

**HENDON RESIDENTS FORUM**

**WEDNESDAY 3RD MARCH, 2021**

**AT 6.00 PM**

**VIRTUAL MEETING – TO ACCESS THE MEETING PLEASE USE THIS LINK: <https://bit.ly/3bL5R7r>**

You can also dial into the meeting from any phone using the following number and Conference ID: 02033215256, ID: 785262066#

Chairman: Councillor Anthony Finn BSc (Econ) FCA (Chairman)

Vice Chairman: Councillor Nizza Fluss (Vice-Chairman)

Governance Services contact: [Hendon.residentsforum@barnet.gov.uk](mailto:Hendon.residentsforum@barnet.gov.uk) 020 8359 6146

**ISSUES TO BE CONSIDERED AT THE FORUM MEETING**

No	Issue Raised	Response
1.	Issues List with Responses	

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## HENDON RESIDENTS FORUM

**VENUE: Virtual via Microsoft Teams  
Wednesday 3<sup>rd</sup> March 2021**

Chairman: Anthony Finn BSc (Econ) FCA  
Vice-Chairman: Councillor Nizza Fluss

### ISSUES TO BE CONSIDERED AT THE FORUM MEETING

Items must be submitted to Governance Service ([Hendon.residentsforum@barnet.gov.uk](mailto:Hendon.residentsforum@barnet.gov.uk)) by 10am on the fifth working day before the meeting.

	Issue Raised	Response
1.	<p><b>Petition:</b> Removal of double yellow lines - The Ridgeway NW7 (opposite Belmont Farm)</p> <p><b>Lead Petitioner:</b> Sarah Ali</p> <p><b>Ward:</b> Mill Hill</p> <p><b>Number of signatures:</b> 95</p> <p>We the undersigned petition the council to Remove the yellow lines on The Ridgeway that were placed in September 2020 New yellow lines changes to The Ridgeway NW7 cause extreme safety issues for children, families and school staff along the Ridgeway. These new lines have reduced pick up and drop off parking spaces by approx. 12 cars causing congestion on the lead up to The Ridgeway from Hammers lane and also further along The Ridgeway. There does not seem to be any economic reason for these yellow lines and</p>	<p>The scheme was implemented following complaints about the obstructive parking at the access of Belmont Farm, which causes unnecessary congestion and forward visibility for those exiting the farm.</p> <p>At the Hendon Area Committee on 15 January 2019 it was decided that Officers should carry out investigations to design and consult on proposals to introduce double yellow line 'at any time' waiting restrictions in The Ridgeway NW7, in the vicinity of the Belmont Farm in response to the complaints about the obstructive parking at that junction, which caused unnecessary congestion issues to vehicles trying to negotiate carriageway.</p> <p><a href="https://barnet.moderngov.co.uk/mgAi.aspx?ID=27292">https://barnet.moderngov.co.uk/mgAi.aspx?ID=27292</a></p> <p>It was then proposed to introduce double yellow line 'at any time' waiting restrictions in The Ridgeway adjacent and opposite the entrance and exit of the access roads leading to the Belmont Farm.</p> <p>It is acknowledged that the introduction of the double yellow lines would reduce the amount of available parking on street, which is also likely to have an impact on motorists who have become accustomed to parking at this location. However,</p>

AGENDA ITEM 1

Issue Raised	Response
<p>has decreased safety of those driving and walking along The Ridgeway much more especially primary school children.</p> <p>Since markings have gone down in September 2020, we have further hazardous issues along the road;</p> <ul style="list-style-type: none"> <li>- Cars mounting on to the curb where possible</li> <li>- Increased parking on zig zag lines which is a very high risk for schools along this road</li> <li>- reduced parking is now impacting operation of our school to schedule as teachers and visiting professionals are no longer able to park safely or close to school</li> <li>- The safety stretch along the road has greatly reduced and this is very dangerous for our younger children (4-11 years)</li> <li>- Visiting professionals to the school are now also struggling to find parking space (within days of these lines being laid) resulting in a delayed meeting with a vulnerable family due to the reduced parking</li> <li>- Specifically, during Covid-19, there has been an increase in secondary parents driving their children to school rather than using public transport. The reduced parking has increased this stress.</li> <li>- Issue of social distancing is increasing as the entire road is far more congested than before</li> </ul> <p>We urgently need to bring this to the attention of our councillors and Barnet council as this doesn't seem to be in line with Barnet's Covid risk assessment where it clearly states Highways should be working more closely with the schools.</p>	<p>it is considered that the double yellow lines are required to deter obstructive parking which would in turn improve sightlines and manoeuvrability at a location which is frequently used by pedestrians and motorists with children, to improve road safety for all users travelling through or at the location.</p> <p>For the motorists that would be displaced by the introduction of the 'at any time' waiting restrictions, it is considered that the kerbside space in the surrounding area could accommodate additional vehicles, although this may be slightly further afield.</p> <p>With regard to comments about potential increase of vehicle speed, it is not anticipated that the double yellow line waiting restrictions would necessarily increase speeds however if the restrictions are implemented, Officers are open to receiving feedback to this regard for consideration under the assessment and prioritisation process to be used as part of agreeing future traffic management schemes.</p> <p>Motorists are permitted to load / unload on both single and double yellow lines in the area for a maximum period of 40 mins during the hours of operation, provided that continuous loading activity is taking place and there are no loading restrictions. Dropping off and picking up passengers (boarding and alighting) is also permitted.</p> <p>With regards to concerns raised about potential local business interruption. The Council must balance safety concerns, residents, businesses and visitors alike in its decisions. In this instance the proposed double yellow line 'at any time' waiting restrictions is considered necessary to prevent indiscriminate parking that causes unnecessary safety, congestion and obstruction issues outweighing, in this case the need to allow unrestricted kerbside space for visitors to local businesses. This proposal ensures there would be a reasonable amount of sight lines in both directions when motorists are joining the main carriageway so that there is reasonable opportunity for road users and pedestrians to see each other.</p>

	Issue Raised	Response
		<p>Schools should be actively encouraging parents, children and visitors that attend the school to use more sustainable modes of transport. School traffic has serious impacts on residents and is associated with several adverse health conditions due to the excessive car use. Additionally, the associated air pollution affects the most vulnerable in society: children and older people, and those with heart and lung conditions. Barnet is committed to improving the air quality in line with central government guidance and local policies, to influence transport choices and encourage more sustainable transport modes, such as walking and cycling.</p>
2.	<p><b>Petition:</b> 'No Left Turn' at the Junction of A1 and Tithe Walk</p> <p><b>Lead Petitioner:</b> Dr Hilary Cass</p> <p><b>Ward:</b> Mill Hill</p> <p><b>Number of signatures:</b> 55</p> <p>We, the residents of Tithe walk, believe there is inadequate time for traffic turning into our road from the A1 to slow down and corner safely. Cars entering from the A1 also drive at speed up the road. This represents a risk to residents and other pedestrians, the details of which have been provided to the Council.</p> <p>We request that Barnet Council and TFL implement a 'No Left Turn' at the junction of A1 and Tithe Walk.</p> <p>We would like 2-way traffic in the road to be maintained to allow exit onto Page Street and to discourage cars from speeding down the road.</p>	<p>We understand that the Mayor of London previously advised, in response to a Mayor's Question Time question in 2017, that although the location has a low number of recorded collisions that TfL would work with the borough to see what can be done to implement a 'no left turn' restriction from the A1 at Tithe Walk, and also to look at The Rise junction to the north.</p> <p>Barnet and TfL officers have previously met on site regarding the request at this location, and discussions are currently ongoing about the location with TFL</p> <p>TfL have advised that, in order to understand the impact of a left turn ban at Tithe Walk on the junction of A1/Page Street (Five ways Corner) they would require traffic counts at both locations as well as traffic modelling to be undertaken given the impact of additional traffic on the operation of this critical junction on the (TfL controlled) A1/A41 corridor encompassing 3 closely linked major junctions.</p> <p>We are working with them to try to better understand what level of surveys, modelling and assessment would be required in the circumstances.</p> <p>Modelling from scratch is not something the borough could realistically undertake; it would very likely exceed the level of funding that could be provided via an Area Committee scheme.</p>

	Issue Raised	Response
		<p>Survey costs alone to update TfL's model could still be relatively high. However, we continue to work with them to understand the work that would be needed and the support they can provide to this.</p> <p>Engineers previously identified the scheme for consideration for LIP funding in 2017. At that time there had been no injury collisions in three years in Tithe Walk, so other locations, with a worse collision history were prioritised.</p> <p>A check of the most recent three-year collision data currently available identifies two injury collisions on the A1 near Tithe Walk, but neither seems to be associated with the junction, and there remain no reported injury collisions in Tithe Walk itself.</p> <p>Consequently, other locations are likely to be higher priorities for any funding available to TfL, and also for consideration from the borough's LIP allocation.</p> <p>Our TfL sponsor is investigating the exact extent of the surveys that would be required now and whether TfL will incorporate the new surveys into their existing model to consider the impact of the left turn ban if/when surveys are carried out.</p> <p>Once this is confirmed, officers can identify whether Area Committee could consider funding the survey to get things moving.</p>
3.	<p><b>Issue:</b> Request for double yellow lines to be implemented at the entrance and exit of Colin Crescent from/onto Colindeep Lane to stop vehicles being parked to the tip of this junction.</p> <p><b>Resident:</b> Mrs Ragini Mendis</p> <p><b>Ward:</b> Colindale</p>	<p>Parking Design officers will investigate the possibility of installing Double Yellow Lines at this junction.</p> <p>At this stage we are not able to provide the exact date of implementation.</p>

Issue Raised	Response
<p>A few years ago, Barnet Council changed the layout of this junction by narrowing the entrance and exit of Colin Crescent from/onto Colindeep Lane and putting a large bollard in the centre.</p> <p>The entrance and exit of this junction are quite narrow and hasn't stopped people parking their cars to the start of the junction, some with their wheels pointing towards road and some parked up parallel to the bollard with wheels halfway up the pavement.</p> <p>This makes it very difficult turning into Colin Crescent from Colindeep Lane, as there is not much space to manoeuvre a car without hitting the bollard in the middle. This also makes it difficult for Emergency Vehicles to enter and exit this junction. It is also a danger hazard when turning into Colin Crescent, if the entrance has been narrowed by parked cars, as cars are still zooming down Colindeep Lane despite the road bumps being implemented last year.</p> <p>Please see attached images which shows cars parked at the narrow end of this junction and also an Argos delivery vehicle that had difficulty turning into Colin Crescent from Colindeep Lane and had no option but to go over the bollard.</p> <p>Having double yellow lines implemented at this junction would make is safer to turn in and exit this junction.</p> <p>We would like the Council to implement double yellow lines at entrance and exit of Colin Crescent, the junction of Colin Crescent and Colindeep Lane. The yellow lines need to be extended past the bollard, so that it allows traffic both ways.</p>	

Contact: [Hendon.residentsforum@barnet.gov.uk](mailto:Hendon.residentsforum@barnet.gov.uk)

Future meeting dates of the Hendon Residents' Forum:

Date of meeting	Location
3 March 2021 15 June 2021 7 October 2021 10 Jan 2022 2 March 2022	TBC

#### Update for Hendon Residents from Middlesex University

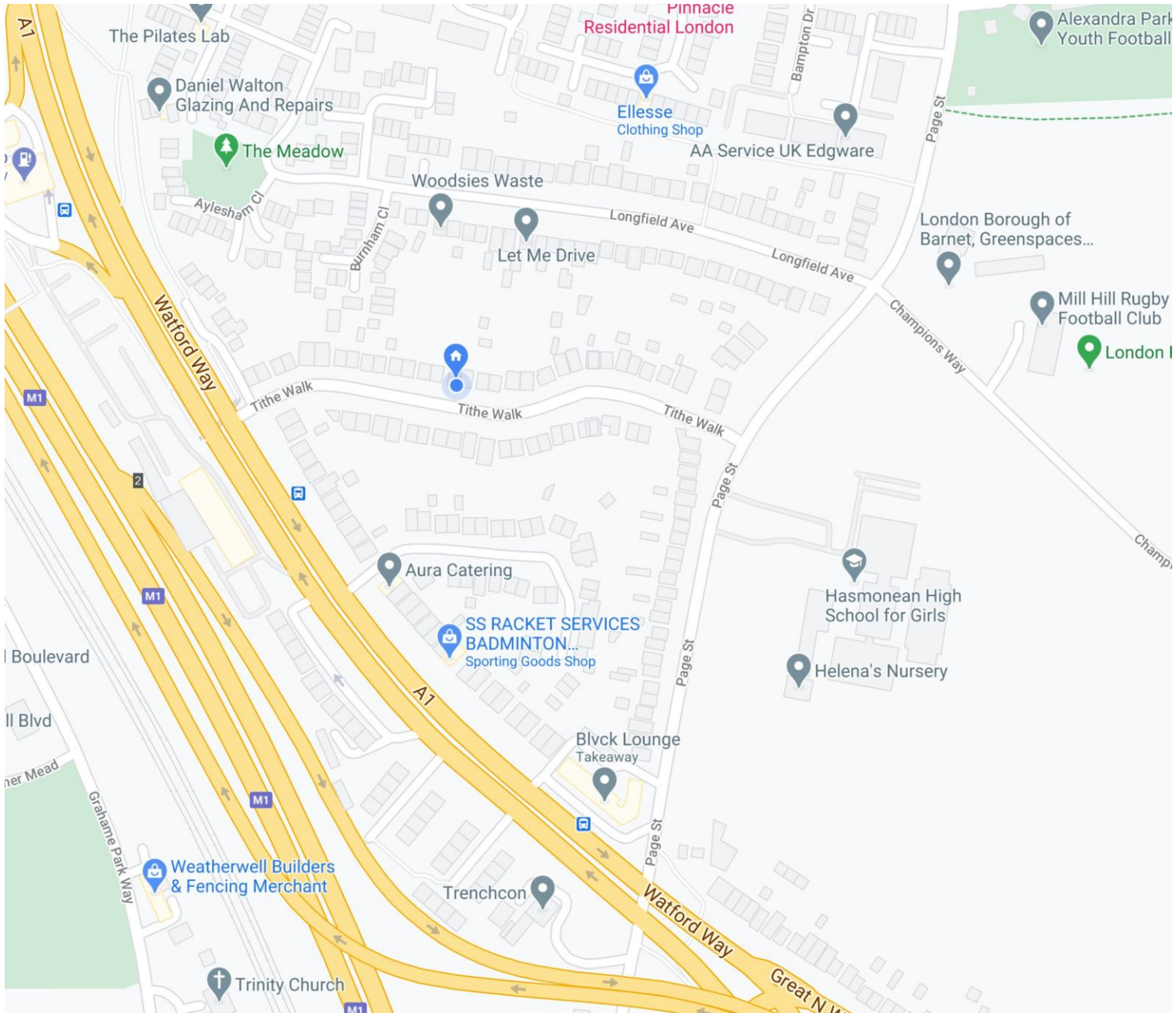
A small number of students and university staff will be on campus over the next weeks, for example those training in nursing or social work, and colleagues carrying out essential research. The University is strongly encouraging anyone needing to come to campus to be tested on-site at our Asymptomatic COVID testing facility. Strict COVID safety measures are in place on campus, alongside our Community Agreement - a set of values co-created with our students which commit them to following the latest rules and guidance, to look out for one another and to respect the wider community.

We are aware of the impact a university has on its local area and it is important to us that our impact is positive, especially in these challenging times. The University is hosting a one of Barnet's local testing centres, our equipment was used to make essential PPE equipment and our nursing staff and students are working across Barnet and beyond on the NHS frontline.

We want to keep open channels of communication with our neighbours - please don't hesitate to get in touch ([l.e.norton@mdx.ac.uk](mailto:l.e.norton@mdx.ac.uk)) if you have any questions or concerns at this time. In addition, you may have been contacted already about a University and Residents Group we are hoping to set up. If you are interested in joining or would like to know more, please contact Winsome Townsend ([W.Townsend@mdx.ac.uk](mailto:W.Townsend@mdx.ac.uk)).

Middlesex have also now trained over 2000 people to perform vaccinations. The council has now launched the consultation on the Hendon Hub proposals and all details and dates of the consultations sessions can be found [here](#).





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## APPENDIX 2

### **INFORMATION TO TFL 12<sup>TH</sup> JULY 2017: JUSTIFICATION FOR 'NO LEFT TURN'** **Junction A1 and Tithe Walk NW7**

The summary of the traffic situation is that cars come both up and down Tithe Walk at speed, using it as a rat run to avoid going through the lights at Fiveways Corner and / or to shortcut tailbacks that often mount up when the phasing of the lights at Fiveways is poor. The volume and type of traffic that comes through is unsuitable for a road of this size – including HGVs - and there is considerable risk on the blind bends. It is pretty much impossible to slow to an acceptable speed when turning left off the A1 when the traffic is moving at speed. Hence there is considerable risk to pedestrians - and especially young children - when cars screech around the corner.

The residents' proposal, therefore, is that there should be a no left turn from the A1 into our road, albeit keeping the road 2-way for all the reasons discussed (i.e. if a road is one-way, speeding is made worse). We recognise that this won't address the issue of cars using the road as a rat run coming *down* to the A1, but we hope it will at least improve the situation considerably.

Other similar roads have no left turns off the A1, which surely indicates that this is a risk which has been identified and mitigated in similar settings.

For example, Courtland Avenue and Westfield Road. I have included pictures of each below. Not only have TFL made these roads no entry, but they have also constructed an additional grass verge to make it physically impossible to make the turn.

The presence of nearby schools is relevant. There is one on Courtland Avenue. Hasmorean pupils alight at the bus stop at the end of Tithe Walk and walk up the road to get to school.

Both Courtland Avenue and Tithe Walk have dual subway entrances and bus stops at their junctions with the A1. This means that larger numbers of pedestrians use the area. Of particular importance is the fact that a disabled person or parents with prams coming from the subway, and wishing to access the southbound A1 bus stop, would have to cross Tithe Walk as the ramped exit from the subway is on the opposite side of the road from the staired subway exit.

## APPENDIX 2

### Courtland Avenue:





## APPENDIX 2

### Westfield Road:



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**LATEST ACCIDENT TITHE WALK – 15.45 16<sup>th</sup> Feb**

If a picture is worth a thousand words, this is the latest accident which has occurred in the short interval between the submission of our letter and petition, and our case being heard at the Forum.

To note – the force which took down the fence posts and bushes, and the fact that as with previous accidents it crossed the pavement right beside the underpass exit, and was just yards from the bus stop.



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