

CHIPPING BARNET RESIDENTS FORUM

**Chipping Barnet Library
3 Stapylton Road, Barnet EN5 4QT**

Wednesday 6 July 2016

6.30PM

Chairman: Councillor Lisa Rutter
Vice Chairman: Caroline Stock

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

Items must be submitted to Governance Service (ChippingBarnet.ResidentsForum@Barnet.gov.uk) by 10.00am on the fifth working day before the meeting (for example, if a meeting is due to take place on a Thursday evening, questions must be received by 10am on the preceding Thursday)

Barnet Adult Social Care Consultation

Barnet Council is currently consulting on proposals for the future delivery of adult social care in the borough. We are asking for your views on two things:

- 1) a new way of **delivering** adult social care in Barnet; and
- 2) a new way of **organising** our adult social care services, of which there are 3 options:
 - Option A - keep the adult social care service within the council
 - Option B - create a shared service with one or more local NHS organisations
 - Option C - establishing a public service mutual

This consultation is live from 16 May 2016 to 8 August 2016 and will play an important part in shaping plans for securing the future of adult social care.

You will find the online consultation on Barnet Council's Engage Space https://engage.barnet.gov.uk/commissioning-group/changing-the-way-we-deliver-adult-social-care/consult_view . Hard copies of the consultation are also available by the door.

The council is also holding two consultation events on:

- **Thursday 7 July**, 2.30pm until 4.30pm at Chipping Barnet Library, 3 Stapylton Road, Barnet, EN5 4QT.
- **Tuesday 12 July**, from 6.30pm until 8.30pm at Hendon Town Hall, The Burroughs, Hendon, NW4 4AX.

If you would like to attend one of these sessions please email consultation@barnet.gov.uk or call 020 8359 2177. You can also use these contacts if

For any further information, or to request a questionnaire in an alternative format or for further information.

| | Issue Raised | Response | | | | | | | | | | | | | | | | |
|------|---|--|------------|--|------------|------------|------|---|----------|----------|------|---------------|----------|----------|------|---|----------|----------|
| 1. | <p data-bbox="168 651 369 683">Juliet Liddon</p> <p data-bbox="168 726 504 758">Brunswick Park Road</p> <p data-bbox="168 801 1176 981">In view of the ever increasing volume, speed and in particular weight of traffic using Brunswick Park Road and the concerns for safety, pollution and structural damage to properties that this raises, could the council consult residents on the possibility of introducing a 20 mph zone on this road?</p> | <p data-bbox="1227 236 2139 454">There are no schemes in the current year work programme to introduce a 20mph restriction on Brunswick Park Road. 20mph areas are being developed around a number of schools that have identified in their School Travel Plan that this might be helpful. These have been prioritised but none of the prioritised locations would affect Brunswick Park Road.</p> <p data-bbox="1227 497 2139 678">Historic vehicle speeds recorded in Brunswick Park Road are shown below. These indicate the 85th percentile speed of traffic. 85% of vehicles travel at up to this speed – 15% of traffic would exceed this speed although most of these would do so by only a small amount).</p> <table border="1" data-bbox="1227 715 1998 1101"> <thead> <tr> <th>Year</th> <th></th> <th>Northbound</th> <th>Southbound</th> </tr> </thead> <tbody> <tr> <td>2012</td> <td>South of Prevost Road (north end of road)</td> <td>34-35mph</td> <td>31-32mph</td> </tr> <tr> <td>2011</td> <td>Near Cemetery</td> <td>33-35mph</td> <td>33-35mph</td> </tr> <tr> <td>2014</td> <td>Between Marne Ave / Spencer Ave (south end of road)</td> <td>32-34mph</td> <td>31-32mph</td> </tr> </tbody> </table> <p data-bbox="1227 1145 2139 1433">Since the surveys above at the north end of the road were undertaken vehicle activated signs (VAS) have been installed in the northern part of the road. These also record vehicle speeds, but unfortunately there are some software issues affecting the outputs. An initial assessment of the results for the VAS opposite Nurserymans Road approached by northbound traffic suggests the northbound 85th percentile speed at this location is just under 34mph.</p> | Year | | Northbound | Southbound | 2012 | South of Prevost Road (north end of road) | 34-35mph | 31-32mph | 2011 | Near Cemetery | 33-35mph | 33-35mph | 2014 | Between Marne Ave / Spencer Ave (south end of road) | 32-34mph | 31-32mph |
| Year | | Northbound | Southbound | | | | | | | | | | | | | | | |
| 2012 | South of Prevost Road (north end of road) | 34-35mph | 31-32mph | | | | | | | | | | | | | | | |
| 2011 | Near Cemetery | 33-35mph | 33-35mph | | | | | | | | | | | | | | | |
| 2014 | Between Marne Ave / Spencer Ave (south end of road) | 32-34mph | 31-32mph | | | | | | | | | | | | | | | |

| | Issue Raised | Response |
|----|---|---|
| | | <p>There have been 10 personal injury road accidents in Brunswick Park Road (between Osidge Lane and Waterfall Road) recorded in the most recent three years accident data. Two resulted in serious injury and eight in slight injury. Speed is identified as a possible causation factor in one case, although in some other cases it is possible that lower speeds might have reduced the severity of accidents.</p> <p>Brunswick Park Road provides a reasonably important link in the road network. A bus route operates and the conditions are such that it would not be possible to introduce a 20mph speed limit without other speed reducing measures and expect compliance with this, or expect the Police to enforce it.</p> |
| 2. | <p>Peter Cramb</p> <p>Baxendale, London N20 0EG</p> <p>There have been a couple of concerns for the residents of Baxendale that our local councillors say we should raise at the forum as we have been unable to achieve satisfactory progress via emails to the Council and meetings with our ward councillors:</p> <ol style="list-style-type: none"> 1. The yellow line parking restrictions in Baxendale have apparently become unenforceable. They were brought in about 15 years ago after complaints from residents because badly parked vehicles had been blocking the road (a cul-de-sac) so that residents could sometimes not get in or out and often there were insufficient gaps for access by emergency vehicles. We have been unable to obtain any indication of when (or even if) the restrictions will be reinstated. 2. We request that the council consider a short section of double yellow line on the inside of the bend opposite Nos. 2 & 3 where limited visibility has led to several low speed accidents. The location will not be recorded as an accident black spot | <ol style="list-style-type: none"> 1. Officers are aware of the issues regarding the waiting yellow lines in Baxendale. We will seek to rectify the lack of legislative backing for the single yellow line in Baxendale N20 in the summer of 2016 likely from August 2016, although it should be pointed out that the statutory processes the Council is obliged to undertake, will entail “proposing” the yellow lines as if they were new. Assuming an August start, the matter should be concluded by the end of September 2016. 2. In relation to the request for the section of double yellow line, that subject to funding being made available, double yellow lines are implemented the bend opposite nos. 2 & 3 Baxendale. 3. The Council are aware that the concrete bollards situated at Baxendale are constantly being hit by vehicles. <p>The bollards have been strategically placed at locations where</p> |

| | Issue Raised | Response |
|--|---|--|
| | <p>because the impacts have not so far caused any significant injury.</p> <p>3. There are bollards on the corners by houses Nos. 2 and 32 that are frequently knocked over, especially by No.2. The repair cost to the council must be considerable and we think that there must be a better solution that both works and would save the council money.</p> <p>Baxendale is a residential street with communal gardens for the residents bordering the pavements. Young children play in these garden areas and elderly residents of both our houses and Baxendale Care Home walk to and fro along the pavements, so there is thus the risk of injury to them to be considered (as well as the access problems) if indiscriminate parking is permitted so that there is inadequate visibility to cross the road safely. The imminent development of the adjoining former B&Q site seems likely to make the parking situation worse if it is not attended to promptly.</p> | <p>vehicles have continually mounted the footway causing damage to not only the footway surface but also the substructure of the footway. The fact that the bollards are being hit justifies their presence and their purpose of protecting the footway as a whole. To replace the bollards with a more substantial structure such as 'bell bollards' would create an obstruction on the footway and a possible hazard for pedestrians (particularly pushchairs and wheelchair) as they negotiate around the structure.</p> <p>The re-erecting of the concrete bollards is less of a burden on resources than to reconstruct the footway as a result of vehicle over-run.</p> <p>Where possible Highways will endeavour to recover the costs of any damage caused to the bollards from the owner/driver should sufficient evidence be available.</p> |

Contact: Governance Service, Assurance Group, London Borough of Barnet, NLBP, Building 2, Oakleigh Road South, London N11 1NP.
Tel: 020 8359 5129, Email: chippingbarnet.residentsforum@barnet.gov.uk

Future meeting dates:

| Date of meeting | Location | Deadline Date for Issues |
|------------------------|-------------------------|---------------------------------|
| 26 October 2016 | Hendon Town Hall | 19 October 2016 |
| 24 January 2017 | Hendon Town Hall | 17 January 2017 |
| 22 March 2017 | Hendon Town Hall | 15 March 2017 |

Items and questions must be received by the Governance Service by 10am on the fifth working day prior to the meeting for the item to be discussed at the Forum.