

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

Date of Meeting: 8 February 2012

Subject: Road Safety Plan

Key Decision: No

Responsible Officer: Brendon Hills – Corporate Director
Community & Environment

Portfolio Holder: Deputy Leader and Portfolio Holder for
Environment and Community Safety

Exempt: No

**Decision subject to
Call-in:** Yes, Following Consideration by the
Portfolio Holder

Enclosures: Appendix A: Road Safety Plan 2011

Section 1 – Summary and Recommendations

This report updates the Harrow Council Road Safety Plan providing detailed information on Harrow's excellent 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 adopt the report.

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 done 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 consequent 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 was an important document that should be continued as a separate independent document.
- 2.2 The amended Road Safety Plan provided in **Appendix A** does not contain any new policies and includes all the road safety policies provided in LIP2 as well as detailed information on how these are put into practice.
- 2.3 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 authorities.
- 2.5 Although preparing the plan is not a statutory duty, it is an effective way to show that Harrow Council is discharging its duty under the Road Traffic Act 1988 to prepare and carry out a programmes of measures designed to promote road safety.

Background

- 2.6 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 (LIP).
- 2.7 To summarise the Harrow Road Safety Plan includes the following:
- Road safety statutory framework;
 - Road safety policies (*same as LIP road safety policies*);
 - Historical local road safety performance;
 - Current trends for road safety in Harrow;
 - Harrow Local Implementation Plan (LIP) casualty targets (*same as LIP targets*);
 - Education, engineering and enforcement procedures; and
 - Information on monitoring, partnership working and funding.
- 2.8 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 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.
- 2.9 The road safety plan and any additional information will be made available on the Harrow website once approved.

Road safety targets

- 2.10 The road safety casualty reduction targets included in the Road Safety Plan are all agreed targets approved through the LIP approval process.
- 2.11 The current casualty data and the short term and long term targets for these indicators are as follows:

Indicator	Rolling average	Target for 2012/14	Long Term Target (2020)
The number of killed or seriously injured - rolling 3 year average (base year is 2006-2008 average)	55	42	40
Total casualties - rolling 3 year average (base year is 2004-2008 average)	574	468	431
Number of motorcycle casualties - rolling 3 year average (base year is 2004-2008 average)	52	41	40

- 2.12 Implementing the working processes identified in the Road Safety Plan will enable the borough to best achieve these casualty reduction targets.

Financial Implications

- 2.13 There are no direct financial implications as a result of this report.
- 2.14 The financial implications of introducing specific road safety measures are considered when the particular schemes affected are put forward to TfL as bids or as Harrow capital bids. No schemes are included in the road safety plan.
- 2.15 The education and enforcement measures included in the plan are part of existing revenue funded activities.

Risk Management Implications

- 2.16 Risk included on Directorate risk register? Yes
- 2.17 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.

Equalities implications

- 2.18 Was an Equality Impact Assessment carried out? Yes.
- 2.19 All policies and practices listed in the road safety plan are taken from the LIP which was subject to a full EqIA.

- 2.20 All residents and visitors to Harrow will benefit from the plan. However, most benefit will be to the elderly and those with disabilities who often feel most vulnerable from speeding traffic.

Corporate Priorities

- 2.21 The impact on corporate priorities from this implementing this Road Safety Plan are as follows:

Corporate priority	Road safety plan impact
Keeping neighbourhoods clean, green and safe.	Improving road safety will also improve the wider perception of local safety.
United and involved communities: A Council that listens and leads.	Many of the road safety measures introduced have been introduced as a result of public requests. In addition, the LIP underwent a wide public consultation which included safety issues.
Supporting and protecting people who are most in need.	A safer street environment is beneficial to all road users but particularly the elderly and more vulnerable who are most affected by faster traffic. Increased perception of safety will also reduce social exclusion as more people feel confident to go outside.
Supporting our town centre, our local shopping centres and businesses.	A safer environment will enable more people to get to all of Harrow's town centres.

Section 3 - Statutory Officer Clearance

Name: Kanta Hirani	<input checked="" type="checkbox"/>	on behalf of the Chief Financial Officer
Date: 19/01/12		
Name: Matthew Adams	<input checked="" type="checkbox"/>	on behalf of the Monitoring Officer
Date: 19/01/12		

Section 4 - Contact Details and Background Papers

Contact:

Ann Fine, Senior Transport Policy Officer, 020 8424 1496 (x2496)
Barry Philips, Team Leader - Traffic and Road Safety, 0208 424 1649 (x2649)

Background Papers: Harrow Transport Local Implementation Plan