

LONDON BOROUGH OF HARROW

TRAFFIC AND ROAD SAFETY ADVISORY PANEL

TUESDAY 21 JUNE 2005

Petition Requesting the Improvement of the Safety of the Crossing at the Intersection of The Ridgeway / Imperial Drive

Reference from Council – 21 April 2005

- 1(i) At the meeting of Council held on 21 April 2005, the following petition requesting the improvement of the safety of the crossing at the intersection of The Ridgeway and Imperial Drive was presented:

<u>Submitted By</u>	<u>Number of Signatures</u>
Councillor Anjana Patel	1000

- 1(ii) The petition stood referred to the Traffic and Road Safety Advisory Panel for consideration as follows:-

(Minute Number 304 (3)):

‘Submitted by Councillor Anjana Patel, containing some 1,000 signatures of local residents urging the Council to improve the safety of the crossing at the intersection of The Ridgeway and Imperial Drive between North Harrow and Rayners Lane and proposing various initiatives to address the perceived problems for the consideration of the Council.’

- 1(iii) The petition is in the following terms:-

‘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.’

[Note: A copy of the first page of the petition is attached as an appendix to this report, together with letters supporting the petition].

2. The Director of Area Services, Urban Living advised as follows:

2.1 As a result of the many requests received for pedestrian crossing facilities at this junction and for measures to make the northbound and southbound right turns from Imperial Drive safer the Traffic Signals Unit at Transport for London has recently conducted a study into what improvements could be made. This concluded that the best option for dealing with the right turn problem was to provide a separate phase within the signal sequence for each approach. Right turners would then be able to turn freely, unopposed by other traffic flows. This phasing would also allow pedestrians to safely cross each arm of the junction in

two stages, crossing the junction entry when traffic is held by a red light and crossing the exit when the corresponding entry traffic gets a green signal and traffic on all other approaches is stopped. However, the changes in signal timing needed to bring this about would lead to increased queuing and delay on some approaches, in particular on The Ridgeway approaches. Given the level of congestion already being experienced at the junction this will in turn lead to more traffic diverting into side roads such as Alfriston Avenue, Church Drive, Lancaster Road and Elm Drive and would have safety and environmental implications for residents and pedestrians within these roads. It is clear from the work done that, to deal with the difficulties faced by pedestrians in this area, a much more comprehensive study is needed than one that focuses solely on the Imperial Drive/The Ridgeway junction.

2.2 Consultants have recently been appointed to prepare a Safer Routes to School scheme for Longfield First and Middle Schools which will investigate the needs of pedestrians and in particular school children, throughout this area. They are currently working with the school to develop a school travel plan that will include a detailed look at the way children and staff travel to and from school and look at ways in which walking/cycling routes to the school can be improved. As part of this process staff and parents are being asked to identify problem areas that are a deterrent to walking and cycling to school. This will allow a detailed picture to be built up of the needs in the area and allow a comprehensive set of proposals to be identified to deal with those problems. The petition submitted to Council and the supporting suggestions will be made available to the consultant to help inform those proposals.

2.3 The initial phase of the work gathering information from staff, parents and children on current travel methods and on problem areas that are a deterrent to walking will be completed by mid-June. Proposals based on this information will be investigated in more detail and drawn up over the summer ready for public consultation in the autumn. From late autumn through winter the public consultation responses will be analysed, suggested modifications incorporated where appropriate and final proposals drawn up in detail for approval. Any statutory processes necessary such as publication of traffic orders will also be completed in this period. A bid has been made to Transport for London for funding to construct the scheme in 2006/07. The most appropriate time for construction is likely to be during the school summer holidays in 2006, particularly for any works in close proximity to the school.

2.4 It is recommended that the Panel note the report and the on-going study to improve pedestrian facilities in this area.

FOR INFORMATION

Background Documents: Petition presented to Council on 21 April 2005.
Minutes of the Council meeting on 21 April 2005.

Contact: Laura Kell, Room 143, Committee Section.
Direct Dial: 020 8424 1265.
E-mail: laura.kell@harrow.gov.uk