

CHIPPING BARNET RESIDENTS FORUM
BARNET HOUSE, 1255 HIGH ROAD, WHETSTONE, N20 0EJ
TUESDAY, 16 OCTOBER 2012, 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>Parking Friern Barnet Lane</u></p> <p>It has come to my attention that every Sunday morning, near St Catherine's Greek Church in Friern Barnet Lane the congregation of the church are parking inconsiderately on both sides of Friern Barnet Lane and extremely close to the bollards in the middle of the road. If vehicles are parked on both sides of the road at this bend in the road there is insufficient room for a bus and a vehicle to pass. Let alone an emergency vehicle</p> <p><i>(Ms Carol Martin)</i></p>	<p>This issue relates to a particular problem being identified on a Sunday, however as it is recognised that there are currently no restrictions in place at this location it is likely that this could potentially also be a problem at other times. With this in mind it is our intention to request Traffic Engineers to investigate this location at various times, including on a Sunday, to determine the extent of the problem and to then develop suitable proposals to address the issues identified from the investigation.</p>
2.	<p><u>Marlborough Close – N20 :</u></p> <p>Concerns about the following;</p> <ul style="list-style-type: none"> • Rubbish and Furniture is dumped within the street • Parking is very bad within his street and often residents can't find a space to park their cars. <p><i>(Mr Lash)</i></p>	<p>From reports received it is alleged that the rubbish is being dumped by residents living in the flats at Marlborough Close.</p> <p>Enforcement officers have been asked to investigate this allocation and take appropriate action should evidence prove this to be the case.</p> <p>A refuse crew was tasked with visiting and clearing all dumped rubbish in Marlborough Close on 9 October.</p>
3.	<p><u>Allotment Self Management Programme</u></p> <p>Could you please provide an update on the allotment self management programme?</p> <p>When will the timetable for the self management programme be published</p>	<p>The programme is already under way with the first allotment (Brook Farm) having entered into the new lease arrangements. Discussions have commenced and are ongoing with 22 of the 44 sites.</p> <p>The Council is working closely with the Barnet Allotment Federation</p>

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	(Mr Phil Fletcher)	to roll out the remainder of the programme with the intention to complete all sites by April 2013.
4.	<u>Wellhouse Lane</u> Please see separate attachment (Mrs Patricia Yorke)	Officers would like to thank Mrs Yorke for providing comprehensive information detailing a number of concerns at this location. A Traffic Engineer will be investigating this location to identify what can be done to address these concerns.

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

Future meeting dates:

Date	Venue
Wednesday, 16 January 2013	Barnet House, 1255 High Road, Whetstone, N20 0EJ
Wednesday 13 March 2013	Barnet House, 1255 High Road, Whetstone, N20 0EJ
Tuesday, 25 June 2013	Barnet House, 1255 High Road, Whetstone, N20 0EJ
Tuesday, 22 October 2013	Barnet House, 1255 High Road, Whetstone, N20 0EJ

Appendix to Issue No. 4

WELLHOUSE LANE, BARNET, HERTS

I would like to bring to the attention of the members of the Chipping Barnet Residents Forum the extremely dangerous situation that has been allowed to develop around the junction of Wellhouse Lane and Wood Street, near Queens Road in High Barnet, in the hope that a comprehensive plan benefiting all users - pedestrians, bus passengers and drivers- can be produced.

Now that the future of the derelict site previously earmarked for a Cardiac Unit at Barnet General Hospital (BGH) has apparently been sold for housing perhaps it would be valuable to spend time considering the total environmental and safety impact on the area of recent and known future changes, with the hope of ending up with an holistic plan.

Bus stops, pedestrian crossings and low-level curbs have been created without anyone seemingly looking outside their own particular remit, and the resulting effect is deeply unsatisfactory. Barnet Council, Transport for London, the Metropolitan Police Safer Neighbourhood local teams, BGH and the new developers should now work together to solve the problems.

Existing scenario

1. Main road access to BGH is via the junction of Wellhouse Lane and Wood Street. The corner was widened to allow freer access of buses and large vehicles, and as a result most vehicles do not slow down as they turn into Wellhouse Lane from the east.



WELLHOUSE LANE, BARNET, HERTS

The widening of the corner involved the removal of the pedestrian refuge, but the rest of the road remains fairly narrow.



2. The junction is close to a pedestrian crossing; the junction of Queens Road and Wood Street; and two bus stops serving east and westbound 107 and 614 buses. At peak times large numbers of bus users (staff from the hospital, students from Queen Elizabeth's Boys' School and local residents) converge on the area.



WELLHOUSE LANE, BARNET, HERTS



Additional to normal rush hour traffic along Wood Street a large number of motor vehicles turn in and out of both Queens Road and Wellhouse Lane (staff and outpatients for the hospital, 263,384 and 307 buses, ambulances and other emergency vehicles, parents of QE Boys' and school coaches). Vehicles intending to turn right into Wood Street from Wellhouse Lane often queue for some length of time.



WELLHOUSE LANE, BARNET, HERTS

3. From Queen's Road and the crossing, or either of the 107/614 bus stops in Wood Street, pedestrians are given the option of walking along a footpath and down to a set of concrete steps leading to a narrow pavement from which it is difficult to see approaching traffic, or to freely roam across the grass in order to cross Wellhouse Lane.



Anyone with mobility issues finds this very difficult and hazardous. Parents have to hold onto their children tightly, but find it especially problematic if they have a buggy or pushchair.

WELLHOUSE LANE, BARNET, HERTS



An additional obstacle to crossing is the new dropping off stop for the 263 and 384 buses in Wellhouse Lane, some 20 yards before the newly expanded bus terminus – a construction which was only made necessary by the re-routing of the 307 service but which has clearly failed to achieve fitness for purpose. It is now impossible to know when it is safe to cross Wellhouse Lane and as there is no marked crossing or island refuge pedestrians are obliged to choose their own route across the road.



At times Wellhouse Lane is deceptively quiet and little traffic is seen, while at other times there is stream of buses and cars. Not only is it difficult for pedestrians to predict the flow of traffic and adjust their actions accordingly, but it is very difficult for drivers to see pedestrians, particularly emerging from the footpath.

WELLHOUSE LANE, BARNET, HERTS



On dark mornings, and at twilight due to inadequate lighting and signage, drivers new to the area can be taken by surprise by pedestrians crossing 'blind' from the left.

What would pedestrians like to see?

In the short term: a safe, designated crossing of Wellhouse Lane with signage to alert drivers.

In the long term: a strategic plan for traffic and pedestrian management in the area between Queens Road and the entrance to Barnet General Hospital, together with Wood Street and Wellhouse Lane, including fully considered and more appropriate siting of bus stops in all directions.

To include in the discussions the possible widening of Wellhouse Lane and appropriate bus routes to address the needs of the community and hospital users.

Many of the pedestrians to whom my husband and I spoke when taking the photographs for this document, and other local stakeholders whom I consulted, have expressed frustration and resignation. They do not think anyone with decision-making power will actually listen to their needs.

There is still deep resentment at the recent change to the 307 bus route (from June 2012) and the manner in which this decision was made, *long before* TFL's alleged "public consultation", and despite the warnings of the Headmaster of Queen Elizabeth's Boys' School of the dangerous consequences for pupils and the objections

WELLHOUSE LANE, BARNET, HERTS

of many local residents. The Froum may be aware that there has already been one traffic accident in Wellhouse Lane involving a pupil since the start of the present academic year.

It would go some way to redress the balance of this ill-considered decision if present members of the Area Environment Sub Committee of Barnet Council could now be seen to take the interests of the whole community into account.

Patricia Yorke (Mrs)
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12/10/12