

CHIPPING BARNET RESIDENTS FORUM

**Greek Cypriot Brotherhood Community Centre,
Britannia Road, North Finchley, London N12 9RU**

24 January 2017

7PM

Chairman: Councillor Lisa Rutter
Vice Chairman: Caroline Stock

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

Items must be submitted to Governance Service (ChippingBarnet.ResidentsForum@Barnet.gov.uk) by 10.00am on the fifth working day before the meeting (for example, if a meeting is due to take place on a Thursday evening, questions must be received by 10am on the preceding Thursday)

	Issue Raised	Response
1.	<p>NO TO A ZEBRA AT THE CHASE WAY/CECIL ROAD CROSSROADS, LONDON N14 (41 signatures at time of publication of this list)</p> <p>Lead Petitioner: Petros Georgiou Ward: Brunswick Park</p> <p>We the undersigned petition the council to not place any zebra crossing at the Chase Way/Cecil Road N14 junction on the grounds that follow, numbered 1-13. These have been prepared on the basis of: 1) a majority view of Chase Way residents, and views expressed by others; & 2) the Capita Safety Report Nov 16, recommending a SW zebra over a NE zebra. This petition works in conjunction with and is in addition to a petition submitted 8 Aug 2016, seeking ‘no SW of table zebra’ and ‘20mph speed limits in Chase Way north & south of the raised table’. We believe a zebra at this junction will pose serious safety risks rather than contribute to “safe crossing” as intended by Walksafe N14.</p> <p>Full details of the petition:</p> <p>http://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=500000021&RPID=562529919&HPID=562529919</p>	<p>To be dealt with in line with the Council’s constitution:</p> <p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following the presentation the Residents Forum Chairman will decide to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Take no action; <input type="checkbox"/> Refer the matter to a chief officer to respond to within 20 working days; or <input type="checkbox"/> Refer the matter to the relevant Area Committee (if funding is required)

	Issue Raised	Response
2.	<p>Safety at Lyonsdown/Longmore Junction (87 signatures at time of publication of this list)</p> <p>Lead Petitioner: Nikki Thorpe Ward: New Barnet</p> <p>We the undersigned petition the council to Investigate the safety of, and take consequent action to improve the safety of the complex junction at the top of Longmore Avenue, where it meets Lyonsdown Road.</p> <p>Full details of the petition: http://committeepapers.barnet.gov.uk/mgEPetitionDisplay.aspx?ID=500000022&RPID=562529978&HPID=562529978</p>	<p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following the presentation the Residents Forum Chairman will decide to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Take no action; <input type="checkbox"/> Refer the matter to a chief officer to respond to within 20 working days; or <input type="checkbox"/> Refer the matter to the relevant Area Committee (if funding is required)
3.	<p>Commuter parking in both Great Bushey Drive & Oak Tree Drive N20</p> <p>Submitted by: David Harvey Ward:Totteridge</p> <p>Is now far worse since the introduction of the 'TW' Controlled Parking Zone in Naylor Road, Birley Road and Hayward Road. We should like the council to consult with the residents of both Great Bushey Drive & Oak Tree Drive with a proposal to extend the 'TW CPZ' into both of these streets.</p>	<p>ACTION: Higways</p>

	Issue Raised	Response
4.	<p>Accidents occurring when vehicles turn left out of Southway into Totteridge Lane and out of Hill Crescent into Totteridge Lane</p> <p>Issue submitted by: Michael Caro Ward:Totteridge</p> <p>As a result of concerns about the number of accidents occurring when vehicles turn left out of Southway into Totteridge Lane and out of Hill Crescent into Totteridge Lane, I have been asked to write to you on behalf of the Totteridge Residents Association to explain what I think are the causes and how these junctions might be improved. I have looked at these junctions, watched vehicles turning left out of Southway into Totteridge Lane and turning left out of Hill Crescent and Totteridge Lane, measured the angle of the turns and the looked at the road surfaces at the junctions and the size of the pavements on the left hand side of each junction. Here are my observations. The junctions require any vehicle turning left to make a 90 degree turn into Totteridge Lane. Totteridge Lane at that point is (for an A road) a relatively narrow two lane road. Southway and Hill Crescent are also narrow two lane roads. Most people making a 90 degree left turn tend to go wide, i.e. they have a tendency to go further beyond the boundary line of the pavement (which is at 90 degrees to them) than they need to before turning their steering wheel hard left. I think this tendency arises because drivers want to avoid their rear wheels hitting the kerb on their left . You can see the same tendency in slow motion if you watch people turning into their own driveways. In my view it is this tendency that is the primary cause of accidents. Coupled with this tendency, the risk of accidents at these points is compounded for the following additional reasons: • when you are turning left out of Southway into Totteridge Lane or out of Hill Crescent into Totteridge Lane your visibility to the right is restricted, firstly because there is curve in Totteridge Lane in the case of the</p>	<p>ACTION: Highways</p>

Issue Raised	Response
<p>Southway Junction and secondly because in both cases there are bushes and trees with branches protruding over the pavement on Totteridge Lane just to the right of the junctions; • there is a sunken drainage grating on the left corner of Southway which some drivers may seek to avoid causing them to go further into Totteridge Lane than they should in order to avoid sinking into the drainage grating; • although not as bad as the drain grating at the Southway junction there is also a drain near the corner of Hill Crescent and Totteridge Lane and this may have a similar effect; • Totteridge Lane is narrow at both junctions; • Southway and Hill Crescent are both narrow roads; • vehicles travel much too fast along Totteridge Lane and this means that drivers turning left out of Southway and Hill Crescent have a limited time within which to make the manoeuvre and try to do so too fast. I am also concerned about the junction of Longland Drive and Totteridge Lane. I have noticed that drivers turning right out of Longland Drive into Totteridge Lane often do so at speed because there is a limited time within which they can make that turn. Because they have accelerated out of Longland Drive they are going too fast when they reach the pedestrian crossing and often cannot stop in time. You will see this if you spend a few minutes watching drivers there. It is quite likely that a driver is going to hit a pedestrian at some point if it has not already happened.</p> <p>What action are you asking the Council to take I have the following suggestions to improve the junction to try to reduce the current inevitable risk of accidents: 1. If Southway and Hill Crescent at the junctions could each be widened by about a foot by cutting back the pavement on the left hand (west) side of Southway and Hill Crescent (perhaps in each case for a distance of about 20 feet along Southway and Hill Crescent from the corner) that would make a big difference and considerably reduce the tendency of drivers to go so wide when turning. The pavements are wide enough to allow for that cutting back there. 2. If the pavement along Totteridge Lane at those points could also be widened for a distance of about 20 feet that would also minimise that risk. 3. There is only a dotted white line in the middle of Totteridge Lane at</p>	

	Issue Raised	Response
	<p>those points. That section of Totteridge Lane and indeed all sections of Totteridge Lane near any junctions e.g. Northcliffe Drive, Pine Grove, The Green really need double white lines. 4. It is possible that some astute hatching of Southway and Hill Crescent at the intersections could also help to induce drivers to position themselves better for the left turn although I think that, given the narrowness of Southway and Hill Crescent, hatching on its own will not work unless the pavements are also cut back and the sunken drain grating is dealt with. 5. Proper and rigorous enforcement of the 30 mile speed limit on Totteridge Lane in both directions is required. Ideally I would like to see average speed cameras. 6. The bushes and trees must be cut back and all other impediments to visibility must be dealt with. I also wonder whether the current designs of the junctions actually meets the requirements of the Standards for Highways? The risk in re Longland Drive could be minimised if the speed limit on Totteridge Lane were properly enforced, if traffic lights were put in place at that intersection and the pedestrian crossing were moved further to the East along Totteridge Lane.</p>	
5.	<p>Street lighting in the Victoria Road, Park Road and Crescent Road</p> <p>Issue submitted by: Jon Dix Ward:East Barnet</p> <p>The street lighting in the Victoria Road, Park Road and Crescent Road area (EN4) is now so dim that it is very difficult to see the pavement and my daughter feels unsafe when walking there at night. In particular the stretch of Park Road, that runs between Victoria Road and Crescent Road is incredibly dim as trees shade the street lights. Who makes the decision on how dim the street lights are set, do they ever walk on these streets at night and can you reconsider the street lighting levels which now seem to have been reduced to such an extent that they are entirely</p>	<p>Paul Bragg</p>

	Issue Raised	Response
	<p>ineffective. I would also note that the pavement in this area is very uneven making it very easy to trip.</p>	
6.	<p>The Petition from The Ridgeway presented in September</p> <p>Submitted by: Mr Frederick Mayer Ward: Various</p> <p>Regarding The Petition from The Ridgeway presented in September. Traffic & Junctions. The Committee left the matter open pending progress on work with local schools to set up a Ride and Stride Scheme with a view to a TfL funding application to include the road in a 20Mph zone. Subsequently unbeknown to members of the committee notices have been installed on all roads round the schools excluding The Ridgeway notifying of a 20mph zone. Question - Can the committee take the initiative and find a way of getting The Ridgeway included in the Zone? The Ridgeway is closer to a primary school than one of the roads included in the zone. Residents have called for action. The Road is the start of a cut through and it makes obvious common sense to have 20mph signage at the start of the route.</p>	<p>Action: Highways</p>
7.	<p>Change the system for submitting questions to residents forums</p>	<p>Action: Governance</p>

	Issue Raised	Response
	<p>Submitted by: Jon Dix Ward: All</p> <p>When did you change the system for submitting questions to residents forums from email to a web form and will questions continue to be accepted if submitted by email.</p>	
8	<p>Webform</p> <p>Submitted by: Jon Dix Ward: All</p> <p>The webform to submit questions to this forum says that Issues "must be relevant to your local area ie Finchley and Golders Green, Chipping Barnet or Hendon". The Constitution says "Residents Forums provide an opportunity for any resident to raise local matters. Local matters are any matters which are relevant to the Council except for matters relating to specific planning or licensing applications". As the webpage is not an accurate reflection of the constitution please can you amend the webpage to reflect what the constitution actually says.</p> <p>Amend the webpage for submission of issues to residents forums to reflect what the constitution actually says rather than someone's false interpretation.</p>	<p>Action: Governance</p>

Contact: Governance Service, Assurance Group, London Borough of Barnet, NLBP, Building 2, Oakleigh Road South, London N11 1NP.
Tel: 020 8359 5129, Email: chippingbarnet.residentsforum@barnet.gov.uk

Future meeting dates:

Date of meeting	Location	Deadline Date for Issues
22 March 2017	TBC	15 March 2017

Items and questions must be received by the Governance Service by 10am on the fifth working day prior to the meeting for the item to be discussed at the Forum.