

HENDON RESIDENTS FORUM

Wednesday 13 March 2013 6pm

Hendon Town Hall, The Burroughs, Hendon, Hendon, NW4 4BG

ISSUES TO BE CONSIDERED

Issue Raised	Response
<p>1. Partingdale Lane 20 mph</p> <p>20 Residents are very concerned with the speed of the traffic in Partingdale Lane.</p> <p>the speed limit should be 20mph for the entire length rather than the confusing change of limit we have at the moment of 20mph and then 30mph. This just causes drivers to be unaware of the 20mph speed limit and causes dangerous speeding throughout the length of Partingdale Lane.</p> <p>Peggy Sherwood</p>	<p>In September 2007, when the existing traffic management scheme on Partingdale Lane was introduced, the 20mph speed limit was applied to the built-up section while the default national 30mph limit was retained for the other section.</p> <p>During the last review regarding speed limits in the summer of 2011, the 'confusing change of limit' has not been apparent to investigating officers as the terminal speed signs at the 20mph/30mph interface were found to conform to national design guidelines that drivers would encounter elsewhere and are therefore familiar with.</p> <p>Officers conducted speed surveys from 6 to 13 June 2011 on the 20mph and 30mph sections respectively and both sets of results did not highlight speeding when interpreted within the Police (ACPO) context. It has to be noted that this survey immediately followed a targeted operation by the Police although officers are aware that some residents believed <i>'that the reason they [police findings] were slower is because we were visible in High visibility jackets'</i>.</p> <p>As a result of the June 2011 review, the 20mph section benefitted from repeater signs as a precautionary measure while no measures or improvements were introduced for the 30mph section which is deemed to have good visibility.</p> <p>Since the last officer review in June 2011 up to 30 September 2012, this being the latest date for which recorded personal injury accidents' (PIA) data is available, the database does not highlight any PIA incidents on Partingdale Lane.</p>

Issue Raised	Response
	<p>Currently there are no plans to review the speed limit although the Council may in due course reconsider dependent on support for investigation.</p> <p>Neil Richardson Neil.Richardson@barnet.gov.uk</p>
<p>2 On-going parking problems in and around Richmond Gardens</p> <p>Richmond Gardens is a small cul-de-sac street off the Watford Way in Hendon. It is a quiet road and its residents are a mixture of families with small children or elderly people.</p> <p>Residents experience the following problems:</p> <ul style="list-style-type: none"> • Richmond Gardens is filled with cars parked on every available spot by non-residents • Driveways are blocked by a non-residents • Dangerous – fast diving • High risk to accidents <p>Dana Levy</p>	<p><i>Richmond Gardens is primarily uncontrolled, where motorists can park anywhere, within reason, despite the various demands for kerbside space from residents and visitors to the area. It has been found that the most effective way of deterring parking whilst reserving kerbside space for residents is through the introduction of a Controlled Parking Zone (CPZ). However, the Council has no plans to introduce CPZ restrictions in the road at this time.</i></p> <p>Further to this however, investigations into parking and possible CPZ introduction are generally considered as area wide rather than on a road by road basis and should local residents feel strongly regarding these issues we would encourage them to write in further to the council or local Ward Councillors detailing their concerns. These will then be held on file and should it be found that there are significant levels of concern expressed in writing, then consideration may be given to carrying out investigations in the future.</p> <p>In relation to parked vehicles obstructing lowered kerb access, this is something that the council has the powers to enforce and as such the issue will be reported to the Parking Enforcement Team for their attention. Alternatively, residents may wish to apply for an advisory white line to be introduced in front of the lowered kerbs outside their properties in order to help deter parking, which involves a fee. Details and the application form can be found by visiting the council's website.</p> <p>Speeding on Richmond Gardens – preliminary investigations have not highlighted the concern and therefore currently there are no plans to introduce speed-related measures.</p> <p>Due to the limited resources available, it makes sense when addressing speeding and safety concerns is to focus resources to those locations where there is a known history of accidents.</p>

Issue Raised	Response
	<p>Our records show there are no recorded personal injury accidents during the standard assessment period of 3 years in Richmond Gardens.</p> <p>Neil Richardson Neil.Richardson@barnet.gov.uk</p>
<p>3 When will the Council deep clean the Hendon Way underpass by Hendon Central Station which is the responsibility of the Council.</p> <p>Adam Langleben</p>	<p>The subway at Hendon Central is cleaned by our town centre team daily, operations include servicing of litter bins, clearance of litter & detritus, removal of graffiti and fly posting and disinfecting to disperse odours of urination caused by vagrants etc.</p> <p>TfL carry out an annual deep clean of the subway in April including washing walls and light fittings.</p> <p>Dave Ward Dave.ward@barnet.gov.uk</p>
<p>4 Will the Council install additional CCTV around Hendon Central station due to recent incidents?</p> <p>Adam Langleben</p>	<p>In relation to cctv. The service as a whole is under review so therefore there are no plans to expand the current coverage.</p> <p>Steve Murrant Steve.murrant@barnet.gov.uk</p>
<p>5 What work is being done to improve cycling provision in, Mill Hill, Burnt Oak, Edgware, Hendon, West Hendon, Colindale wards?</p> <p>Adam Langleben</p>	<p>West Hendon and Colindale are both areas where significant development is taking place. Provision for cyclists is being delivered in and around these areas through the development proposals. Proposals in the Colindale Area are guided by the Colindale Area Action Plan - work already delivered in this area includes the first phase of Heybourne Park incorporating off road cycle path and cycle parking. In West a new planning application is anticipated shortly that will need to incorporate suitable provision for cyclists and other road users.</p> <p>The borough's Local Implementation Plan programme of work also includes 2013/14 proposals to support cycling in the borough that will have an impact in the wards referred to:</p> <ul style="list-style-type: none"> Continued provision of off-road and quiet road cycle routes in the borough. Currently work is ongoing elsewhere in the borough but work has also been identified to develop proposals following the route of the Silk Stream complementing and linking the provision being

Issue Raised	Response
	<p>made at Colindale and West Hendon.</p> <ul style="list-style-type: none"> • Developing a cycle/pedestrian bridge at Cool Oak Lane complementing development provision in West Hendon. • Cycle route signage review – a number of on and off road routes already exist across the area, but signage is not always clear or consistent. Issues have been identified in Edgware and Hendon but the review would also address issues that doubtless also exist elsewhere. • Cycle parking provision – Provisional locations for new cycle stands have been identified from cycle parking requests made via the London Cycling Campaign cycle parking website or direct to the council. These include Brent Street in Hendon, Vivian Avenue in West Hendon and Bittacy Hill/Sanders Lane in Mill Hill wards. • Cycle training grants to schools and school cycle leaflets • Cycling/walking promotion – including working with British Cycling on a programme of SkyRide Local in the borough. <p>Neil Richardson Neil.Richardson@barnet.gov.uk</p>
<p>6. What discussions have taken place between Barnet Council and Transport for London about safety measures at Stirling Corner roundabout, which borders Hale ward?</p> <p>Adam Langleben</p>	<p>The Leader wrote to the Mayor of London on 17 January 2013 asking him to ensure that potential safety improvements at Stirling Corner are investigated taking into account issues identified in a Council resolution of 6 November 2012, with a view to implementing suitable improvements. Relevant officers have not discussed potential safety measures with TfL since then but hope that further dialogue will take place later this year.</p> <p>Neil Richardson Neil.Richardson@barnet.gov.uk</p>
<p>7. The junction of Queens Road/Hendon Way/Vivien Avenue is heavily congested by traffic during rush hour on the Queens Road side of the road. Will Barnet Council approach TfL and ask for a rephasing of the traffic lights to ensure smooth traffic flow on Queens Road?</p> <p>Adam Langleben</p>	<p>Transport for London upgraded the junction last summer with the signals operating in conjunction with The Burroughs/Station Road and Aerodrome Road/Greyhound Hill junctions. Initially an error was made during the installation which resulted in queues at the Queens Road junction, however according to TfL this has been resolved and the junction is operating optimally.</p> <p>Neil Richardson</p>

	Issue Raised	Response
		Neil.Richardson@barnet.gov.uk
8	<p>Will the Council commit to gritting Lawrence Street, Mill Hill during cold weather due to excess water coming down from St. Josephs College</p> <p>Adam Langleben</p>	<p>The Council has in place a Winter Gritting Plan which defines the priority given to winter gritting operations, both on the roads and footpaths within the borough. Within the plan there is recognition that there may be location where excess water will cause specific risks and these will, within reason, be factored into the plan when such locations are identified.</p> <p>Paul Bragg Paul.bragg@barnet.gov.uk</p>
9	<p>Will the Council commit to gritting all roads surrounding schools in the Borough?</p> <p>Adam Langleben</p>	<p>The Council has in place a Winter Gritting Plan which defines the priority given to winter gritting operations, both on the roads and footpaths within the borough. It also encourages residents and schools to become grit keepers and hence aid self help which is particularly important around school locations.</p> <p>Paul Bragg Paul.bragg@barnet.gov.uk</p>
10	<p>Will the Council consider following Camden Council in the introduction of a borough wide 20mph speed limit? (excluding trunk roads)</p> <p>Adam Langleben</p>	<p>The Council does not intend to introduce a borough wide 20mph speed limit.</p> <p>20mph area wide limits without physical measures to reduce traffic speeds, such as Camden are considering, are most likely to achieve speeds at or close to the 20mph speed limit in locations where road conditions e.g. narrow heavily parked streets mean that existing speeds are already low. Where this is not the case adequate enforcement of the limit may be unachievable.</p> <p>Consideration of 20mph zones or limits may be appropriate in some locations in the borough depending on the particular prevailing circumstances, however this would be considered on a case by case basis based on merit.</p> <p>Neil Richardson Neil.Richardson@barnet.gov.uk</p>
11	<p>Of the Boroughs Park public toilets, how many are a) open to the public, b) closed to the public?</p>	<p>10 open to the public 1 closed at present due to anti social behaviour</p>

Issue Raised	Response
<p>How often are public toilets in Barnet's parks cleaned?</p> <p>Adam Langleben</p>	<p>The toilets are cleaned once a day.</p> <p>Parks@barnet.gov.uk</p>
<p>12 Has the Council identified any increase in noise pollution in the Colindale area due to the construction works taking place?</p> <p>Adam Langleben</p>	<p>There are several large projects within the Colindale area including Beaufort Park, Grahame Park Regeneration, the former Colindale Hospital site, and the site known as The Pulse opposite Colindale Hospital. These large construction sites do result in complaints of noise. However the number of complaints has not been vast – 4 in this financial year and 8 in last financial year. Environmental Health investigates in several ways. If the site is doing noisy works outside the hours of 8am and 6pm Monday to Friday and 8am and 1pm on Saturdays, then we can serve notice under the Control of Pollution Act 1974 to enforce these hours. Noise and vibration on construction sites is a given. However if the noise/vibration is excessive then the site may be causing a statutory nuisance under the Environmental Protection Act 1990. We investigate to ensure that best practical means are being adhered to on the site. Finally, most sites now have construction management plans as a condition of planning approval. We work with planning to ensure that the construction management plan is suitable in the first instance. We can then work with planning enforcement if any part of the plan is not being complied with.</p> <p>We do not actively monitor noise from construction sites, rather we visit when complaints are made to this service. If anyone has complaints about noise from construction sites then they need to call 020 8359 7995.</p> <p>Lucy Robson Lucy.Robson@barnet.gov.uk</p>
<p>13 Has the Council identified a relation between increases in crime and new gambling shops?</p> <p>Adam Langleben</p>	<p>There have not been any identified increases in crime that can be associated with gambling shops.</p>
<p>14 In 2009/10 Hale ward had 120 residential burglaries records. By 2011/12 that had risen to 194.</p>	<p>As regards to crime within Hale ward. The ward is not a hot spot area. There has been an increase in burglary generally across the borough by 3%. Various initiatives are being carried by Council staff to compliment the actions by police.</p> <p>There are to be burglary awareness campaigns taking place across the</p>

Issue Raised	Response
<p>Robbery in Hale ward has seen similar increases</p> <p>What is the Council doing to reverse this worrying crime trend in Hale?</p> <p>Adam Langleben</p>	<p>Borough.</p> <p>There is another property road show taking place in April 2013. Priority Intervention Team officers received weekly intelligence in respect of the top 10 burglary suspects and the hotspot locations. We are introducing some automatic number plate reading CCTV cameras are major arterial routes across the borough.</p> <p>As regards to robbery, Hale ward is not a hot spot problem area. The Borough is in fact only recording one offence of robbery a day for the whole Borough.</p> <p>Steve Murrant Steve.murrant@barnet.gov.uk</p>
<p>15 State of Pavement Repair on Bertram Road</p> <p>The pavement at this location is in need of repair.</p> <p>Kavita Singh</p>	<p>A highway inspector will be instructed to inspect the location and any intervention level defects identified will be forwarded to the contractor for repair.</p> <p>Paul Bragg Paul.bragg@barnet.gov.uk</p>
<p>16 Pond at church farm house museum</p> <p>When it shut Church Farmhouse Museum in March 2011, Barnet council ceased to maintain the ancient dew-pond in the Museum garden. (The garden is set in a Conservation area, and is still open to the public.) The pond is now full of decayed vegetation, and is mosquito-ridden in summer. Despite repeatedly claiming, over the past year, that it would clear the pond and re-instate regular maintenance, Barnet has not done so, but has instead erected an unnecessary and unsightly chip-board fence around the pond. When will the fence be removed, and when will the pond be cleared out and a programme of regular maintenance started?</p> <p>Mr Root</p>	<p>The council has erected a temporary barrier, to stop access to the pond and therefore mitigate for the risk of someone drowning in the pond while the building is vacant, which has been raised as a health and safety priority, including by Mr Roots on the 11 May 2012.</p> <p>Currently the council are hoping to conclude a solution for the future use of the building and grounds shortly. If in fact this situation changes, and it falls to the Council to put in a permanent solution to the pond these options will be further reviewed.</p>

	Issue Raised	Response
17	<p>Greenfields Lane NW4 - Since the Saracens development went ahead, the contractors are ruining the green fields by driving all over the grass and they never clean the road after they have used it.</p> <p>From Pursely Road NW4, there is an alleyway that leads to Copthall Stadium. Can a pedestrian management plan be implemented.</p> <p>Mr Rees</p>	<p>There is a Construction Management Plan in place for the Saracens re-development of Copthall Stadium which is a Planning Condition within the planning permission. Saracens are required to re-instate any damaged areas as part of this Plan once the works have been completed. There are also required to clean the road and the Council will contact Saracens directly to ensure that the road is cleaned on a regular basis.</p> <p>There is document called the Local Area Management Plan (LAMP) which is a Planning Condition within the planning permission which Saracens are required to implement and follow. The LAMP covers the area outside the Copthall Estate around the stadium and the public highway in the vicinity of the area. The pedestrian route from Pursley Road to the stadium is covered by this plan and Saracens are required to provide staff to direct spectators and manage the use of this route. If there are any specific areas of concerns along this route please provide further detail and these can be addressed with Saracens directly.</p> <p>Neil Richardson Neil.Richardson@barnet.gov.uk</p>

Future meeting dates are as follows and will begin at 6pm:

Date	Venue
25 June 2013	Hendon Town Hall, The Burroughs, Hendon, Hendon, NW4 4BG
22 October 2013	

Contact: Paul Frost, Business Governance Officer, Corporate Governance Directorate, Building 4, Oakleigh Road South, London N11 1NP. Tel: 020 8359 2205, Email: paul.frost@barnet.gov.uk