

VIRTUAL MEETING

CHIPPING BARNET RESIDENTS FORUM

DATE AND TIME

WEDNESDAY 6TH JANUARY, 2021

AT 6.00 PM

TO: MEMBERS OF CHIPPING BARNET RESIDENTS FORUM (Quorum 3)

Chairman: Councillor Lisa Rutter

Vice Chairman: Councillor Felix Byers

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

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ASSURANCE GROUP

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VIRTUAL MEETING

PLEASE NOTE, IF YOU ARE JOINING VIA A COMPUTER OR LAPTOP YOU DO NOT NEED TO HAVE MICROSOFT TEAMS TO ACCESS THE MEETING AS THE LINK BELOW CAN BE OPENED IN A WEB BROWSER.

[Click here to join the meeting](#)

ORDER OF BUSINESS

Item No	Title of Report	Pages
	Issues and Petitions with Responses	
1.	Arkely Drive EN5 3LN - Tree Obscuring Traffic	
2.	Chandos Avenue, N20, Speed Limit	
3.	To Replace Yellow Line with Car Parking Space - Outside TR Fitness, 189-191 High St, Barnet EN5 5SU	
4.	Traffic & Speeding along Gallants Farm	

CHIPPING BARNET RESIDENTS FORUM
6th January 2021 – 6.00 PM

Virtual Meeting : [Click here to join the meeting](#)

Chairman: Councillor Lisa Rutter
Vice Chairman: Councillor Felix Byers

ISSUES AND PETITIONS TO BE CONSIDERED AT THE FORUM

	Issue Raised	Response
1.	<p>Title: Arkely drive EN5 3LN - Tree obscuring traffic</p> <p>Resident: Dhiru Somaiya</p> <p>Ward: High Barnet</p> <p>Issue: There is a tree on the pavement on the corner of Arkley Drive and Barnet Road. Over the years, as the tree has grown, the trunk has increased in size to the extent that when trying to exit Arkley Drive, it is difficult to see the traffic approaching from the right on Barnet Road. The only way to look out for the traffic is to go onto Barnet Road, which can be dangerous and could lead to an accident. I would request the Council to assess the situation, and act to prevent an accident in the future.</p>	<p>Highways</p> <p>The point at which a vehicle with a longer bonnet has good visibility along Barnet Road does mean some vehicles may have to pull forward slightly further than is ideal in order to see when exiting Arkley Drive. The telephone pole, rather than the tree, seems to be the limiting factor in how far forward vehicles need to pullforward at present. (If the tree were not present, drivers might look round the “wrong side” of the pole, however this would not be ideal either as this could encourage drivers to make a decision to pull out “too soon”, while a vehicle, especially a motor cycle, was obscured by the telephone pole.)</p> <p>Other aids to visibility, such as mirrors, are not something we would install on the highway in this circumstance. They introduce a range of other potential safety issues. Perhaps most notable in this location, where visibility is not exceptionally poor, is the risk that drivers may rely on the mirror when they see better by looking directly would provide a better view.</p> <p>Visibility for drivers on Barnet Road of the front of a vehicle waiting to emerge is good, so they have ample time to slow if necessary. The tree does not appear to have grown significantly in the past ten years and there have been no</p>

Agenda Annex

	Issue Raised	Response
		<p>injury collisions associated with the junction during that time.</p> <p>Provision of a white line carriageway edge marking in the area near the junction (which would change to dashed line across the junction mouth) might encourage drivers on the main road to provide a little extra clearance when passing the junction, and we can investigate this provision further from a minor works budget. Although it is not considered essential, it might also make the presence of the junction clearer to approaching drivers when there is no vehicle emerging.</p> <p><i>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:</i></p> <ul style="list-style-type: none"> • <i>Take no action;</i> • <i>Refer the matter to a chief officer to respond to within 20 working days; or</i> • <i>Refer the matter to the relevant Area Committee (if funding is required).</i>
2.	<p>Title: Chandos Avenue, N20, speed limit</p> <p>Resident: Edward Lewin</p> <p>Ward: Oakleigh</p> <p>Petition: To set the speed limit on Chandos Avenue, N20 to 20mph and put in place adequate, proven traffic calming measures and behaviour influencing signage. The residents of Chandos Avenue live in fear for the safety of their families and neighbours. Many vehicles regularly speed up and down the road with complete impunity for the existing 30mph speed limit and the safety of pedestrians. It is time to crack down on this danger. There is no economic reason for the road to have a 30mph speed limit but the health and safety dangers are real. Evidence is clear that lower speeds reduce the number and severity of road injuries. Introducing 20mph zones in London reduced casualties and collisions by around 40%, and particularly reduced injuries in children. We want to see this safety measure in Chandos Avenue.</p>	<p>Highways</p> <p>As noted in the enquiry speed is a factor in collision frequency and severity, however there are no personal injury collisions recorded in Chandos Avenue in the most recent collision data available (three years to end June 2020).</p> <p>The introduction of a 20mph speed limit does not, of itself, mean that vehicles will travel at lower speeds. Where a 20mph speed limit is being considered the type of provision made is informed by regulations and guidance regarding the suitability of different approaches.</p> <p>Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing etc lead to compliance by most drivers and there should not be an expectation on the police to provide additional enforcement</p>

Issue Raised	Response
<p>20mph norms have been recommended by the World Health Organisation and was recently committed to by the UK government in the 2020 Stockholm Declaration by signed by UK and 129 other global road safety ministers.</p> <p>Already 21m people in the UK live in local authorities that have given most urban and village roads a 20mph limit. They have done this because in today's communities there is little benefit from motors driving above 20mph and many disadvantages. But our road still endorses speeds 50% higher on most of our built-up roads with a limit set nearly 100 years ago.</p>	<p>beyond their routine activity.</p> <p>A number of boroughs have successfully introduced 20mph over a wide area, but existing road conditions or traffic calming measures will have been such that traffic speeds were already mainly close to the desired limit.</p> <p>We do not have speed survey data for Chandos Avenue, but the road environment, and the comments provided, suggest that not all drivers observe the current 30mph speed limit and that compliance with a 20mph speed limit would require additional traffic calming measures. Introducing a 20mph restriction that did not recognise this could be counterproductive, leading to a false sense of security among some road users.</p> <p>Residents may be interested in the Community Roadwatch initiative run by the Police with support from TfL. This gives local residents the opportunity to work with local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information can help to inform the future activity of local police teams.</p> <p>Residents can suggest areas or roads for inclusion by contacting CommunityRoadwatch@met.police.uk.</p> <p><i>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:</i></p> <ul style="list-style-type: none"> • <i>Take no action;</i> • <i>Refer the matter to a chief officer to respond to within 20 working days; or</i> • <i>Refer the matter to the relevant Area Committee (if funding is required).</i>

	Issue Raised	Response
3.	<p>Title: To Replace Yellow Line with Car Parking Space - Outside TR Fitness, 189-191 High St, Barnet EN5 5SU</p> <p>Resident: Paul Doyle</p> <p>Ward: High Barnet</p> <p>Issue: To help local shops, can this yellow line be replaced with a car parking space? Extending the CPZ outside the Monk. https://goo.gl/maps/KkGLScA5pqnSTtiB9 Prior to 2017 the building had a driveway through to the back of the building, which is no longer there. (see https://drive.google.com/file/d/1FKtXG5ocmIUHUikzZ9KGcRoEVQcaicDv/view?usp=sharing)</p>	<p>Highways Under the Council's current dropped kerb policy, as this is classified as a redundant crossover, we will be proposing to install a bay to increase the parking opportunities for both residents and visitors to the area. Subject to agreement at this Forum, and in addition to the funding to deliver the scheme, any changes to the parking arrangements will be subject to a public consultation. The Head of Service for Environment will consider any valid objections, before agreeing where the changes are made. And the Parking Design Team will contact the applicant during the consultation and inform them of the timelines.</p> <p><i>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:</i></p> <ul style="list-style-type: none"> • <i>Take no action;</i> • <i>Refer the matter to a chief officer to respond to within 20 working days; or</i> • <i>Refer the matter to the relevant Area Committee (if funding is required).</i>
4.	<p>Title: Traffic & Speeding along Gallants Farm</p> <p>Resident: Nasim Jahangeer - Residents of Gallants Farm & Alverstone Avenue</p> <p>Ward: Brunswick Park</p> <p>Issue: Unfortunately, what seems to be a quiet suburban street is an extremely busy street. There is a lot of traffic on the road during the school run and rush hour. More worryingly, is the speed at which the cars travel. Please, can something be done about this? During the school run and rush hours, the traffic is quite a lot more and it is rare for cars to travel less than 30mph even though there are warning signs along the entire street. London's ever increasing population will understandably increase this but measures need to be taken to ensure residents are safe while crossing their roads, particularly children, the elderly and less able. Gallants Farm road is wide and cars park on the kerb itself and because of this it</p>	<p>Highways A request for a Vehicle Activated Sign for Gallants Farm Road was previously considered by the Resident's forum at the meeting in March 2019.</p> <p>At that time it was noted that speed surveys from 2011 indicate that speeds near (or a little south of) Derwent Avenue were higher than appropriate for a 30mph road. 85th percentile speeds were around 38mph southbound and 35-36mph northbound.</p> <p>Speeds further north, near or just north of Burlington Rise were around 30-31mph southbound and 33-34mph northbound, which is more in line with expectations. Although the surveys are old there is no reason to suppose that speeds</p>

Issue Raised	Response
<p>creates a wide open “track” for speeding and reckless driving. It is difficult to cross the road in one go and the worry is that a car will appear suddenly at speed .</p> <p>Children in the surrounding streets attend East Barnet School, Church Hill school, Brunswick Park School and St Andrews the Apostle school. These schools are within walking distance but parents will take to the road to ensure their children’s safety putting more pressure on the roads. When the rush hour and school run is over, Gallants Farm becomes a race track for some very inconsiderate drivers , speeding in excess 60-70mph.</p> <p>We have several roads coming off Gallants Farm: Haselmere Avenue, Grange Avenue, Alverstone Avenue, Derwent Avenue, Burlington Rise and Rushdene Avenue. Resident are finding it increasingly difficult to edge out safely onto Gallants Farm because cars are suddenly appearing at speed. There was an accident just three weeks ago on the corner of Gallants Farm and Alverstone Avenue. Please see photos of the car. If there was anyone crossing the road at the time, the collision could have been fatal. We are extremely worried for our safety and in particular children’s safety. I have attached some footage of some cars travelling along Gallants Farm. Unfortunately, it doesn’t show the true extent of speeding as it is difficult to get the camera out quick enough to film but I hope it will give you an idea.</p> <p>I have raised our concerns with Community Road Watch (Met Police), Engage Barnet (engage.adults@barnet.gov.uk) for further budgeting, and road.safety@Barnet.gov.uk. I have spoken to local residents and we hope that by sending a joint petition , you will agree that there are many residents that feel that this needs to be addressed. With the covid restrictions and Christmas holidays, it has been difficult to get more names but many more resident across the street agree that something needs to be done urgently.</p> <p>We will be grateful if council can observe collect data confirming of concerns.</p> <p>Possible options for councillors to consider :</p> <ol style="list-style-type: none"> 1. Islands at two or more points along Gallants Farm Road to restrict vehicle speed and allow residents to cross safely 2. Speed camera to deter speeding 3. Bump on the road forcing vehicles to reduce speed 4. Light up signs, displaying speed at which cars are driving if over 30mph 5. Restricting speed on Gallants farm road to a 20mph road 	<p>are significantly different currently.</p> <p>The most appropriate location for a northbound sign at the north end of the road might be approaching Rushdene Road and the local shops. However this is not the part of the road with the highest speeds and the presence of a the bend and junction may encourage drivers to slow naturally.</p> <p>Further south there are higher speeds but fewer services that would encourage pedestrians to cross the road, except near the Russell Lane junction where cars will necessarily be travelling slower having either just turned into the road or be approaching the junction.</p> <p>There had been two recorded injury collision in Gallants Farm Road in the most recent available three years of data at that time (to 31 July 2018). One was a single vehicle accident that occurred just north of Russell Lane and speed is not recorded as a contributory factor. The other involved a pedal cyclist hit by a car near Burlington Rise. The latest data now available is to 30 June 2020 and there have been no further injury collisions recorded (both of the previously reported collision are still within the latest three years).</p> <p><i>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:</i></p> <ul style="list-style-type: none"> • <i>Take no action;</i> • <i>Refer the matter to a chief officer to respond to within 20 working days; or</i> • <i>Refer the matter to the relevant Area Committee (if funding is required).</i>

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Future meeting dates of the Hendon Residents' Forum:	Location
3 March 2021	TBC