

**CHIPPING BARNET RESIDENTS FORUM**  
**BARNET HOUSE, 1255 HIGH ROAD, WHETSTONE, N20 0EJ**  
**TUESDAY, 22 OCTOBER 2013, 6.00PM**

**Chairman: Councillor Kate Salinger**  
**Vice-Chairman: Councillor Barry Evangelini**

**ISSUES TO BE CONSIDERED AT THE FORUM MEETING**

	<b>Issue Raised</b>	<b>Response</b>	<b>Update (if any)</b>
1.	<p>We note the proposed plans for a pelican crossing at Marriott Road/The Avenue and how this will help the parents and children of Foulds School and pedestrians. What is more dangerous for pedestrians is the speeds at which cars are driven as they clear the corner and accelerate through Alston Road past the Sebright Arms. There is considerable danger to local pedestrian traffic every school morning and afternoon and to people crossing Alston Road to the shops and pub. Is there any chance that simple 20 mph and SLOW signs can be placed in prominent sight for the speeding drivers taking this short cut?  <i>(Chris Bass)</i></p>	<p>Following a meeting between RE officers with Cllr Longstaff at the NLBP premises on 11 October 2013 at 2pm, it was agreed that in line with the outcome of the road safety audit a pelican crossing was not suitable.</p> <p>However officers are to consider progressing suitable alternative options that ultimately assure pedestrians that there is a comparatively safe pedestrian facility to cross:</p> <ul style="list-style-type: none"> <li>• In the first instance officers will consider strategically located pedestrian island(s) where feasible</li> <li>• and/or extend the existing 20mph zone to include an advisory section on The Avenue during peak time to encourage lower speeds</li> <li>• consider whether or not a road narrowing (priority give way / chicane) is appropriate</li> </ul> <p>Officers will put down the proposals on a plan and will, through the involvement of the STP team, invite the school to engage with the process.</p> <p>It is anticipated that a preliminary design with which to engage the school will be ready to circulate to ward members for discussion by end of November 2013.</p>	<p>Drawing showing the conceptual design of the pedestrian island and the extent of the 20mph advisory zone sent to Ward Councillors and the school at the end of December for comment. Ward members and the school have rejected the current proposal and want the original request for a pelican crossing revisited instead but with a 20mph speed limit introduced on The Avenue EN4. Coincidentally, the current proposal has failed to gain the support of the Barnet Lighting team as they are no longer supporting similar proposals where 3.5m minimum lane widths are not achievable due to health and safety concerns for their maintenance personnel.</p> <p>However, in discussion with Councillor Longstaff it has been agreed that an alternative with additional traffic calming measures will be pursued to encourage 85%ile speeds of 20mph or less. An independent road safety audit will also be carried out.</p>

	Issue Raised	Response	Update (if any)
2.	<p><u>Pine Tree Nursery</u> Petition calling on Barnet Council secure a new place for the Pine Trees Nursery.</p>	<p>The Council recognised the concerns expressed by the petition, and worked with the operators MAS Childcare Ltd to try to find an alternative setting, right up to the point that they decided to close the Nursery. Unfortunately, the only building that could be found that was in a location in the Borough that was acceptable to the operator, was too small to meet their commercial requirements, and could not offer them the long term security that they sought.</p>	No further update
3.	<p><u>Proposal for a 20 mph Speed Limit in Friern Village</u> The residents living in Friern Village, N11, are extremely concerned about the recent removal of the speed humps along Ribblesdale Avenue. These did have the desired effect of calming traffic in this area.</p> <p>Since the humps were removed from Balmoral Avenue at the opposite end of the Village some years ago there has been a noticeable increase in the speed of traffic in that part of the Village also.</p> <p>The Friern Village Residents' Association has surveyed its members and the overwhelming response was that they wish to see the implementation of a 20 mph speed limit throughout the Village starting at the Colney Hatch Lane end of Ribblesdale Avenue and ending at the Regal Drive junction with Friern Barnet</p>	<p>Requests for 20mph speed limits in Barnet continue to be assessed on a location by location basis with each being considered on its own merits. To this end, the assessments are carried out in line with the council's current approach that assesses requests for traffic management based on an agreed criteria. This approach helps to target limited funding to those locations where there is recorded evidence that suggests improvements should be considered.</p> <p>So far the accident history as reflected in the Police database show two personal injury incidents categorised as 'slight' in the latest available 36 month period up to 30 June 2013.</p> <p>Officers have not been able to put forward a recommendation for related measures but they are keen to revisit the matter should the Barnet Council feel so inclined.</p> <p>To clarify the point regarding enforcement, from recent discussions with the Met Police, they continue to insist they have challenges when it comes to enforcing 20mph speed limits that are not augmented by physical self enforcing measures.</p> <p>At present, Ribblesdale Avenue is a private road not maintainable by the Council. It is envisaged that road adoption could take place early next year subject to all</p>	<p>The issue was discussed at the Chipping Barnet Area Environment Sub-Committee.</p> <p>Members agreed that in order to make an informed decision further clarification and Information on the practicalities/implications of a borough wide 20mph was required. This would assist the Sub-Committee in better understanding the wider issues associated with imposing 20mph.</p> <p>RESOLVED - That:</p> <p>(1) The decision on the possibility of 20mph speed limit on all residential roads in Friern Barnet Village and extension of double yellow lines be deferred.</p> <p>(2) The Sub-Committee request that the Cabinet Member for Environment give consideration to formulating a borough wide policy on the issue of 20mph to assist the Sub-Committee in making an informed decision.</p>

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	<p>Road.</p> <p>We feel that an introduction of a 20 mph speed limit is necessary for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Friern Village is a dense residential area with a high proportion of young families. Many children play in the streets of the Village.</li> <li>2. The Village roads are well used by cyclists, joggers and many pedestrians using New Southgate Station.</li> <li>3. There is a care home for vulnerable adults in the Village and their safety on the roads needs to be considered. These residents are regularly taken for walks through the streets of the Village.</li> <li>4. The width of our roads are far narrower compared with the average side street.</li> <li>5. The layout of The Village with the existing road closure between Ribblesdale and Balmoral Avenues lends itself to a speed limit; however the lack of awareness by</li> </ol>	<p>remedial works being completed to the satisfaction of the Council. Existing traffic calming measures were removed as part of current remedial works due to defects. We are currently liaising with the developer on the measures required prior to road adoption.</p> <p>Accordingly adoption of Ribblesdale Avenue may introduce additional factors that were not otherwise factored into the original assessment of the area and therefore whilst it is not envisaged that officers would explore this request further it will be guided by the wishes of the council as to whether further investigation is undertaken or not.</p>	

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	<p>some drivers results in excessive speed up to and away from the barrier as they look for alternative routes.</p> <p>6. There have been several collisions to date, including one with a cyclist, fortunately as far as we know no one has yet been seriously injured; however with the recent removal of the humps we are very concerned that as speeds have increased there is a likelihood of more serious injury.</p> <p>7. We accept that the majority of drivers are driving sensibly, however we believe that the introduction of a 20 mph limit will increase the alertness of ALL drivers using these narrow roads. Recent monitoring of speed by the Borough in Ribblesdale Avenue indicates "mean speeds" of around 25mph or less, but this does not reflect those minority of motorists who go much faster and therefore pose a danger because it is least</p>		

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	<p>expected.</p> <p>8. Research shows that on urban roads with low average traffic speeds any one mile per hour reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam &amp; Baruya 2000).</p> <p>9. Our request appears to fully conform to the DfT Circular 1/2013 "Setting Local Speed Limits".</p> <p>Informal discussion with a local SNT PC confirmed that the police would find a 20 mph limit easier to enforce because of any obvious contravention.</p> <p>On the basis of the above we formally request that the Council introduce a 20mph speed limit throughout the roads of Friern Village. We believe that clear 20mph signage on the road surface, together with prominent signs at the entry points to both Regal Drive and Ribblesdale Avenue, including signs which also clarify that the village is not open to through traffic, would make all motorists fully aware that they were entering a</p>		

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	<p>residential area and need to be mindful of their speed.</p> <p><i>(Peter Storey, Friern Village Residents' Association Secretary)</i></p>		
4.	<p><u>Additional Double-Yellow Road Lines Required at Junction of Ribblesdale Avenue and Colney Hatch Lane</u></p> <p>Our members are very concerned about the regular bad parking at the west end of Ribblesdale Avenue, N11, approaching the junction with Colney Hatch lane.</p> <p>There is currently a flat roundabout at this junction with double-yellow lines on the roundabout itself, which extend along Colney Hatch Lane; however these lines need to be extended by about twenty metres on both sides of the road into Ribblesdale Avenue. This is because there is a traffic island in Ribblesdale Avenue at this junction and cars and vans are continually parking right up to and opposite the traffic island making the entrance into Ribblesdale Av. far narrower than it should be at this busy intersection.</p> <p>We suggest that by extending the</p>	<p>As part of the future road adoption of Ribblesdale Avenue, the Council intends to introduce waiting restrictions on the approaches to the roundabout as well as other locations on Ribblesdale Avenue. Waiting restrictions will be processed and implemented following road adoption.</p>	No further update

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	<p>existing double-yellow lines in Colney Hatch Lane into Ribblesdale Av. it will widen the available road space at this busy junction making accidents far less likely.</p> <p>We understand that previous requests to do this work were turned down because Ribblesdale Avenue had not been adopted by Barnet Council. This road adoption is now about to be completed and we suggest that the extension of the double-yellow lines are made as soon as the adoption is finalised.</p> <p><i>(Peter Storey, Friern Village Residents' Association Secretary)</i></p>		
5.	<p><u>Parking restriction on Woodside Avenue N12</u></p> <p>Please would it be possible for parking restrictions to be lifted outside the Dwight International School on Woodside Avenue N12 in order that school buses may be allowed to stop, set down and pick up children who attend the school?</p> <p><i>(Julie Anne Bray)</i></p>	<p>Records indicate that there is a Monday to Friday 2pm to 3pm waiting restriction on Woodside Avenue, outside the Dwight International School – the school is situated within the 2pm to 3pm North Finchley Controlled Parking Zone.</p> <p>Outside of these periods, any vehicle may park on the yellow line which is in situ, and provision exists in the regulations associated with the yellow line, to allow boarding and alighting activity to take place during their restrictive periods as long as it is safe to do so.</p>	No further update
6.	<p><u>Russell Lane Green Space</u></p> <p>Update on the status of the</p>	<p>Further to our recent cyclical survey, a significant number of trees were found to be in poor health or</p>	No further update

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	<p>Russell Lane green space. <i>(Issues specifically relate to the enhancement and protection of the ancient woodland)</i></p> <p><i>(Sue Scott, East Barnet Residents Association)</i></p>	<p>having a high risk of failure. In total 8 trees were identified as requiring removal, this was notified to the East Barnet Residents Association and a site meeting took place to explore opportunities for replacement planting.</p> <p>All 8 trees were removed during the summer, with replacement planting planned for February/March 2014. In addition to the replacement trees a further 8 locations were identified in our survey and these also are programmed for replacement February/March 2014.</p> <p>The 16 replacements will consist of English Oak, Common Hornbeam and Thorn – All native and suitable for this location.</p>	
7.	<p><u>High Barnet High Road</u></p> <p>It is noted that the High Barnet High Road has been resurfaced recently and lines repainted which was very welcome.</p> <p>Unfortunately there are many junctions where keep clear boxes are almost totally worn away. This causes traffic not to keep these boxes clear which makes a bad traffic situation worse.</p> <p>Examples include the junction of park road EN5 and the high road (opposite Red Lion pub) and other junctions between there and high Barnet station.</p> <p>Please can you confirm when these can be repainted as it</p>	<p>Following a borough wide survey a schedule of lining works has been produced. Instructions have been placed with our highway maintenance contractor and they are currently working through the list of defects. This work is weather dependent and as such the works are halted when the road surface is wet and/or when the weather forecast is predicting rain and/or zero or below temperatures.</p> <p>It is hoped that all works will be completed by the end of October.</p>	No further update

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	<p>seems as though this part of the road will not be resurfaced.</p> <p><i>(Mr Keir Frame)</i></p>		
8.	<p><u>Friern Barnet Road , Beaconsfield to Glenthorne housing and crime issues</u></p> <p>1. The presence of multi occupied houses , bedsits , and hostel/ bail/halfway house accommodation on Friern Barnet Road, mostly occupied by single males is once again causing concern and fear among local residents.</p> <p>2. Latest reports are of a Police raid on the half way house on Friern Barnet Road (by Cost Cutter) with suspect arrested for suspected violent crime, whilst more recently a teenage boy has been injured on Bellvue Road.</p> <p>3. Could Housing please confirm if any Barnet homeless or on bail males are placed in this accommodation and if so what checks are made on the quality and suitability of the accommodation?</p> <p>4. What classification does the multi occupied property of Friern Barnet Road come under and if there are any dwellings for bail /</p>	<p>A total of 19 units on Friern Barnet Road, managed by The Foundation Project, are used as temporary accommodation for suitable clients referred via Homeless Action in Barnet. Clients are placed here on a short-term basis until longer-term accommodation can be found in the private sector.</p> <p>An analysis of the last two years crime data covering much of the Chipping Barnet area (with particular focus on those streets off and around Friern Barnet Road) shows that overall, in the last 3 months (up to 22<sup>nd</sup> October 2013) there have been 20% fewer crimes (including ASB) when compared to the two-year average.</p> <p>However, there has been an increase on two particular streets (Beaconsfield Road and Colney Hatch Lane) when comparing the same data periods and in light of this and wider concerns about overall crime rates among residents we will be meeting with partners (including HAB, Foundation, Police) to review our current community safety provisions in the area.</p>	No further update

	Issue Raised	Response	Update (if any)
	half way house accommodation, what say do we have on their position in the community.		
9.	Will the planning department remain in Barnet under the Capita regime? If not, where will it be located and will residents still be able to go to an office in Barnet to see planning applications and documents? <i>(Barbara Jacobson)</i>	Yes the planning department will remain in Barnet and residents will still be able visit the planning reception at Barnet House to view planning documents.	No further update
10.	The brown food waste recycling buckets came with a few biodegradable bags. I do not want to buy bags, so can I simply dump food in the bucket for collection? If not, what alternative to bags is there? Newspaper? <i>(Barbara Jacobson)</i>	Residents can place food waste loose into their brown bins. Newspaper cannot be placed in the brown bins as traces of newspaper remain visible in the finished compost.	No further update
11.	Crime and bail housing in Friern Barnet. <i>(Sonya Karafistan)</i>	See response to question 8	No further update
12.	Please can you change the date on which adverts for the Residents' Forums are published? The advert for this forum was placed in the Barnet Press on Thursday 17th but the deadline for questions is 10am Friday 18th. As many people don't receive their copy of the press until Friday or Saturday	Yes	No further update

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	<p>they will be unable to submit questions</p> <p><i>(John Dix)</i></p>		
13.	<p>The Car Park in Fitzjohn Avenue is designated for long stay but is often full. The Car Park at Moxon Street has a maximum 4 hour stay and is typically half empty. My partner works in Barnet and frequently cannot find anywhere to park. Can you rethink maximum stay limit on the Moxon Street Car Park to allow people who work in Barnet somewhere to park and help generate more parking revenue.</p> <p><i>(John Dix)</i></p>	<p>In September 2012, in order to promote improved patronage, the Council reduced the parking tariff in many car parks across the borough, including the Fitzjohn Avenue Car Park.</p> <p>In addition, following a review of Chipping Barnet Town Centre Parking, which entailed questionnaires being sent to local businesses, and ongoing interaction with interested local organisations and groups, the Council in February 2013 introduced on an experimental basis changes to the parking arrangements in the Chipping Barnet Town Centre including the introduction of a maximum stay of 4 hours in the Moxon Street car park and the prohibition of business permit holders from parking in Moxon Street and Stapylton Road car parks.</p> <p>The result of these changes was that Fitzjohn Avenue Car Park was focussed towards long stay/business permit parking, while the Moxon Street Car Park focussed towards accommodating motorists wishing to stay for shorter periods – thought to be mainly those visiting the local shops and businesses.</p> <p>Since the changes were made in Moxon Street Car Park, site observations have showed the car park to remain quite underutilised than what was envisaged, and Officers have been asked by local groups to consider ways on how to make the car park more attractive to motorists wishing to park for short periods.</p> <p>It is envisaged that this plus any other comments or objections received (including this one) about Chipping</p>	No further update

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		<p>Barnet Town Centre Parking will be considered shortly as part of the decision-making process on whether the experimental changes should be made permanent or not, and if so with or without modification.</p> <p>In the meantime, it may be worthwhile if the resident's partner considers purchasing a business permit, which would entitle them to park in Fitzjohn Avenue Car Park, or failing that, in many on-street parking places in the area. Alternatively, it should be noted that the Stapylton Road Car Park still accommodates all day parking.</p>	
14.	<p>Do you think spending £150,000 on advertising the new blue bin service is an effective use of ratepayers' money?</p> <p><i>(John Dix)</i></p>	<p>The Chairman provided a response at the meeting stating that as the money had already been spent, there was not much more to comment on.</p>	No further update
15.	<p>Given The Waste (England and Wales) (Amendment) Regulations 2012 say that by 1 January 2015 there has to be separate collections waste paper, metal, plastic and glass (i.e. not co-mingled), how will this be achieved with the new blue bins?</p> <p><i>(John Dix)</i></p>	<p>The council is aware of the regulations and with the Council's previous recycling collection method, performance had plateaued at around 33% of household waste being recycled, composted or reused. A change in method was necessary to improve on this performance, reduce costs and reduce the environmental impact of disposing of waste. The Council's decision made in April 2012 was evaluated on all the criteria which form part of the test to ensure that the approach is acceptable for its new comingled recycling collection.</p>	No further update
16.	<p>The Council is consulting about the renewal of the CCTV cameras in the Borough. At the</p>	<p>The current CCTV service in Barnet is managed through the Community Safety Service area within the Adults &amp; Communities Directorate in LBB. The existing</p>	No further update

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	<p>recent Police Borough Commanders public meeting Cllr Longstaff, in answer to a question, said that he had no intention of using the new CCTV cameras for the purposes of charging motorists for parking infringements. Under questioning he said that he could not speak for other parts of the Council.</p>	<p>system is very much toward the end of its life expectancy (some parts are unable to be replaced) and, alongside partners, the council took the decision to procure a new high-tech service that includes replacement of our full existing camera network (131 cameras).</p> <p>I can confirm that the comments attributed to Councillor Longstaff are entirely accurate and that none of the new cameras being procured to replace this existing network are for parking enforcement purposes. The cameras will continue to be used to address issues of community safety, to reduce crime and help identify and prosecute perpetrators of crime in the borough.</p> <p>While CCTV can of course be used to assist parking enforcement, any future decision to utilise this option in Barnet would be entirely separate to the current CCTV procurement exercise and its stated purpose.</p>	
17.	<p>Would the Council please confirm that no part of Barnet council either directly, or as an agent for others, will use the cameras for issuing Penalty Charge Notices or other fines for alleged parking or other motoring infringements/offences (excluding offences arising from use of the ANPR)?</p> <p><i>(David Howard)</i></p>	See above	No further update
18.	<p>The council has outsourced most of its functions. It has restructured its departments and staffing. Many staff have either been made redundant or found</p>	<p>The Chairman provided a response at the meeting informing residents that they should continue to contact the council and its services in the as they have always done.</p>	No further update

	Issue Raised	Response	Update (if any)
	<p>other jobs. New Directorates have been formed with names that are meaningless. It is totally unclear who does what. Or not as the case may be.</p> <p>Please will the council publish as a matter of urgency a structure chart showing the new structures and functions detailing:</p> <p>Who is responsible for what on a daily basis? Does the public contact the Council or Capita? Who? How? Where? At what cost to the public. Query charged at local rate or free phone? Who are the key senior officers? What are their functions? What are their responsibilities? How can they be contacted?</p> <p><i>(David Howard)</i></p>		
19.	<p>The Council has been in melt down and virtually ceased to function as an effective body for the past year. How long does the council expect it to be before any resemblance of a reasonable service is restored?</p> <p><i>(David Howard)</i></p>	<p>The Chairman informed Mr Howard that his comment was noted.</p>	<p>No further update</p>

**Contact:** Maria Lugangira, Governance Officer, Assurance Group, Building 2, Oakleigh Road South, London N11 1NP.  
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**Items must be emailed to [chippingbarnet.residentsforum@barnet.gov.uk](mailto:chippingbarnet.residentsforum@barnet.gov.uk) by 10am on the second working day prior to the meeting**

**Future meeting dates:**

<b>Date</b>	<b>Venue</b>
Wednesday, 26 March 2014	Barnet House, 1255 High Road, Whetstone, N20 0EJ