

CHIPPING BARNET RESIDENTS FORUM

WEDNESDAY 13TH MARCH, 2013

AT 6.00 PM

1255 HIGH ROAD, WHETSTONE, N20 0EJ

Chairman: Councillor Kate Salinger B.Ed (Hons)

Vice Chairman: Councillor Barry Evangelini

Governance Services contact: Maria Lugangira Email: chippingbarnet.residentsforum@barnet.gov.uk

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

No	Issue Raised
1.	Issues List - 13 March 2013
2.	Action Sheet - 16 January 2013

Issues must be emailed to chippingbarnet.residentsforum@barnet.gov.uk by 6.00pm the day before the meeting.

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CHIPPING BARNET RESIDENTS FORUM
BARNET HOUSE, 1255 HIGH ROAD, WHETSTONE, N20 0EJ
WEDNESDAY, 13 MARCH 2013, 6.00PM

Chairman: Councillor Kate Salinger
Vice-Chairman: Councillor Barry Evangeli

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

	Issue Raised	Response
1.	<p><u>Traffic issues in Queens Road Barnet</u></p> <p>We are residents of 28 Queens Road Barnet EN5 4DG. Queen Elizabeth's Boys School is situated at the end of Queens Road and attracts a large amount of traffic during the morning drop off and afternoon collection periods. The traffic comprises private cars, mini buses and large 40 seater coaches. This large volume of traffic causes congestion and associated safety issues for both residents and the boys attending the School. We have met with Mr Tim Bennett an Assistant Head Master at the School and he shares our concerns. We have also been in touch with Cllr David Longstaff regarding this issue. We feel that a speed limit of 20mph would improve matters however we understand from Cllr Longstaff that the police generally do not feel that this measure helps but that road signage notifying and reminding drivers that a school is nearby is worthwhile.</p> <p>We are also concerned about the junction of Queens Road with Granville Road. Although the road signage indicates that the traffic entering Queens Road from Granville Road must stop there are many occasions when this does not happen and the problem is made worse by the junction being congested with poor sight lines during the school drop off and collection times. A review of the current road markings and signage and any improvements that can be made would be worthwhile from a road safety standpoint.</p>	<p>Various issues around the school have been raised at a previous forum meeting. A meeting to discuss the issue is arranged for Tuesday 12 March with officers and a local resident and we will include the review of school signage in the discussion. A verbal update on the meeting will be provided at the Forum.</p>

	Issue Raised	Response
	<p>We would request that the Forum support our request to consider the introduction of 1) School street signage in Queens Road 2) a review of the traffic signage at the junction of Queens Road and Granville Road.</p> <p><i>(Chris Cormie)</i></p>	
2.	<p><u>Woodhouse Slip Road</u></p> <p>1) Traffic calming to the slip road that runs east/west parallel to the north side of Woodhouse Rd N12 - serving the row of shops between Ashurst Rd and Horsham Ave. This is proposed in the hope of avoiding the frequent accidents caused by speeding traffic using the slip road (as a rat-run) to circumvent the queues waiting at the Town Hall traffic signals. Particularly at issue is that the nearby bus stop is heavily used by homeward bound school children who spill onto the slip road every afternoon between approx' 3pm and 4.30pm</p> <p>2) The introduction of (as yet to be agreed method of) parking restrictions to the slip rd, thus freeing up the limited parking facility during office hours, to help shoppers using the local stores etc. At present there is no restriction resulting in the spaces being used for long term parking (days and in some instances weeks).</p> <p><i>(Mark Livemore)</i></p>	<p>Officers have met on site with traders, residents and a local Ward Councillor, to discuss the issues of concern. Additionally the matter is also on the agenda as a Members Item for the Chipping Barnet Area Environment Sub Committee where it may be decided that Officers should investigate the location with a view to formulating improvements where possible.</p>
3.	<p>Petition: To implement a controlled residential parking scheme on Naylor and Birley Road (N20) and any other residential areas around Totteridge and Whetstone Tube station where resident parking is badly affected by non-resident parking</p> <p><i>(Rob Inglis)</i></p>	<p>The roads referred to and their neighbouring roads are known to be subject to high levels of parking demand due to their location and in particular proximity to the Totteridge and Whetstone Tube Station. Historically the council has not investigated the possibility of introducing a CPZ in this area, and currently have no plans to do so.</p> <p>However, as there appears to be renewed support for such action it may be, should the council choose to do so, that officers will be requested to investigate the matter further and discussion at the Forum in the first instance is welcomed.</p>

	Issue Raised	Response
4.	<p><u>Woodhouse Road Slip Road London N12</u></p> <p>I would like to make known to you my concerns regarding the number of accidents to pedestrians that have taken place on the above slip road.</p> <p>I have been a resident, living over Texcare Dry Cleaners on Woodhouse Rd for over two years and in that period have witnessed three serious incidents on this road where firstly one child, a young woman and then an elderly gentleman were knocked down.</p> <p>The issue appears to be caused chiefly by speeding cars using the slip road to try to by-pass the queuing traffic caused by the signals at the junction of Woodhouse Rd & Colney Hatch Lane.</p> <p>The situation is exacerbated by the location of a well used bus stop on Woodhouse Rd and the inevitable heavy pedestrian traffic using this stop and wanting access to the shops (particularly Bargain Booze).</p> <p>This is particularly dangerous when children are using the bus stop to travel home between approx' 15:30 & 17:00. There is a constant flow of young adults crossing the slip road at a time that coincides with heavy vehicular activity.</p> <p>I often witness near misses and regularly hear the sounds of cars using their horns to warn of an impending collision.</p> <p>I would ask that three considerations are taken at your meeting:</p> <ol style="list-style-type: none"> 1. Speed bumps to slow down vehicles using the slip road 2. A 20mph speed limit for the slip road 3. Clear signage to warn motorists of the heavy usage of pedestrians 4. Re-programming the traffic signals (easterly direction) at the junction to reduce the queues on Woodhouse Rd <p><i>(Mr Mark Livemore)</i></p>	

	Issue Raised	Response
5.	<p><u>Oakleigh Road north - Traffic</u></p> <p>Traffic jams occurring every week day evening on Oakleigh Road North, the traffic back up from the junction with Myddleton Park / Oakleigh Park South all the way back to the High Road, the traffic lights appear to give priority to the side road rather than ORN.</p> <p>There was a problem like this previously but it stopped, but now it has started again leaving many vehicles wasting time and fuel while the traffic lights turn many times.</p> <p><i>(Mr Peter Campbell)</i></p>	
6.	<p><u>Bethune Park</u></p> <p>1. Can you do something about the rubbish being left after the football on a Sunday at Bethune park.</p> <p>2. Also at Bethune the man made hole near the footpath & the houses be covered up as my dog put his foot down it?</p> <p><i>(Frances Briers)</i></p>	
7.	<p>Most of the lines on road in the Chipping Barnet area need repainting. Are there any plans to do so?</p> <p><i>(Frances Briers)</i></p>	

Contact: Maria Lugangira, Business Governance Service, Corporate Governance Directorate, Building 4, Oakleigh Road South, London N11 1NP. Email: chippingbarnet.residentsforum@barnet.gov.uk

Items must be emailed to chippingbarnet.residentsforum@barnet.gov.uk by 6.00pm on the day before the meeting

Future meeting dates:

Date	Venue
Tuesday, 25 June 2013	Barnet House, 1255 High Road, Whetstone, N20 0EJ
Tuesday, 22 October 2013	Barnet House, 1255 High Road, Whetstone, N20 0EJ

CHIPPING BARNET RESIDENTS FORUM
BARNET HOUSE, 1255 HIGH ROAD, WHETSTONE, N20 0EJ
WEDNESDAY, 16 JANUARY 2013, 6.00PM

Chairman: Councillor Kate Salinger
Vice-Chairman: Councillor Barry Evangeli

Updates

	Issue Raised	Response	Update(if any)
1.	<p>Does the WalkSafeN10 campaign have Barnet Council's support? The campaign's aim is to have a 20mph speed limit adopted on the roads around Coldfall and Coppetts Wood Primary Schools in N10.</p> <p><i>(Sarah Perman)</i></p>	<p>Issues linked with travel to and from schools are investigated via the School Travel Plan process whereby issues and concerns about travelling to school which may be barriers to the school community travelling more sustainably are recorded in the school's Travel Plan and collated by the Council.</p> <p>Where funding is available the issues identified in the School Travel Plans are prioritised and those at the top of the priority list are investigated and where possible potential engineering measures identified and consulted on.</p> <p>Officers have met with the WalkSafeN10 group so that the issues could be discussed and the processes the group need to follow explained.</p> <p>Other WalkSafeN10 concerns such as obstructive parking at the named junctions of Colney Hatch Lane and the renewal of faded carriageway markings are already under consideration.</p>	<p>As identified previously it is recommended that these concerns are addressed through the school travel plan process. The Council's contact is Laitan Williams and she has requested the school to engage on these issues at the point of reviewing the Plan which is required annually.</p>

	Issue Raised	Response	Update(if any)
			Instructions have been provided to the Council's contractors to renew the faded carriageway markings and consideration is being given to the introduction of further yellow lines at junctions
2.	<p>What will Barnet Council do to make it safer and easier for school children and others to cross Colney Hatch Lane?</p> <p><i>(Sarah Perman)</i></p>	See above	As item 1. above
3.	<p>My question to the 16.10.12 meeting of this committee referred only to the Council's statutory policies for protecting Tier 3 roads. Nevertheless the response was that "officers (are proposing to) undertake engagement with (the) local community via a consultation exercise to gauge support for capacity improvements at the FBL and CHL junctions".</p> <p>Why has there been no engagement with the local community on any of these issues over a 3 month period?</p>	<p>This response is in reply to questions 3 to 6</p> <p>Officers apologise if it was not apparent that this matter was being progressed, as they have been liaising over the last few months with the nominated resident contact.</p> <p>The contact is aware that a number of options have been considered which would achieve the desired outcome of reducing 'rat running' through the area, but also that any solution would bring inherent problems to other areas that also need to be considered ie motorists diverting through other local roads ie shifting the problem elsewhere.</p> <p>It is intended that an experimental scheme will be introduced in March, but prior to this a meeting will take place with the local representative to discuss the optimal experimental scheme where the pros and cons of any particular actions can be discussed.</p> <p>The meeting has been arranged for the 30th January most likely at NLBP and Officers are open to the representative being accompanied by a small number of fellow residents. Ward members have also been invited.</p>	Issue being considered by the Area Environment Sub Committee

	Issue Raised	Response	Update(if any)
	<i>(Ms Di Moore)</i>	<p>Once an agreed start date has been established appropriate publicity via letter drops and signage will be distributed throughout the area advising of the experimental measures and also inviting comments as to their effectiveness or otherwise.</p> <p>After a minimum of 6 months operation the Council will, after giving consideration to all comments received determine whether the scheme should be made permanent or otherwise either as introduced or with appropriate modification.</p>	
4.	<p>When this committee met on 16.10.12 it resolved that "officers be instructed to investigate the feasibility of imposing Temporary Traffic Order" (in respect of Hillside, Hollyfield and St Johns Avenues and Queens Parade Close). Until the last few days, 3 months after the committee met there has been no approach to the local community.</p> <p>Will the Director now confirm that officers have been instructed to undertake this investigation, where it sits within the 2013 work programme for those officers and when it is expected to be complete?</p>	See above	As 3. above

	Issue Raised	Response	Update(if any)
	<i>(Ms Di Moore)</i>		
5.	<p>At the last meeting on 16th October 2012 I had to ask a question requesting a follow-up on discussions which the Highways Manager was considering having with TFL about the sequencing of the traffic lights at the junction of Friern Barnet Lane and Friern Barnet Road as the item was not mentioned on the meeting agenda for that day. The response given showed that the Highways Manager had in fact done nothing about this and appeared to have no intention of doing so.</p> <p>At this last meeting it was resolved that the Highways Manager investigate the possibility of imposing a Temporary Traffic Order to close the exit onto Friern Barnet Lane from Hillside Avenue.</p> <p>May we please have a response from the Highways Manager on</p>	See above	As 3. above

	Issue Raised	Response	Update(if any)
	<p>this matter?</p> <p><i>(Ms Vivienne Kennedy)</i></p>		
6.	<p>Why is there no update on the Hillside/Hollyfield/St John's Traffic matter discussed at the October meeting? The Officers were given a clear directive, but the lack of a tabled update and recent correspondence only giving vague suggestions of meeting dates later this month suggest that the matter is not being given proper attention. The Committee will recall that the written report to the last meeting was only submitted on the day, not published in advance as required by the correct process. This denied residents the opportunity of studying the response and putting questions forward in advance. It appears that the same tactic is being used again.</p> <p><i>(Graham & Frances Kantorowicz)</i></p>	See above	As 3. above
7.	<p>Drivers parking at the corner of Greenway at</p>	<p>Like any report received about dangerous parking, Officers will investigate parking at the junction with</p>	<p>Officers have completed site surveys and will be shortly contacting Ward Councillors with proposals</p>

	Issue Raised	Response	Update(if any)
	<p>the intersection with Longland Drive create a dangerous situation, with many near misses. When will the council paint double yellow lines to prevent parking near the intersection in accordance with the distances recommended in the Highway Code?</p> <p><i>(Barbara Jacobson)</i></p>	<p>Greenway and Longland Drive, and will seek to address through proposing appropriate measures if parking is considered an issue.</p>	<p>for implementing yellow lines around the junction. Assuming no objections are received a local consultation will be instigated.</p>
8.	<p>Is the painting of double yellow lines the responsibility of one of the Development & Regulatory Services or is it part of the responsibility of the parking enforcement service run by NSL?</p> <p><i>(Barbara Jacobson)</i></p>	<p>Yes the DRS provider will be responsible for the painting of new yellow lines.</p>	<p>No further update required</p>
9.	<p>With whom will residents discuss issues such as dangerous parking, double yellow lines and potholes if the Development & Regulatory Services are privatised?</p> <p><i>(Barbara Jacobson)</i></p>	<p>The DRS provider will liaise with residents in relation to these matters in addition to other providers and organisations including NSL and the Police.</p>	<p>No further update required</p>
10.	<p>I understand that our recycling boxes will be replaced with wheelie</p>	<p>New collection services starts on 7 October 2013 and the 240 litre wheeled bin in the weeks leading up to this. This new wheeled bin will the same size as the existing refuse</p>	<p>See separate briefing paper for further detail</p>

	Issue Raised	Response	Update(if any)
	<p>bins this year. When will that change take place? What size will the new bins be? Will there be a choice of size? If the new bins are any wider than the domestic waste bins currently available, it will not be possible to manoeuvre them in the space alongside our house, so what are we meant to do in that case? What studies were done in Barnet and what consultation took place in Barnet before deciding on this change?</p> <p><i>(Barbara Jacobson)</i></p>	<p>bin; it is very likely that only one size will be available. Consultation took place in November 2011 with focus groups discussing waste recycling. The decision to implement the new service was made at the Cabinet meeting on 4 April 2012.</p>	
11.	<p>I am a resident of Galley Lane, Arkley. Recently Galley Lane has been resurfaced.</p> <p>However the material used is extremely porous, consisting of small stones and very little binding material. Manure from horses from the nearby stables simply sinks into the surface layer with ease! It does not take much imagination to envisage that during a cold snap any water</p>	<p>We do not anticipate any problem using Tuff Pave which is used through out UK and in Barnet Council. We select material based on the road type and ensure that material last long and the Council achieve value for money. The material used resist rutting and will last longer than other material and has porous properties and we do not anticipate any problem.</p>	No further update required

	Issue Raised	Response	Update(if any)
	present in this layer will freeze and expand, thus loosening the road surface. <i>(Phil Fletcher)</i>		
a.	Did Barnet LB Highways Department stipulate what sort of material was to be used when repairing Galley Lane, or was this left to the Contractors, Eurovia?	London Borough of Barnet Highways Department decides and instructs the contractor to use approved material. The contractor does not decide it. It is HAPAS approved and tested material and used through out UK.	No further update required
b.	How often are road repairs inspected, and by whom? What are the regulations governing this?	Highway works promoted by the Council are checked for quality and completion before any financial reconciliation is agreed.	No further update required
12.	When Customer Services are outsourced to Capita, who will be controlling inspections of work done on roads? If inspections are to be done by Capita, then who will be controlling how Capita is carrying this out? <i>(Phil Fletcher)</i>	Inspections of roads will be the responsibility of the DRS provider.	No further update required
13.	When contracts for road repairs are to be given, by what criteria will the quality of road materials for repairs be decided? Will this solely lie with Capita? <i>(Phil Fletcher)</i>	This will be the responsibility of the DRS provider.	No further update required

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