

HENDON RESIDENTS FORUM

22 October 2014 6:30pm

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

ISSUES TO BE CONSIDERED

	Issue Raised	Response
1.	<p>Petition for a Zebra Crossing near the junction of Edgwarebury Lane and Purcells Avenue, Edgware</p> <p>The petition requests the Council to install a zebra crossing on Edgwarebury Lane near the junction with Purcells Avenue</p> <p>370 Signatures – e-Petition</p> <p>Lisa Paris</p>	<p>Officers have met the Lead Petitioner on site and agreed it was possible for an island to be introduced.</p> <p>Highways and Development</p>
2	<p>Petition concerning the parking situation in the slip road, Watford Way, Apex Corner</p> <p>The petition highlights residents' concerns relating to the parking conditions within the road and gave suggestions to the Council of how this can be improved.</p> <p><i>We have a problem with parking in our parade at Watford way, Apex Corner and we intend to petition the Council to ask for restrictions in parking and possibly to improve the provision and the number of spaces available.</i></p> <p>71 signatures</p>	<p>Officers look forward to discussing the areas of concern in more detail at the Forum to try to fully understand the issues that are occurring.</p> <p>Highways and Development</p>

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	Peter Manning	
3	<p>Mowbray Road – CPZ- Petition</p> <p>The petition details a request to the Council to include all of Mowbray Road in the CPZ as a matter of urgency.</p> <p>28 signatures</p> <p>Mr Wolman Paul Newman</p>	<p>Officers look forward to discussing the areas of concern in more detail at the Forum to try to fully understand the issues that are occurring.</p> <p>Highways and Development</p>
4	<p>Flower Lane traffic calming</p> <p>Petition – 58 Signatures</p> <p>All the residents join me (in petition) to ask for traffic-calming measures in our street. What was once a leafy, residential lane is now an alternative thoroughfare to the Broadway with skips, semis and haulage lorries thundering down it at all hours, shaking all our houses, new and old, to the cores.</p> <p>The challenge is to reduce and slow down the traffic and reduce the speed and incidence of related vibration.</p> <p>The main problem arises mainly with heavy vehicles (over 3.5 tons) causing ground and air – borne shock waves to all the houses. This is exacerbated by their speeding down Flower Lane towards the Broadway when the road is clear. Other traffic also speeds late night and early morning.</p> <p>We talked about imposing a limit on heavy good vehicles; putting a 20 MPH speed limit in force, installing chicanes and speed signs and even allowing more parking so as to force</p>	<p>The traffic and safety concerns need to be investigated and officers are looking into the request. Any measures deemed appropriated will be appraised against the traffic management criteria that priorities locations deemed as needy and take into account factors such as existing accident history for the location, speeding etc.</p> <p>Highways and Development</p>

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	<p>traffic to slow down as it threads its way through the lane.</p> <p>There is also an issue with increasing use of Flower Lane as a cut-through alternative to the Broadway, for which it was not designed and to which its deteriorating state attests.</p> <p>I have lived here 50+ years and the situation is increasingly intolerable.</p> <p>Can you please advise on effective measures that can be implemented?</p> <p>John de Bono</p>	
5	<p>I have repeatedly reported highway issues to Barnet council however nothing is ever done to rectify them, therefore I am hoping you can sort these out.</p> <p>The most pressing problem is the pavement along Highwood Hill from the Rising Sun Pub to the junction of Hendon Wood Lane /Totteridge Common.</p> <p>The pavement outside the RSP begins then within a short distance it is obstructed by over growing vegetation , which forces you to cross the road , however this pavement ceases in a short distance so you have to cross over again! This is ridiculous as school children use this path to walk to school and either have to keep crossing the road or walk in it.</p> <p>One house cut back their over growing vegetation but it has damaged the surface which has left it in a dangerous condition.</p> <p>Much further down the road the pavement again ends and you have to cross the road but this is dangerous as there is no island, surely as the council ends the pavement on one side , forcing you to cross the road to get onto another pavement then they</p>	<p>Officers look forward to discussing the areas of concern in more detail at the Forum to try to fully understand the issues that are occurring.</p> <p>Highways and Development</p>

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	<p>should make it easier to cross? Once you do cross, the pavement is narrow , at places it is only approx 12 inches wide due to overgrown vegetation , at the traffic lights your forced onto the kerb edge which isn't safe.</p> <p>All this needs looking at. Although this road is a 30mph limit traffic exceeds that (another big issue) , so unless there are measures to calm the traffic down then pedestrians must be able to simply walk along the pavement without having to cross the road .</p> <p>Daniel Lequelenec</p>	
6	<p>It seems inevitable that, once the former army barracks site is occupied with residents, that the many roads in this area will become busy, and potentially times, congested.</p> <p>One of many reasons could be that there is no real competitor to Waitrose in the immediate area, so many of the new residents will use their convenient location</p> <p>As it looks like many will exit towards Frith Lane, and the big entrance to the estate there, and I considered the very simple option of literally cutting off that corner, and creating a single lane 'slip road' that Frith Lane residents (including buses e.g. 221) could use</p> <p>Ian Morris</p>	<p>The transport assessment undertaken by the developers of the site assessed the impact of the whole redevelopment and proposed a number of new and improved road schemes to ensure that any delays to traffic will be broadly similar to those experienced if the development had not taken place</p> <p>New residents can certainly be expected to use the existing Waitrose supermarket, although the junction with Bittacy Hill is not expected to experience a significant increase in traffic delays. It should also be noted that there will be a local shopping centre built as part of the development, which will be located close to the tube station, and is expected to be convenient for many local people, particularly those who will travel by tube.</p> <p>One of the road improvements associated with the development is to improve the existing Bittacy Hill – Frith Lane mini roundabout. The current proposals include a widening of the roundabout wherever possible working within the constraints of the existing public highway. There are also proposals to widen the road just to the south which will help cater for the expected traffic. The junction improvement is anticipated to be constructed in 2015.</p> <p>However, in addition to the above it should be noted that a new road across the site is being introduced at the point where Bray Road used to connect to Bittacy Hill, and will extend through the development site to Frith Lane by the new school. This road will act as a main connection for traffic travelling to and</p>

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		<p>from the estate and so it is expected that a majority of those using the Waitrose store will go via Bittacy Hill and the new road, rather than via Frith Lane.</p> <p>Highways and Development</p>
7	<p>For the last 6 weeks Barnet has been unable to provide day visitor parking permits as they have run out. They have been sending out half day permits and saying that enforcement is aware of the problem and will not fine cars with these permits on them. HOWEVER 2 residents in my road have already received fines and when they phoned up and complained were told to pay the fine and they would be reimbursed later. These are 2 elderly people who are on restricted budgets and don't understand why this is happening.</p> <p>So – 1. Why isn't Barnet Council organised enough to realise when they are running out of permits – I am told every time I phone that it will be another 10 days.</p> <p>2. Why is enforcement giving out tickets when we are told they are aware.</p> <p>3. When will these 1 day permits be in stock.</p> <p>Judy Shepherd</p>	<ol style="list-style-type: none"> 1. It is very unfortunate that the stock of Visitor Vouchers had ran out, an order was placed before they stock fully depleted by not received in time. Whilst we awaited delivery of the stock we did have a number of pending order to fulfil. We have now implemented tighter stock management procedures which will ensure a similar situation does not occur again. 2. During this period we issued half day visitor vouchers as a temporary solution for those who required them urgently. We did advise that these would be accepted as full day vouchers and the enforcement team had been advised of this. If the PCN's were issued to customers displaying half day vouchers during this period, please let us know and we can investigate those cases. 3. We are fully stocked with visitor vouchers and have been for the last few weeks with regular repeat orders in place. <p>In relation to the comments that residents were advised to pay the fines and would be reimbursed, this is not a policy which the parking team would advise customers on. We follow the standard appeals process for PCN's where we advise customers to appeal PCN's as the enforcement team make the decision on this. I would be keen to investigate these claims further. If you could provide more information from the customers in questions, PCN ticket number or vehicle reg, date and approx time of the call to the contact centre and from which number they called. Once we have this we will hopefully be able to locate the calls and clarify what was advised.</p> <p>Ranvir Bains</p>

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8	<p>Holders Hill Roundabout – NW7</p> <p>Can an update be provided regarding the installation of two zebra crossings at Dollis Hill and Devonshire Road.</p> <p>A petition will be submitted in support of this issue.</p> <p>Sandy Morrison – Chairman of Farthing Count Residents Association</p>	<p>The positioning of a zebra crossing on the roundabout exit can have a detrimental effect on road safety. Vehicles tend to accelerate while exiting the roundabout increasing the potential of vehicle/pedestrian conflict on the crossing, also vehicles stopping at zebra crossing on the roundabout exit cause traffic queuing back onto the roundabout, causing rear-end shunt collisions. Having investigated the collision data at the Holders Hill Circus roundabout it is apparent that these types of manoeuvres have been involved in recorded collisions and approx 85% of the causality involves vulnerable users.</p> <p>Section 106 funding has been secured as part of the Mill Hill East Re-development to implement improvements to the vehicular and pedestrian movements at this roundabout. It is therefore recommended that on receipt of this funding a comprehensive study is undertaken to ensure any proposed measures will be to the benefit of all road users.</p> <p>Highways and Development</p>
9	<p>On behalf of the residents can we please have a Keep Clear Area to assist residents gaining entrance and exit from Woolmead Ave. Vehicles attempting gain entrance into Woolmead Ave coming from the bridge blocks the traffic coming over the bridge which in turn blocks the traffic coming down Cool Oak Lane residents have asked me to take this up as Chair of the Residents Association.</p> <p>Geoffrey Johnson Chair of Woolmead Avenue and Welsh Harp Area Residents Association</p>	<p>Yes it will be possible to implement a Keep Clear at the junction of Woolmead Avenue with Cool Oak Lane. Ward Councillors will be directly contacted on the measure for their comments in anticipation of implementation.</p> <p>Highways and Development</p>
10 a)	<p>Does the council still own Pavilion Way field and pavilion, and there is a huge flytip that keeps growing there and which should be removed by the Council</p>	<p>The Council still own the Pavilion Way site. Discussions have been ongoing with the Department for Education concerning the school proposal for part of the site.</p> <p>Clearance of the fly tip will commence this week and be completed the following week. Following the theft of the gates and their supporting columns from the site, installation of temporary fencing is under consideration.</p>

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<p>b) Holders Hill circus: there needs to be a pedestrian crossing facility at the Devonshire Rd arm of the junction</p> <p>c) Booth Rd: the traffic problems caused by parked vehicles on both sides of the road</p> <p>d) Finchley Lane: there needs to be a pedestrian crossing on Finchley Lane, where it meets the A1</p> <p>e) Mill Hill East tube station: the Council is supposed to be getting money from the developers of Millbrook Park for disabled access: what is going on about this?</p>	<p>Property Services</p> <p>b) see response to item 7 above</p> <p>Traffic and Development</p> <p>c) Officers are finalising a proposal to introduce waiting restrictions (yellow lines) along lengths of Booth Road, in order to address obstructive parking, and enable an improved traffic flow. This proposal, assuming Council approval will be subject to a statutory consultation in the New Year.</p> <p>Traffic and Development</p> <p>Officers would be pleased to hear why a pedestrian crossing is considered necessary at this particular location and it may be that a request will need to be forwarded to TfL for consideration as this is likely to be their highway responsibility.</p> <p>Highways and Development</p> <p>The planning agreement with the developers of Millbrook Park recognised the importance of Mill Hill East tube station as a transport interchange, as well as nearby bus routes, to serve the development's residents. Two stages of improvements to the Station Forecourt were agreed (£350,000 investment) to align with two phases of development. Additionally there are two stages of changes to existing bus routes (£675,000) to divert them via the development as well as improve existing bus stops. The Council is just in the process of making arrangements for the 382 bus route to be extended into the development since the new link road has been completed. Diversion of another bus route through the site (route 221) is anticipated in circa 2021/22.</p> <p>The Council is mindful of the importance of TfL providing accessible stations, but also had to ensure the overall contribution requirements of the</p>

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f) Premier House: what support is the Council giving to displaced businesses and charities?	<p>development would not have a detrimental impact on the viability of the scheme (and specifically in this case on its ability to also deliver new affordable housing). To ensure an appropriate balance was struck between infrastructure and affordable housing, the Council moved three contributions, the ones with a less direct impact on the immediate vicinity of the development (station step-free access, secondary school expansions and sports facilities investment at Copthall beyond the agreed £100k) to the overage arrangements of the commercial deal. This arrangement means that when the development is nearing completion, the actual sales values and actual costs of building work will be shared with the Council through an open-book process. Where an excess profit has been achieved at any stage (i.e. if costs are lower or sales values higher than expected), then the additional income will be put towards these three contributions.</p> <p>At this stage it is therefore not possible to give an indication as to whether funds will become available for the step-free access. However you may find it interesting to note that in the forthcoming 'Infrastructure Plan for London', the Mayor is proposing to commit to ensure two thirds of all stations are fully accessible by 2050. The public consultation is open until 31st October 2014 and therefore you could help support the case for TfL to commit a greater level of funding towards accessibility issues over this period so that these matters aren't so dependent on individual developments to fund delivery of accessibility improvements.</p> <p>The Council has provided advice and given local property agent contacts to a number of individuals about alternative premises including the availability of suitable Council accommodation. The Council has also liaised with the Edgware Town Team providing further advice as necessary and more strategically it has developed a local economic strategy which seeks to engage with and support local businesses across the Borough.</p>
g) There is only one match day parking sign at the junction of Tavistock Avenue and Devonshire Road for the whole of this estate. This sign has been positioned just ten yards from	<p>The nature of the Event Day Controlled Parking Zone CPZ is that that where possible, in order to reduce the use of road markings and signage, the Council has introduced "Permit Holders Only, Past This Point" controls in</p>

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<p>Devonshire Road, which is a busy main road with fast moving traffic. The sign is simply not capable of being read, or its contents digested, without stopping thereby causing congestion – both from other cars turning into Tavistock Avenue from Devonshire Road, and also from cars going along Devonshire Road. Blink and the sign will be missed, , as it appears many o have missed it on “Event Days”. It is clear that the sign needs to be placed much further into Tavistock Avenue to ensure that motorists see it.</p> <p>. There are no yellow lines on Tavistock Avenue and no “Permit Holder Only” signs along Tavistock Avenue explaining when the restrictions apply; nor are there parking bays as is common elsewhere in Barnet. What will you do about it?</p> <p>Andrew Dismore</p>	<p>many of the network of residential roads in the area. Essentially these are areas where the signage indicates the entry to the network of roads where the “Permit Holders Only” restriction exist. There are other roads in the CPZ, such as the busier roads where traditional CPZ road markings and signage are used.</p> <p>According to our records there are two “Permit Holders Only, Past This Point” signs at the junction of Tavistock Avenue and Devonshire Place indicating the entrance to the restriction in that and the adjoining network of roads.</p> <p>The signage was introduced in adherence to the relevant statutory requirements and guidelines, and due to the nature of the CPZ, the signage types and locations were required to be approved by the Department for Transport prior to implementation.</p> <p>This notwithstanding, Officers will review the signage at the junction, although it should be pointed out that the principle of erecting signage in this way, whether they are placed to indicate an entrance to a CPZ, an entrance to/from Red Route, Speed Limit etc from another road, is quite commonplace on the road network.</p> <p>Highways and Development</p>
<p>11 Blackwell Gardens / Edgwarebury Lane - Junction of Edgware Way</p> <p>Can the footpath be used for controlled parking?</p> <p>On the opposite side of the road large vehicle have been illegally park, can enforcement note this and investigate?</p> <p>Mr Garfiled</p>	<p>The Council are currently considering its policy regarding footway parking provision across the borough and therefore no schemes will be proposed until this policy is established. However, officers will be pleased to hear the specific areas of concern.</p> <p>Highways and Development</p>

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12	<p>a) A photo was supplied to the Council which illustrated a school crossing sign on Sturgess Avenue</p> <p>The sign was knocked down and wasn't can this be replaced.</p> <p>b) Dallas Road / Parkfield Road Junction</p> <p>There is a skip which has been there for over a month. Can the Council investigate and remove. This presents a traffic safety issue.</p> <p>Mr Dan</p>	<p>a) The sign will be re- instated as soon as possible.</p> <p>b) The Skip will be investigated.</p> <p>Highways and Development</p>
13	<p>a) In May this year valuable Yorkstone paving slabs were stolen from the paths around Church Farmhouse Museum, whilst the building was occupied by agents of the security firm Ad Hoc, who were unaware of the theft until informed by the police. Barnet council's response was not to immediately replace the paving stones, but to chain up the gate which gives access to the Museum's public garden from Greyhound Hill, thus shutting off a public right of way. This meant that the only pedestrian access to the garden and to the houses on it was via the narrow driveway to the former Museum car-park, now heavily (and illegally) used by students of Middlesex University. This put residents and visitors at risk. The paving stones were at least replaced in September, but the gate has been chained up again, apparently after Barnet's Property Services department was advised to do so for 'security reasons'. As a padlocked bicycle chain around the gate is unlikely to deter even the least determined thief, this action has merely served to inconvenience and probably endanger the public. What exactly was the advice given to Property Services, and by whom?</p> <p>b) The paving stones were stolen whilst the building was supposed to be 'protected by occupation' by Ad Hoc Property Management, whose agents are still living in the building. Why</p>	<p>Following the theft the police, guardians and property services considered an interim solution to avoid endangering the public prior to the replacement of the flagstones and re-instatement of the footway, and to prevent further theft. As a result the gate was locked while the flagstones were ordered and re-instated. There is an alternative public access to the open space.</p> <p>Ad Hoc are not providing security, they occupy vacant properties to avoid squatting. The council do not pay Ad Hoc for the service, and they have successfully prevented unlawful occupation of the building.</p>

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<p>c) does Barnet council continue to employ, at great expense, a company which is only too clearly not up to the job?</p> <p>The external security lights on and around the Museum building have been malfunctioning since the Museum closed in 2011, and at one point were not working at all. For most of this year the lights, which are on timers, have been coming on at about 3pm yet going off again at about 7pm. The building and environs are therefore plunged into total darkness at night .Barnet's Property Sevices have been told about this repeatedly, but have done nothing. As Barnet claims to be so concerned about the security of this vulnerable building, why does it not reset the timers of the lights (a simple matter) and illuminate the building and its pathways?</p> <p>Mr Roots</p>	<p>The security lighting has been investigated and in order to provide improved protection additional lighting is required. A quote has been obtained totalling £850 and this will be discussed with Middlesex University, alongside their proposals for the building.</p> <p>Property Services</p>

Next Meeting – 12 January 2014

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