

HENDON RESIDENTS FORUM

15 January 2014 6:30pm

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

ISSUES TO BE CONSIDERED

Issue Raised	Response
<p>1. Burtonhole Lane NW7 - speeding vehicles causing danger to the public</p> <p>Burtonhole Lane is a narrow, residential and semi rural lane that leads to three sports grounds and a stables which are in regular and welcome use, mainly, but not only, at weekends. It also leads to public footpaths that are well used by ramblers. The visitors using these facilities tend to be unfamiliar with the local roads and traffic patterns. This has resulted in a number of (very) near misses recently involving both vehicles and pedestrians.</p> <p>Car drivers, especially those using the the sports grounds tend to speed excessively along Burtonhole Lane mainly at the semi-blind crossroads with Hillview Road. Local residents report to me regularly of incidents where they have had to take emergency avoiding actions resulting in burst tyres and kerb/verge mountings caused by visitors driving recklessly fast.</p> <p>May I request your involvement in implementing speed restrictions in Burtonhole Lane in the same way that they have been installed in Partingdale Lane (the next road along) for the same reason. A speed limit of 20mph and some passive limiters (e.g. width restrictors or "sleeping policemen") are sorely needed to protect the residents and road users from harm.</p>	<p>Officers considered that there is no particular reasons why this request cannot be investigated although any decision to proceed with a scheme would need to be agreed via the Hendon Area Environment Sub Committee on the matter.</p> <p>Traffic and Development</p>

Issue Raised	Response
<p>Gerry Temple <i>Chair, Hillview Road Residents Association</i></p> <p>2 Parking Restrictions and Car Crime on The Ridgeway, Mill Hill</p> <p>Parking problems resulting from restrictions on a single yellow line between 6am and Midnight.</p> <p>Car crime is a big problem on The Ridgeway. As such, people either park on the yellow line as they think that it is ok after 6pm (as is generally the case in the rest of London/The UK) and receive a ticket, or they park further along and have their car broken into.</p> <p>The line was added at the time that the houses (6 in all) were built at the bottom of the lane next to the pub as it was felt that cars parked there may obstruct the occupants view while they were trying to pull out of the lane.</p> <p>Gareth Leakey</p>	<p>Officers look forward to discussing the areas of concern in more detail at the Forum to try to resolve the issues that are occurring.</p> <p>Traffic and Development</p>
<p>3. The residents of Ajax Avenue, Colindale NW9, ask Barnet Council to extend the hours of Controlled Parking Zone from 7am to 7pm from Monday through to Saturday for the following reasons-</p> <p>1) We have very limited parking on Ajax Avenue. 2) Not all Ajax Avenue residents have a drive way nor can get they a parking space and have no other options i.e. no where else to park 3) The residents of Brent Works / Chain Court have a dedicated car park and other parking on around the flats. There are enough spaces for them to park yet they choose to park on Ajax Avenue (5 in total). 4) Residents of Colindale Avenue also use Ajax Avenue</p>	<p>Following the introduction of a number of property developments in the last few years, we are aware that parking demands may have changed in parts of the Colindale area.</p> <p>As part of the planning process for these developments the council secured funding from the developers for the investigation into parking in the Colindale area and it is planned that this would include a review and possible extension of the entire Colindale Controlled Parking Zone (CPZ) at the appropriate time, to establish whether the local population would like any changes to be made.</p> <p>The comments regarding Ajax Avenue have been noted, and Officers look forward to discussing the areas of concern in more detail at the Forum to try to resolve the issues that are occurring.</p> <p>Traffic and Development</p>

Issue Raised	Response
<p>for parking - why do they have permits? 5) People park on Ajax Avenue when they want to go to the dentist / Colindale tube station / local shops 6) Several residents of Ajax Avenue have had their cars damaged since June 2013 when the new flats started to be occupied. I've had my car damaged. 7) Most residents of Ajax Avenue have young children and cannot park close to their own homes this causes distress and inconvenience. 8) Ambulances cannot get close to homes when called because of parking congestion. 9) Carers for elderly residents / other community / Council services cannot get close to residents homes to visit / pick up / drop off 10) Taxi drivers use Ajax Avenue to park while they wait for a call 11) Increased traffic on Ajax Avenue during busy times (4-7pm weekdays and all day Saturdays) is noisy and dangerous. 12) At weekends none of the actual residents of Ajax Avenue who do not have a drive way can get a parking space. 13) The residents of Ajax Court have only 8 parking places. There are 16 flats and we have no where else to park.</p> <p>Charlotte Gracias</p>	
<p>4. The parents of Colindale school and other residents of Colindeep Lane and surrounding streets have asked for a pelican crossing in Colindeep Lane near Clovelly Avenue. This has become essential since the council has cut the funding to employ traffic control lollipop wardens near schools. Colindeep lane is now a bus route and it It has been a while since this issue is raised at this forum and we were promised that the council will look into this but nothing has been done yet. Can the council give an update on what is happening regarding this and</p>	<p>The signal design elements of the proposed pelican crossing are currently being undertaken by Transport for London (TfL) on Barnet's behalf as they have sole custody of all signalling equipment in the borough.</p> <p>Further, as the electrical works will involve third party power utility providers who normally require longer lead-in times, the contractors are programming the work for March/April 2014 subject to all the pending objections being dealt with by the Council successfully.</p>

Issue Raised	Response
<p>what the delay is in installing this crossing?</p> <p>Nagus Narenthira</p>	<p>Traffic and Development</p>
<p>5 Affordable Housing in Barnet, and Hale Ward in particular. Conservative Councillor Tom Davey, responsible for housing in Barnet, announced his opposition to encouraging developers to create affordable homes.</p> <p>His advice to Barnet people in need of affordable housing was "to move out". I am regularly asked in Hale Ward if Councillor Davey is fit for office in housing, and in particular how his views help younger local people to obtain affordable housing.</p> <p>Will the Council stop benefiting millionaire foreign investors with high cost housing schemes, agree to a serious programme of affordable housing, and remove Cllr Davey from the housing portfolio in Cabinet.</p> <p>ROGER LYONS</p>	<p>The Council recognises that there are currently a number of housing market issues that are making it difficult to access housing in Barnet. In particular there is a gap between the demand and supply for homes across London, which is driving up house prices and rents.</p> <p>Through the council's ambitious regeneration programme some 23,000 new homes will be delivered over the next 20 to 30 years. 2014/15 will see a significant increase in the delivery of housing with a target of 462 units of housing, of which 169 will be affordable. One of the areas of regeneration is Mill Hill East. Here 2,174 new homes will be delivered by 2016, including 324 affordable units.</p> <p>The council also works with developers on smaller schemes to deliver more affordable housing in all parts of the borough.</p> <p>The council's new housing allocations scheme and local placements policy takes into account the high cost of housing in the borough and the need to secure more affordable accommodation. For some applicants this may mean support to help them move into housing in more affordable locations outside of the borough.</p> <p>The council has recently initiated a review of Barnet's Housing Strategy to ensure that it is "fit for purpose" and it is expected that this work will be completed in the Autumn.</p> <p>Paul Shipway Paul.shipway@barnet.gov.uk</p>
<p>6. Now that the Avanti threat to Fairway and local residents has been successfully defeated, what consultation will local people have in future before Conservative Councillors offer sites for activities that are quite unsuitable, would create extreme traffic congestion and deprive local people of amenities.</p>	<p>In June 2013, the coalition government introduced new measures to allow free schools to open in almost any building for a year without needing planning permission, gave free schools extra time to win the permanent planning permission required to remain in their buildings after that first year, and will also be able to open permanently in a wider range of buildings –</p>

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<p>It was the Conservative Councillors who proposed the Fairway site.</p> <p>I spoke against this at the Hendon Residents Forum, following GLA member Andrew Dismore's survey of the wishes and concerns of local Hale people.</p> <p>The Conservative Councillors told us at the Forum there was "nothing we could do" as it was a "planning issue". Since the coalition government has abolished the need for planning permission for "free schools", can we now have an apology for the distress unnecessarily caused to local people? And for the refusal of the last Residents Forum to agree to consider extreme traffic congestion as a problem.</p> <p>Can we have an assurance there will be full consultation at the earliest possible stage (unlike the farcical consultation about the Pavilion Way site) on any similar ill-thought out attacks on the quality of life for Barnet people.</p> <p>ROGER LYONS</p>	<p>such as offices and hotels – with the introduction of an easier, more streamlined approval process. These changes are part of wider reforms which came into effect after the Growth and Infrastructure Bill was passed and the changes refer to the designated class of use of existing buildings.</p> <p>Local planning authorities still have to carry out a planning assessment that considers noise and traffic issues.</p> <p>In relation to any future use of the Fairway site, any proposals would be the subject of the normal planning consultation process.</p> <p>Barnet Council feels it is really important to consult, involve and listen to our residents so that we can improve our services and plan for the future.</p> <p>Alison Dawes Alison.dawes@barnet.gov.uk</p>
<p>7. Further to a question I asked at the March 2013 Residents Forum, the Mayor of London who has responsibility over TfL told London Assembly Member Andrew Dismore the following:</p> <p><i>“Responsibility for cleaning and sweeping of the Transport for London Road Network (TLRN) and its associated infrastructure resides with the London boroughs under the provision of the Environmental Protection Act (EPA) 1990. In the case of Hendon subway, this falls to the London Borough of Barnet.</i></p> <p><i>TfL's responsibility as highway authority requires them to ensure that the subway is safe and serviceable. In order to facilitate this, an annual deep clean is required facilitate the necessary</i></p>	<p>It is TfL’s responsibility to manage and monitor the maintenance works in relation to the subway. The Council’s role does not extend to the management and monitoring of TfL structures.</p> <p>The highways team do have monthly meetings with TfL where issues can be raised. So if there are particular issues and concerns these can be notified to the highways team where these matters can be raised.</p> <p>It terms of monitoring of day to day cleanliness the subway is cleaned daily by the town keeper who will remove rubbish etc, this does not extend to the structural issues, dirty lights etc.</p>

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<p><i>inspection and routine maintenance. In practice, these activities involve jetting through gullies to ensure they do not become blocked, cleaning light fittings, and removing grime from the ceiling which may attack the fabric of the subway over time. In addition, TfL undertakes a monthly safety inspection of the subway and any defects relating to the subway walls, drainage systems, footways and ramps, including removal of graffiti, are actioned accordingly.</i></p> <p>http://questions.london.gov.uk/QuestionSearch/searchclient/questions/question_43847)</p> <p>Do the Council independently monitor the cleanliness of the subway? Do the Council keep a log of when TfL carry out their monthly safety inspections? Do the Council believe that one deep clean per year is enough for a busy subway such as the one outside of Hendon Central Station? How many times has Barnet officers/councillors raised the issue of subway cleanliness with TfL?</p> <p>Adam Langleben</p>	
<p>8. When was the last deep clean of the subway by Beaufort Gardens, NW4?</p> <p>When was the last deep clean of the subway outside of Hendon Central Station, NW4?</p> <p>When was the last deep clean of the subway underneath the Hendon War Memorial, NW4?</p> <p>Adam Langleben</p>	<p>Transport for London carried out the last annual deep cleanse of this subway in April 2013.</p> <p>As above TfL's last deep cleanse of this subway was April 2013.</p> <p>As above TfL last deep cleansed this subway in April 2013</p> <p>The subways referred to are the responsibility of Transport for London. The Council are responsible for EPA cleaning and litter clearance of these subways and this work is carried out daily. In addition to this we frequently disinfect the subways as they are often used inappropriately and graffiti is removed on a responsive basis.</p> <p>Dave Ward</p>

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<p>9. Further to Question 5 asked at the March 2013 Residents Forum – is anything being done to improve safety for cyclists outside of the regeneration areas?</p> <p>http://barnet.moderngov.co.uk/documents/s7968/Issues%20List%20-%2013%20March%202013.pdf</p> <p>Adam Langleben</p>	<p>Dave.ward@barnet.gov.uk</p> <p>The response to the issue raised previously, identified a number of proposals addressing cycling in the borough outside the regeneration areas. Since that response was given the Mayor of London has identified additional programmes to deliver improvements for cycling across London, including the delivery of a network of Quietways that should build on the borough’s existing and planned off-road and quiet road, although the routes are not yet known.</p> <p>The Quietways and other infrastructure schemes are not explicitly intended as safety schemes, but would provide a reasonably direct route for cyclists avoiding main roads, or providing high quality facilities where this cannot be avoided. Where specific local issues are identified these can be addressed through general safety scheme budgets if justified.</p> <p>The borough has also made provision through it’s Local Implementation Plan funding, supplemented by a funding bid to a separate Mayoral borough cycle funding programme for, among other things, extended cycle training and provision of cycle-related training to borough fleet drivers.</p> <p>Transport for London are investigating introduction of a Cycle Superhighway along the A41 Hendon Way.</p> <p>Traffic and Development</p>
<p>10. Further to Question 7 asked at the March 2013 Residents Forum – The junction at Queens Road/A41 at Hendon Central remains heavily congested in rush hour. What are the Council doing to monitor this congestion? It is also difficult to make a right turn as the filter system only allows a small numbers of vehicles to make the turn in any one light change sequence – will the Council work with the Assembly Member for Barnet and Camden and ask TfL to review this junction in light of this?</p> <p>http://barnet.moderngov.co.uk/documents/s7968/Issues%20List%20-%2013%20March%202013.pdf</p>	<p>Transport for London are the Traffic Authority for the A41 and in addition manage the operation of all traffic signals in the borough. We have forwarded this concern to consider whether any adjustments to the signals are needed. They advise that their Capital Development Team have a signal review awaiting approval for inclusion in the 2014/15 programme for this location. The focus is on reduction of traffic incidents but the modelling will also include a review of capacity and queue lengths. Mr Langleben to is advised to direct any follow-ups on the matter directly with them using the following contacts: Telephone on 0845 305 1234 or via email at londonstreets@tfl.gov.uk</p>

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<p>Adam Langleben</p>	<p>Traffic and Development</p>
<p>11. Of the Boroughs Park public toilets, how many are a) open to the public, b) closed to the public? How often are public toilets in Barnet's parks cleaned? (As of January 2014)</p> <p>Adam Langleben</p>	<p>There are eleven toilets that are located in the parks and open spaces for general use by the public. For the purpose of this enquiry a set of toilets include provision for ladies and gents and in some cases a Disabled Toilet and have been counted below as one set of toilets.</p> <p>As of January 2014: Ten are open None are temporarily closed due to vandalism One has been closed permanently in Edgwarebury Park due to continued misuse and vandalism.</p> <p>Please note that some toilets in parks are only open when the cafe is open.</p> <p>Toilets are cleaned daily, 7 days a week. Due to an increase in usage experienced in the summer months during 2013 the cleansing frequency is to be increased to twice daily for very busy parks during the summer months as required.</p> <p>Parks@barnet.gov.uk</p>
<p>12. Further to Question 16 by Mr Gerard Roots at the March 2013 Residents Forum. In Answer to his question the Council stated "<i>Currently the council are hoping to conclude a solution for the future use of the building and grounds shortly.</i>" – Has a long term conclusion been reached as anticipated? If so, what does the Council envisage the building to be used for in the long term?</p> <p>http://barnet.moderngov.co.uk/documents/s7968/Issues%20List%20-%202013%20March%202013.pdf</p> <p>Adam Langleben</p>	<p>Following specialist inspection work undertaken by Middlesex University, the costs to occupy the building increased to a level more than the University could commit to under the 4 year term they agreed to. The Council have been working with the University to consider options including the Council invest in the property or a longer term lease can be granted to Middlesex University to enable them to invest in the building. All the options are currently with the Council for consideration.</p>

	Issue Raised	Response
13.	<p>Has the Council found a sponsor for the new primary school on Millbrook Park, Mill Hill?</p> <p>Adam Langleben</p>	<p>Barnet Council is currently in discussion with the DfE to finalise a suitable sponsor for the new primary school on Millbrook Park, Mill Hill.</p> <p>Alison Dawes Alison.dawes@barnet.gov.uk</p>
14.	<p>Does the Council believe that the traffic light changes at Stirling Corner have been successful? What has the Council done to monitor the traffic light trial at Stirling Corner?</p> <p>Adam Langleben</p>	<p>The traffic light changes at Stirling Corner are being monitored by Transport for London (TfL) as part of a trial that has been extended from the original six months to the end of May14 to try to obtain representative data allowing for seasonal variation. TfL's monitoring to date suggests that queue lengths have increased on most approaches and their customer centre has received mainly negative comments about the trial. The borough is not carrying out independent monitoring although officers have received a small number of positive comments.</p> <p>Traffic and Development</p>

Future meeting dates are as follows and will begin at 6:30pm:

Date	Venue
Wednesday, 26 March 2014	Hendon Town Hall, The Burroughs, Hendon, Hendon, NW4 4BG

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