

## HENDON RESIDENTS FORUM

Thursday 23 June 2011

Sangam Community Centre, 210 Burnt Oak Broadway, Edgware, HA8 0AP

### ISSUES TO BE CONSIDERED

Issue Raised	Response
<p>1. Petition Received From the Following Schools to 'Save Our Lollipop Lady'</p> <p>Dollis Junior School – 380 Signatures                      Parkfield School – 325 Signatures                      Bell Lane School – 204 Signatures                      Summerfield School – 177 Signatures                      Mill Hill School – 495 Signatures                      St Vincent's Catholic Primary School – 204</p>	<p>Whilst it has been decided as a matter of Policy that the Council will no longer provide the School Control Patrol service, it will respond to and investigate matters of road safety in the same way as it has always done and if actual safety issues are identified that merit further investigation it would be please to explore options.</p> <p><b>Neil Richardson</b>  <a href="mailto:Neil.richardson@barnet.gov.uk">Neil.richardson@barnet.gov.uk</a></p>
<p>2. E - Petition Received</p> <p>To keep the Children's Centre at Edgware Library</p> <p>58 Signatures</p> <p><b>D Yasmeen</b></p>	<p>Edgware Library continues to be used as a site to deliver children centre services from and forms part a network of children's centre out reach venue s.</p> <p>Stonegrove Children's Centre has been commissioned to deliver 10 hours of face to face services from Edgware Library.</p> <p>These services commenced from 18 May and are effectively used by families.</p> <p>Stonegrove Children Centre staff also offer family support and outreach services to families according to need, to families who accesses Children Centre services at Edgware library.</p> <p>There is information and advice provided at Edgware Library of the range of services that are available to families. The information is available on a notice board, hard copies to take away and on the</p>

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3.	<p>Petition - Flower Lane Traffic Calming &amp; Better Maintenance</p> <p>58 Signatures</p> <p>Mr David Corker</p>	<p>website.</p> <p><b>Stav Yiannou</b>  <a href="mailto:Stav.Yiannou@Barnet.gov.uk">Stav.Yiannou@Barnet.gov.uk</a></p> <p>Officers have recently reviewed the condition of the road surface in Flower lane and have carried out a number of repairs where defects were identified. This should help to reduce some of the concerns regarding noise levels which can increase where there are sub-standard road conditions. However, officers would welcome any further comment on this aspect if noise appears to evident at a particular location on the road so that further investigation can take place if necessary.</p> <p>There are no records indicating that there is a width restriction in Flower Lane, and no specific Orders for weight restrictions in the road, would mean that the road falls within the borough-wide 7.5T moving weight limit ban and the 'overnight' ban on parking for vehicles over 5T</p> <p>Flower lane is as pointed out, a bus route and it not felt that physical traffic calming measures are appropriate under these circumstances and can actually leadto increases in noise pollution. There is no reason why double deck buses should not operate on Flower Lane however we have passed the concern regarding inappropriate speeds to Transport for London requesting they remind their drivers to drive at appropriate speeds, especially at night.</p> <p><b>Neil Richardson</b>  <a href="mailto:Neil.richardson@barnet.gov.uk">Neil.richardson@barnet.gov.uk</a></p>
4.	<p>Petition - Proposed Increase in Charges for CPZ Permits and Visitors Vouchers</p> <p>149 Signatures</p> <p>Ms Maxine Weber</p>	<p>In common with other local authorities in the country, the Council is facing considerable spending constraints following the comprehensive spending review and the consequent Local Government Finance Settlement (LGFS). The LGFS, which was finalised on 31<sup>st</sup> January 2011 outlined cuts to local government grant funding of approximately 26% over the next four years. For the Council which is heavily dependent on central government for its funding, the effect of the LGFS is to necessitate overall savings of approximately £53.4m over the next three years.</p>

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	<p>On 14<sup>th</sup> February 2011, the Cabinet met to decide on the budget for the year 2011-12 and the Medium Term Financial Strategy (MTFS) to 2013/14. One of the reports considered by Cabinet at that meeting was a report of the Cabinet Member for Resources and Performance and the Cabinet Member for Environment entitled “Fees and Charges for Environment and Operations”. This report related to changes for all services for which the Council is entitled to charge both under statutory powers and under its discretionary power.</p> <p>The Road Traffic Regulation Act 1984 (RTRA) gives power to Local authorities to introduce and operate CPZs and make charges for the use of the parking places within those CPZs. The RTRA also provides for the purpose to which monies raised through operating these orders may be put. The Council’s parking income is operated as required by the law under its Special Parking Account (SPA). In order to effectively fund the SPA, Cabinet resolved on 14<sup>th</sup> February 2011 to increase the charges for parking permits. ‘Effectively funding the SPA’ as referred to above, means funding the SPA to achieve a surplus which can then be applied for other traffic and highways management purposes as permitted by law.</p> <p>Over recent years the Council has also incurred significant costs relating to the maintenance of its infrastructure, particularly with regard to highways. In 2009/2010 alone, the Council spent approximately £2million repairing pot holes. Given the harshness of the last winter the Council anticipates further significant costs in this regard in this financial year. That allied to the pressures on the general fund which are faced by the Council, is what has brought about the Council’s stated need effectively to fund the SPA. The Council undertook a benchmarking exercise with charges levied by other London Boroughs and also engaged external consultants to assist in developing options to meet this need.</p> <p>The Council does not consider that an increase of £58 per annum for a residents’ permit allowing residents the right to park their vehicles on the public highway is unreasonable. The same can be said for the increases to visitor vouchers charges, as there are considerable benefits to living or</p>

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	<p>working in a CPZ and it is considered not unreasonable to expect residents enjoying those benefits to make a reasonable financial contribution to that enjoyment.</p> <p>It is recognised that this may not be consolation for the impact on many residents in the borough, it is hoped that the above gives an insight into the position the Council is in and explains why the Council considered the permit/voucher charge increases necessary.</p> <p><b>Neil Richardson</b>  <a href="mailto:Neil.richardson@barnet.gov.uk">Neil.richardson@barnet.gov.uk</a></p>
<p>5. Stewart Avenue / Edgware Road</p> <p>There is a water leak at this junction, on the pavement.</p> <p><b>Jackie Anderson</b></p>	<p>The leak has been reported to Water Company and will revisit in 14 days. Any non-compliance will result in the Council requesting a site meeting with Thames Water</p> <p><b>Neil Richardson</b>  <a href="mailto:Neil.richardson@barnet.gov.uk">Neil.richardson@barnet.gov.uk</a></p>
<p>6. Woodcroft Avenue</p> <ul style="list-style-type: none"> <li>• The Road is in a poor condition between numbers 3 – 63</li> <li>• Cars speed on this road which is unsafe for residents</li> </ul> <p>Ms Vincent</p>	<p>A Highway Inspector will visit this location and undertake a routine cyclic inspection and note any works that may require attention.</p> <p>The speeding concern can be investigated and assessed against the Council's agreed criteria</p> <p><b>Neil Richardson</b>  <a href="mailto:Neil.richardson@barnet.gov.uk">Neil.richardson@barnet.gov.uk</a></p>
<p>7. a) Lorries are still accessing the former Barnet plant nursery via Cool Oak Lane bridge. My understanding was that an enforcement notice had been issued to the owner of the plant nursery to cease these activities but to no avail. Can you tell me who is responsible for cleaning up the mud and debris the lorries leave on the road?</p> <p>b) Park Road NW4 has become a rat run with cars speeding in</p>	<p>A Highway Inspector has visited the site mentioned and has asked them to observe the planning regulations and use a wheel washer on Muck away lorries servicing the site, there has recently been a problem due to wet weather condition which resulted in the Highway Inspector having to return and discuss the situation further and there has been an improvement.</p>

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<p>excess of 30mph. There is also a blind corner close to Parkfield School and this combination now that the school crossing patrol has been removed is a recipe for disaster as far as the children's safety is concerned. What action does the council propose to take to resolve this situation before a child gets hurt.</p>	<p>Following requests by residents and local ward member, ongoing investigations focussing on traffic calming and traffic safety concerns are in progress and this includes a signage and pedestrian guardrail review. More recently a site meeting between officers, ward member, school head and residents' representatives to discuss areas of concern has been held on 16 June 2011.</p> <p>The Council holds speed survey data carried out in November 2010 and the detailed analysis shows rather compliant 85%ile speeds and there have been no related personal injury accidents recorded for the location. Previously therefore, the location was not deemed a likely candidate for traffic calming when assessed in the context of the current criteria due to lack of justification.</p> <p>The rest of the existing signs were found to be in compliance and the Council did not make any recommendations to introduce changes or improve pedestrian facilities although. The Council is also encouraging the school to review their Travel Plan and remains supportive. Stakeholder views will be accommodated through a formal consultation process should there be any proposals to implement any engineering measures in the future.</p>
<p>c) Elliott Road has several CPZ poles 3metres high placed in the road. Residents are upset no consultation took place and they feel there are too many of them and they are an eyesore. Also residents ask how much did all this cost and what is the purpose of these CPZ poles as the previous ones were only one metre high. People elsewhere in Barnet are also complaining about this issue.</p> <p>Mr Rees</p>	<p>The council has recently undertaken works to convert free parking bays to permit holder parking bays within the borough's Controlled Parking Zones (CPZs). Whereas free parking bays remain unsigned and therefore do not necessitate signage to be erected adjacent to the parking bay, permit holder parking bays do require a sign, which are usually erected on adjacent lamp columns or posts.</p> <p>When some of the CPZs were originally introduced lower level posts were used. However since then, due to a number of issues, including the lower level signage being easily obscured, vandalised and damaged, the Council has reviewed its position with regards to the posts used to erect parking signage upon, and have determined that the higher level signage should be used at new locations or as replacements at existing locations if necessary</p>

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	<p>– the only exception being in conservation areas where it has been agreed that low posts will still be erected and used as replacements if required.</p> <p>When setting the position of higher level posts, there is no consultation in relation to this aspect, however council officers are mindful of residential properties and aim to place the posts as sympathetically as possible in relation to the surrounding area, bearing in mind that there are particular guidelines which need to be adhered to.</p> <p>It's acknowledged that the posts can seem unsightly, particularly to members of the public who have become accustomed to the lower level posts. However the high level posts in conjunction with the relevant signage are considered necessary in order to advise motorists adequately about the restrictions that apply, with a reduced likelihood of damage or vandalism, and subsequently reduced maintenance costs than lower posts.</p> <p>The council consulted for the proposed conversion of free bays in the Hendon CPZ by way of statutory consultation which was carried out in January this year, by way of notices being placed on street in the effected roads. A similar notice was also placed in the local press and the London Gazette.</p> <p><b>Neil Richardson</b>  <a href="mailto:Neil.richardson@barnet.gov.uk">Neil.richardson@barnet.gov.uk</a></p>

**Future meeting dates:**

Date	Venue
14 September 2011	Copthall School Pursley Road, London, NW7 2EP
21 November 2011	Barnet Multicultural Community Centre, Algernon Road, Hendon NW4 3TA
12 January 2012	<b>To be confirmed</b>
13 March 2012	<b>To be confirmed</b>

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