



**Muswell Hill, Alexandra, Fortis Green and Highgate Area Forum and Committee**

**MONDAY, 23RD SEPTEMBER, 2013**

**6.30 pm**

**VENUE:**

**The British Legion Meeting Room, The Royal British Legion,  
Muswell Hill Road, London N10 3NG**

**MEMBERS OF THE AREA COMMITTEE/FORUM:**

Councillors Allison, Beacham, Bloch, Davies, Engert (Chair), Erskine, Hare, Jenks, Newton, Scott, Solomon and Williams

**Introduction by the Chair – Councillor Gail Engert**

**AREA FORUM**

**1. AREA FORUM ITEMS**

**In respect of the following items Members of the Public attending are encouraged to ask questions and raise any concerns**

**POLICE ISSUES (6.35pm)**

The Borough Commander Victor Olisa and Senior Management Team will be in attendance to give an update on the new police arrangements and feedback following attendance at the Forum on 11 April 2013.

**PARKING (7.05pm)**

- **MH shopkeepers view – Local resident Chris Ostwald will be in attendance to speak**

- **How residents can ask for a CPZ and what evidence they need to supply**

Gary Weston – Customer Administration Manager – Parking Services - LB Haringey will give a brief update

- **How planning decide on how many parking spaces developments should have**

Tony Kennedy, Transport Policy & Projects Manager LB Haringey will give a brief update

- **Cross-overs for parking – how and why they are granted**

Tony Kennedy, Transport Policy & Projects Manager LB Haringey will give a brief update

## **ROAD SAFETY (8.00pm)**

### **A range of issues around road safety including**

- **Especially for children - education and training, including Junior Citizenship Scheme**

Dilek Sabri – Road Safety Officer – LB Haringey will give a brief update

- **Provision of crossings and speed calming**

Tony Kennedy, Transport Policy & Projects Manager LB Haringey will give a brief update

***There will be a 5 minute interval after the Area Forum business has concluded***

## **2. APOLOGIES FOR ABSENCE**

## **3. MINUTES - 13 JUNE 2013**

## **4. QUESTIONS, DEPUTATIONS OR PETITIONS : TO CONSIDER ANY QUESTIONS, DEPUTATIONS OR PETITIONS RECEIVED IN ACCORDANCE WITH PART 4, SECTION B29 OF THE COUNCIL'S CONSTITUTION**

## **5. FEEDBACK FROM AREA FORUM PART OF THE PROCEEDINGS**

## **6. ANY OTHER BUSINESS THE CHAIR CONSIDERS TO BE URGENT**

David McNulty  
Head of Local Democracy

Clifford Hart  
Democratic Services Manager

and Member Services  
Level 5  
River Park House  
225 High Road  
Wood Green  
London N22 8HQ

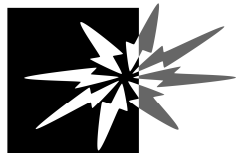
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Monday, 09 September 2013

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**Haringey** Council

Briefing on CPZ current process

05 September 2013

## **Purpose**

To provide an outline on the Council's current procedures in assessing requests for the introduction of Controlled Parking Zone (CPZ) restrictions.

The council consider the introduction of CPZs on an annual basis and has amended its approach in recent years to be more responsive to community feedback.

## **Fast track policy introduced in 2008**

The fast track policy approved by the Cabinet in July 2008 was designed to speed up the process for CPZ extensions should evidence of support be provided by the community through representation, usually in the form of a petition or through ward councillors.

This process meant that rather undertaking a public consultation process before statutory notification as per the usual process the council would progress straight to statutory notification. This process generally would take around nine months to complete.

The fast track process has been successfully used in several CPZs since 2008 however it has placed limitations on the service upon the review stage. The process also only ratified the extension of CPZs not the consideration of new standalone CPZs.

## **Current procedures for measures introduced under experimental Traffic Management Order**

Traffic Management's current process takes into account the previous rationale for the above policy but reflects the need to be more responsive to stakeholder feedback and issues arising post implementation.

Current procedures still require evidence of clear support for parking controls before engaging with the community. However Traffic Management will factor in a public consultation stage before considering the introduction of controls under an experimental order. This affords the opportunity for the service to come back to all stakeholders, six months after implementation.

After this point the council subject to consultation can consider making the controls permanent. This process generally mirrors the timescales need for the fast track process. At the present time average timescales for the introduction of a CPZ in this way is between six months and nine months.

In the last 12 months we have successfully introduced or extended CPZ schemes in Hornsey South, St Ann's (Cornwall Road area) and Woodside CPZs via this process.

### **Way forward**

Any resident/business that makes contact with Traffic Management to discuss the need for parking controls in their area is asked to gather or provide evidence of general support for parking controls, usually in the form of a petition.

Residents are also encouraged to discuss the matter with their ward councillors and the evidence supporting the issues they are raising as ward councillors are instrumental in shaping the way forward.

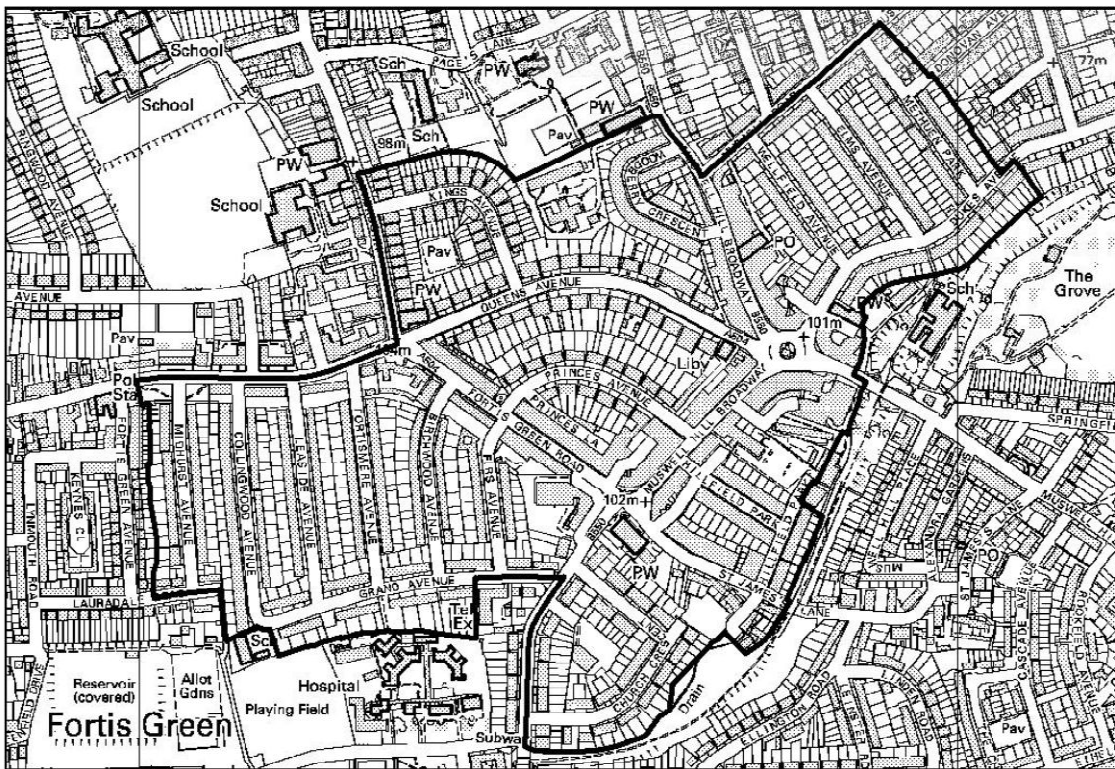
If there is a sufficient level of support the matter it is then take forward for further discussions with all ward members and then the Cabinet Member of the Environment to approve inclusion within our Parking Infrastructure works programme.

If you require any further information regarding parking issues please do not hesitate to contact us via email at [frontline@haringey.gov.uk](mailto:frontline@haringey.gov.uk) or by speaking to either Gary Weston (Parking Infrastructure Manager) or Vincent Valerio (Parking Schemes Manager) on 0208 489 1325.

Parking provision for development in the Muswell Hill area.

Levels of parking provision are considered in line with the Council's saved Unitary Development Plan Policies (UDP) and parking standards detailed in The London Plan. When deciding the level of car parking provision for development in the Muswell Hill area there a number of different factors that we take into consideration:

- 1) Is the site located in an area which has been identified by the Council's Saved UDP policy HSG11 as an area which is suffering from high parking pressure? These are identified as the roads near the centre of Muswell Hill and include: Athenaeum Place, Beattock Rise, Birchwood Avenue, Church Crescent, Collingwood Avenue, Colney Hatch Lane (part of), Donovan Avenue (part of), Dukes Avenue (part of), Dukes Mews, Elms Avenue, Fortis Green (part of), Firs Avenue, Fortis Green Road, Fortismere Avenue, Grand Avenue, Hillfield Park, Hillfield Park Mews, Kings Avenue, Leaside Avenue, Methuen Park, Midhurst Avenue, Muswell Hill (part of), Muswell Hill Broadway, Muswell Hill Road (part of), Muswell Mews, Muswell Road (part of), Princes Avenue, Princes Lane, Queens Avenue, Queens Lane, St. James's Lane (part of), Summerland Gardens, Tetherdown (part of), Wellfield Avenue and Woodberry Crescent. If a development proposal is located in one of these roads then the applicant/ developer must provide parking in line with Policy M10 minimum parking standards, which can be found in appendix 1 of the saved UDP policy. Section I requires the applicant to provide 1 car parking space per 1 bed unit, 1.2 car parking spaces per 2 bed unit, 1.5 car parking space per 3 bed unit and 2 car parking spaces per 4+ bed unit.



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**Muswell Hill Restricted Conversion Area**

- 2) Where developments are not located within a restricted conversion area as identified by the Council's saved UDP policies then maximum parking standard will be applied. This means that the level of parking provision must not exceed 1.5 spaces for detached and semi-detached houses and should be less than one space per unit for terraced houses and flats. The number of spaces per unit provided by the developer will be dependent on the public transport accessibility level (PTAL) of the site, the number of units being proposed and the measures put forward to promote sustainable modes of transport to and from the site. Such measures will have to be secured by a S.106 legal agreement and can include measures such as the installation of Car Club schemes, and providing new residents with free membership to a Car Club for a period of between 1-3 years. Such development will typically provide between 0.5-0.7 spaces per unit.
- 3) The Council's saved UDP also includes a policy to support car free development provided the proposed development has good public transport accessibility (PTAL) and the scheme is within a Controlled Parking Zone (CPZ) or could be by the time of completing development. However, it is not currently possible to secure Car-free development within the Muswell Hill area as there is no Controlled Parking Zones (CPZ) which would provide a mechanism to discourage prospective residents from parking freely on-street. However, there are areas close to the centre of Muswell Hill which benefit from good access to public transport and could be suitable for car free developments in the future if a CPZ were to be in place.
- 4) Cycle parking is required as a part of developments with the minimum standards set out in The London Plan. Appendix 1 of the saved UDP policy also requires that cycle parking be secure and covered.



## **VEHICLE CROSSOVER**

### **How and why they are granted**

#### **INTRODUCTION**

This brief provides information about the procedure and guidelines which are followed to obtain formal approval from the Council for construction of a vehicle crossover or access across a public footway or footpath and/or verge.

In assessing an application the Council is required by law to have due regard to the following basic criteria (these are specified in the Highways Act 1980):-

- a) the need to prevent damage to a footway or verge;
- b) the need to ensure , so far as is practical, safe access to and egress from the premises which is served by the access; and
- c) the need to facilitate the passage of vehicular traffic on highways.

Other factors the authority will also have regard to when assessing an application include:

- A minimum parking area of 4.8 metres deep, measured at a right angle to the footway, by 2.4 metres wide will be required before a crossover is agreed. The size of the area required has been chosen to cater for all sizes of cars and to allow them to enter and leave the spaces at right angles to and in one movement from the road. (Please see the typical sketch within “Pattern, Finished Surfaces and Location of Crossover” section).
- The vehicle must be parked wholly within the property. Any vehicle overhanging the footway may cause an obstruction to the public highway which is an offence under Highways Act, 1980. Non-compliance with this can result in enforcement action and removal of the crossover.

#### **FACTORS TAKEN INTO CONSIDERATION IN PROCESSING AN APPLICATION**

##### **A. Private hardstanding**

Apart from the vehicle crossover across the public footway, a hard standing (parking space) within a front garden may itself require planning permission (please see section on Planning Permission below).

##### **B. Crossover at hazardous zones**

For road safety reasons, crossovers are not acceptable within or in the immediate vicinity of hazardous zones. These are:

- (i) onto a section of road where traffic speeds are high;

- (ii) on the approach to traffic signal junctions where regular queuing takes place;
- (iii) onto a roundabout, or an off-carriageway cycle track;
- (iv) within the zigzag markings of pedestrians crossings;
- (v) immediately adjacent to pedestrian refuges or traffic islands;
- (vi) at a bus stop, and/or within bus cages; and/or
- (vii) within 7.5 metres of a junction (as measured from the edge of the kerb line).

### **C. Second Crossover**

Normally, only one crossover, limited to a maximum width of 4.8 metres, will be permitted per property. However, a second crossover may be permitted where:

- (i) the property frontage is more than 9 metres wide;
- (ii) it is in a street where the majority of properties have off-street parking and demand for kerb side parking is low;
- (iii) it is in a Conservation Area and the proposed crossover would not involve the loss of a street tree or shrub verge; and
- (iv) in any case, a minimum of 1.2 metres width of footway must be provided between the two crossovers

### **D. Minimum separation distance**

A minimum separation distance of 1.2 metres is required between all crossovers.

### **E. Alternative access**

- (i) Where a property fronts a principal or classified road and has or could have rear or side access, the crossover will not be provided directly onto the principal or classified road.
- (ii) Where a property fronts onto an unclassified road, and has a reasonable alternative means of access and is in an area of on-street parking pressure, a crossover may be permitted, but should be limited to a width of 2.4 metres.

**Properties that have existing crossovers but do not meet the current criteria are likely to have been constructed before these criteria were adopted. Consequently, these cannot be considered as having set a precedent when assessing new applications in the same road or area.**

## **COMPLETING THE APPLICATION FORM**

**Type of application** – There are three types of crossover:

- (i) Light duty domestic crossovers are only suitable for laden vehicles up to a maximum weight of 3500 Kgs. Temporary access for heavier vehicles will require a specific licence issued by the London Borough of Haringey.
- (ii) Medium duty crossovers are suitable for access to residential properties where up to two laden vehicles can be accommodated within the hardstanding.
- (iii) Heavy duty crossovers will be required for vehicles with laden weight over

3500 Kgs and for flats and commercial properties with access for several vehicles.

## **PLANNING PERMISSION**

In addition to assessing whether your request meets with the guidelines approved by the Council, we will also check to see whether planning permission is required. Planning permission is generally needed in the following circumstances, although this list is not exhaustive:

- (i) Access onto a principal or classified road.
- (ii) Access onto a commercial property.
- (iii) Access onto a property that is a maisonette or divided into flats.
- (iv) Access onto a building which is listed.
- (v) Access is in a conservation area, which is covered by an 'Article 4' Direction requiring planning permission for hard surfacing.
- (vi) Access is likely to affect a tree, which is protected by a Tree Preservation Order.
- (vii) Impermeable hardstanding in the garden.

Where planning permission has already been given a copy of the consent letter, approved plans and the conditions must be submitted.

In situations where planning permission is required, we will send you the appropriate forms. These forms should be returned directly to the Planning Department of the Council. Once planning permission has been granted, a copy of the consent letter, approved plans showing locations of proposed crossovers, and the conditions, particularly for new developments such as flats, commercial buildings etc. must be sent to the Highways Maintenance Group so that an estimated cost can be sent to you.

**It is the applicant's own responsibility to check whether planning permission will be required for their hard standing area, and to obtain it where necessary.**

## **WIDTH OF CROSSOVER REQUIRED AND TYPE OF VEHICLES**

The minimum width for which we can approve a crossover is 2.4 metres. The maximum width allowed is 4.8 metres. As the paving slabs are 0.6 metres wide, for practical reasons the intermediate widths will be in stages of the 0.6m.

Where the type of existing surface material of the footway/verge is not standard paving slabs, the width stages may be varied; if so details of width will be confirmed.

There must be sufficient space within the curtilage of the site to ensure a parked vehicle does not overhang the footway. Vehicles must be parked at 90 degrees to the carriageway and forecourts must be a minimum depth of **4.8 metres**.

The type, length and width of vehicles must be clearly stated in the application form. The Council will not be able to provide crossovers for low suspension sports cars on roads where difficult site conditions are encountered. If the crossover can be

constructed, the additional costs involved in the construction and including any modification after construction will be charged to the applicant concerned.

### **EXISTING USE INFORMATION**

If you are aware that the crossover is to be partly or fully built over land (apart from the public highway) that is not controlled by yourself as applicant e.g. housing land, park or open space, this should be clearly shown in the sketch or plan.

### **STREET FURNITURE**

The crossover should be located so that it does not affect existing street furniture e.g. lamp column, traffic sign etc. Normally a minimum distance of 1.2 metres will be required between a proposed crossover and any existing street furniture. However, when a post or column is located to the rear of the footway, then the minimum distance is 0.6 metres.

In cases where works may be approved or proposed by the Council and require removal and/or replacement of existing street furniture the cost of such works will be borne by the applicant.

### **LEVELS**

The crossover will be built to match the existing levels of the footway adjoining the site. The crossover will be finished with approved materials depending on the surface of the footway and surrounding area. If the property falls within a Conservation Area the crossover will be constructed with materials sympathetic and in keeping with the existing surface of the footway.

### **DRAINAGE**

It is the responsibility of the applicant to provide adequate drainage for surface water, so that it does not flow into the highway. Your application will be refused if you do not provide adequate surface water drainage. Any application affected by the location of a road gully may influence the decision to approve the application or require the proposed crossover to be moved away from the gully. The cost for re-locating a gully shall be charged to the applicant.

### **AMENITY**

When considering the layout of a hard standing and the position of a proposed crossover, any existing highway amenity such as a wide grass verge, hedgerow or flower beds will be taken into account. All crossovers near a tree will be referred to the Tree Section for a decision to determine if the tree will be affected by the proposed crossover and, if so, whether it can be removed. If the tree removal is refused, the proposed crossover will not be approved. The NJUC Guidelines for works in proximity to trees states that precautions must be taken when excavating works within a distance from the tree equal to 4 times the circumference of the trunk.

In any case, where works may be approved or proposed by the Council which

require removal and/or replacement of existing highway amenity, the cost of such works will be borne by the applicant.

The Council will consider applications for crossovers where there is a limited impact upon a flowerbed. Applications where the proposed crossover severs a flowerbed or has a major impact on its appearance will be rejected. Any costs of alterations to the flowerbed will be borne by the crossover applicant.

**Although every effort will be made to accommodate the applicant's request, this may not always be possible. In such instance, the Council's decision will be final.**

## **FEES AND PROCESSING OF APPLICATION**

The regulations made under the Local Authorities (Transport Charges) Regulations, 1998 authorised local authorities to impose charges for dealing with specified matters about certain highway, road traffic regulations and travel functions.

The consideration of a request to construct a vehicle crossover by the Council in accordance with the required criteria is a chargeable function. **The fee for conducting a site visit, the preparation of a cost estimate to construct the proposed crossover and processing of an application is £265.20 and this is not refundable in any instance.**

If the proposal requires planning permission then a further planning fee will be required which should be paid directly to our Planning Department. The fee for a domestic crossover planning application is £195.00 (August 2013).

Any redundant existing crossover will be removed and the footway reinstated by the council at the applicant's expense if a new access is to be created. The cost for a new crossover will also include costs for the removal and the installation (installed before to prevent abuse of footway) of bollards on the footway.

## **APPROVED APPLICATIONS**

When an application is approved a notification letter together with an estimated cost for the work to be undertaken by our contractor is sent to the applicant. In accordance with the New Roads and Street Works Act 1991, only contractors approved by the Council can undertake works on the public highway. The contractor has been appointed by the Council after competitive tendering with the aim of providing good value for money. If your proposal does not meet our criteria, we will let you know the reasons why.

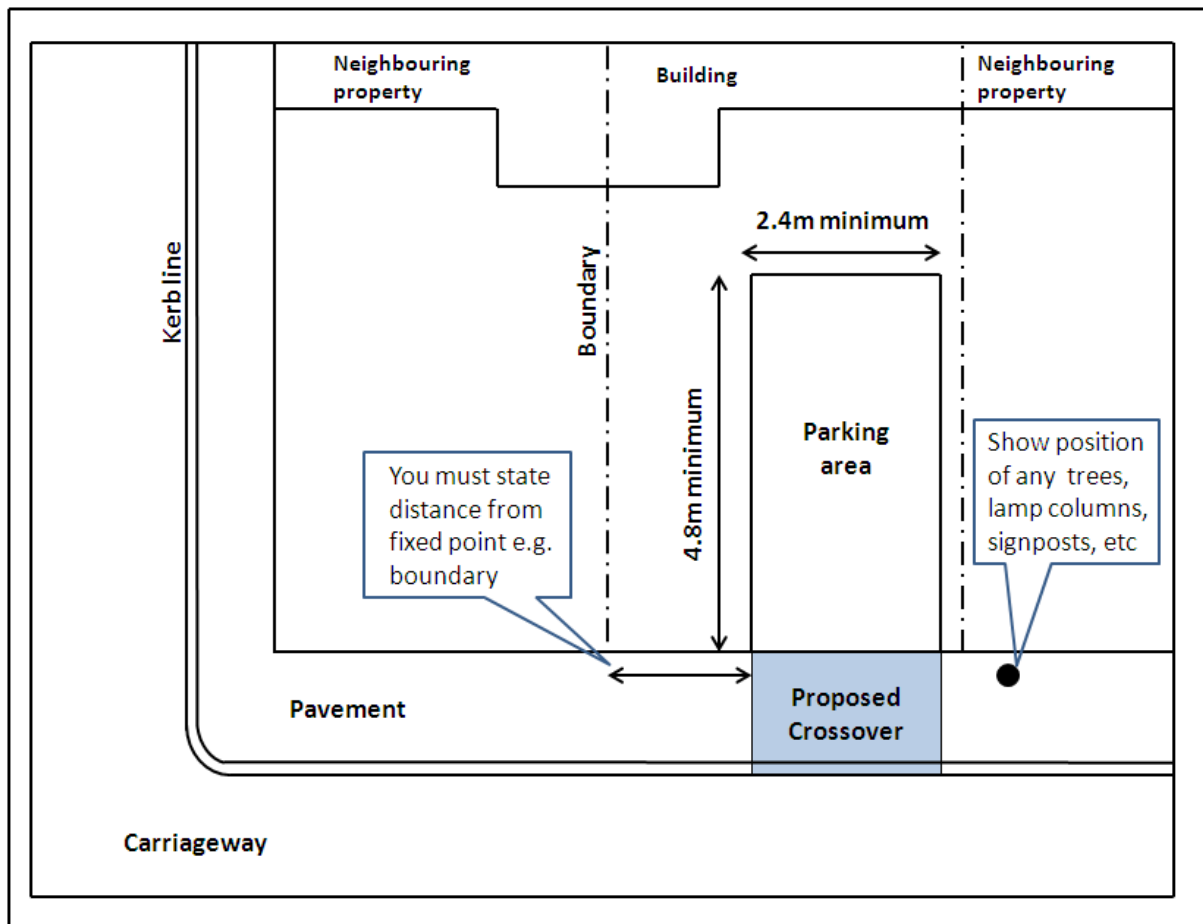
## **PATTERN, FINISHED SURFACES AND LOCATION OF CROSSOVER**

The engineer decides the pattern, materials for finished surfaces, location, and verge with or without dropped kerbs of a proposed crossover. Crossover must start from the edges of slabs. Generally, crossovers will be constructed using materials to match those materials on the footway.

On footways that are finished with slabs, crossovers will be constructed using slabs with a bitmac verge.

On footways that are block-paved, crossovers will be constructed by replacing the footway slabs with small element flags with modular blocks as verges.

On tarmac footways, crossovers will be constructed using the same bituminous materials (blacktop). If the property falls within a Conservation Area, the crossover will be constructed in keeping with the surface of the footway. The widths of verges for crossovers normally vary between 600 mm and 1,000 mm depending on the heights of kerbs, width of footway, and the site conditions in the immediate vicinity of the proposed crossovers.



**Typical sketch**

**UTILITY COVERS**

You must write and get clearance from the relevant Utility Authorities on all covers located within the proposed crossover area. The Statutory Undertaker concerned will charge you a cost for relocating /strengthening any apparatus, cable, etc.

The absolute minimum clearance distances from the existing footway level to the top of cables, pipes, and apparatus etc. are 600 mm for heavy duty crossover and 400

mm for light duty crossovers respectively.

## **SOFT LANDSCAPED GARDENS**

Planning permission is now required to lay impermeable hardstanding in front or back gardens. If this is the case then you must apply directly to the Planning Department.

Where the hard standing involves removal of soft gardens within the property, the applicant must arrange to keep the hard surface to a minimum (landscaped where feasible and practical). This can be achieved by creating two paved tracks wide enough to accommodate the car wheels. However applicants are strongly advised to consult with the Planning Department for further guidance and advice to ensure proposed works do not detract from the character of the surroundings and drainage is not compromised.

**The Royal Horticultural Society gives practical advice on maximising permeable drainage when designing parking areas within their Gardening Matters publication on Front Gardens. The guidance can be viewed by visiting the following webpage [www.rhs.org.uk/gardening/sustainable-gardening](http://www.rhs.org.uk/gardening/sustainable-gardening)**

## **CONTROLLED PARKING ZONES AND DESIGNATED PARKING BAYS**

Where the location of the proposed crossover is affected by a parking bay then a separate approval will be required from the Council before the parking bay can be altered to allow the construction of the crossover. This approval will involve changes to legal documents, called Traffic Orders, governing the parking bay which involves a statutory consultation including public consultation and advertising.

In considering the application, the council will assess the need for safe and efficient operation of the existing Controlled Parking Zone (CPZ). Applications will be refused where it is deemed that the construction of a crossover and subsequent loss of parking spaces would have a detrimental impact to on-street parking within the CPZ.

When the proposed crossover location is within a CPZ, the crossover application form will be processed in the normal way, but approval will be conditional and subject to confirmation from the Council that the parking bay can be removed or relocated. The cost of crossover construction will be stated with the conditional approval. At this stage, only the parking bay consultation fee as appropriate would be payable before we can start this process.

Upon receipt of payment of the consultation fee, the Council will conduct the necessary consultation for the changes to the Traffic Order(s). Please note the consultation fee is payable in advance. The fee covers the council's cost of carrying out the statutory consultation and advertising and is **non-refundable irrespective of the outcome.**

At the end of this stage you will receive a letter confirming whether approval to remove or alter the parking bay has been granted. If approval has been given, the

remaining fee covering the cost to amend the order and cost of removal and relocation of the parking bay and signs will then need to be paid.

Works for the construction of the crossover will only commence when all payments for the amendment to the traffic order, removal and relocation of the bay and signs as well as the crossover construction have been received in full.

The breakdown of charges for Traffic Order modifications are as follows:

**Modification to Traffic Order:**

An initial fee of £600 is required to carry out the statutory consultation process. A further £3400 must be paid before any amendment to the Traffic Order is progressed.

**IMPORTANT**

It is a statutory requirement that if a proposed Traffic Order is to be made permanent then it must be done within two years of the proposals being advertised. Please bear this in mind when planning for your crossover as failure to do this would require the proposals to be re-advertised with charges applied at the prevailing rate.

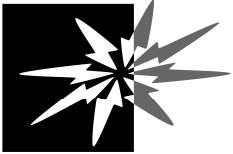
**HARD STANDING WITHIN THE PRIVATE AREA**

**If you have applied now because you are considering having a hard standing area in your property in the future, then wait until you receive our approval before finalising your plans. If your request is approved, you will need to construct the hard standing before the crossover can be constructed. This is required so that the new crossover will not be damaged during the construction of the hard standing. The applicant is required to confirm this in writing.**

**GATES**

Where gates are installed, they must not open outwards onto the public footway.





Haringey Council

## Briefing note for the Muswell Hill, Alexandra, Fortis Green and Highgate Area Forum

Date : 23<sup>rd</sup> September 2013

### Smarter Travel

#### **Purpose of Briefing**

- To update the Muswell Hill, Alexandra, Fortis Green and Highgate Area Forum about Junior Citizen & other road safety educational initiatives

#### **Smarter Travel Background**

The Smarter Travel programme is funded by Transport for London (TfL) and consists of a range of projects which aim to change the behaviour of those living, working and travelling within Haringey. We work with schools and communities to devise and implement educational programmes with the long term aim of reducing road user casualties, with a particular emphasis on children. These schemes are largely linked to casualty data and themes set by TfL and the Department for Transport.

Fortunately, there have been no fatal child road casualties in Haringey for the last 12 months. There were a total of 65 children injured, 12 of which were serious. This map displays the incidents, as you will see, the majority have happened in the east of the borough. Statistics show that most accidents happen in the more deprived parts of Haringey. This is something we are continuously addressing with our education, training & publicity initiatives.

#### EDUCATIONAL INITIATIVES

##### **Junior Citizen**

One example of an educational initiative we work on is Junior Citizen (JC). Aimed at 10-11 year olds, it focuses upon the issues of Health, Safety and Citizenship. Led by Haringey Police, JC is a safer schools partnership consisting of key messages presented by a number of statutory organisations which include Haringey Smarter Travel, London Fire, London Ambulance, TfL and EDF energy services. Each agency delivers a scenario focusing on the safety aspects of their particular area. Last year, 1200 pupils attended the scheme from 20 primary schools. Haringey Smarter Travel has been working on JC since 2007. This year due to the replacement of the schools remit Sergeant within Haringey Police and limited funds, the scheme could not be implemented. The Sergeant has now taken up post and we have met with her recently to discuss the future of JC. The Police are proposing a new model which would mean that the programme is delivered directly to interested schools throughout the academic year. This method could be delivered to more pupils at a reduced rate. In addition, we are investigating venues to hold the traditional scheme for a shorter period.

##### **Theatre in Education**

We commission theatre companies to conduct road safety educational performances in schools. We work with the companies to incorporate borough specific issues into each script. Secondary transition is a crucial time for young people and when many change their travel patterns. This is the age group most vulnerable to road accidents. Since 2006, we have been organising performances for every year 7 pupil in Haringey – where possible, these have been in September, to coincide with the beginning of the academic year. The 2013 Secondary tour schedule will commence on Monday 16<sup>th</sup> September.

We also organise educational performances for Junior and Infant schools which aim to raise awareness of road safety and sustainability issues relevant to each age group.

The Magic of Road Safety is specifically for infant schools. The show covers areas such as hi-viz jackets, STOP-LOOK-LISTEN-THINK, wearing a helmet and many other important road safety issues. A tour of infant schools has been organised for the week commencing 14<sup>th</sup> October.

We visit childrens centres to promote awareness of issues which include in car safety and the children's traffic club. This year, for example, we have visited Stonecroft Children's Centre and checked a number of child car seats to insure they were fitted correctly.

### **Young Driver Initiatives in partnership with LB Enfield**

#### **SDSA**

We also work on initiatives aimed at young drivers, one example is Safe Drive, Stay Alive (SDSA). SDSA is a road safety Theatre in Education production aimed at reducing road casualties among 16-18 year olds. Speakers include individuals who have been involved in serious road crashes either as a victim themselves or where a family member has been affected. It emphasises four key messages: Speed, drink and/or drug whilst driving, seat belts, and peer pressure.

#### **Cinema Drive**

This year, we will be piloting a brand new initiative for young drivers entitled 'Cinema Drive'. This is a multi media initiative which engages pupils through state of the art technology ie 3D film

#### **Road Safety Campaigns**

We devise campaigns intended to improve safety outside schools, one example is a 'Keep the zig zag markings clear' campaign. We have provided schools with banners and leaflets to help combat this problem.

#### **School Travel Plans**

We have continued to encourage schools to complete a school travel plan to capture the way children are travelling to school and the initiatives and schemes that the schools take part in. This year we have increased the number of completed plans to 46 which includes 3 secondary schools. We are awaiting confirmation from TfL but believe we have achieved 7 Gold/Outstanding. 4 silver/Higher, 30 Sustainable and 5 schools with Active travel plans. We have implemented several initiatives to encourage modal shift and awareness of road safety in our schools and continue to encourage participation in the Star accreditation travel plan recording system.

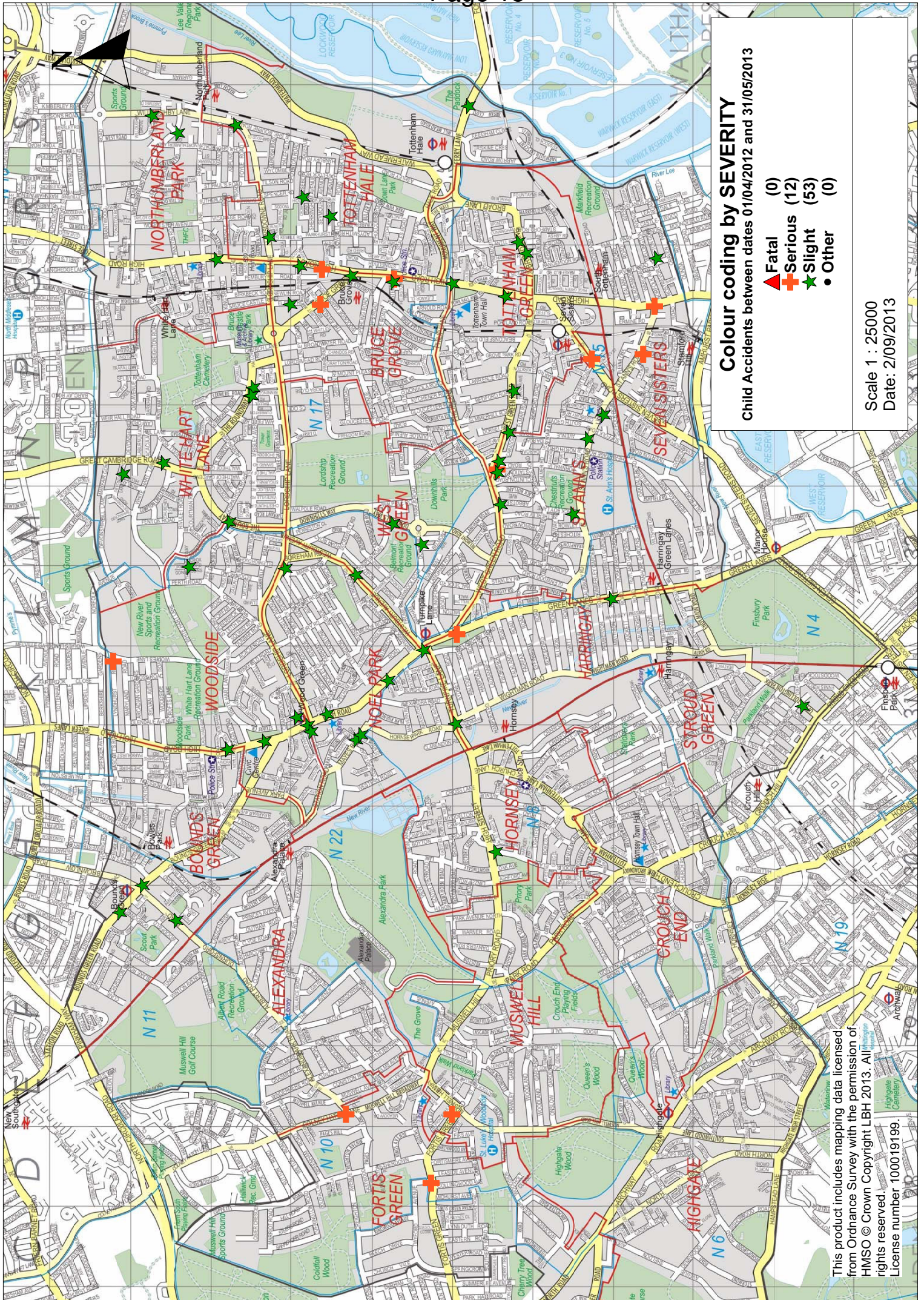
These are some examples of the schemes we work on. As a matter of course we promote being safe on the road in all of our projects. For example this year children who undertake Bikeability training will receive a cycle helmet.

Copies of leaflets and resources we distribute to schools and residents through various events are available at our Smarter Travel display.

***Dilek Sabri, Smarter Travel Officer***

***For further information about the Smarter Travel programme contact the Smarter Travel team on 020 8489 5351.***





**Colour coding by SEVERITY**  
 Child Accidents between dates 01/04/2012 and 31/05/2013

Scale 1 : 25000  
 Date: 2/09/2013

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**MINUTES OF THE MUSWELL HILL, ALEXANDRA, FORTIS GREEN AND HIGHGATE  
AREA FORUM AND COMMITTEE  
THURSDAY, 13 JUNE 2013**

Councillors Allison, Beacham, Bloch, Engert (Chair), Erskine, Hare, Newton, Scott and Solomon

Apologies Councillor Davies and Jenks

MINUTE NO.	SUBJECT/DECISION	ACTION BY
<b>MH75.</b>	<p><b>APOLOGIES FOR ABSENCE</b></p> <p>Apologies for absence were received from Councillors Davies and Jenks and for lateness from Councillor Allison.</p> <p>The Chair advised that the Forum part of the meeting would on this occasion firstly consider an item in respect of the Committee agenda – Deputations and petitions. In practical terms the first three Committee items would be considered first.</p> <p>The Chair also on behalf of Area Committee Councillors, and the community as a whole, expressed shock and distress over the burning down of the Al-Rahma Islamic Centre and Bravanese Centre on 5 June 2013. The Centre had provided advice, education, and support to the Somali Bravanese community, and the Committee’s heart went out to them. The Chair also advised that there had been many offers of support and help from many groups in the local community which showed a standing together spirit in adversity of which the Chair stated she was immensely proud of. The Chair also advised that there was a statement from the Council on chairs.</p> <p><b>NOTED</b></p> <p>The Chair also advised that an officer from the Council (Alex Fraser) was present in respect of the Borough tree strategy and was happy to talk to attendees at the back of the room. Also there was information at the back of the room relating to the changes to permitted development from 30 May 2013. This included the size of house extensions allowed, although this did not apply to conservation areas.</p> <p>The Chair also referred to the Health Service Clinical Commissioning Group Public meeting on 19 June 2013 commencing at 6pm to 7.30pm at the Moravian Church Hall, Priory Road.</p>	
<b>MH76.</b>	<p><b>DECLARATIONS OF INTERESTS</b></p> <p>Councillor Engert declared a personal interest in respect of the deputation and item on 20mph as she was a member of the London Road Safety Council.</p>	

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	<p><b>NOTED</b></p>	
<p><b>MH77.</b></p>	<p><b>QUESTIONS, DEPUTATIONS OR PETITIONS : TO CONSIDER ANY QUESTIONS, DEPUTATIONS OR PETITIONS RECEIVED IN ACCORDANCE WITH PART 4, SECTION B29 OF THE COUNCIL'S CONSTITUTION</b></p> <p>The Chair welcomed representatives of WalkSafe N10 Jenny Poirier, Catherine Haigh, Melanie Grange and Ingrid Wassenaar. The Chair advised that the deputation had 5 minutes to present their deputation followed by questions from the Committee members.</p> <p>Ms Poirier from the group WalkSafe N10 – advised the meeting that the Group were a local campaign made up of parents, residents, teachers and governors. More than 600 people had signed the online and paper petitions, and letters had been received in support from the governors of two local primary schools – Coldfall in Haringey and Coppetts Wood in Barnet, as well as from Hollickwood school.</p> <p>Ms Poirier advised that WalkSafe N10 were calling on Barnet and Haringey councils to make the streets around these schools safer for children. The campaign was concerned about the number of near misses and accidents on these streets, and had carried out a survey which provided evidence of these incidents.</p> <p>Ms Poirier advised that in respect of the 20 mph issue the Campaign wanted Barnet and Haringey councils to introduce a 20 mph speed limit on the streets around Coldfall, Coppetts Wood and Hollickwood primary schools in North Muswell Hill. There were more than one thousand children attending these schools. Many currently walked to school on streets with cars doing speeds of 30 mph or more. Many had to cross roads where there were no pedestrian crossings or where the crossings that existed were inadequate. Ms Poirier commented that the campaign believed that 20 mph could largely be achieved by signage, but that some streets would need additional traffic calming measures, such as speed humps. It was felt that a proper survey done by both Councils would establish what needed to be done.</p> <p>Concerning more pedestrian crossing on Colney Hatch Lane, Ms Poirier advised that this was a fast road with only one crossing, which was only a zebra, between St Peter le Poer and Alexandra Park Road. This was woefully inadequate, and every morning parents had to weave their children through the traffic, which was totally unsafe. In recent years there had been several serious injuries to pedestrians on Colney Hatch Lane and at least one fatality. Ms Poirier advised that many parents supported two new pedestrian crossings – one next to Greenham Road (Haringey) and one next to St Peter le Poer church (in Barnet).</p> <p>Ms Poirier advised further that the Campaign wanted the Council to listen to the concerns about other road safety problems. The campaign</p>	

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carried out an online survey, and people who answered listed their top priorities. Some of these were relatively quick and cheap to fix – such as an extended railing on the pavement near Coldfall school on Coppetts Road.

Ms Poirier handed the Chair a copy of the survey (a copy of which will be interleaved with the minutes), which expressed concerns.

Ms Poirier asked that the Area Committee :

1. to agree to recommend that our points were looked at by Cabinet. It was great that Haringey were consulting on a borough-wide 20 mph zone – but WalkSafe N10 would like discussion about how that might be enforced in the area, and when, request that Cabinet consider the other issues, which included safer crossing points on Colney Hatch Lane.
2. to request an on-site meeting with Haringey traffic engineers so that they could be walked through the area. Barnet Council had already done this. Haringey has not so far agreed – despite the Campaign's requests. The Campaign would like Haringey to commission a report to establish what could be done to make the streets safer.
3. To ask for a commitment that Haringey would work with Barnet on these issues, and that as the area crosses both councils, it was important that there was a co-ordinated approach.

Ms Poirier advised that in respect of the survey carried out – this was completed by up to 40 people online and the results told the campaign the main concerns about road safety. Those who completed the survey were teachers, parents and local residents.

The results were:

91% supported having a 20 mph zone in North Muswell Hill

91% wanted to have at least one more pedestrian crossing on Colney Hatch Lane

Other specific concerns raised eg the quality of the crossing on Coppetts Road

40% had been involved in an accident or a near miss in the area. Details of these incidents were horrifying.

Some of the comments show how terrified people were:

1. "We live on Greenham Road, and the cars go extremely fast down our road. There are very few passing points, so if drivers see there is no oncoming traffic, they will race down the road to get to the other end before a car comes in the opposite direction. I believe that measures need to be taken to prevent speeding, and signs that flash up when cars are speeding are a very effective way of dealing with this problem."

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2. "One out of every three cars fails to stop at the crossings on Colney Hatch Lane. Probably a similar number are going over 50 mph when it's quieter on the road (evenings and weekends)."

Ms Poirier concluded by advising of the petition organised earlier in 2013 which said:

We the undersigned petition the council to work with Barnet Council to introduce a 20 mile per hour speed limit on the streets around Coldfall primary school and Coppetts Wood primary school, and to create more pedestrian crossings on Colney Hatch Lane. We want our local streets to be safer for all pedestrians, especially our children when they are walking to and from school.

There were 107 persons signed the Haringey petition on line, 133 signed the Barnet petition online, 430 signed the paper petition (TOTAL 670).

The Chair thanked Ms Poirier for her succinct presentation and following points of clarification which were answered, asked that Mr Tony Kennedy – Transport Policy and Projects Manager LB Haringey to give a brief response to the points raised by the deputation.

Mr Kennedy advised that in respect of the requests and sentiments of the deputation, these would be considered at Cabinet on 18 June 2013 and addressed by the Cabinet Member for Environment – Councillor Canver in conjunction with the item on that agenda in respect of the proposed adoption of a 20mph borough-wide speed limit. Mr Kennedy further commented that the proposals from the deputation would be likely to be taken into account during the consultation period that would happen across the Borough during the period July to September 2013 and the findings of the consultation would be further reported to a future meeting of the Area Committee. Mr Kennedy commented that there would be considerable publicity anticipated widely to all part of the Borough including schools, business, and all residents, with clear information on the proposals. It was also intended to review all existing 20 mph zones, and look at speed prevention measures currently in operation. It was intended that officers would work closely with interested groups including WalkSafe N10 to ensure that all views/requests were taken account of during the wider consultation exercise.

The Chair asked if there were any point/comments from Members.

Councillor Bloch questioned why the request of WalkSafe N10 had not been taken up and responded to by officers and he expressed his concern and dismay that such requests were being ignored. He



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emphasised the need for good community engagement and that in his view this had certainly been lacking on LB Haringey's part.

Mr Kennedy responded that the Council was keen to establish contact with groups who had expressed an interest and this would certainly be taken account of during the consultation process to be embarked upon. There was a substantial work programme and resources had been allocated based on need and priority for road traffic schemes. Officers would be more than happy to engage with the public on these issues but stressed that it was an issue of priorities and funding availability.

Following further points raised Councillor Newton MOVED and it was :

**RESOLVED**

- i. To support the requests of the deputation and forward the WalkSafeN10 petition to the cabinet and request that 20mph with signage in Haringey roads around Coldfall and Coppetts Wood Primary schools should be given early consideration for implementation prior to and not dependent on a decision on a borough-wide 20mph speed limit, as this would make it safer for young people and encourage walking to and from local schools.
- ii. In addition to (i) above that LB Haringey should fully consider the other aims of WalkSafe N10 including a new pedestrian crossing on Colney Hatch Lane at the junction with Barnard Hill and Greenham Road.

**N.B**

During further discussion later in the Committee part of the proceedings where a summary of Forum issues was discussed it was agreed that in addition to the above resolution the Chair would also raise the following points at Cabinet on 18 June 2013:

- That the consultation period be extended in terms of the Borough-wide consultation period beyond September 2013 for approx 1 month or longer to allow for a better response from local schools who would have only just returned from Summer School holidays in early mid September 2013
- That the issue of including A & B roads be clarified and explanation be given in the consultation

**MH78. MINUTES - 11 APRIL 2013**

**RESOLVED**

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That the minutes of the meeting held on 11 April 2013 be approved and signed by the Chair as an accurate record of proceedings.

**Matters Arising**

**MH 70 – MINUTES – 24 JANUARY 2013**

- MH56 and 55: (i) the use of LED bulbs.
  - (i) LED lights - The Chair advised that since she had been informed that the business case was still being looked at and investment in this area was undecided, there was no further update. The Chair agreed to write further to the service to seek clarification.

**ACTION : Chair**

- MH57: Devolved Funding – The Area Champion advised that he had written to the Chief Executive on 12 April 2013 on this matter and following discussions at Director's Group the advice given had been that there would be no devolved funding to Area Committees in 2013/14.

The Chair advised that at the Area Chairs meeting on 10 June 2013 there had been concerns expressed about this by all area chairs and they had asked that the Cabinet Member for Communities look into this issue further.

**NOTED**

- MH58: Muswell Hill Library disabled access and use of space behind the Library - the Chair advised that this had been raised together with associated issues as part of the Muswell Hill Ward Walk on 1 May 2013. Feedback on this issue was expected at the end of June 2013 and she would report back to September 2013.

**NOTED**

- MH64 – Issues pertaining to nursery places – the Chair advised that information had been received from the service and circulated to Members. Councillor Allison had noted that the figures supplied for primary only related to state sector children. The Chair had also questioned why the 0-4 numbers were higher for the Ward Walk information supplied.

Following a brief discussion it was AGREED that the Area Champion would seek clarification from the service and relay the information to Committee members.

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ACTION : Area Champion to liaise with service

**MH 72 – LOCAL POLICING**

- Councillor Newton advised of the circulated letter from MOPAC (Stephen Greenhalgh) which had responded to the concerns expressed by the Committee. There had been some hope regarding a commitment to keeping front counter staffed by local volunteers for the the same amount of hours to those currently. However there was disappointment that there would be no local base for the 3 SNTs. He further added that Councillors would be meeting the Borough Commander the following week to hear final plans.

**NOTED**

**MH73 – AREA PLANS**

- The Chair reported that following the budget cut which deleted the engagement team in P & S directorate there would be no officer support for managing and updating the area plans. The decision taken by the Governance Review Delivery group had been that if Area Chair as wished to continue with the plans then they would need to populate/mange these themselves.

Following some discussions recently with the Area Champion it had been AGREED that the Chair would populate/update with the Area Champion's assistance in chasing officers for responses.

**NOTED**

**(i) Lighting Columns**

Noted that Cllr Allison advised that in respect of the heritage lighting at The Miltons and the replacement of the cast iron columns – she had spoken further with the Chief Executive on this matter, and also had had support from Cllr Goldberg regarding the lighting, and following further investigation with a contractor working in Camden, the comparative cost of refurbishment as opposed to modern replacement had been exceedingly favourable. Cllr Allison advised that she would keep the Area Committee updated of progress.

The Chair asked that Members be kept updated of progress.

**NOTED**

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	<p><b>SEE MH80 BELOW</b></p>	
<p><b>MH80.</b></p>	<p><b>FEEDBACK FROM AREA FORUM PART OF THE PROCEEDINGS</b></p> <p>The Chair asked for feedback on items raised during discussions in the Area Forum part of the proceedings.</p> <p>i. Deputation from WalkSafe N10 and 20 MPH issue</p> <p>Councillor Bloch reiterated his earlier concerns as regards the failure of officers to engage with the representatives of WalkSafe N10 and expressed his concerns that this should have happened as a matter of course.</p> <p>Councillor Bloch <b>MOVED, SECONDED BY Cllr Allison</b> that officers arrange as soon as possible to visit the roads in question in N10 and to meet with WalkSafe representatives to discuss the matter as soon as possible.</p> <p>Councillor Hare also referred to his comments in the Forum part of the meeting and he <b>MOVED</b> an addition, seconded by Councillor Allison, that in addition to the deputation resolution the Chair be requested to raise the following points at Cabinet on 18 June 2013:</p> <ul style="list-style-type: none"> <li>• That the consultation period be extended in terms of the Borough-wide consultation period beyond September 2013 for approx 1 month or longer to allow for a better response from local schools who would have only just returned from Summer School holidays in early mid September 2013</li> <li>• That the issue of A &amp; B roads be clarified</li> </ul> <p>ii. Bus Route Information</p> <p>Following concerns raised by Councillor Scott in respect of conflicting messages as to the supply of information pertaining to regulation of bus routes being available to the public, and such information being lodged with the Council, the Chair agreed to write to Tony Kennedy to clarify where the information from TfL was shown and if it was readily available. Councillor Scott particularly commented in respect of recent diversions on the 234 bus route which had not been conveyed to local Ward Councillors although the TfL representative had made reference to this and that LB Haringey had been informed.</p>	

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Councillor Allison also commented that the Highgate Society had been aware of the changes and also the document referred to by TfL in respect of bus routes and views etc, and Councillor Hare commented that as this document had been referred to by the TfL representative numerous times during the Forum part of the proceedings then it should be readily available.

The Chair summarised and it was **AGREED** that the Chair would write to both TfL and LB Haringey to clarify the status of the document and ask that it be readily available on the Council's website, and sent to all Cllrs.

**ACTION: Chair**

Councillor Scott also referred to the recent Ward Walk where the issue in regard to the traffic lights at Colney Hatch Lane and Alexandra Park Road junction had been raised and that the CE had said that the more local concern and lobbying about such issues raised its profile and that this should assist the Council in its cause to TfL.

iii. Local Road Improvements

The Chair commented that there had been little information gleaned from the discussions in regard to the mechanism for LIP influence/how to prioritise works within the future programmes.

Following clarification it was

**AGREED**

That the Chair seek clarification with the Chief Executive as to how Area Committees were able to have input/influence with regard to the 2014/15 LIP and indeed the longer term 2014-17 plan.

**MH81. ANY OTHER BUSINESS THE CHAIR CONSIDERS TO BE URGENT**

**NIL**

The Chair advised that the next meeting would take place on 23 September 2013, The Committee agreed that the venue would be the Royal British Legion, Muswell Hill.

Items for discussion

The Chair asked that Members respond to her by 30 July 2013 with items.

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	<b>NOTED</b>	
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COUNCILLOR GAIL ENGERT

CHAIR