

Submitted by Cllr Anjana Patel at Council 21/04/05. Referred to Traffic and Road Safety Advisory Panel. 1000 signatures. A letter from Mr A. M. Moore suggesting what can be done to the traffic lights is also included, as well as specific comments from Friends of St John Fisher School.

APPENDIX

28 January 2005

To the London Borough of Harrow Council

We the undersigned, petition the Council to improve the safety of the crossing at the intersection of The Ridgeway and Imperial Drive between North Harrow and Rayners Lane.

In this current push from the government to increase the number of children who walk to school, it is very difficult to do this when facing such a dangerous intersection. You should support us and provide a safe walking environment.

A walking bus from the car park of St John Fisher Church to St John Fisher School has been investigated and dismissed solely because of the danger of taking a large group of children across the intersection.

During the school rush periods, there is rarely a time when cars are not trying to cross the half of the road in front of The Ridgeway Surgery. When there is a red light for cars traveling straight along Imperial drive, cars from The Ridgeway are trying to turn and often try to beat the lights and turn at pace. The drivers are usually impatient with pedestrians, indicating with hand actions or verbal abuse that they have right of way, as the lights are green for them. There is no pedestrian light and a pedestrian standing and waiting is not able to see what the lights for the cars are doing. If you are not familiar with the way the lights change and mature enough to look in three directions as you are crossing, it is very dangerous to cross. There are often cars queued across the intersection at peak times.

The numerous community groups that use this intersection include:

- School children who attend St John Fisher First & Middle School, Longfield First & Middle School, Whitmore High School, Nower Hill High School
- The Ridgeway Drs Surgery
- St John Fisher Playgroup & Toddler Group
- Parishioners of St John Fisher Church
- St Alban's Playgroup
- Parishioners of St Alban's Church
- Elmfield Chapel Play and Toddler Group
- Rayners Lane Baptist Toddler Group,
- Users of North Harrow and Rayners Lane Libraries
- The dentists opposite the Ridgeway Drs Surgery
- Local Parents and Child minders taking children to parks, schools and playgroups
- Brownie and Scout groups

13 Parkthorne Close
North Harrow
Middx. HA2 7BX

1st March 2005

Dear Sir

**Re: Pedestrian Safety At The Junction Of Imperial Drive
And The Ridgeway, North Harrow**

The present traffic light control at this junction allows for three phases of traffic movement, i.e. (1) Imperial Drive, (2) Ridgeway (eastbound) and (3) Ridgeway (westbound). All include the movement of turning traffic as well as that travelling straight across the junction.

This complex movement of vehicles makes crossing on foot of any of the roads' intersections extremely hazardous, even using the central refuges, especially for pedestrians who do not know the sequence (1) – (3) above. Cyclists also are faced with the same problem.

A possible solution to the problem as far as pedestrians and cyclists are concerned could be to introduce an additional phase as follows:

Pedestrian red/green signals, placed at all four crossing points and activated by a push-button on any one of them would stop all vehicles in both roads for a period of – say – 20 to 30 seconds. This interval would ^{allow those} on foot to cross in one go (e.g. a column of schoolchildren under supervision). Any shorter interval could split the column and might trigger a dash across the road by a child trying to catch up with those already across. ROSPA may have recommendations on the safe time interval for large groups 'in crocodile' in such a case as outlined above.

If this system were implemented, the phasing would become:

- 1 Traffic proceeding along Imperial Drive in both directions, including left and right turns into the Ridgeway.
2. A stop on Imperial Drive traffic and a short delay to clear turning traffic prior to the button-operated pedestrian lights on **all four** arms of the junction to signal the green for those on foot etc., to cross any road. This phase would only come into operation by push button at any of the four crossing points.
3. Pedestrian lights revert to red and traffic in the Ridgeway going towards the "cattlebridge" goes ahead, or turns left or right, as before.

4. When (3) above is stopped, Ridgeway traffic going towards St. Albans Church is released, again going ahead or turning left or right.

Phase (2) above would not come into play unless the pedestrian control buttons on any of the four arms of the junction were pressed. This would not automatically stop all traffic at once but activate once the Imperial Drive flow had been stopped, keeping the overall traffic pattern basically the same as before.

SUPPLEMENTARY : IMPROVEMENTS TO TRAFFIC CONTROL AT THIS JUNCTION

- 1 Introduction of turn indicator markings on the road surface of Imperial Drive (see sketch) to stop the practice of drivers passing near side to near side, thereby blocking each other's view of oncoming traffic.
2. A yellow hatched area on the Imperial Drive lane to North Harrow only (not in the turning area for the Ridgeway) to stop traffic from Rayners Lane to North Harrow completely blocking the Ridgeway exit for traffic heading towards the "cattlebridge" or turning right to Rayners Lane. At peak times particularly, drivers in the Ridgeway have sometimes to wait for two complete sequences of lights and even then have to weave between cars to get across the junction.

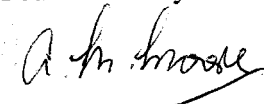
Installation of a missing repeater signal on the North Harrow side island of Imperial Drive would enable drivers to obey more easily the yellow hatching requirement.

3. As the eastern side of the Ridgeway is not aligned with its opposite number, cars crossing can find either a vehicle on the near side which was in a 'left turn' position whilst waiting at the lights, attempting to push into what is effectively a single traffic lane on the "cattlebridge" side of the junction. Also, cars on the right at the lights sometimes are not turning right but going straight across, trying to push into the "cattlebridge" stream. To obviate this, the Ridgeway junction on the St. Albans Church side which takes this traffic could be divided into two lanes : the near side lane for 'Left Turn Only' and the offside for 'Ahead and Right Turn'. If the present lane were considered too narrow to effect this, there would seem scope to widen the road, without detriment to pedestrian safety or of the adjacent flowerbed.

A non-scale sketch of the above suggested layouts is attached.

I hope that you find these suggestions useful and look ^{forwards} hearing from you.

Yours faithfully



Mr A M Moore



Friends of St John Fisher School

Melrose Road, Pinner, Middlesex, HA5 5RA

All Correspondence to: The Secretary

Registered Charity No. 1046636

Phone: 020 8868 2961

21 January 2005

To the London Borough of Harrow Council

We the undersigned of St John Fisher First and Middle School, petition the Council to improve the safety of the crossing at the intersection of The Ridgeway and Imperial Drive between North Harrow and Rayners Lane.

We have met the terms of our walk-to-school commitment that the council put on us for the expansion of St John Fisher School and have done so since we have expanded the school. You should support us and provide a safe walking environment.

During the school rush periods, there is rarely a time when cars are not trying to cross the half of the road in front of The Ridgeway Surgery. When there is a red light for cars traveling straight along Imperial drive, cars from The Ridgeway are trying to turn and often try to beat the lights and turn at pace. The drivers are usually impatient with pedestrians, indicating with hand actions or verbal abuse that they have right of way, as the lights are green for them. There is no pedestrian light and a pedestrian standing and waiting is not able to see what the lights for the cars are doing. If you are not familiar with the way the lights change and mature enough to look in three directions as you are crossing, it is very dangerous to cross. There are often cars queued across the intersection at peak times.

The numerous community groups that use this intersection include:

School children who attend St John Fisher First & Middle School, Longfield First & Middle School, Whitmore High School, Nower Hill High School

The Ridgeway Drs Surgery

St John Fisher Playgroup & Toddler Group

Parishioners of St John Fisher Church

St Alban's Playgroup

Parishioners of St Alban's Church

Elmfield Chapel Play and Toddler Group

Rayners Lane Baptist Toddler Group,

Users of North Harrow and Rayners Lane Libraries

The dentists opposite the Ridgeway Drs Surgery

Local Parents and Child minders taking children to parks, schools and playgroups.



EXISTING TRAFFIC LIGHTS
 MISSING REPEATER SIGNAL
 ADDITIONAL ROAD MARKINGS
 ADDITIONAL PEDESTRIAN (BUTTON CONTROLLED) LIGHTS
 (2 ASPECT - AS INDICATED BY ARROWS) TO INDICATE GREEN/RED TO PEDESTRIANS CROSSING EAST OR WEST AND NORTH OR SOUTH.

T. Albons Church

THE RIDGEWAY

RAYNERS LANE

DUAL C/WAY

'BUS STOP

SURGERY

'BUS STOP

SEE ITEM 3 OF SUPPLEMENTARY IMPROVEMENTS

'BUS STOP



N. HARROW

IMPERIAL DRIVE

POINT OF CONVERGING TRAFFIC (SEE ITEM 3) OF SUPPLEMENTARY IMPROVEMENTS

CATTLEBRIDGE

To the London Borough of Harrow Council

We, the undersigned petition the Council to improve the safety of the crossing at the intersection of The Ridgeway and Imperial Drive between North Harrow and Rayners Lane.

Signed	Name	Address	Occupation
<i>John McDonnell</i>	J Mc DONNELL	12, OAKINGTON AVE	PLASTER
<i>M McDonnell</i>	Margaret McDonnell	14 Ridgeway Ave N. Harrow	Housewife
<i>[Signature]</i>		81 Village Way	Retired
<i>Sinead Reid</i>	SINEAD KENT	74 KINGSFIELD AVE N.H. HARROW	WHO NEEDS TO KNOW!
<i>Marie Inyang</i>	Marie Inyang	6 PARK DR. N. HARROW.	Housewife
<i>[Signature]</i>	Jean Cousins	9 OAKINGTON AVE HARROW	PROTECT MANAGER
<i>Peter Wells</i>	Peter Wells	48 Cambridge Rd	Chartered Surveyor
<i>[Signature]</i>	C. HOBBS.	19 AURISTON AVE N. HARROW	PRINT FINISHER
<i>[Signature]</i>	E. STENITZ	36 HILLTOP AVE PINNOR	Consultant
<i>M.B. Evans</i>	M. B. EVANS	11 Ladbroke (Oak, Pinner)	Secretary
<i>Aileen Lee</i>	A. LEE	123 CARTON AVE .S. HARROW	RETIRED
<i>[Signature]</i>	B. TWOMEY	6 Park Drive HARROW	MEDICAL DOCTOR.
<i>[Signature]</i>	J. SHELLY	51 WEZBECK RD HARROW	Retired
<i>[Signature]</i>	J. E. VAZ	26, St. Ursula Grove, Pinner.	Retired
<i>[Signature]</i>	J. HUGHES	12, Dove Park, Pinner	Retired
<i>[Signature]</i>	C. ROGERS	37 Parkthorne Harrow	Housewife
<i>[Signature]</i>	J. DURCAN	25 CROUCESTER RD N. HARROW	WORKER & TAXPAYER
<i>[Signature]</i>	J. ASHUE	47 IMPERIAL CLOSE	PRINTER
<i>[Signature]</i>	S. ENGLISH	49 LANKERS DRIVE N. HARROW	contracts manager
<i>[Signature]</i>	Bridget ENGLISH	49 LANKERS DRIVE N. HARROW	COMMUNITY NURSE
<i>[Signature]</i>	Joe Reidy	41 WORPLE WAY, HARROW, MIDX.	OPERATIONS MANAGER
<i>[Signature]</i>	S. HARVEY	44 THE AVENUE, PINNOR	CLASSROOM ASSISTANT
<i>[Signature]</i>	K Howells	"	CHEF
<i>[Signature]</i>	S. ROGERS	37 PARKTHORNE DRIVE N. HARROW	RETIRED