activated Signs, speed cameras and speed restriction signage across the borough? I'm Particularly interested in Drury Road where speeding is a regular event. There have been numerous incidents on the road I live on.

4.

**Questioner:** Katherine Saminaden

**Asked of:** Councillor Ameet Jogia, Chair of the Traffic and Road Safety Advisory Panel

**Question:** As this Panel should be advising on Road Safety as well as for Traffic, what actions has it taken since assuming office in May 2022 to make Harrow safe for all cyclists, including those using adapted cycles?