

**CHIPPING BARNET RESIDENTS FORUM
BARNET HOUSE, 1255 HIGH ROAD, WHETSTONE, N20 0EJ
Wednesday 25 March, 2015, 6.30PM**

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

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

	Issue Raised	Response
1.	<p>1 On what date will the council receive the analysis and report of the libraries surveys and consultations?</p> <p>2 Will the report include an analysis of the meeting about volunteer libraries held on 23 March?</p> <p>3 One report indicated that the council plans to implement its policy on libraries this summer but an earlier report stated that nothing would be done until next year. What is the accurate date planned for implementation?</p> <p>4 If there is not strong support for any of the three options proposed in the survey, what will the council's next steps be?</p> <p>5 If residents have proposed viable alternatives for maintaining a comprehensive library system, will the council acknowledge them and consult again on that basis?</p> <p><i>Barbara Jacobson - Greenway Close</i></p>	<p>1. The report of findings is anticipated to be delivered in April 2015. A period of analysis will follow.</p> <p>2. No - The 23 March event was an information session about community libraries, rather than part of the consultation.</p> <p>3. Any savings proposed in the libraries strategy will first be delivered in the financial year 2016/17.</p> <p>4. As set out in the report to the Council in November 2015, the Council has always planned that its final strategy will be developed in light of the feedback from the consultation. The final strategy will be considered by Members later in 2015.</p> <p>5. The final strategy will take into account all the feedback and ideas presented through the 2014/15 consultation. We will ensure we have fulfilled our statutory duty to consult before any decision is made.</p> <p><i>Elissa Rospigliosi - Commissioning and Policy Advisor</i></p>
2.	<p><u>Land to the rear of 71 Holden Road</u></p> <p>I have the following questions:</p>	<p>1. At Assets Growth and Regeneration Committee 15 December 2014 the council authorised</p> <ul style="list-style-type: none"> • That the land is declared surplus to the council's requirements.

Issue Raised	Response
<p>1. What are the Council's intentions with regard to this land?</p> <p>2. Why is there a Public Notice?</p> <p>3. What will happen in the two years that the Council grants an option? Who will this be to?</p> <p>4. Why is the Council disposing of this land for a lease of 150 years? Who will the lease be to?</p> <p>5. Are there any plans to build bridges across Dollis Brook? If, so what size will they be and for what purpose?</p> <p><i>Danuta Heneaghan - Walmington Fold</i></p>	<ul style="list-style-type: none"> • That, subject to statutory public open space consultation, the Committee approve the granting of a two year call option to HGS Properties (Brookdene Holden Road Ltd) to purchase the public open space at the rear of 71 Holden Road on a 150 year lease subject to planning, a tree maintenance plan and the required legislative advertising. <p>2. Under Sec 123 (2A) of the Local Government Act 1972, as the land is held as public open space, the proposed disposal must be advertised for two consecutive weeks in a newspaper circulating in the area in which the land is situated, with any objections to the proposed disposal being considered by the Council.</p> <p>3. The land will remain as it is, currently land locked and not accessible to the public. The option will be to HGS Properties (Brookdene Holden Road Ltd) Should Brookdene Holden Road Ltd decide to take up the option, the land will transfer on the terms detailed in the report. The land will remain undeveloped but will provide garden/amenity land for the frontage development. If the option is not invoked within the 2 year window, the land will remain in its existing state.</p> <p>4. The sale of a long leasehold for 150 years of an area of Public Open Space will enable the council to retain an element of control over the management of the woodland. The capital receipt which will be generated will be available for use in delivering the council's corporate objectives, without any loss of visual amenity. The lease will be to Brookdene Holden Road Ltd.</p> <p>5. No. Forging the brook or constructing a bridge was considered but it is believed it would not be sufficient reason not to dispose of the site. Providing a bridge would provide access for maintenance at a cost, which would be substantial in relation to its potential use. No maintenance had been carried out and the woodland is in a neglected</p>

	Issue Raised	Response
		<p>state. The most economical solution is to dispose of the site by way of a long lease.</p> <p><i>Chris Smith - Head of Estates</i></p>
3.	<p>I also walked along the brook on the newly made path that runs from Fursby Avenue and I have questions about that too:</p> <ol style="list-style-type: none"> 1. There are very dangerous bits where the path drops very sharply towards the river. A missed step or a bad manoeuvre with a pram and you'd go straight into the brook. Some of the bad bits are on sharp bends so especially dangerous for cyclists. 2. Should cyclists be allowed to use the path? 3. The path is very narrow alongside the allotment fences. 4. Why was the path built and for what purpose? 5. Who was envisaged to use the path - it is suitable for pedestrians and no other users. 6. At one point the edge of the path has had to be bolstered by concreting it to the river bank. 7. Has anyone thought how the path edges would last after a wet spell? <p>I think that someone should have a good inspection of the path to see what it is suitable for and to assess the safety aspects.</p> <p><i>Danuta Heneaghan - Walmington Fold</i></p>	<ol style="list-style-type: none"> 1. The shared use footpath network is being assessed currently, in order to install safety fencing in order to combat this issue. 2. The majority of the new pathway has been built to a width 2.5 metres in order to cater for all users. Due to particular site restrictions there were some locations where 2.5 meters was not feasible. 3. As reference above, due to restrictions on site it was not possible to build the pathway to 2.5 meters at this location. 4. The footpath was identified to be upgraded and improved as part of the Dollis Valley Greenwalk as a shared use footpath to accommodate cyclists as well as pedestrians. 5. The consultation that completed in April 2014, prior to the works taking place showed that although 83% of the consultantees lived within 10 minutes walk of the pathway 9% travelled up to 20 minutes and 8% more than 20 minutes. The new shared use footpath is wide enough accommodate both pedestrians and cyclists. 6. The path has been constructed to accommodate both a safe route as well as fit in with the existing environment and at this location it has been necessary to raise the pathway to ensure it was safe and level. 7. The pathway has been constructed under Highways guidance and with the expertise of our Highways Officers with RE. This professional design process has ensured that the pathway is suitable for the environment in question. <p>As reference above the footpath is currently being assessed and this</p>

	Issue Raised	Response
		<p>inspection will pick up any remaining issues.</p> <p><i>Lynn Bishop - Street Scene Director</i></p>
4.	<p><u>Chipping Barnet Town Centre – Highways issues</u></p> <p>1. Given the September 2015 deadline for expenditure of Section 106 money on improvements to the High Street/Wood Street junction, what is proposed and how soon will the Town Team (aka Chipping Barnet Town Centre Strategy Board) be consulted?</p> <p>2. In view of the discussions and promises between Highways and community representatives over several years about pavement build-outs in High Street, what progress is being made to develop proposals, consult and implement them?</p> <p>3. Why have emails from the Town Team to Highways on these issues been consistently ignored?</p> <p><i>Robin Bishop - The Barnet Society</i></p>	<p>1. The proposal for the High Street/Wood Street junction is a revival of a previous outline design that we understand was shared with the Town Team at their February meeting. A review of the design was undertaken in the autumn that suggested some minor kerb-line adjustments and highlighted some other issues to address in the detailed design.</p> <p>This Scheme is currently on the 15/16 Work Programme. The s106 funding available would only address part of the costs involved, and this would include development costs for the proposal, so the deadline on this funding is not expected to be an issue.</p> <p>Implementing the changed layout on an experimental basis in the first instance has previously been identified as a possible approach for this proposal.</p> <p>2. The Environment Committee agreed on 27 January 2015 a 2015/16 work programme of schemes chiefly using Local Implementation Plan funding provided by Transport for London (TfL). This included prioritising mainly small-scale proposals for four areas of the programme (School Travel Plan proposals, Traffic Management and Accident Reduction proposals, 20mph zones and Parking proposals). Other proposals, such as that for the Wood Street junction, were already defined having been set out previously in the three year delivery plan and annual funding applications provided to TfL.</p> <p>In the High Street north of the Church, proposals for pavement</p>

	Issue Raised	Response
		<p>build-outs or pavement widening, along with various other proposals to address a range of issues have previously been discussed but the scope of these was not sufficiently defined for them to be given priority in the four areas described above. Widening of pavements in the High Street has been included as an item to be assessed during 2015/16 along with all proposed schemes for the borough as part of the annual review of proposals for future submission to TfL and approval by Environment Committee.</p> <p>3. Although some responses to members of the Town Team have been slow we believe that responses to outstanding issues have now been sent. Emails will generally have been sent from Customer Services rather than coming directly from Highways staff. Some issues are also being addressed through the Council's Commissioning Director. Officers would be happy to contact Town Team directly to ensure that all of the queries have now been actioned.</p> <p><i>Dean Cronk - Service Director (Highways)</i></p>
5.	<p><u>Old Fold Manor Golf Club – Proposed landscaping</u></p> <p>1. What is the Council's precise role in the proposal to fell some 50 mature trees along St.Alban's Road on the land it owns at Old Fold Manor Golf Course, and to replace them with a planted mound?</p> <p>2. What will be the overall project cost?</p> <p>3. What will be the financial benefit to the Council and Council Tax-payers?</p>	<p>1. At this time our role is to supervise any tree works planned to be carried out within the land managed by Old Fold Manor GC according to the lease.</p> <p>Various on-site meetings have taken place regarding the proposed plans to redevelop the section of the course along St Albans Rd.</p> <p>From inspection, it was visible that the large Poplar trees at the above location have reached the end of their safe useful life expectancy. Multiple trees have failed recently, with others showing signs of significant decay creating a significant risk to users of the course and road. From the viewed artistic impression of the</p>

	Issue Raised	Response
	<p>4. How will the Council ensure that their companion trees, hedgerow and other plants that form such a significant feature of the Green Belt and the Monken Hadley Conservation Area will be properly protected, and that construction and planting will be carried out to adequate quality standards?</p> <p><i>Danuta Heneaghan - Walmington Fold</i></p>	<p>redeveloped landscape and in view of the trees current state, the Tree Section would not object to the proposals for the removal of these trees.</p> <p>2. Land is leased and any cost will be borne by the Golf course. There is no cost to LBB</p> <p>3. No financial cost to LBB.</p> <p>4. All proposed plans for tree pruning or removal have to be agreed with the Tree Section before works are approved. Decisions for appropriate tree management are based on Current Good Practice within the industry and have taken into account land use and environment implications. Where works would be detrimental with no benefit, no approval would be given. From recent visits, plans for any necessary tree maintenance have been discussed on site and works were checked to ensure standards have been adhered to.</p> <p><i>Lynn Bishop - Street Scene Director</i></p>
6	<p>Where are all the low paid residents supposed to live in barnet as you get rid of all the social housing which includes our carers, hospital cleaner, street sweepers, schools dinner ladies etc?</p> <p><i>Frances Briers</i></p>	<p>The Council's plans for delivery more housing and homes that people can afford are set out in the draft Housing Strategy which is currently being consulted upon. Over the next ten years the Council expects to deliver nearly 24,000 new homes through its growth and regeneration plans, which is expected to reduce the pressure on housing costs over the longer term. In addition, the Housing Strategy identifies specific actions that the Council intends to take to deliver more affordable homes in the borough, including:</p> <ul style="list-style-type: none"> • The building of new council homes. Barnet Homes have already provided the first new council homes for over 25 years and is currently building 40 more. It is estimated that existing council housing sites could accommodate a further 600 new homes. • Developing a Housing Pipeline in partnership with Re to considering

	Issue Raised	Response
		<p>the potential of other council owned sites to provide new homes, including affordable homes for rent and for sale. Sixty potential development sites have been identified across the borough, with initial estimates suggesting that the first 15 sites could provide up to 700 new homes.</p> <ul style="list-style-type: none"> • Seeking to increase the supply of rented homes at local housing allowance levels, which ensure that they are affordable for households on low incomes who may need to claim housing benefit to help them pay their rent. • Exploring innovative solutions to provide more affordable homes for rent and for sale, including modern new homes designed specifically for renters and smaller well designed starter homes for people wishing to access home ownership. <p>The draft Housing Strategy can be accessed on the Council's engage website here: http://engage.barnet.gov.uk/housing-planning-and-regeneration/barnet-housing-strategy-2025-to-2025/consult view</p> <p><i>Paul Shipway - Head of Strategy & Performance (Re)</i></p>
7	<p>Where are all the children of low paid worker supposed to study when you close the Library's down?</p> <p><i>Frances Briers</i></p>	<p>No decision has been made to close a library.</p> <p><i>Val White - Interim Commissioning Director, Children and Young People</i></p>
8	<p>Petition – Friern Village proposed Parking changes on:</p> <ul style="list-style-type: none"> • Balmoral Avenue • Baron Close • Duchess Close • Earl Close • Hamptob Close 	<p>1. The Council has no proposals to introduce a control parking zone on the roads covered by the petition or the surrounding areas.</p> <p><i>Dean Cronk - Service Director (Highways)</i></p> <p>2. It is our understanding that this petition relates to recent Warning</p>

Issue Raised	Response
<ul style="list-style-type: none"> • Highgrove Close • Kensington Close • Regal Drive • Viscount Close <p>The petition requests -</p> <ol style="list-style-type: none"> 1. Stop the proposed control parking zone (CPZ) 2. Stop issuing penalty charge notices (PCN's) to our vehicles 3. Please do not force us to park inconsiderately and inappropriately 4. Save our free parking zones and save our limited number of parking spaces 5. Demand the council understand the usage of roads, before claiming Historical Parking Zones as foot paths 6. Stop the potential discrimination against us the residents of Friern Village 7. Allow us residents to live happily, free from parking controls, as we have since the development was built. 8. Do not deface our roads with unsightly road markings and parking control signage 9. Save the right for our family, friends and visitors and trades people to park free when visiting or working for us. 10. Request the full support of our MP Theresa Villiers and our Local Councillors. <p>Total signatures – 93</p> <p><i>Christian Pinnigar - Friern Village</i></p>	<p>Notices that have been issued by the parking enforcement team in response to vehicles parked on the footway. That being the case, we would respond as follows:</p> <p>The Parking team had been contacted by members of the Friern Village Association who had expressed concerns over footway parking in the area.</p> <p>Footway parking is prohibited in law within the Greater London area, unless specifically exempted by individual Local Authorities. (Section 15 of the Greater London Council (General Powers Act) 1974. Additionally, rule 244 of the Highway Code states 'You MUST NOT park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it'. It is presumed that motorists are aware of this prohibition by virtue of the Highway Code. At present, Local Authorities are empowered to enforce this prohibition through the issuing of PCNs.</p> <p>In this instance however, no PCNs were issued as a result of footway parking. Instead, the Council issued warning notices to motorists to alert them to the prohibition on footway parking and also its intention to take more robust enforcement action should the activity persist. As of yet, the Council has not yet commenced the process of issuing PCNs to vehicles parked either wholly or partially on the footway in any of the roads listed in Mr P's letter to the Council's Chief Executive dated 18 March 2015.</p> <p>The Council appreciates the views of the residents who were signatories to the petition. However, their position have to be balanced against those of other road users who also have a right of access along the pavement/footways. It is a matter of fact that pavement parking creates an obstacle for pedestrians, making it especially difficult for mothers with pushchairs, wheelchair users and people with limited mobility to use the pavement safely. Blind and partially sighted people are particularly affected as they may not be able to detect and avoid a parked car. Alternatively they may be forced into the road, particularly dangerous if they are unable</p>

	Issue Raised	Response
		<p>to perceive oncoming traffic or the return to the kerb is obstructed by a line of cars.</p> <p>An additional problem is the damage caused to pavements, which are not designed to take the weight of vehicles. A vehicle's weight can cause paving to crack and the tarmac surface to subside. Broken pavements caused by pavement parking are not only dangerous but expensive.</p> <p>Notwithstanding the above, Local Authorities have the power to exempt certain streets from footway parking prohibition and in so doing permit drivers to park either wholly or partially on the footway, in order to maintain the safe flow of traffic. This exemption requires detailed consideration of a range of issues including the safety of pedestrians and other road users. To this end, the Council will undertake the necessary assessment in line with this petition in order to determine the appropriateness of an exemption in this instance. The Council will endeavour to provide a more definitive response to the petitioners within the next 6 weeks.</p> <p>In the meantime, all motorists should refrain from parking either wholly or partially on the footway in the roads outlined in the aforementioned letter.</p> <p>3. Please see response to petition number 2.</p> <p>4. As outlined earlier - The Council has no immediate plans to introduce a controlled parking zone in this area.</p> <p>5. The Council appreciates the views raised by the petitioners and wishes to assure them of its commitment to review the issue in further detail. It must be understood however, that increased vehicle ownership and usage lead to intensification of the demand for kerbside space and may well give rise to a need for controls where these had not previously been necessary.</p> <p>6. The Council wishes to assure residents that it does not favour any one</p>

	Issue Raised	Response
		<p>component of the Barnet population above another. Footway parking is enforced in numerous streets within the borough. Furthermore, the policy on issuing warning notices is consistent with the general enforcement practice applied throughout the borough.</p> <p>7. As per responses to petitions 2, 5 and 6 above.</p> <p>8. As mentioned earlier, the Council has no immediate plans to introduce a new controlled parking zone. That said, if footway parking were to be agreed in this area, it could result in additional signage at locations where the exemption exists.</p> <p>9. The Council notes the petition and would advise that any future decision regarding permit or paid-for parking would undergo a process of consultation with residents and stakeholders.</p> <p>10. The Council shall leave residents to enlist support as they see fit.</p> <p><i>Claire Symonds - Commercial and Customer Services Director</i></p>

Contact: Faith Mwende, 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: TBC