

HENDON RESIDENTS FORUM

Monday 12 September 2011 6pm

Cophall School Pursley Road, London, NW7 2EP

ISSUES TO BE CONSIDERED

	Issue Raised	Response
1.	Petition – Selvage Lane – Parking on Carriageway 61 Signatures Mr B P De Lord	Following representations from Ward Members this street will not be subject to footway enforcement other than in exceptional circumstances. Neil Richardson Neil.richardson@barnet.gov.uk
2. a) b)	Edgware war memorial What is the up to date position regarding commemoration the fallen of WW2 and subsequent conflicts Response to the local community and local crime following the riots.	As any agreement with the London Borough of Harrow is looking more and more remote the Council will arrange to consult through the Barnet War Memorial Initiative to agree a plan, subject to funding to ensure that the names are recorded at the memorial in a sympathetic way. Mark Armstrong Mark.armstrong@barnet.gov.uk <u>Response to the local community and crime following the riots</u> Barnet saw sporadic acts of violence and looting but not on the same scale as other boroughs, such as Hackney, Enfield, Croydon and Camden. Barnet Borough Police were extremely effective in tackling the civil disturbances through prompt and intelligent deployment of their resources which in no small part limited the disruption and damage caused and they should be commended for the job they did.

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<p>c) Parking in bus stops in Watling Avenue</p>	<p>The Police and the Council ensured timely and consistent communications throughout the period of unrest both out on the ground meeting residents and providing reassurance to businesses, for example Councillor walkabouts in hotspot areas and also through organising various meetings with traders and also local groups including youth representatives.</p> <p>Those meetings were really the start of a continuing process to tackle the root causes. The council has made a commitment to ensure that Barnet does not become a victim of civil disturbance in the future and has put in place a range of actions and events that will be undertaken over the next three to six months which will include a review of the youth support activities undertaken by agencies during the unrest, a young persons think tank established on Grahame Park and work with the retail sector to understand customer behaviour and experiences that can support the development of a community cohesion evaluation framework for the borough.</p> <p>Steve Murrant Steve.murrant@barnet.gov.uk</p> <p>Parking at bus stops is not allowed at most locations in the Borough and there would be signs and road markings advising of this. If there is concern regarding compliance at a particular location this concerns should be raised – giving the exact location with the Council who will investigate accordingly to establish where enforcement can be carried out or not.</p>

Issue Raised	Response
d) The environmental consequences of freight trains on the FCC line from Mill Hill and Hendon	<p>Neil Richardson Neil.richardson@barnet.gov.uk</p> <p>If there is a specific question please direct it to Ralph Haynes at ralph.haynes@barnet.gov.uk or 0208 3359 7448.</p>
e) The traffic and parking implications of the removal of ticket office at Hendon FCC station	<p>None have been identified and Officers are keen to hear views on why there might be. Neil Richardson Neil.richardson@barnet.gov.uk</p>
f) The proposed free school in Mill Hill: the parking and traffic implications	<p>These are planning related issues and therefore not part of the Forum's remit. However, details can be supplied outside of the Forum in due course. Neil Richardson Neil.richardson@barnet.gov.uk</p>
g) West Hendon estate regeneration: the parking and traffic implications of the proposed changes to the scheme	<p>These are planning related issues and therefore not part of the Forum's remit. However, details can be supplied outside of the Forum in due course. Neil Richardson Neil.richardson@barnet.gov.uk</p>
h) Church Farmhouse museum: the implications for local security of the building being kept empty	<p>We are looking to resolve the future of this building as a matter of urgency. Security of this property will be maintained during this period. Neil Richardson Neil.richardson@barnet.gov.uk</p>
i) The Watling boys club building; the implications for local security of the building being kept empty	<p>Offers received and property will come under offer shortly with a condition that sale concluded quickly</p>
j) The former child guidance building, North rd estate: the implications for local security of the building being kept empty	<p>Authority is being sought to market the property. Following a break in we installed steel doors and window covers and an alarm monitored by a security company. Position is being reviewed on a regular basis. Richard Malinowski Richard.malinowski@barnet.gov.uk</p>

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3.	<p>The junction at Kingsbury Road / Edgware Road is too dangerous to cross especially for the elderly people, can this junction be made safer?</p> <p>Mrs Sylvia Newman</p>	<p>The council typically assess such requests against an agreed criteria that considers elements such as traffic and pedestrian volume and accidents. When reviewed in this context there is no justification in considering possible improvements, especially as it is on a strategic and traffic sensitive route which limits the option of measures that may be considered.</p> <p>Therefore whilst there are no plans to take any action at this location the concern will be held on file should the situation change.</p> <p>Neil Richardson Neil.richardson@barnet.gov.uk</p>
4 a)	<p>The incomplete re paving of Bunns Lane</p>	<p>Initially £85,000 was allocated to relay only the south side footway of Bunns Lane stretching from the Page Street junction to the A1 over-bridge. The identified extent of work was based on a footway condition survey and financed by a Transport for London (TfL) (Neighbourhoods - Footway Parking) fund. Subsequently, further funding became available to extend the works on the north side of Bunns Lane from Page Street to Copthall Drive. No further funding is currently available for this scheme but the section of Bunns Lane from Copthall Drive to the A1 over-bridge will remain under review for future programming. It will also be regularly inspected for damage or trip hazards that may breach reactive maintenance standards.</p> <p>In May 2011, prior to works starting, the residents of Bunns Lane were letter dropped to advise them that forthcoming footway works could cause local short term inconvenience. Unfortunately this letter may have given expectation that all of the footway fronting properties was to be relayed.</p> <p>Neil Richardson Neil.richardson@barnet.gov.uk</p>
b)	<p>The lack of neighbourhood watch scheme</p> <p>Ashley Phillips</p>	<p>The co-ordinator is currently on annual leave. A response will therefore follow.</p> <p>Steve Murrant Steve.murrant@barnet.gov.uk</p>

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<p>5</p> <p>I run and manage Hendon Park Cafe. There is a piece of redundant land adjacent to my cafe which i am trying to turn into a Car Park. This was going to help many park users inc disabled park users and parents with young children whom without this additional parking available simply cannot visit Hendon Park.</p> <p>Greenspaces thought this was a good idea and was willing to lease me the land providing i get planning permission. After recieving planning permission for 22 spaces inc disabled spaces, i have now been told by Greenspaces that i cannot go ahead with the car park.</p> <p>I would like to know whats the reason why i cannot go ahead, & where does the council expect disabled people & families with small children to park, keeping in mind that the only available pay and display parking is all day residents parking too, and therefore never any spaces available.</p> <p>Jason Ezekiel</p>	<p>In considering the application for landlords consent in detail it was determined that it would not be appropriate to delegate park land over to a privately run car park.</p> <p>Furthermore the Council is taking a fresh look across all its parks and open spaces in the current climate to explore how it can best provide the services that users need alongside the desire to increase the use of parks and continue to reduce operating costs.</p> <p>As part of this process consideration will be given to existing and new car parking facilities, in the case of the latter where new facilities are thought to be needed, consideration by way of a feasibility study will be undertaken and where appropriate progressed by the Council.</p> <p>Jenny Warren parks@barnet.gov.uk</p>
<p>6, a)</p> <p>Why has Barnet Council not carried out the promised parking review?</p> <p>b)</p> <p>Why are PCN's still being issued in Woodfield Avenue Hillfield Avenue and Silkfield Road when we are still waiting for the promised review?</p> <p>c)</p> <p>Why have Barnet Council issued notices to Colindale residents increasing their PCN charges which we were told had been</p>	<p>The Council has a number of calls on its resources and has been unable to allocate time to reviewing these streets. It would be imprudent to make any statement on when such resource might become available, but it is unlikely to bein the near future.</p> <p>PCNs are not being issued on these three streets as they are not subject to footway enforcement other than in exceptional circumstances. This is likely to remain the case until a formal review takes place, whenever that might be.</p> <p>In respect of PCNs already in play, when a PCN is issued it will be subject to an automatic progression which will see it double, then increase by half again, then be registered in court as a debt and passed to bailiffs for</p>

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<p>suspended, and threatening them with bailiffs?</p> <p>Rachel Zegerman</p>	<p>collection. This will happen, in particular, if a motorist disregards the Notice and subsequent correspondence as the issuing authenticity will write to the registered keeper of the vehicle at each stage.</p> <p>It is the case that Notices can be withdrawn or cancelled following challenge by the driver or keeper, but in Barnet every such instance results in a letter from the Council confirming the action that has been taken. Motorists should be wary of assurances given by third parties and should rely only on formal correspondence issued by the Council's Notice Processing Unit.</p> <p>If any resident has a specific Notice that they wish to challenge then they should write to the Council asking that the specific case be reviewed.</p> <p>Neil Richardson Neil.richardson@barnet.gov.uk</p>

Future meeting dates:

Date	Venue
21 November 2011	Barnet Multicultural Community Centre, Algernon Road, Hendon NW4 3TA
12 January 2012	Sangam Centre, 210 Burnt Oak Broadway, Edgware, Middlesex, HA8 0AP
13 March 2012	To be confirmed

Contact: Paul Frost, Business Governance Officer, Corporate Governance Directorate, Building 4, Oakleigh Road South, London N11 1NP. Tel: 020 8359 2205, Email: paul.frost@barnet.gov.uk

HENDON RESIDENTS FORUM

Thursday 23 June 2011 6:00pm

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

Action/Update Note

Chairman: *Councillor Brian Gordon
Vice-Chairman: *Councillor Sury Khatri

*Denotes Councillor Present

Issues Raised	Response	Update
<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>Neil Richardson Neil.richardson@barnet.gov.uk</p>	<p>The petition was noted.</p> <p>No further response Neil Richardson Neil.richardson@barnet.gov.uk</p>
<p>2. E - Petition Received</p> <p>To keep the Children's Centre at Edgware Library</p> <p>58 Signatures D Yasmeen</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</p>	<p>The petition was noted.</p> <p>No further response Neil Richardson Neil.richardson@barnet.gov.uk</p>

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		<p>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 website.</p> <p>Stav Yiannou Stav.Yiannou@Barnet.gov.uk</p>	
3.	<p>Petition - Flower Lane Traffic Calming & Better Maintenance</p> <p>58 Signatures</p> <p>Mr David Corker</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 lead to increases in noise pollution. There is no reason why double deck buses should not</p>	<p>The petition was noted.</p> <p>No further response Neil Richardson Neil.richardson@barnet.gov.uk</p>

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		<p>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>Neil Richardson Neil.richardson@barnet.gov.uk</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 31st 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> <p>On 14th 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</p>	<p>The petition was noted.</p> <p>No further response</p> <p>Neil Richardson Neil.richardson@barnet.gov.uk</p>

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	<p>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 14th 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 working in a CPZ and it is considered not unreasonable to expect residents enjoying those</p>	

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		<p>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>Neil Richardson Neil.richardson@barnet.gov.uk</p>	
5.	<p>Stewart Avenue / Edgware Road</p> <p>There is a water leak at this junction, on the pavement.</p> <p>Jackie Anderson</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>Neil Richardson Neil.richardson@barnet.gov.uk</p>	<p>No further response.</p> <p>Neil Richardson Neil.richardson@barnet.gov.uk</p>
6.	<p>Woodcroft Avenue</p> <ul style="list-style-type: none"> • The Road is in a poor condition between numbers 3 – 63 • Cars speed on this road which is unsafe for residents <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>Neil Richardson Neil.richardson@barnet.gov.uk</p>	<p>No further response</p> <p>Neil Richardson Neil.richardson@barnet.gov.uk</p>
7. a)	<p>Lorries are still accessing the former Barnet plant nursery via Cool Oak Lane bridge.</p> <p>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</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>	<p>No further response</p> <p>Neil Richardson Neil.richardson@barnet.gov.uk</p>

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b)	<p>cleaning up the mud and debris the lorries leave on the road?</p> <p>Park Road NW4 has become a rat run with cars speeding in 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>Elliott Road has several CPZ poles 3metres high placed in the road.</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>	
c)	<p>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 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>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</p>	

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	<p>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 – 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</p>	

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		<p>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>Neil Richardson Neil.richardson@barnet.gov.uk</p>	

The Forum which commenced at 6.00pm ended at 7:13pm

Date of Future Meetings

Date	Venue
12 September 2011	Cophall School, Pursley Road, London, NW7 2EP
21 November 2011	Barnet Multicultural Community Centre, Algernon Road, Hendon NW4
12 January 2012	Sangam Community Centre, 210 Burnt Oak Broadway, Edgware, HA8 0AP
13 March 2012	To Be Confirmed

Officers Present:

Neil Richardson – Acting Highways Manager
Paul Frost – Business Governance Officer

Councillors Present:

Councillor Maureen Braun
Councillor Joan Scannell
Councillor Claire Farrier
Councillor Geoffrey Johnson
Councillor Julie Johnson

Hendon Residents Forum Contact – Paul Frost Business Governance Officer, Corporate Governance Directorate, Building 4, Oakleigh Road South, London N11 1NP. Tel: 020 8359 2205, Email: paul.frost@barnet.gov.uk