

## HENDON RESIDENTS FORUM

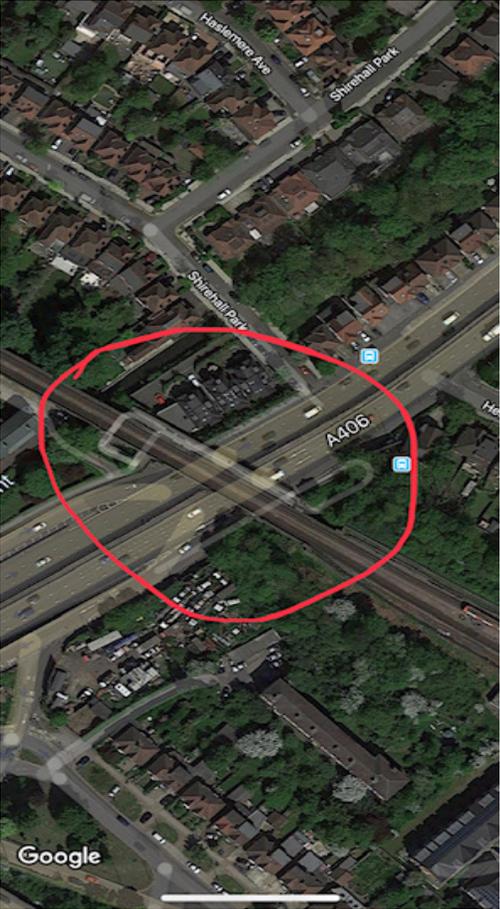
**VENUE: Hendon Town Hall  
Thursday 6<sup>th</sup> June 2019, 7PM**

Chairman: Anthony Finn BSc (Econ) FCA  
Vice-Chairman: Councillor Nizza Fluss

### ISSUES TO BE CONSIDERED AT THE HENDON RESIDENT FORUM MEETING

Items must be submitted to Governance Service ([Hendon.residentsforum@barnet.gov.uk](mailto:Hendon.residentsforum@barnet.gov.uk)) by **10AM on the fifth working day before the meeting**

	Issue Raised	Response
1.	<p><b>Resident: Mr Kiril Dinkov</b> <b>Issue: North Circle metal bridge</b></p> <p>I wanted to inform you about the dangers around the metal bridges up the north circle, both of these are without CCTV and without enough light. My friend was a victim of an attack and we have reported this to the police. The bridges are very dangerous and scary places by night. Please ensure there are lights on both of the bridges over the north circle to Brent Cross station and please install CCTV.</p>	<p>(Community Safety Team)</p> <p>As a result of this enquiry the Community Safety Team has requested a crime profile assessment of the immediate area near the bridge from the local Policing Team. Based upon the description offered the Community Safety Team has narrowed the area down to the metal bridge by the Brent Cross interchange.</p> <p>A lighting survey will be requested for the location with a particular focus upon the bridges and the approaches to the stairwells leading onto and off them.</p> <p>We have assigned a Community Safety Officer to oversee the assessment for whether CCTV is the most effective option to address the concerns raised. The officer will gather information, including the information from the police and make an assessment as to what responses to put in place to address the issues. The CCTV option is only one of a range of potential ASB interventions that will be considered. We would stress that with the finite number of camera assets available and over 5000 streets in Barnet</p>

Issue Raised	Response
	<p>borough we are only able to provide CCTV coverage on a small minority of streets at any one time. At this stage we are not able to pre-empt the results of the assessment as to whether the location will be selected for a camera deployment.</p>

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2.	<p><b>Resident: Mrs P. Patel</b>  <b>Issue: Fly tipping on corners of Bertram Road, Audley Road, Graham Road and Sevington Road.</b></p> <p>Fly tipping increased especially on corners of Bertram Road, Audley Road, Graham Road and Sevington Road. It seems as a result of increase in rentals. Campaign for residents not to fly tip look after local area, in which we live, should be carried. Its easy to fly tip as councils can't do much about it. Increase in labourers and flytipping behind best way and flip out.</p> <p>Notices campaigns flyers to look after local area for the benefit of all</p>	<p>(Community Safety Team)</p> <p>In the last 12 months Barnet Council has issued over 650 Fixed Penalty Notices for fly tipping within Barnet Borough.</p> <p>As a result of this enquiry an ASB case has been opened into the fly-tipping issues highlighted around Bertram Road, Audley Road, Graham Road and Sevington Road. A Community Safety Investigation and Enforcement Officer will coordinate a plan of action which will seek to identify those responsible for the fly tipping and secure evidence to take enforcement action. The action plan will also look at communications to residents in the vicinity to warn against fly tipping.</p>
3.	<p><b>Resident: Mr Paul Chu</b>  <b>Petition: Parking around Colindale</b></p> <p>Parking outside the existing single yellow line operating hours is getting worse with vehicles parked on both sides of Colindale Avenue between the Colindale Tube Station and Public Health England causing traffic joining Colindale Avenue from the minor roads extremely difficult, increased danger to all road users and unnecessary delays to the emergency services and buses. (The NHS Blood Bank is behind Colindale Tube Station.) I'm also running a petition online on change.org where you can see the photos and video that the community have prepared. We've already got support from 88 individuals. <a href="https://www.change.org/p/barnet-council-chief-executive-john-hooton-better-traffic-control-needed-for-colindale-avenue-nw9">https://www.change.org/p/barnet-council-chief-executive-john-hooton-better-traffic-control-needed-for-colindale-avenue-nw9</a></p> <p>Implement double yellow lines on the even number side of Colindale Ave between Colindale Tube Station and Public Health England; KEEP CLEAR / yellow box road markings at junction with Ajax Ave, Guardian Ave and Charcot Road. (NW9 REP Community)</p>	<p>In accordance with the Council's Constitution, Article 3, the Lead Petitioner will be given three minutes to present the petition to the Forum. Petitions reported to the Residents Forum will be decided by the Chairman in one of the following ways:</p> <ul style="list-style-type: none"> <li>- Take no action;</li> <li>- Refer the matter to a chief officer to respond to within 20 working days; or</li> <li>- Refer the matter to the relevant Area Committee (if funding is required)</li> </ul> <p>Highways Response:</p> <p>The issue of parking on Colindale Avenue after 6.30pm was raised during the consultation periods for the Colindale CPZs. Having considered the issues raised, and while making a decision to introduce the CPZ, it was also decided to design and consult on a new proposal for more stringent "at any time" waiting restrictions in Colindale Avenue. The consultation for the proposed waiting restrictions commenced on 30th May 2019.</p>

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		<p>Any objections to the consultation would be considered before a decision is made whether or not to introduce the restrictions, and if so, with or without modifications.</p> <p>Subject to the outcome of the consultation, Officers would endeavour to introduce any agreed restrictions as soon as possible.</p> <p>In relation to the request for Keep Clear/Yellow box markings there is currently no funding to investigate this request. However, if the Forum consider that this location requires immediate attention, then there is the option of the issue being referred to the Hendon Area Committee, where funding to progress items could be granted.</p>
4.	<p><b>Petition: Prince of Wales Close</b></p> <p><a href="https://www.change.org/p/barnet-council-chief-executive-john-hooton-better-traffic-control-needed-for-colindale-avenue-nw9">https://www.change.org/p/barnet-council-chief-executive-john-hooton-better-traffic-control-needed-for-colindale-avenue-nw9</a></p> <p>I am writing to you with regard to a parking petition I am enclosing about the intolerable situation being suffered by the residents of my street, Prince of Wales Close. The properties on this street are owned by Barnet Homes and it is an estate that comprise of house and two blocks of flats, named Thornbury and Golderton.</p> <p>As it is, there are not enough parking bays, privately owned and supplied by Barnet Homes, for all the properties. Two and a half years ago, the parking contract with Wings was terminated, meaning residents no longer had residential parking permits for the street. Since then word of mouth has got around that there is free parking in Prince of Wales Close, We therefore have Middlesex University students,</p>	<p>In accordance with the Council's Constitution, Article 3, Petitions reported to the Residents Forum will be decided by the Chairman in one of the following ways:</p> <ul style="list-style-type: none"> <li>- Take no action;</li> <li>- Refer the matter to a chief officer to respond to within 20 working days; or</li> <li>- Refer the matter to the relevant Area Committee (if funding is required)</li> </ul>

Issue Raised	Response
<p>local business people and quite frankly people who want to do local shopping and don't want to pay and display, taking up the parking spaces on the estate that should be for residents only.</p> <p>In the immediate vicinity, as well as the university there is a school, a nursery and 2 pubs, and we have those parents and patrons taking up our parking spaces at all hours of the day. The University have asked on their student pages not to park here, but the students disregard this. A new all day nursery is being built on the corner of Prince of Wales Close- if their outdoor space is allocated for the children's play area, their staff will park their cares in our street all day as well.</p> <p>A copy of this petition has been sent to Barnet Homes, since for months now, residents have been complaining to Barnet Homes and they have not been very forthcoming with a solution to the problem. All over Barnet, the majority of parking is either pay and display or CPZ- private flats are managed by private parking firms who distribute permits for the residents-Barnet Homes is private land and we would like the same courtesy. The rest of the local area is CPZ-we, as Barnet Homes residents, are not eligible for CPZ permits and therefore have no where to park. If Barnet Homes will not supply a solution by contracting a private company, or putting up a barrier, maybe Barnet Council should buy the parking bays from Barnet Homes in order for us to be able to apply for local CPZ permits.</p> <p>A copy of this petition has also been sent to our MP, Matthew Offord, as we are so dissatisfied with how Barnet Homes and Barnet Council are unsympathetic to our cause.</p> <p>Thank you for taking the time to read this letter and petition, I trust that you will be able to help us with this problem that our residents have all day every day-some of the residents are elderly, some are sick, my own son is awaiting a liver transplant and I need to be able to not have</p>	

	<b>Issue Raised</b>	<b>Response</b>
	the stress and worry of not knowing where we are going to park when we return home.	
5.	<p><b>Resident: Mr John Gillett</b>  <b>Issue: Speed reducing measures Uphill Road, NW7</b></p> <p>I would like to ask the Council to consider some form of speed reducing measures for this road which is a regular cut through for many. Of particular concern is that many school children cross this busy road before and after school, and they are potentially at risk from speeding motorists.</p> <p>I would welcome comments from the Council's Highways department and consideration as to what measures can effectively be taken without returning sleeping policemen.</p>	<p>(Highways)</p> <p>Speed humps were removed during carriageway resurfacing in Uphill Road in February 2008</p> <p>The speed surveys carried out before the measures were removed, indicated that the 85th%ile speed was 26.3 mph southbound and 24 mph northbound. Surveys carried out following the removal of the measures (05/02/2008) showed the 85th%ile speed to be 36.2 mph Southbound and 35.7 mph Northbound.</p> <p>4 VAS signs were installed and subsequent (2014) surveys show 85th percentile speeds of 31/32 mph at one location &amp; 33/33mph at the other.</p> <p>Other traffic calming options would be unlikely to achieve the same scale of reduction as speed humps</p>
6.	<p><b>Issue: Tarmac on pavements</b>  <b>Resident: Mr Richard Logue</b></p> <p>I have noticed that where tarmac has been used to repair pavements particularly around tree roots this has the potential of becoming a trip hazard for pedestrians. Would the council consider the reintroduction of paving stones or a more secure form of repair that would mitigate tree roots from emerging onto the pavement?</p>	<p>(Highways)</p> <p>In terms of general maintenance, bituminous asphalt is quite often used to replace damage paving slabs in localised areas and in situations where compaction could be problematic over tree roots. You may often see the same type of repair around the borough. Concrete paving slabs do not offer the same flexibility as bituminous asphalt resurfacing.</p>

	Issue Raised	Response
7	<p><b>Issue: Zebra-crossing on Greyhound Hill</b>  <b>Resident: Mr Gerrard Roots</b></p> <p>After years of campaigning by parents of children attending Sunnyfields School, NW4, a zebra crossing at last been installed half-way down Greyhound Hill, to enable safe passage of small children across an ever- increasingly busy road. However, the new crossing is nowhere near the Greyhound Hill entrance to the school, and it has been placed so close to the junction of Sunny Hill with Greyhound Hill, that drivers turning left from Sunny Hill are forced to inch into heavy traffic and then make a sudden stop. This is dangerous. Why is this regarded as acceptable?</p>	<p>(Highways)</p> <p>The current pedestrian desire line is influenced by Sunnyfields School and consequently, many children are crossing Greyhound Hill.</p> <p>The number of pedestrians wishing to cross the road is heavy during the peak hours and the uncontrolled crossing point which we replaced with the zebra crossing was busy during peak hours with a significant number of the pedestrians being school children.</p> <p>The availability of suitable crossing points on Greyhound Hill is limited due to a high number of vehicle crossovers and parking bays therefore the location we selected involved the least amount of parking lost.</p> <p>We have also provided a “zebra crossing ahead” warning sign on Sunny Hill for vehicles approaching the junction with Greyhound Hill and a road safety audit was carried out which did not identify any issues related to vehicles turning left from Sunny Hill. This location also offers the largest amount of safety benefits to pedestrians particularly the high number of school children attending Sunnyfields School.</p>
8	<p><b>Issue: Traffic flow on Station Road and A41, Hendon Central.</b>  <b>Resident: Mr Levy</b></p> <p>At the March 2017 Forum I proposed certain revisions to TfL's then recent changes to traffic signals and pedestrian arrangements. It was promised that Officers would discuss the matter with TfL within 20 working days. I am wondering (i) what is the progress of the said discussions (ii) what further ways can be suggested to advance the proposals, which are supported by many residents I have spoken with:</p>	<p>(Highways)</p> <p>The decision at the forum was that <b>“Following consideration of the item and the response provided, the Chairman noted the issue and requested that an appropriate officer (Highways) contact TfL within 20 working days to request a further response”</b></p> <p>Colleagues at TfL were asked on 13 April 2017 “Please would you</p>

	<b>Issue Raised</b>	<b>Response</b>
	<p>1. greatly increase the time allowed for left turns from Station Road to the A41, while keeping a local surface level crossing over Station Road, considering all creative options for this;</p> <p>2. allow U-turns by traffic turning right at Central Circus from the southbound A41, since this traffic can now only proceed when not in conflict with other traffic;</p> <p>3. re-allow U-turns by traffic turning right at the Quadrant from the northbound A41, while removing the extended green time for left turn traffic from the Burroughs here that would conflict with this;</p> <p>4. for the Council first to seek TfL's and Council Officers' evidence base and modelling behind the changes that 3. seeks to reverse;</p> <p>5. for the Council also first to consider all other suggestions made to them concerning these junctions since the changes.</p>	<p>provide a response to these issues suitable for advising the forum and resident.” – however we have not been able to trace a response.</p> <p>We understand from TfL that these matters have been raised with them directly recently and we have requested further information from them now.</p> <p>TfL have separately agreed that they would be prepared to consider a Barnet promoted proposal, and the Hendon Area Committee has agreed to fund design and costing of the proposal.</p> <p>Please find details on the Council’s website via the link below</p> <p><a href="http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&amp;MId=9532&amp;Ver=4">http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&amp;MId=9532&amp;Ver=4</a></p> <p>However, this would potentially re-introduce conflict with the U-turn movement from southbound to northbound on the A41.</p>
9	<p><b>Issue: Fly-tipping</b> <b>Resident: Mr Richard Logue</b></p> <p>Regarding the increasing incidents of fly tipping and the increase of littering around the streets. What action is the council taking to tackle this?</p>	<p>(Community Safety Team)</p> <p>The Safer Communities Partnership has been taking action against littering and fly-tipping. The interventions have included publicity campaigns and neighbourhood based engagement work to raise awareness of the enforcement approach and deter littering and fly-tipping; and enforcement action against those identified as being responsible.</p> <p>In the last year over 650 Fixed Penalty Notices were issued against people caught fly tipping in Barnet. During the same period over 350 penalty notices were issued on commercial premises for Section 34 Duty of Care Offences relating to improper disposal of</p>

	Issue Raised	Response
		<p>commercial waste.</p> <p>In addition to these penalties, during 2018 the council seized two vehicles identified as being involved in fly-tipping and a business was ordered to pay nearly £10,000 in fines and costs after a successful prosecution by Barnet council.</p> <p>We will continue to focus prevention, investigation and enforcement efforts towards addressing fly tipping and other environmental crimes.</p>
10	<p><b>Issue: Impact of the extended 125 bus route</b>  <b>Resident: Mr Gerrard Roots</b></p> <p>Ignoring the concerns of local residents, the 125 bus route has been extended from Finchley Central to Colindale Station, and now runs up and down Church End/Greyhound Hill, NW4, a steep and narrow road, with blind corners, and hidden turnings. Although the buses started running on 24 May, there are still no fixed bus-stops, with timetables, on the Hill. Much more importantly, no attempt has been made to put traffic lights at the junction of Church End with Church Road, or, indeed, a zebra crossing across this busy intersection. This narrow and awkward junction, heavily used - especially in term -time by drivers and pedestrians alike-is already a nightmare. With the introduction of buses onto what is the top of a rat-run from the A41 to central Hendon and the Finchley Road this junction will become a death-trap.</p> <p>Please do NOT respond by telling me that this is the responsibility of TfL. The 125 bus-route was only extended to ease LB Barnet's move to new offices in Grahame Park, to which its staff (because those offices were designed to have inadequate parking facilities), perforce must travel to by bus. Barnet Council is complicit in this ill-judged plan, which will impact heavily on the residents of Greyhound Hill. Please tell me what measures, if any, LBB has in place to mitigate these problems.</p>	<p>(Highways)</p> <p>We appreciate that the extension of the 125-bus route will provide access to the Barnet Offices in Colindale and that the Council has contributed to funding the extension. However, the consultation on the principle of making the extension and the route, was undertaken by Transport for London and the decision regarding whether to proceed was made by them.</p> <p>TfL are aware that fixed stops are required – and advised on 28 May 2019 that “these would happen in the next few days if they haven’t been installed already”.</p> <p>Previous work has been undertaken to consider the impact of signalling the junction.</p> <p>A Significant land take would have been required to provide options that did not worsen the traffic situation at the junction but use of the junction by buses is not a change that would be expected to affect the performance in terms of safety.</p>

	Issue Raised	Response
11	<p><b>Issue: Confusingly marked parking space in Wilberforce Road</b>  <b>Resident: Mr Levy</b></p> <p>At the south end of Wilberforce Road NW9, a single car space of CPZ resident bay overlaps a single yellow line. Recently I understand a resident of CPZ appealed a PCN for parking there to the tribunal service, and Barnet didn't contest the appeal. However Barnet haven't removed the painting anomaly several weeks on.</p> <p>Street View images from the one-way system showed that the space was pure CPZ bay prior to mid-2015, then the single yellow was extended and the CPZ bay shortened, then some months later the CPZ bay had been re-painted to overlap the single yellow. The anomaly doesn't appear on Barnet's parking map. It can serve no purpose other than tricking CPZ badge-holders, since the CPZ bay hours fall entirely within the yellow line hours. Since Barnet didn't contest the tribunal appeal, they must realise it is unfair on CPZ badge holders. The latter meanwhile are being denied a scarce parking space in the area.</p> <p>(i) Can the Council confirm that the single yellow line extension is a mistake?  (ii) If so, when will they be erasing the single yellow line extension?  (iii) How many people have received PCNs as a result of the single yellow extension here that shouldn't have been?  (iv) Will the Council now refund them all, and if they are not easy to trace back, leaflet all near households of the right to a refund for anybody so caught out?</p> <p>Image:</p>	<p>(Highways and Parking)</p> <p>The Council's records suggest that the yellow line extension is not a mistake, however the bay markings along this length should have been removed.</p> <p>Arrangements will be made to remove the bay markings shortly.</p> <p>Motorists should abide by all parking restrictions displayed on street. If a motorist believes that a penalty has been issued incorrectly a statutory appeals process is available.</p>

	Issue Raised	Response
		
12	<p><b>Issue: Dual carriageway between Grove Gardens NW4 and scrap metal recycling depot on Colindeep Lane (A5150)</b>  <b>Resident: Gerrard Roots</b></p> <p>I was told last year that the problems of the dangerous stretch of dual carriageway between Grove Gardens NW4 and the scrap metal recycling depot on Colindeep Lane (A5150) heading towards the Edgware Road would be investigated. To my knowledge this has not happened. This short stretch of road is confusingly signed, includes a blind bend, and is in any case within a 30mph speed limit. Anyone using the dual carriageway to overtake other drivers is almost certainly breaking the speed limit. The dual carriageway is a needless hazard. Please tell me why it has not been removed.</p>	<p>(Highways)</p> <p>A revised road marking layout is proposed to be installed as part of a road safety scheme on Colindeep Lane, narrowing Colindeep Lane over the M1 from two lanes to one to address safety issues. This is to discourage overtaking and reduce speeds.</p> <p>This proposal is currently being assessed in conjunction with proposed vertical measures and improved surfacing for safety through a Road Safety Audit.</p> <p>Dependent on the outcome of the audit the proposals will be programmed to be implemented later in the year.</p>

	Issue Raised	Response

Contact: Salar Rida, Governance Service, Assurance Group, London Borough of Barnet, NLBP, Building 2, Oakleigh Road South, London N11 1NP.

Tel: 020 8359 7113, Email: [Hendon.residentsforum@barnet.gov.uk](mailto:Hendon.residentsforum@barnet.gov.uk)

Future meeting dates of the Hendon Residents' Forum:

Date of meeting	Location
5 <sup>th</sup> September 2019	Hendon Town Hall
8 <sup>th</sup> January 2020	Hendon Town Hall
4 <sup>th</sup> March 2020	Hendon Town Hall