

HENDON RESIDENTS FORUM

26 March 2014 6:30pm

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

ISSUES TO BE CONSIDERED

Issue Raised	Response
<p>1. Holders Hill Roundabout</p> <p>Now that the parking controls seem to be working effectively in Langstone Way I am turning my attention to another traffic/ pedestrian problem which involves pedestrians at the Holders Hill roundabout.</p> <p>As you will know there are valuable zebra crossings on two sides of the roundabout ie on the Holders Hill Road and Bittacy Hill sides. Pedestrians attempting to cross the other two roads - Devonshire Road and Dollis Road - have no protection apart from traffic islands. For me and other residents wishing for example to go to the nearest Post Office in Holders Hill Road to attempt to cross Dollis Road is very risky as traffic approaching that road from Bittacy Hill do not indicate that they are in effect turning left and carry straight on at full speed. So crossing Devonshire Road is the better option but even so one is very dependent on traffic indicating an intention to turn left into Devonshire Road but from my experience very few drivers do.</p> <p>In these circumstances there is in my view a case for a zebra crossing on at least the Devnshire Road side of the roundabout. I can see that it could be difficult to find a suitable position for a zebra crossing on the Dollis Road side given the busy petrol station there. Is this something that you would be prepared to take up with the appropriate department of Barnet Council?</p>	<p>We will review the operation of the roundabout and traffic and pedestrian movement in the vicinity to assess if there are adequate crossing facilities. Officers will form an initial view on whether this should be progressed based on pedestrian surveys. However, the timescales are yet to be agreed as timing are contingent on the Mill Hill East Regeneration which includes a commitment to improve this roundabout.</p> <p>Traffic and Development</p>

Issue Raised	Response
Sandy Morrison	
<p data-bbox="53 236 1055 276">2 Parking at Mill East</p> <p data-bbox="125 316 1021 715">I wish to raise with the Hendon Residents Forum the issue of parking restrictions in Bittacy Hill at Mill Hill East. Some little while ago now the 2 bays on the east side of Bittacy Hill north and south of Sanders Lane were subjected to restrictions on parking between 10.00 a.m. and 11.00 a.m., except for residents. Previously parking had been unrestricted. The intention I believe was to prevent regular commuters parking there so as to leave the space for use by residents. Following this double yellow lines had to be painted on Bittacy Hill further north to prevent traffic congestion as commuters were parking up the hill.</p> <p data-bbox="125 754 1043 1233">In fact residents have ample room to park on the west side of Bittacy Hill and experience over many months has shown that hardly any cars at all park in the two restricted bays at any time of the day, and I have seen this countless times. It is very frustrating to see day after day no or very few cars parked there when the purpose of the restriction was to give more parking space for residents, who clearly do not use it and do not need it. Residents were clearly not inconvenienced during the very many years when parking was allowed on the east side and neither were traffic flows impeded, but now users of Mill Hill East station are very severely disadvantaged in having nowhere practical if they need to use the station early – and using public transport rather than cars is quite understandably being encouraged.</p> <p data-bbox="125 1273 1032 1417">In my case, I am an occasional traveller only but when I have to be in town at a time that necessitates my parking at the station before 11.00 a.m. I have a major problem, and this will apply to very many others in my situation.</p>	<p data-bbox="1066 236 2163 308">The resident refers to the bays which were converted to resident permit bays as part of the free bay conversion scheme in 2011.</p> <p data-bbox="1066 347 2152 459">More recently, due to the perceived underuse of the bays, Officers sought Ward Councillor opinion on potentially converting these resident permit bays to “pay by phone” although no outcome was determined.</p> <p data-bbox="1066 499 2163 754">It is noted that the request is for the bay to remain as resident permit holders’ bay at an alternative time to the remainder of the CPZ. Given the relatively small size of the CPZ – if implemented, it is considered that this could be seen as confusing to the general motorist. Furthermore, although the suggested change of 9am to 10am would be beneficial to the requestor due to his travelling preferences, such a change may not necessarily be beneficial to the wider motoring public.</p> <p data-bbox="1066 794 2163 1010">In addition, it should be noted that through an intended redesign of the Bittacy Hill/Bray Road junction, the Council will shortly be proposing to reduce the number of resident permit spaces on Bittacy Hill, so it may well be prudent to retain the status quo in terms of resident permit spaces until that process is complete, with a view to exploring options for the bays in the near future if they still remain underused.</p> <p data-bbox="1066 1050 1447 1090">Traffic and Development</p>

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<p>May I therefore suggest that the restricted time is changed to 9.00 a.m. to 10.00 a.m.. This will still prevent regular commuters using the bays but will be less restrictive for those like me who find they have to use the station from time to time out of the rush hour but still too early for the present timing.</p> <p>I must point out that there will be virtually no cost in implementing this but a severe disadvantage for users of public transport would be removed or at least reduced.</p> <p>Colyn S Reece</p>	
<p>3. a) My wife & I attempted to park at Mill Hill Broadway station on Wednesday last. Rarely using the Station we found the Parking booking system totally unacceptable causing us to be late for an important meeting & my wife to decide not to attend. We had initially spent 20 minutes trying to make things work & had it been raining a total lack of shelter existed & at night reasonable lighting as well.</p> <p>For elderly people, my wife is 74 & I am now in my 85th year, we think that better facilities can be expected from Barnet Council particularly in view of the considerable income made from parking & we ask for an immediate attention to this issue .We spoke at the time to two Parking Wardens who sympathised .</p> <p>b) Having attended Barnet Hospital very wonderful Pace Maker Unit as well as the fantastic Fracture Clinic in the last 6 weeks I was appalled to discover that there exists a total lack of Social Services information available in the form of a booklet or folder containing such information that can be handed to each victim .The Consultant at the Clinic confirmed that this was the missing link in the Services. Can something be done immediately to address this issue so everyone attending may be made aware of the comprehensive range of Social Services available?</p> <p>Clive Cohen</p>	<p>There are several options to pay for parking including Pay by Phone, Credit or Debit cards at the machine, Paypoint at a local shop or via Scratchcards which can be purchased from traders, the library and directly from the Council. If problems are experience with the Pay by Phone service which is assumed to be the problem on the day in question then the alternative methods are available.</p> <p>The concern with regard to the quality of lighting will be investigated by the Street Lighting team.</p> <p>Streetscene</p> <p>Thank you for bringing this to the Councils attention. The Council's Communications Team will engage with Barnet Hospital and will work together to promote such information.</p> <p>Mr Cohen will be provided with all relevant literature.</p>

	Issue Raised	Response
4.	<p>Are road signs to be taken seriously?</p> <p>I am writing to tell you about my growing concern of the problem of traffic and sheer disregard of the road signs by people using A5 West Hendon Broadway at the junction of Cool Oak Lane heading north.</p> <p>My concern is that before the traffic lights at raw spice, there are two lanes, the left lane is marked as only for vehicles to turn left and there is a sign showing that the only vehicles allowed to go straight are buses.</p> <p>Firstly, drivers seem to think that they have a right to stay in the left lane to go straight and then come into the right lane when the bus lane begins but this is not the road layout and is very dangerous as I have already seen now 2 accidents where vehicles have pushed in so much (thinking they have some sort of right) that they have damaged other cars.</p> <p>Secondly, this is causing more traffic on the right lane as cars are pushing in after the traffic lights instead of on an orderly manner before. Thus, drivers paying attention to the road signs are getting unduly punished to have to wait longer.</p> <p>I really think that this needs some clarification. If cars are to be allowed to go straight in the left lane then the signs need to be taken down but if the current signs are valid and to be taken seriously some action needs to be taken either through cameras, police presence, renewal of signs or something as this is ridiculous.</p> <p>Grace Jeremie</p>	<p>An Officer met Councillor Sodha and a local resident on site on 18/2/14. During the site visit we did not witness any drivers ignoring the traffic signs but it was appreciated that at peak periods, selfish drivers behaved inappropriately. It should be noted the existing road markings and traffic signs are correct for the junction.</p> <p>Therefore, it was agreed that to limit this inappropriate driver behaviour, our maintenance team were asked to put this junction on their list to refresh the road markings. Also the feasibility of re-positioning the traffic sign to more conspicuous location. It is believed, this action will address some reasons why some drivers may unknowingly get into wrong lanes.</p> <p>Unfortunately there is very little Barnet Council can do when some drivers choose to ignore rules of Highway Code and drive irresponsibly but the Council is continually trying to minimise the risks of such incidents.</p> <p>Traffic and Development</p>
5	<p>Deans Lane traffic concerns</p> <p>I am very concerned about the number of accidents that occur at</p>	<p>Officer will carried out an initial investigation of the junction to see if there are any common factors linked to any accidents that are occurring and seek to make appropriate recommendations as appropriate.</p>

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<p>this particular junction. It was suggested to me that I contact you and ask for this to be put on the agenda at the next residents Forum meeting in March. Unfortunately I will be out of the country that week and unable to attend.</p> <p>I believe that a major cause of the accidents at this junction is the speed of vehicles travelling both North and South in Deans Lane outside the rush hour periods.</p> <p>Another issue I have is the amount of traffic that is using Deans Lane coming from and going to the A1. During the rush hour periods it is virtually impossible to get out of ones drive. Deans Lane is a fairly busy road almost 24 hours a day.</p> <p>Also some of the vehicles using the road are massive articulated lorries, I'm sure the the road was never designed to carry such heavy loads. I can feel the vibration in my house on occasions and my property is set back from the road as I have a green area about 30 feet wide between my boundary and the road.</p> <p>I appreciate that Deans Lane is a bus route and to some extent a spur from the A1 however large vehicles coming South off the A1 are very largely driving straight into a gridlock when they reach Deansbrook Road.</p> <p>I feel the whole area is becoming a traffic nightmare, parking in Orange Hill Road, Gervase Road and Booth Road is making these roads almost impassible even for a medium sized vehicle. This will be exacerbated when the construction of all the flats they are building around Colindale is complete.</p> <p>I look forward to your comments and opinions on these issues.</p> <p>John Shea</p>	<p>Traffic and Development</p>
<p>6. Parking Proposal for Ajax Avenue and Chequers Close NW9</p> <p>I would like to request that the parking issues and a parking proposal for Ajax Avenue and Chequers Close NW9 be added to the agenda for the Hendon Residents Forum on Wednesday 26th March 2014.</p>	<p>It is believed that the issue of parking in Ajax Avenue NW9 was addressed in the last Hendon Residents Forum on 15th January 2014, and the Hendon Area Environment Sub-Committee on the same date.</p> <p>It was decided that Officers should investigate the request, and Officers will shortly be engaging with Ward Councillors in relation to this.</p>

Issue Raised	Response
<p>The proposal of the residents of Ajax Avenue and Chequers Close is as follows;</p> <p>1) That the controlled parking zone be extended from 7am to 7pm Monday to Saturday 2) That the Ajax Avenue and Chequers Close be granted a specific parking permit exclusively for the use of residents of Ajax Avenue and Chequers Close NW9 but excluding any residents of the Fairview flats on the corner of Ajax Avenue and Colindale Avenue known as Brent Works.</p> <p>We have a petition with more than 30 signatures which we would like to submit with this proposal.</p> <p>Charlotte Gracias</p>	<p>Traffic and Development</p>
<p>7 Travel Through Daws Lane, Mill Hill</p> <p>As lorries travel through Daws Lane, Mill Hill, they travel quickly and cause the houses to shake. My house is particularly affected as the island is positioned directly outside, bringing the lorries closer to the home: this causes loud vibrations that stop me from sleeping and cracks to appear in the walls.</p> <p>I'd like to propose that the island be moved to outside the Etz Chaim School at number 80 Daws Lane. This will serve a dual purpose of giving the students a more convenient, and safer, place to cross the street, as well as giving the lorries space so as not to come so close to my house.</p> <p>Bianca Hallion</p>	<p>Officers have carried out preliminary investigations on site in August 2013. It was noted on site that the carriageway condition adjacent to the pedestrian island is good as it appears it has been resurfaced recently. In addition, no vibrations were noticed during the investigation. Property no. 71 is set back from the carriageway and so buses and large vehicles travelling on the carriageway is not considered to be in excessively close proximity to property no.71. From our experience these vehicles should not impact on the structural integrity of a building under these circumstances.</p> <p>The existing island helps to reduce the speed of vehicles and if removed, vehicles may travel at high speed which may be unsafe for the environment.</p> <p>Should resident wish to monitor the vibration issue, they should carry out the survey and submit to Barnet Council for review.</p> <p>Traffic and Development</p>

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<p>8. Church Farmhouse Museum</p> <p>a) In the last month a shower-room has been created at Church Farmhouse Museum, and work has begun on changing a small washroom into a kitchen. This has been done seemingly to accommodate employees of the security firm Ad Hoc Property Management who, under the terms of their contracts, are required to live in the building. These significant changes to a Grade II* listed building were made without public announcement, without discussion at relevant Barnet Council committees, and without any published application for Listed Building consent. In addition, there is no indication that English Heritage has been asked to give its approval for these works, or that they have been discussed with Middlesex University, which is supposedly still engaged in negotiations with Barnet Council about taking the lease of Church Farm. Can Barnet please explain these developments, which are not only unacceptable in themselves, but set a worrying precedent for other alterations to be made to the building by any future leaseholders/owners? Traffic on Church End/ Greyhound Hill, Hendon NW4</p> <p>Traffic Concerns – The Burroughs</p> <p>b) This road has always been used as a ‘rat-run’ by drivers on the A41 wishing to avoid the congestion at its intersection of the Burroughs and Station Road. Now, due to the expansion of Middlesex University, and despite the university’s claims that its students would only come to Hendon by public transport, private car use of the road has greatly increased. The road is narrow, has two blind bends, has numerous side-roads opening into it, and has a number of badly placed parking bays. The road is heavily used by pedestrians, including children and parents from Sunnyfields and St Mary’s schools & St Mary’s Church children’s groups and elderly and vulnerable people using Age Concern’s Meritage Club, the Mencap respite home, and the sheltered flats</p>	<p>In the last month a portable self-contained shower has been placed at the property in a room which was previously a WC and one modern stainless steel sink unit was replaced with a unit which was exactly the same design. These proposals were worked through and did not require advertisement or permissions. The Council has 24 hour security placed at this property, and with the need to obtain best value for money in relation to security a specialist solution was found to reduce security expenses whilst ensuring a continuing suitable level of security at the building. English Heritage carried out an inspection on 10 December 2013, and are in full support of the security solution in place. The recommendations made to clear a gutter and works to stop pigeons getting into the property as well as to clean up and sanitise areas which had been affected, have all been completed.</p> <p>Officers are currently investigating the feasibility of introducing crossing facilities as identified with School Travel Plans, these include the locations raised by the resident.</p> <p>The Council will work closely with local schools to encourage better road safety and are happy to look at other issues such as those raised in relation to 20 mphs and Officers will investigate these issues further.</p> <p>Traffic and Development</p>

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<p>at the top of Church End. There is only one controlled crossing, at the intersection of Greyhound Hill and the Watford Way, but the junction of Church End with Church Road, which is narrow, and has no traffic lights, has more and more use, especially from schoolchildren and from Middlesex students. Barnet Council is now promoting the idea of expanding 20 mph limits near schools, but is apparently intending to wait until the schools themselves apply for such restrictions. In this instance, there are two schools (as well as an institute of higher education, and various other groups, whose users are at risk), so waiting for a co-ordinated application from them could take years. Are there any reasons why Barnet council should not propose a consultation with the schools, local residents and other road users about a 20 mph limit on Church End/Greyhound Hill and adjoining roads forthwith? (The consultation might also canvass residents' views on the creation of a zebra crossing above the junction of St Mary's Crescent and Greyhound Hill, the installation of traffic lights (for use, at the least, at rush-hours) at the Church End/ Church Road junction, , the installation of signage warning of a concealed entrance before the turn-off to Church Farmhouse Museum (whose car-park has become, without authorization, a car-park for students and staff of the university), and the deletion of some of the parking bays near the Model Farm House.)</p>	

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c)	<p>Zebra Crossing on Brent Street</p> <p>There is no controlled crossing on Brent Street between the zebra crossing by Sentinel Square and the traffic lights at its intersection with Green Lane and Shirehall Lane, despite the close proximity of four schools. The volume of traffic on Brent Street is expanding, and, with parking on both sides of the road along much of its length, the potential hazard to children is daily increasing. Could the possibility of installing a controlled crossing half-way along this particular stretch of narrow, busy road, e.g. near the junction with Herriot Road, be investigated urgently?</p>	<p>There are already a number of crossing points on Brent Street therefore it is not clear which pedestrian desire line would be catered for with the introduction of an additional crossing. Officers would be pleased to hear further detail so the issues can be investigated further.</p>
d)	<p>White Bear Pub</p> <p>The plans for the redevelopment of the White Bear pub site into flats were wisely turned down last year (although, inevitably but regrettably, the developers have just put in a somewhat revised planning application for the site). Meanwhile the White Bear has been allowed to deteriorate (some of the structure is actually unsafe), and its forecourt is used as the home of a fast-food van, accompanied by what appears to be a small used-car lot. Diagonally opposite, the paved area outside the Londis convenience store, at 61 The Burroughs, is always litter-strewn, and piled up with old crates, boxes and other rubbish. This stretch of The Burroughs is a designated Conservation Area, so could Barnet make a determined effort to remind the developers and retailers within it of their responsibilities?</p> <p>Gerrard Roots</p>	<p>A section 215 notice was issued last year in relation to the condition of the land around the building. This is a legal notice that required all overgrown vegetation to be cut back and all litter, waste, rubbish and other discarded items to be removed from the site. The council are aware that some effort was made to tidy the front of the site up but not enough to comply with the notice. At the same time an enforcement notice was served on the unlawful use of the upper floors as self-contained flats. Both these notices have now expired and are open to prosecution through the magistrates court. There is also a current application under consideration for extensions and associated works at the site. A decision is not due until the middle of April but it is highly likely that this application will go to committee. The fast food van at the front of the site is something that planning enforcement are currently investigating.</p> <p>The Londis convenience store and the premises next door to that, opposite the White Bear have been investigated by planning enforcement at the end of last year. At that time there was no breach of planning control. However there may be a highways issue with parking and the storage of materials on the pavement / highways land.</p>

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