

CHIPPING BARNET RESIDENTS FORUM
BARNET HOUSE, 1255 HIGH ROAD, WHETSTONE, N20 0EJ
THURSDAY, 15 JANUARY 2015, 6.30PM

Chairman: Councillor Lisa Rutter
Vice-Chairman: Councillor Caroline Stock

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

	Issue Raised	Response	Action (if any)
1.	<u>Budget Consultation</u>		
2.	<p><u>Re-install Naylor Road N20 Speed Bumps - (Luisa Brands)</u></p> <p>Road incidents involving pedestrians and pets being killed or badly injured by speeding cars are not inevitable. They need not happen. We believe that in order to prevent this from happening, London Borough of Barnet citizens must come together as the close knit community we are, to demand greater efforts from our local authority in seeking the implementation of an effective road safety plan, aiming to reduce the misery and pain brought to many families as result of these tragic incidents.</p> <p>This petition comes from residents of Naylor Road N20, which becomes Ridgeview Road. We are increasingly worried about a fatal accident waiting to happen as result of the constant car speeding by drivers using our road as a cut through.</p> <p>Since Naylor Road is a two way road, I have often</p>	<p>It is noted that this petition, which had 8 signatories, cites the commuter parking along the whole length of the road, as a contributory factor to the traffic issues which are being encountered.</p> <p>Officers are aware that Naylor Road is heavily parked both through site observations and via complaints received from by local residents, including a petition received requesting for Controlled Parking to be introduced.</p> <p>As a result of the representations received from residents, the Council have carried out preliminary investigations into whether a Controlled Parking Zone (CPZ) would be welcomed by residents. Ward Councillors have carried out their own consultation, and the issue and way forward is due to be considered at February 2015 Chipping Barnet Area Committee.</p> <p>It is considered that due to the road being heavily parked and relatively narrow, motorists may well try to travel along the length of the road as quickly as possible, in</p>	<p>No further action requested</p> <p>This item was considered by the Chipping Barnet Area Committee on 12 February.</p>

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	<p>witness near misses and regularly hear the sounds of cars using their horns to warn of an impending collision and also road rage scenes between drivers about who has right of way. Besides, we have commuter parking the whole length of the road which narrows the street considerably impeding pedestrians' visibility of oncoming vehicles when trying to cross the road. Regrettably, we have also had several of our pets cats killed or badly injured by speeding cars on our road, the latest incident happened recently on Sunday 30/11/2014.</p> <p>More importantly, we are very concerned not only for our own safety but for the safety of all pedestrians using our road; including a great number of students who attend primary and secondary schools in the area such as St John's CofE Primary School in Swan Lane, Whetstone, London, N20 0PL; Finchley Catholic High School in Woodside Ln, London N12 8TA; including Mace Montessori School which is a nursery school, in Gloucester House, 150 Woodside Ln, London N12 8TP; and who may become potential -God forbid- victims of a road traffic accident in our vicinity.</p> <p>Therefore, we are asking for an urgent review from the Council on this issue, in order to allow the re-installation of the speed humps that were removed back in 2003 and which were laid on this road after a child was knocked down by a speeding car. We believe that due to the seriousness of this situation in terms of the potential threat it represents for pedestrians' safety; this petition must be treated as one of urgency.</p>	<p>order to avoid encountering an oncoming vehicle travelling the other way.</p> <p>It is considered that any introduction of a CPZ would address the levels of commuter parking referred to, and would likely result in the road being less congested and easier to drive through, which may result in motorists being less inclined to speed through the road.</p>	

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	<p>In principle, we would ask for three considerations to be taken into account:</p> <ol style="list-style-type: none"> 1. Re-install humps to slow down vehicles using the road 2. A 20mph speed limit for the road 3. Traffic management and traffic calming measures <p>Finally, we are aware that ours is not the only petition regarding road safety issues in our borough that requires to be urgently looked at. Therefore, as a gesture of solidarity; we would like to ask the Council for those petitions to be also dealt with at the earliest possible opportunity.</p>		
3.	<p><u>Grit Bins on Pine Road - (John Gibbins)</u></p> <p>Why has our request for a Grit Bin in Pine Road has been ignored? Councillor Lisa Rutter has requested a Grit Bin for Pine Road several times, with NO RESPONSE. I want to know why.</p>	<p>As a result of heavy winters in recent years, the Council has installed more than 480 grit bins in various strategic locations throughout the Borough, including town centres. This is one of the highest number of grit bins by a London Borough and the aim is to allow residents to hand grit public roads and footways in their locality during adverse weather conditions.</p> <p>Maintaining and refilling 480 grit bins requires significant amount of resources which are difficult to provide, particularly at times of snow when the winter gritting teams are fully stretched.</p> <p>Clearly the recent rate of installing additional grit bins is unsustainable and all future applications for new grit bins will be considered and processed strictly in accordance with the Council's criteria: the gradient of the road, the</p>	<p>UPDATE</p> <p>Mr Gibbins asked if officers could look into the possibility of providing a dog waster bin and also signage to discourage dog owners from leaving a mess.</p> <p>The waste the grit bin has been provided and the dog waste bin will be installed on the grass areas at the junction of Thorndene and Linden Road by the third week of March.</p> <p>Footway inspection, state of pavements can this be looked at and reported back?</p> <p>Footway safety inspections have been carried out and the relevant works ordered to the contractor. The safety related repairs are</p>

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		<p>presence of road bends or leads to the main roads and the proximity of the nearest grit bin.</p> <p>Residents whose grit bins applications are not successful are advised to apply to the Council's Pledgebank initiative. Under this scheme the Council provides free of charge salt, spreading equipment and general advice in exchange for the residents undertaking to spread salt on the public highway. Under this scheme some 20 roads and 20 schools could be provided with salt and spreading equipment this winter.</p> <p>The application from Pine Road has been considered and found to meet the Council's criteria. A grit bin will therefore be installed in the near future, as soon as the next delivery of grit bins is delivered.</p>	<p>expected to be completed in March and the footway relay within the next financial year.</p> <p>Chris Chrysostomou</p>
4.	<p><u>Lack of provision for parking at the new "Brook Valley Community Centre" on Mays Lane - (Julian Desborough)</u></p> <p>Brief background</p> <p>Barnet Churches Action (on behalf of Churches Together for Chipping Barnet) has been negotiating for the lease to the new community centre, which is currently under construction on Mays Lane (Underhill Ward), for the past 12 months. We currently run the Valley Centre on the Dollis Valley Estate.</p> <p>The lack of parking provision at the new centre has been an issue from day one but we have let Mike Spyrides and his team attempt to come up with some options in terms of a solution. We have also</p>	<p>The Regeneration Team for Dollis Valley Regeneration Scheme have confirmed that every effort has been made and avenues exhausted to secure additional parking spaces for the New Community Centre including parking provision on public highway. As part of Phase 1 development, parking bays have been provided in Hammond Close in the vicinity of the New Community Centre on Hammond Close which could be used by public and people attending the community centre on first come first serve basis. The highways Officers have advised that parking on public highway cannot be designated for any specific use or occupants.</p> <p>The Planning submission for Phase 1 Development indicated parking provision of 26 unallocated non-residential parking spaces. The Regeneration Team is seeking clarification from the applicant to identify these</p>	<p>UPDATE</p> <p>Traffic and development Officer advised that in the event that free parking bays are provided they would have to be available to everyone and not exclusively for the Community Centre.</p> <p>The Traffic and Development Manager advised although the overall issue fell to the Regeneration team an officer would be sent meet with residents and discuss their parking concerns.</p> <p>Councillor Trevethan informed Mr Desborough that she had a meeting Chief Regeneration Officer and would raise this issue. Has this happened?</p> <p>The meeting took Place on 13 Feb – initial</p>

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	<p>offered some potential solutions ourselves.</p> <p>As a long-term resident of Fitzjohn Avenue who lives towards the Mays Lane end of that road, I am very aware of the issues of traffic congestion and parking and have, myself, been subject to the often over-zealous wardening that goes on in this part of Barnet.</p> <p><u>Main issues</u></p> <ul style="list-style-type: none"> • There is no provision for staff to park at the new centre – making management of the centre and the recruitment of staff very difficult. • There is no provision for parking for organisations who will be using the centre – including Regeneration Partnerships Board, Community Space, Torch Fellowship, Sense and Fair Play Barnet (who are all current clients). • There is no provision for parking for other lessees or users of the building – which impacts the financial viability of the new centre. • The proposed travel plan (which is in the S106 regeneration agreement) is fanciful to say the least. There are two routes in and out of High Barnet – Barnet Hill and Mays Lane. Unless there is a plan to build a bypass to the town, these will continue to be the only arterial routes through this part of the borough. 	<p>spaces which may be available for use.</p> <p>The Regeneration Team is negotiating with our Dollis Valley Regeneration partners to see if there is any possibility to provide additional parking for the New Community Centre in other phases of the development.</p>	<p>discussion currently taking place on the issues raised to see if any further action can take place.</p> <p>Governance Officer provided Mr Desborough with Cllr Treverthan & T&D Officer's contact details.</p> <p>Lisa Wright</p>

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	<ul style="list-style-type: none"> When the new development is completed, there will be a further 200+ families (with cars) moving into that area – thereby increasing pressure on the already stretched traffic infrastructure. What little parking there is, the local businesses depend on and we do not want to be in conflict with our immediate neighbours in the small parade of shops that adjoin this stretch of Mays Lane. <p>After several attempts, Mike Spyrides' discussions with the Highways Department have been fruitless, which is why we are now turning to you for your help.</p> <p>I would be happy to furnish you with any further information.</p>		
6.	<p><u>Libraries Consultation - (Barbara Jacobson)</u></p> <p>If library staffing hours are reduced by as much as 50%, as planned, how can young people get the help normally provided by librarians when studying?</p>	<p>The proposals for the library service involve targeting staffed opening hours at times when children and young people need to use libraries for independent study. The Council is engaging through the public survey and through direct engagement with children and young people and other stakeholders to understand when it is most important for young people to be able to do this.</p>	No further action as this is still in consultation
	<p>If library space is reduced by 85%, as planned in two of the options, where will young people go to study if they do not have enough space at home?</p>	<p>Libraries which are reduced in size under any option will need to be reconfigured to reflect the needs of different user groups at different times. The need for study space would be included when considering how best to do this. In the first option proposed (in which ten of fourteen libraries would be reduced in size), dedicated study space</p>	No further action as this is still in consultation

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		would continue to be available in four sites across the library service and might potentially also provided in locations near to, though not within, the smaller libraries.	
	If library space is reduced by 85%, as planned in two of the options, there will not be enough space for more than one computer – if that – so where will people go to use a computer	<p>Libraries which are reduced in size under any option will need to be reconfigured to reflect the needs of different user groups at different times. The need for study space would be included when considering how best to do this. The needs of computer users would be included when considering how best to do this.</p> <p>In the first option proposed (in which ten of fourteen libraries would be reduced in size), full computing facilities would continue to be available in four sites across the library service and would potentially also provided in locations near to, though not within, the smaller libraries.</p>	No further action as this is still in consultation
	If library space is reduced by 85%, as planned in two of the options, what assurances can be given that wheelchair users will be able to gain access to and move around in the library?	Libraries which are reduced in size under any option will need to be reconfigured to reflect the needs of different user groups at different times. Access for disabled people should be at least as good, if not better, than the current buildings.	No further action as this is still in consultation
	If libraries are left unstaffed, how can anyone feel safe letting their young people go there?	Under the current proposals, access to libraries during unstaffed hours would be restricted to over-16s only. The proposals for the library service involve targeting staffed opening hours at times when children and young people need to use libraries for independent study. The Council is engaging through the public survey and through direct engagement with children and young people and other stakeholders to understand when it is most important for young people to be able to do this.	No further action as this is still in consultation

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7.	<p><u>Abbot Site/Oakleigh Road South Waste Depot - (Coppies Grove Residents Association)</u></p> <p><u>Existing Mill Hill Waster Depot:</u></p> <p>What is the capacity there?</p> <p>What are the requirements for a waste depot, such as location, area size, accessibility, please state all?</p>	<p>The existing Mill Hill site is approx. 6 acres but this includes large areas/buildings now redundant.</p> <p>Requirements for a new depot include:</p> <ul style="list-style-type: none"> • 2.5-3 acres of land , if all facilities are located at one site • Easy access to main road networks to provide access across borough <p>Either existing structures or capacity to develop, to provide fleet workshop & fuel supply, offices, storage facilities, fleet and staff parking.</p>	No further action
	<p><u>New Waste Depot:</u></p> <p>How long does it take to set up a new waste depot?</p> <p>How much does it cost?</p> <p>How long does can it exist?</p> <p>What strict regulations are in place regarding health of residents, safety for staff and residents, environmental protection, etc.</p> <p>How are regulations enforces and which body monitors the activities and does regular check ups?</p>	<p>This depends on the site and the designation of the site purchased. Abbots Depot is already designated as a private sector waste site.</p> <p>If the council was to buy this site and receive planning permission it would take around 12-14 months to establish a new depot. The most complicated part of a build at Abbots Depot would be likely to be work on or around the highway to improve traffic flow.</p> <p>Council depots are operated in line with all relevant legislative directives and regulated safety guidelines, this includes permitted operating times and the transfer of waste materials.</p> <p>All staff receive a depot induction programme and attend mandatory training courses to ensure a high level of competence and awareness. Depot operating activities are monitored and enforced on a daily basis, and</p>	No further action

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		governed by central government Health and Safety legislation, with a facilities site manger overseeing property management. A bulking facility would be covered by an Environment Agency permit.	
	<p><u>Abbot Site/Oakleigh Road South Waste Depot:</u></p> <p>Waste and Recycling Fleet:</p> <p>How big is this fleet? 55 vehicles</p> <p>How many vehicles are there in total going out and coming back including all other on site vehicles?</p> <p>How many times a day do they go in and out?</p> <p>Active Mondays to Fridays from 6 am to 3 pm, and Saturdays from 7 am to 4 pm.</p>	<p>55 vehicles. The vehicles were purchased last year as part of the revision of the recycling service and all meet Euro 5 standards for emissions.</p> <p>Refuse vehicles go in and out once per day, recycling and food waste vehicles twice per day, haulage vehicles once per day.</p> <p>We are also planning car parking for up to 75 staff cars.</p> <p>The fleet operates from 6.30am to 3pm weekdays and 7am to 4pm on Saturdays.</p>	No further action
	<p><u>Maintenance Facility:</u></p> <p>Does that mean repair/maintenance for the waste/recycling fleet, the bulking fleet and the gritting/salt fleet (like a big garage)? And perhaps more?</p>	Yes. A maintenance facility would include 5 bays.	No further action
	<p><u>The Fuel Station:</u></p> <p>How much fuel is to be stored at any one time? 70,000 litres stored underground?</p> <p>Representing a big danger regarding explosion, spillage, terrorist attack, etc?</p> <p>There is already a BP petrol station on the roundabout.</p>	70,000 litres capacity, double skinned diesel tank with interceptor, it is expected that this container will be built underground. This will be designed and positioned to ensure the safest and most appropriate location.	No further action

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	<p><u>Office Accommodation:</u></p> <p>How many offices, office blocks?</p> <p>How many employees? 160 staff (150 off site and 10 working there)?</p> <p>Is car parking required for staff? Yes</p> <p>How big are the office blocks? One storey/two storeys?</p> <p>Where will they be located?</p> <p>Will they provide some shelter on the Coppies Grove side?</p>	<p>There would be one office building on the site providing operation support for the fleet (e.g changing space and canteen) and supporting 50 staff working on site. It will be one or two storeys. Location has yet to be decided as modelling has simply been to ensure that facilities can fit onto the site.</p> <p>Car parking see above.</p>	<p>No further action</p>
	<p><u>Parking for the Winter Fleet:</u></p> <p>How many gritters? 7 large and 1 mini?</p> <p>Any snowploughs?</p> <p>For how long are they there? All the year, part of the year? 24 weeks</p> <p>Does the Maintenance Facility service this too? Yes</p> <p>Can the fleet be used for other duties?</p>	<p>7 large gritters. The council owns no snowploughs. They are kept on site for 24 weeks of the year. The maintenance facility would support those vehicles.</p> <p>These are specialist vehicles which cannot be practicably adapted for other uses.</p>	<p>No further action</p>
	<p><u>A Bulking Facility:</u></p> <p>What items/materials exactly will be bulked?</p> <p>How will this be done?</p> <p>Will the work be done in the open or under cover?</p> <p>How will the dust be filtered?</p> <p>How will the noise be silenced?</p> <p>How will the spillage be dealt with?</p>	<p>The materials delivered to site from the recycling vehicles are either dry recyclable (blue bin, including glass, paper, cans, plastic and cardboard, or food waste (brown bin) . Dry recyclables are bulked into a top loading articulated lorry by a mechanical shovel. This operation will be done inside a purpose built building which will be undercover. The site is swept and left clean at the end of each day and no materials will be left on site overnight. Noise and dust are minimised due to this activity being inside the building. Dry recyclables are then delivered to the Biffa</p>	<p>No further action</p>

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	<p>How will the smell be eliminated?</p> <p>What vehicles will be used for collecting?</p> <p>After bulking what vehicles will be used for transporting away?</p> <p>To where is what transported?</p> <p>What about everyday rubbish, what happens to that?</p> <p>What about foodstuff, what happens to that?</p> <p>Bulking facility does not normally deal with foodstuff, does it?</p> <p>That means even more vehicles.</p> <p>What is the yearly capacity/turnover of bulking?</p> <p>Who pays for it?</p>	<p>site at Edmonton.</p> <p>Food waste materials are also delivered by food waste collection vehicles into a covered, purpose made food haulage container which will be undercover and then lifted and transported on a hook loader lorry. Food waste is then delivered to the ECO park run by NLWA at Edmonton.</p> <p>This will be the same number of vehicles as the current operation run at Mill Hill which has reduced the numbers of vehicles previously operated by Kier May Gurney as part of the old service offer.</p> <p>Everyday waste, known as residual waste, is taken to the NLWA rail transfer site at Brent Terrace NW2, or the EcoPark run by NLWA at Edmonton</p> <p>Any depot would be supported by LBB.</p>	
	<p><u>Salt/Grit Barn:</u></p> <p>What size is storage barn?</p> <p>Does it store for the winter only or the whole year round? Whole year.</p> <p>How much does it store? 2000 tons</p> <p>Salt/grit distributed by winter fleet?</p>	<p>The current storage is 2,000 tonnes. The salt remains on site (in the purpose built salt barn) all year.</p> <p>Salt/grit is distributed by the winter fleet.</p>	<p>No further action</p>
	<p><u>Traffic:</u></p> <p>Consisting of</p>	<p>Again, it has to be stressed that the council has not yet confirmed purchase of the site. Details of traffic movements would be considered as part of a planning</p>	<p>No further action</p>

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	<ul style="list-style-type: none"> • Waste/Recycling Fleet • Bulking disposal vehicles • Salt/gritting vehicles i.e. winter fleet • Fuel delivery lorries • Office staff cars <p>plus</p> <ul style="list-style-type: none"> • frequent Winters' skip/building rubble lorries • delivery lorries for the two big building material companies • Regular 34 and 251 buses • Normal traffic • School traffic <p>Keeping in mind that Winters' business is creating a lot of red dust and grime that overflows into the main road and New Southgate Recreational Park.</p> <p>Are they adhering to health and safety regulations?</p>	<p>application. The council believes that it would have to prepare proposals to ameliorate traffic flow on Oakleigh Road, particularly around the builders' depot before being granted planning permission.</p>	
	<p><u>Feasibility Studies:</u></p> <p>What feasibility studies and how many will be done to find out the effects of such a plant in the vicinity on surrounding residential area, the environment, traffic pollution, traffic congestion, bearing in mind that in the immediate neighbourhood we have a family centre, Sarns Court (newly built for disadvantaged youngsters and adults), a nursery and a primary school, a large estate, local businesses and a recreational park.</p>	<p>The council has not yet purchased the site and were it to do so, the purchase would be subject to planning permission. Any future depot operation would be subject to the relevant planning conditions and environmental regulations.</p>	<p>No further action</p>

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	<p><u>Planning Permission:</u></p> <p>Please give information how they work?</p> <p>What timetable they have?</p> <p>What issues the public are allowed to object to?</p> <p>How are paper and web site petitions taken into consideration?</p>	<p>As the site has not yet been purchased we cannot give a detailed timetable.</p> <p>The council would hold a public exhibition of plans ahead of submitting a planning application and public petitions, both paper and online, are taken into account by the committee and some objectors have the opportunity to speak at the committee.</p> <p>Full details of the planning process are available at: http://www.barnet.gov.uk/planning and residents can register to follow the progress of any application.</p>	<p>No further action as site not yet purchased.</p>
8.	<p><u>Meadow Works in Dale Close – Mr and Mrs Plummer</u></p> <p>The residents of Dale Close are concerned about the constant speeding of traffic out of Meadow works along Dale Close and accessing by breakdown vehicles and other large lorries often 24 hours per day.</p> <p>There is an accident waiting to happen.</p> <p>We therefore call on Barnet Council to:</p> <ol style="list-style-type: none"> 1. Investigate the permanent closure of the gates to Meadow Works in Dale Close restoring it to a Close, and all future traffic to Meadow works can be accessed via the Great North Road. 2. Introduce a traffic calming measure to Dale Close. 3. Introduce a 20 MPH zone in this area especially Dale Close, with adequate signage. 	<p>Meadow works has access onto both Dale Close and the A1000 Great North Road. The Council in its role as Highway Authority is not in a position to restrict this access. We also do not believe there is any planning restriction on use of the Dale Close access so there is no action the Council can take in this regard.</p> <p>However, Officers look forward to discussing the areas of concern in more detail at the Forum to try to fully understand the issues that are occurring.</p> <p>Environmental Health wrote to Meadow works in the summer regarding noise from garages on site, unfortunately our nuisance laws do not control engine noise from vehicles on the highway and the Priority Intervention team checked there were no persons sleeping overnight on the premises.</p>	<p>Petition handed in.</p> <p>Ward Councillors to meet up with residents</p> <p>And ascertain if anything has been taken forward.</p>

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	4. Write to the owner of Meadow works with our concerns.		
9.	<p><u>Woodside Park Rd/ Woodside Avenue/Gainsborough Road – Ms AM Poppy</u></p> <p>Please provide the latest update on the work being undertaken in relation to our dangerous junction: Woodside Park Rd / Woodside Ave / Gainsborough Rd. I noted, following our meeting with the traffic engineer, that monitoring of the traffic has taken place. This is excellent progress, thank you. What's the upshot?</p>	<p>Officers met on site with Ms Poppy 18 November 2014 with a Barnet officer on site and held a useful meeting. Ms Poppy is also aware from latest correspondence with officers on 11 December 2014 that speed counts, turning movements and pedestrian counts have since been concluded at the location.</p> <p>Officers are happy discuss the way forward at the forum.</p>	<p>UPDATE</p> <p>Officers to carry out a feasibility study to ascertain what can be done to improve safety at the junction.</p> <p>The location has been added to the LIP Work programme for 15/16 to undertake feasibility for safety improvements at the junction.</p> <p>Any solution would be funded out next year's financial envelope. If resources are available it would be up to the Environment Committee to make the final decision.</p> <p>Lisa Wright/Themba Nleya</p>

Contact: Maria Lugangira, Business Governance Service, Assurance Group, Building 2, Oakleigh Road South, London N11 1NP Email: chippingbarnet.residentsforum@barnet.gov.uk

Items must be emailed to chippingbarnet.residentsforum@barnet.gov.uk by 10am on the second working day prior to the meeting

Future meeting dates:

Date	Venue
25 March 2015	Barnet House, 1255 High Road, Whetstone, N20 0EJ