

REFERRALS FROM CHIPPING BARNET RESIDENTS FORUM 24 January 2017

	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)
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>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</p>

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	<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:</p> <p>http://committeepapers.barnet.gov.uk/mgEPetitionDisplay.aspx?ID=500000022&RPID=562529978&HPID=562529978</p>	<p>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.		
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.</p>	<p>We have examined the history of injury accidents at the junctions of Totteridge Lane with Southway and Hill Crescent. None of the reported injury accidents at these junctions are associated with left turning vehicles from the side roads straying into the opposite carriageway, which appears to be the main concern described.</p> <p>Over the last five years there have been three injury accidents at the Totteridge Lane/Southway junction, all of which were shunt type accidents where a following vehicle failed to stop in time when the vehicle in front slowed down or stopped. In all three cases the vehicles involved were travelling along Totteridge Lane, in two cases eastbound (ie on the side of the road furthest from Southway), in one case westbound. In one case the slowing vehicle eastbound vehicle is thought to have braked sharply, but this is not suggested as a contributory factor in the other incidents. Vehicles turning left out of Southway do not</p>

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<p>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 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</p>	<p>appear to have been a factor in any of these incidents.</p> <p>At Totteridge Lane/Hill Crescent over five years there have also been three reported injury accidents: one involved a vehicle turning right into Hill Crescent in colliding with an overtaking motorcycle, one a shunt type accident where a vehicle overtook a stationary bus and drove into the back of stationary vehicles that were waiting for a vehicle to turn right into Hill Crescent and one involved a westbound bus braking sharply causing injury to a passenger.</p> <p>The footways (especially at the corner of Southway) are not exceptionally wide. Widening the carriageway either in Southway or Hill Crescent or in Totteridge Lane is likely to be an expensive undertaking that would be hard to justify on road safety grounds. It is likely that diversion or protection of utility services would be necessary which can result in very high costs for highway changes. There is a significant level difference between the footway and carriageway near Southway and trees on the verge near this point are also protected by Tree Preservation Orders. It is doubtful that the Totteridge Lane carriageway could be widened here without adversely affecting the trees and significant work to manage the difference in level. The verges on this part of Totteridge Lane also form part of Totteridge Common land which may be an additional constraint.</p> <p>Junction warning signs on the main road can help alert drivers to the possibility that vehicles may slow or stop to turn or to allow other vehicles to turn. There are already junction warning signs provided on both approaches to Southway, but reviewing the location of these and considering provision of warning signs on the approaches to Hill Crescent may be appropriate in view of the pattern of injury accidents observed. This improvement has</p>

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<p>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 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>	<p>been added to a list of proposals to be prioritised for improvements. Highest priorities would be included in the work programme for next financial year.</p> <p>Injury accidents at the zebra crossing have included a vehicle driving into a motorcycle that was waiting at the crossing and a collision with a pedestrian running into the road. The accident report would be unlikely to mention if the vehicles had turned out of Longland Drive but there is no indication that they were unable to stop through driving fast.</p> <p>The level of injury accidents at the Longland Drive junction is such that it is already identified by us for prioritisation for a junction improvement scheme. It is unlikely that this would involve traffic signals but alternative methods of control would be investigated if the scheme achieves a high enough priority.</p> <p>There are currently no agreed proposals for the Longland Drive junction. An improvement at the junction has been added to a list of proposals to be prioritised for investigation. Highest priority locations would be included in the work programme for next financial year.</p> <p>Enforcement of the speed limit is a matter for the Police.</p> <p>With regard to other elements of the enquiry, it is not uncommon for roads that have been present for many years to not be designed to modern standards. The white centre line marking in Totteridge Lane is a warning line that is the appropriate marking in the circumstances. Double white lines systems should only be provided where visibility is severely restricted.</p>

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		Highways.correpondence@barnet.gov.uk
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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 at 7pm	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.