

**MINUTES OF THE MUSWELL HILL, ALEXANDRA, FORTIS GREEN AND HIGHGATE  
AREA FORUM AND COMMITTEE  
WEDNESDAY, 12 MARCH 2014**

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

Apologies Councillor Allison

<b>MINUTE NO.</b>	<b>SUBJECT/DECISION</b>	<b>ACTION BY</b>
<b>MH94.</b>	<b>AREA FORUM ITEMS</b>  See below	
<b>MH95.</b>	<b>APOLOGIES FOR ABSENCE</b>  An apology for absence was received from Councillor Allison.  <b>NOTED</b>	
<b>MH96.</b>	<b>DECLARATIONS OF INTERESTS</b>  There were no declarations of interests.  <b>NOTED</b>	
<b>MH97.</b>	<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> The Chair advised that a petition had been received (649 signatures) and also a deputation request from CrossSafe N10 in respect of Traffic/Pedestrian Crossing Issues – Alexandra Park Road and Pages Lane junctions with Colney Hatch Lane, London N10.  The Chair asked that the Committee agree to the deputation request and receive the petition.  The Committee agreed to hear the deputation request and receive the petition nemine contradicente.  The Chair welcomed to the meeting Sheila Watson and Katie Forkan and representative of CrossSafe N10 and asked that Ms Watson and Ms Forkan address the meeting for approx 5 minutes.  Ms Watson, in addressing the meeting, advised that in respect of the location of Colney Hatch Lane junctions with Alexandra Park Road and Pages Lane, London N10, she had lived in the area for well over 35 years and recalled to the meeting the tragic accident some 35 years before of little boy of 11 who on his first day at big school was knocked down and killed. She recalled that the little boy's mother heard the bump	

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and ran out in time not to save him, but to see him die. Ms Watson advised that that little boy had come to her mind a great deal of late - and never more so than when she sent her own sons off to school across these junctions. Ms Watson commented that those who supported this campaign knew that one day such an accident would happen again because of the dangers which the existing crossings posed. Ms Watson commented on the fact of being told that residents would in a sense have to wait until that moment came before action would be taken.

Ms Watson stressed that the Campaign would not wait for that bump – and the Campaign would not wait for a death – and wanted action now - and the Campaign knew of hundreds of others who crossed this complex dangerous junction - the 649 who signed the petition, the schools, the nurseries and the clubs who supported this campaign - won't wait either. Ms Watson concluded that she urged the Committee and the Council to support action now and that the changes that the Campaign wanted to see were straightforward and sensible:

Ms Forkan also advised that the petition received by the Council had 649 signatures. These include paper copy petitions and the online petition which was put on the website 38 degrees, and handed to the Democratic Services manager Clifford Hart, and Ms Forkan referred to the copy of the original petition which she would hand to Peter Howarth who was present representing TfL.

Ms Forkan commented that the Campaign had approached the schools who were directly affected by this dangerous crossing, and Muswell Hill Primary and Our Lady of Muswell put the information on their weekly newsletter and encouraged people to sign. The Schools also passed the information to Parent Representatives from each class who could then e-mail the petition details to every parent. Ms Forkan advised that these schools supported the campaign as so many of their pupils were required to use these crossings twice daily and they were aware of the incredible dangers there were. Each of these schools encourage children to walk to school as do most schools in Haringey. The sheltered housing on the corner of Alexandra Park Road and Muswell Avenue, Hilldene Court were also extremely supportive as they had some very vulnerable people negotiating that crossing to get to the shops and local services Muswell Hill offered.

Ms Forkan referred to the leafleting of all of the surrounding roads, and the support gained from people who read the leaflet when it landed on their doormat. There were a number of encouraging comments e-mailed to the CrossSafe N10 e-mail account including :-

“We both just signed your petition after receiving your flyer through the door today. Well done for this, its high time this crossing was made safe.”

“This crossing desperately needs pedestrian lights on the APR and Pages Lane sides- why aren't there any? Its ridiculously dangerous.”

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“At the moment this crossing is entirely about cars, there’s no thought for pedestrians. That should change as soon as possible.”

“I want my children to be safe and that road is like a death trap and prevents lots of parents allowing the independence of their kids going to school.”

“Crossing is very dangerous. On Colney Hatch Lane traffic light – sometimes cars are not stopping when they come out of Alexandra Park Road.”

Ms Watson and another Campaigner Sally spent a cold Saturday morning standing at the junction handing out leaflets and again were pleased with how grateful people were that there were residents doing something to make safer these treacherous crossings.

Ms Forkan advised that the feeling of the campaign group, was that this junction had been of grave concern to local residents and community members for a long time. People were desperate for something to be done to improve safety, and it was hoped to ensure that Haringey Council and TfL could work together to make sure people can start to cross these junctions safely before somebody was seriously injured.

The action that the Campaign wanted to see was:

1. Install pelican crossings on Alexandra Park Road and Pages Lane at the junctions with Colney Hatch Lane.
2. Put up ‘children crossing’ warning signs
3. Improve the visibility of the filter signals on these junctions.

Ms Forkan concluded that the Campaign had been heartened by the response of some local Councillors, candidates and officers, who had taken the time to visit the junction, and were looking at short term options such as improved signs, railings, raised platforms. Ms Forkan stressed that the Campaign agreed with them that nothing short of an urgent full review of the junction, which would really get at the interconnected issues on this complex junction. Ms Forkan hoped that this was more than pre-election promising, and that the Campaign would certainly hold those who had offered help and action to account. Ms Forkan added that it was fully appreciated that the roads involved were sponsored by Haringey and TfL, that there were issues of traffic flow and bus routes to consider, and that – in short – it was all very complicated, but the Campaign knew that too that none of that mattered as much as a life, and that solutions could be always be found if they were actively sought.

The Chair thanked Ms Watson and Ms Forkan for their very eloquent deputation and that the improving of safety of crossings at the junctions had been an aim of Councillors of Fortis Green, and Alexandra Wards since 2009, and included in the Committee’s Action Plan since 2012, with individual Councillors repeatedly raising the issues with LB Haringey officers, and TfL to seek a solution.

The Chair then asked Councillor Goldberg – who had visited the location

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to say a few words.

Councillor Goldberg, in thanking the Chair for allowing him to speak, informed the meeting that he had met with representatives of the CrossSafe N10 Campaign on behalf of the Leader, as the Campaign had written to her during her maternity leave. Councillor Goldberg advised, in also recognising the eloquence of the deputees, that he had visited and experienced the actual issue of crossing the junction at Alexandra Park Road. He referred to the problems of the size of the crossing island and the difficulties encountered by Mums with prams and buggies, children crossing to the schools, the difficulties with parts of the road not being visible at the crossing island.

Councillor Goldberg referred to the need for TfL to take action to remedy the situation swiftly in conjunction with the Council but that this was TfL's decision to ultimately alter the road layout/redesigning.

Councillor Goldberg briefly commented on the issues that would need to be taken to back up a redesign of the junction and that traffic flow and bus progression, and the use of the pelican crossing would need to be studied.

Councillor Goldberg advised that in the meantime in terms of the Alexandra Palace Road Crossing measures could be taken to raise the level of the road similar to that undertaken at Muswell Hill Roundabout.

There could be an immediate solution to improve signage especially at the turning of Alexandra Palace Road down Colney Hatch Lane, with relaying of the road surface in May and June 2014, and the replacing of the railings with raised railings/identified signage/raised table. There would then need to be a remodelling exercise carried out with different design possibilities, and the looking at traffic flow, impact on pedestrians/cyclists.

The Chair thanked Cllr Goldberg for his response and asked the representative from TfL – Peter Howarth to respond.

Mr Howarth commented that detailed solutions could be explored in terms of different options and that it was evident that there were real complications with the location. Mr Howarth stressed that TfL would be keen to work with LB Haringey to seek a solution. He stressed that the issues were not just about bus and traffic flow, and pedestrian use in the immediate vicinity but also in the further locations of the road.

The Chair thanked Mr Howarth and stressed that she knew that TfL were keen to work with LB Haringey and that nothing was ever impossible. She would write to the Council and TfL to arrange a site meeting with traffic engineers from both parties and local ward councillors.

In response to a number of questions from Members Mr Howarth and Mr Kennedy advised that there were immediate issues that could be

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addressed, however, redesign work would take a period of time to plan and finalise on various options. In terms of a raised table Mr Kennedy commented that this could be done without large scale remodelling.

In terms of the Pages Lane junction, this could not be looked at immediately due to access to the petrol garage and issues with stop lines that needed to be addressed. There could be some scope for moving the garage entrance as a future long term measure, but this would need to be looked at as part of the remodelling of the junction, and its subsequent impact analysed.

The Chair then took a brief question from a resident of Muswell Avenue South and their concerns of rat-running to short circuit Alexandra Park Road late nights and early mornings and the traffic flow issues of the junction would then have a considerable impact on residents in Muswell Avenue South. In response Mr Kennedy advised that through remodelling options these issues would be studied as there would be a knock on effect with main and neighbouring roads and the expressed comments in terms of rat runs.

The Chair then asked if any Member wished to MOVE a formal resolution.

Councillor Bloch MOVED and Councillor Jenks seconded and it was:

**RESOLVED**

- i. That this Committee request that the Council, in partnership with Transport for London, carry out a remodelling exercise of the Colney Hatch Lane junctions with Alexandra Park Road and Pages Lane, London N10 with a view to provide safe pedestrian crossing facilities. Solutions should take into consideration all road users and the wider area, and that this be expedited as a matter of urgency; and

That proposals for the Colney Hatch Lane junctions with Alexandra Park Road and Pages Lane, London N10 be brought back for consideration to this Area Forum/Committee in September/October 2014.

Councillor Goldberg confirmed that the Council would agree to work with TfL to look at remodelling the junctions and come back with proposals to the Area Forum/Committee in September/October 2014.

**MH98.**

**MINUTES - 30 JANUARY 2014**

**RESOLVED**

That the Minutes of the meeting of the Muswell Hill, Alexandra, Fortis Green and Highgate Area Committee held on 30 January 2014 be

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agreed as an accurate record of the proceedings.

***Matters Arising***

**MH80ii**

The Chair advised that she was still awaiting a response from TfL regarding the evidence that she had submitted regarding overcrowding on the 43 and 134 bus routes in the morning peak.

**NOTED**

**MH85 – POLICE ISSUES**

The Chair advised that Cllr Newton had rewritten to the Borough Commander for an update on police numbers in Borough and received an immediate response that was circulated to members saying that the situation on the number of officers had not changed.

**Parking Cross-overs**

The Chair reported that she was still awaiting a response in respect of the number of cross-over applications refused, and figures for enforcement action over cross-over infringement in each of the 4 Wards of the Area Forum in the past 3 years.

**ROAD SAFETY**

The Chair advised that CrossSafe had presented their petition earlier in the meeting.

**NOTED**

**MH91 (iii) & (iv)**

The Chair reported that in respect of the issues raised in the presentation at the last meeting regarding North Hill traffic by Mr Webber of the Highgate Society and the parking issues on Aylmer Parade that copies of responses from Tony Kennedy to be interleaved with the minutes. They are as follows:

**North Hill - View Road - Church Road junction**

The methodology for prioritisation of investment in Neighbourhoods and Corridors [main roads] was agreed by Cabinet in October 2010. This methodology was used to develop the 2014/17 LIP Delivery Plan which sets out our priorities for the next three years. Unfortunately the above

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junction has not been identified as a priority for the consideration of LIP funding in 2014/15. Therefore, we cannot explore the option of introducing pedestrian facilities or altering the width of the existing pedestrian island at this time.

Although we do not doubt the various observations of the potential dangers at the location in question, we receive similar requests throughout the borough and must therefore have an evidence based approach to qualify our decisions when identifying locations for Council Capital Local Safety Schemes funding.

Based on the low personal injury accidents at this location during the past five years, two recorded slight injury that did not involve a pedestrian or cyclist, it would not be considered a priority for funding through our Local Safety Schemes programme.

**Inadequate signage relating to parking restrictions and HGV Enforcement**

Our Parking Schemes team is currently reviewing the weight/lorry restriction and parking signage in the North Hill/Highgate area to ensure they comply with the current Traffic Signs Regulations and General Directions. It is envisaged that the review will be completed in the next few months and will allow for more robust enforcement of the restrictions.

**Speeding on North Hill**

Following previous reports of excessive speeding along North Hill, the Metropolitan Police conducted a traffic survey at B519 North Hill N6, between the junctions of View Road and Broadlands Road from 4 - 17 October 2013. The 85th percentile speeds recorded were 30 and 32mph (North and Southbound). This is the speed at or below 85th% of all vehicles that are observed to travel under free flowing conditions. This is a nationally recognised method of assessing traffic speeds. The Police have therefore advised the Council that they do not regard North Hill as a speeding hotspot.

**Vehicle Activated Signs (VAS)**

VAS activate if an approaching vehicle is detected to be exceeding a preset speed threshold. The speed limit and/or a warning message will illuminate on the sign to remind the driver/rider to slow down. The speed threshold is usually set to 10%; therefore it would flash at 33mph if installed on North Hill. As the 85th percentile speeds on North Hill were recorded at 30 and 32mph, we do not recommend installing VAS, as they will be ineffective.

**Default 20mph limit**

With regards to the 20mph consultation, the feedback is mixed with 42%

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of respondents in support and 46% opposed to a borough wide 20mph default limit. The feedback is still being analysed in more depth, as many who opposed a blanket limit see the benefits of 20mph in residential areas. Recommendations will be made for the consideration of the Cabinet Member in due course with the findings being reported to Cabinet in June 2014.

**Signal Head obscured by Tree trunk outside Highgate Primary School**

All traffic signals in Haringey are managed and maintained by the Traffic Directorate Unit (TDU), of Transport for London. However, the Council provides details and instructions to TDU regarding the placement and maintenance of traffic signals.

We have raised this issue with TDU, who have recommended installing an additional nearside pole and signal head, so that the traffic lights are clearly visible. However, we await a finalised design from TDU and an implementation date.

**Aylmer Parade N2**

Consultation for a 'Stop and Shop' scheme was carried out in June 2012, the responses received were varied. A meeting was therefore held between Cllr Newton, Ann Cunningham (Head of Traffic Management) and Vincent Valerio (Parking Schemes Manager). It was agreed that officers will review the proposal to ensure it maximises parking spaces and will redesign to reflect the discussion. Consideration will be given for all road users such as residents, businesses and visitors. Timescale wise it was agreed that consultation would take place after May 2014 subject to approval with the Cabinet Member.

At the Forum residents were pleased that a 'Stop and Shop' scheme is being investigated by the Council. However, some of the businesses would like the Council to introduce a short term parking restriction i.e. 10:00 – 12:00, as appose to pay and display. Businesses are concerned that their trade will be affected significantly as motorists will refuse to pay to park.

**MH99.**

**FEEDBACK FROM AREA FORUM PART OF THE PROCEEDINGS**

**CrossSafe N10**

Noted comments of Councillor Jenks that the issue be 'expedited'.

**Alexandra Palace Regeneration**

Following on from a discussion at the Area Forum Councillor Bloch



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	<p>raised the issue of a potential casino at Alexandra Palace. The Committee was not minded to take a view on this matter. Councillor Bloch then asked that his personal objection to the housing of any casino at Alexandra Palace be recorded.</p> <p><b>Noted</b> – the view of the Committee that the regeneration presentation was well received and that the current approach was welcomed.</p>	
<b>MH100.</b>	<p><b>AREA PLAN UPDATE</b></p> <p>The Chair advised that the Area Plan would be updated to include the Colney Hatch Lane issues and a time frame on responses.</p> <p><b>NOTED</b></p>	
<b>MH101.</b>	<p><b>ANY OTHER BUSINESS THE CHAIR CONSIDERS TO BE URGENT</b></p> <p>The Chair advised that there were no items of urgent business.</p> <p>The Chair also advised the Committee that as this was the last meeting of the Area Committee/Forum of 2013/14, she wished to place on record her thanks to all Members of the Committee for their support throughout the past three years.</p> <p>The Chair also passed on the Committee’s thanks to all officers of the Council’s services, and in particular the Area Champion – Mun Thong Phung, and Beverley Tarka (Deputy Director Adult and Community Services) – who had deputised in the role for the past two meetings, and to the Democratic Services Manager – Clifford Hart, for all his support and advice to the Chair and members.</p> <p>The Committee gave a round of applause.</p> <p>The Committee also thanked the Chair – Councillor Engert for all her efforts in managing and progressing the work of the Committee since 2011.</p> <p><b>NOTED</b></p> <p>The meeting ended at 20.40hrs.</p>	

COUNCILLOR GAIL ENGERT

CHAIR

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