

HENDON RESIDENTS FORUM

25 March 2015 6:30pm

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

ISSUES TO BE CONSIDERED

Issue Raised	Response
<p>Petition – Purcell Avenue</p> <p>Purcells Avenue is a residential road and we the residents are frightened by the speed the cars drive on our road and use it as a short cut. Not only cars & vans, the coaches and lorries are using this as a short cut. We have small children and elderly people who are scared to cross the road due to enormous traffic that is culminating on our road every day and constant speed exceed. There is nothing to prevent them to speed up and our camera captures cars speeding of at least 60 mph every day. It's not acceptable, as we the residents have a right to use our residential road with safety without being deprives of our rights.</p> <p>33 signatures</p> <p><i>Gurdarshan (Shaun) Bedi</i></p>	<p>The Council are grateful for the petition. Officers will carry out a speed survey in the first instance. Proposals for development in the 2015/16 programme were agreed by the Environment Committee in January. Therefore this location will be assessed and prioritised against other proposals during 2015/16 for possible inclusion in future years programmes.</p> <p>highwayscorrespondence@barnet.gov.uk</p>
<p>1. The following question has been received from Mr Clive Cohen:</p> <p>Having reason to attend Finchely Memorial Hospital recently I was amazed to find during over an hour I was present no more than a dozen people & an empty Reception & free parking for</p>	<p>Mr Cohen is thanked for bringing this issue to Hendon Residents Forum which is noted.</p>

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<p>three hours & that was only a third full.</p> <p>This is a paradox to Barnet or Edgware & surely ,while I know that operations are not carried out at F.M. surely the load could be spread ? Perhaps Members might care to visit.</p> <p>Mr Clive Cohen</p>	
<p>2. a) When will I get the answers to the following questions, which were promised within 2 weeks at the last Hendon Residents Area Forum:</p> <p>Item 12: Montagu Rd air pollution – assessment update</p> <p>Item 13 (4 weeks) review outcome – regarding Deans Lane with Rudyard Grove</p>	<p>In response to these issues the Interim Director for Environment is keen to meet Mr Dismore, to discuss any concerns and work together in order to get a response.</p> <p>A written response could not be provided for the benefit of this issues list. The service area has been advised of this issue and is required to provide a written answer within 20 working days from the date of this meeting. This is laid out in the Council’s Constitution, Annex A of the Responsibility for Functions section.</p> <p>Item 13: The junction of Deans Lane with Rudyard Grove and Deans Way</p> <p>Proposals for development in the 2015/16 programme were agreed by the Environment Committee in January while this location was still under investigation, but it will be assessed and prioritised against other proposals during 2015/16 for possible inclusion in future years programmes.</p> <p>An initial assessment considering injury accidents at this junction over a ten year period identifies a mixture of conflicts at the junction, although speed does not seem to have played a significant role. These types of incident may benefit from a change of junction control, such as a mini-roundabout or similar, although more work would be needed to confirm this, and this will be included in the assessment.</p>

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<p>Item 16: Mill Hill M1 noise; details of council's lobbying so far</p> <p>Item 18: Booth Rd – traffic and parking outcome</p> <p>Item 19 Colin Close – Environmental issues that need to be dealt with</p> <p>Andrew Dismore</p>	<p>A written response could not be provided for the benefit of this issues list. The service area has been advised of this issue and is required to provide a written answer within 20 working days from the date of this meeting. This is laid out in the Council's Constitution, Annex A of the Responsibility for Functions section.</p> <p>Item 18 – Booth Road Statutory consultation on proposed yellow lines took place in February/March 2015 and no objections have been received. It is expected that the new yellow lines should become operational in late April 2015.</p> <p>highwayscorrespondence@barnet.gov.uk</p> <p>Statutory consultation on proposed yellow lines took place in February/March 2015 and no objections have been received. It is expected that the new yellow lines should become operational in late April 2015.</p> <p>highwayscorrespondence@barnet.gov.uk</p>
<p>b) There is a temporary crossing on Lanacre Avenue. Why cannot the same be provided for Aerodrome Road for the time being until it is decided where the entrance for the Peel Centre site will be?</p>	<p>b) Aerodrome Road Officers have now identified where the new entrances for the Peel Centre site are expected and plan to start design work in the spring on a zebra crossing for Aerodrome Road, with a view to implementation this summer.</p> <p>In the meantime the pedestrian island currently in place on Aerodrome Road continues to provide a facility for pedestrians.</p> <p>Temporary pedestrian crossings are expensive to maintain, requiring continual attendance to ensure they remain functioning. They are generally provided where roadworks prevent use of an existing facility, in which circumstances the level of attendance and checking required can be more readily provided.</p>

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<p>c) Andrew Dismore</p> <p>Will you lobby TfL with me , for an additional bus route for Aerodrome Road which goes left towards Colindale as at present there is only the 86 which turns right at the roundabout, and as the bus stop has moved at Cherry Close, you want to catch route 204 passengers need to run back to the other bus stop?</p> <p>Andrew Dismore</p>	<p>highwayscorrespondence@barnet.gov.uk</p> <p>c) Bus Route for Aerodrome Road Discussions are on-going with TFL regarding how changes to bus routes can serve the Colindale area, and links to other areas. This would be likely to involve adjustments to routes rather than introduction of a completely new service.</p> <p>The 186 and 204 bus routes continue to share bus-stops in the area. In the case of crossing the road to change between the 186 (towards Northwick Park) and the 204 (towards Sudbury Town) we understand there are a number of opportunities to do so where the opposing stops are close together.</p> <p>highwayscorrespondence@barnet.gov.uk</p>
<p>d) Andrew Dismore</p> <p>What is the hold up, in finalising the proposed Edgware Street market which was first agreed 18 months ago?</p> <p>Andrew Dismore</p>	<p>Edgware street market is one of the more complex market proposals in that it also requires the suspension of a number of parking bays and the suspension of a taxi rank.</p> <p>Although there has been a local consultation in relation to this proposal the difficulties posed by the parking issues have yet to be resolved.</p> <p>The March Environment Committee resolved that an urgent resolution was required and Edgware has been proposed as a trial street market, subject to meeting the concerns of interested parties, including Highways, Parking and TfL. The trial was approved by the Licensing Committee, which has the remit for street trading, on 19th March, in addition to a number of other changes to street trading, designed to encourage street markets.</p> <p>In the next few weeks LBB Highways, Parking team and TfL will be consulted in relation to the outstanding issues. A decision will be required on whether the suspensions are possible and desirable, how much these will cost and</p>

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<p>e) Will you assist the Edgware Town Team with a bid to the Mayor's High St Fund for flower baskets in Station Road ?</p> <p>Andrew Dismore</p>	<p>who will need to bear these costs.</p> <p>At the same time a further consultation will be taken with local traders and businesses to ensure that there is still local support for this.</p> <p>The High Street Fund is the latest in a series of funding rounds, which started in 2011 with Round One of the Outer London Fund, aimed at helping London's high streets to grow and become more vibrant.</p> <p>Desirable project ideas must help create vibrant, attractive places in the borough, attract additional footfall and introduce mixed uses to the high street as well as underpin regeneration activities in the local high street and its surroundings. The GLA has outlined the following themes for project ideas:</p> <ul style="list-style-type: none"> - Proactive stewardship - Stimulating activity - Occupying empty space - Accommodating growth <p>In the previous round, applications for funding via Spacehive were highly competitive. Any submission will need to ensure that it meets the criteria outlined above. The next allocation of funding from the High Street (via Spacehive) has a submission deadline of 29 June.</p> <p>We can provide 'critical friend' support to ensure that the project meets the qualification criteria and strategic fit prior to submission. Please contact sandra.perez@barnet.gov.uk to discuss how we can support your submission.</p>

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<p>f) On 15th March, large parts of Hendon were in gridlock, especially Edgware, Mill Hill, Burnt Oak and Colindale, due to the half marathon road race. Thousands of people were badly inconvenienced. 'Whilst we all appreciate the need for charity events and for people to keep fit, the route and the road closures involved could not have caused more disruption if they had tried. 'What made it particularly bad, was that this occurred on Mother's Day, when there would inevitably be more traffic than normal, with people visiting their mothers and grandmothers. I have little doubt that many family gatherings were disrupted as a result. 'There appears to have been little or no attempt to warn residents of the road closures in the wider area affected , other than a few signs with small print on them, and there was no significant publicity campaign, with clear alternative routes marked well in advance. Closing major trunk roads like the A5 was bound to cause chaos, never mind the many other local roads affected. Why was not more thought given to the planning and date of this event; why were residents not consulted; and who approved the road closures?</p> <p>Andrew Dismore</p>	<p>Initial approval for the NLHM was given by PamWharfe, Strategic Director for Place, when approached by the event organisers in July 2014. At that point the consequence of holding the event on Mother's Day was not fully appreciated.</p> <p>In the subsequent months officers from Barnet Council did work closely with colleagues from Brent Council, TfL and the emergency services to ensure the planned route and potential issues arising from the route were understood and appropriate measures put in place. This included undertaking a number of desktop scenario events to test the organisers plans.</p> <p>In terms of resident consultation 20,000 affected homes received initial communications including an outline of the planned route 8 weeks before the event. A second more detailed leaflet including details of the known closures were issued to 30,000 homes 2 weeks before the event. In addition over 500 local businesses were also contacted.</p> <p>In the run up to the event the organisers were able to secure a number of articles in the local press highlighting the event and signposting readers to further information in respect of the planned road closures.</p> <p>The temporary traffic management orders were made by Barnet Council in accordance with relevant legislation approximately three weeks before the event. Ward members were invited to a detailed briefing session , organised by Barnet Council, 10 days before the event. Final approval for the event was given by Alan Bowley, Interim Commissioning Director Environment.</p> <p>The event organisers have expressed an interest in hosting a similar event in 2016. However, before any decision is taken a full debriefing session will be hosted by the event organisers and Barnet Council will be preparing and presenting a ' lessons learnt' report to that meeting.</p> <p>Alan.bowley@barnet.gov.uk</p>

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<p>g) What is happening with Pavilion Way Fields?</p> <p>Andrew Dismore</p>	<p>A new two form entry primary free school called the Belle Vue Place Education Trust is to be built on the site together with an all weather pitch for use by the school in school hours and term times and which will be available for public use at all other times. The development to enable these facilities will be subject to the planning consent process.</p>
<p>3. Sunnyfield Crescent,NW4 4RD</p> <p>The resident is has concerns regarding restricted parking on Sunnyfield Crescent. He is unable to park in this road due to Middlesex University Students. The resident would like this to be reviewed.</p> <p>Roy</p>	<p>Sunnyfield Crescent</p> <p>The Council currently has no plans to investigate the possible introduction of a CPZ in Sunningfields Crescent NW4 as the investigation/consultation of such a scheme is not on its current or future programmes of work.</p> <p>However, this request will be held on file for assessment and prioritisation, which will take place later this year, and if it is found there is evidence to suggest there is significant local demand for such measures, then consideration may be given to carrying out investigations of this nature and added for possible inclusion on future work programmes.</p> <p>highwayscorrespondence@barnet.gov.uk</p>
<p>4. The following questions have been received from Mr Richard Logue (Chair MHRA):</p> <p>a) Around Mill Hill people are parking on the grass verges which are classified as “Wastes of the Manor” and while Barnet Council maintain these lands (cutting grass etc) they are reluctant to stop the parking. Indeed in some locations e.g outside 73 Milespit Hill the hitherto Green space has been totally eroded and is more of a mud-bath. In Wise Lane almost opposite Parkside the house owner has laid down green plastic matting to protect the verge with the purpose of regularly parking thereon, thus ruining Mill Hill’s Green and pleasant land.</p>	<p>Parking enforcement is currently being conducted in the Mill Hill area. Specifically, we have issued Penalty Charge Notices (PCNs) for footway parking in Milespit Hill, NW7. We will continue to enforce the area and issue PCNs where appropriate.</p> <p>It is a contravention of parking regulations to park a vehicle either wholly or partially on the footway which forms part of the public highway within the Greater London area. The London Borough of Barnet enforces footway contraventions under the London Local Authorities and Transport for London Act 2008; the prohibition on footway parking applies 24 hours a day, 7 days a</p>

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<p>Can the Council please state its position, in the context of the London wide regulations that parking on pavements and verges is an offence?</p>	<p>week. Additionally, the Highway Code 244 states ‘You MUST NOT park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it’</p>
<p>b) Daws Lane Car Park is completely unlit! There are 6 lamp posts that are not included in your Street Lighting PFI Contract but surely the Council have a duty to provide lighting in a Council run Car Park. Local residents are frightened to use the Car Park at night and clearly this is unacceptable. Can the Council please provide a plan to rectify this issue with a timescale which will state when appropriate lights will be re-instated?</p>	<p>The Daws Lane car park falls within the responsibility of the Greenspaces and Streets Service as it is a Park car park that services Mill Hill Park, as such the lighting columns currently fall outside of the Street Lighting PFI Contract. The Greenspaces team will investigate the options and what the associated costs will be to resolve the issue. It should be noted that the existing columns are from the Victorian era and so it may not be possible to bring them back into use but we would like to retain them on site. Lynn.bishop@barnet.gov.uk</p>
<p>c) We understand that the Council have ordered “School” warning signs for erection outside Etz Chaim school, and so we are hopefully that they will soon be installed., Can we please know when the requested Zebra Crossing at this site in Daws Lane will be implemented?</p>	<p>Pedestrian crossing improvements for Etz Chaim school did not achieve a high enough priority for progression from the School Travel Plan funding available for 2015/16 (Etz Chaim scored a total of 6 points out of a possible 11 and only schools scoring 8 points or more could be accommodated in the programme). Development of improvements has nevertheless been included in the 2015/16 works programme using available s106 funding, with design works planned to start in April 2015. However the funding available from this source is not sufficient to meet the full cost of a zebra crossing, and alternative funding or lower cost measures such as a pedestrian refuge will need to be identified.</p>
<p>d) When will the council next be reviewing the Saracens CPZ implementation, to ensure that it actually meets requirements without the present issues for shop keepers (lack of footfall, because people cannot park nearby to shop) and residents (who as in Milesplit Hill cannot park outside their properties on Match</p>	<p>The Council, in mid-2013, carried out a questionnaire-based review of the Event Day CPZ following its introduction in January 2013. This review, although giving residents and businesses the opportunity to comment on the CPZ after its first few months of operation, did not result in any significant changes being made to the CPZ at that time.</p>

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<p>Days)?</p> <p>e) Fix My Street works well where fly-tipping has occurred and the Council are usually responsive within an acceptable timeframe of around 48 hours. It does not work for more significant issues. Residents have reported issues notably relating to highways issues that have not been attended to for nearly 12 months, and nobody from the appropriate department has bothered to respond on the specific to the complainant with any information as to when the problem will be fixed. For example white lines in Milesplit Hill and street lights in Hammers Lane. Surely Council departments should have performance metrics that require an adequate response (not simply an electronic acknowledgment) is delivered in response to the complaint to either fix the issue or report that it will be fixed within a certain timeframe?</p> <p>f) How long should residents expect to wait for an answer to emails sent to the generic Barnet Highways email?</p> <p>g) Could an officer be sent to investigate Orion School parent parking in and about the adjacent College Park estate in Colindale ward but in NW7 postal district? Residents in this estate are reporting poor parking by parents and damaged pavements. Indeed one resident in the College Park estate has broken her arm tripping over a pavement slab damaged as a direct result of an Orion parent parking their car on the</p>	<p>highwayscorrespondence@barnet.gov.uk</p> <p>A proposal to review the signage is on the 15/16 Work Programme and Officers, if instructed, would be able to undertake a further review within specific roads as agreed by Local Ward Members.</p> <p>As part of the general refresh of the Council website Fix My Street has been replaced by a more responsive tool, Report It. Whereas Fix My Street was state of the art five years ago when it was first adopted by the council, this basic model of reporting tool, a social medium that would be updated by the reporting resident, is now archaic. Most businesses now run such reporting systems within their general customer relationship management (CRM) system, allowing regular automated reports and alerts to be sent to the customer.</p> <p>Report It follows best current practice and puts a request straight into the council's CRM database and sends residents alerts, letting them know how a reported problem has been dealt with. This will provide the regular updates requested by the resident.</p> <p>Enquires directed to highwayscorrespondence@barnet.gov.uk will receive an automated acknowledgement by return and a response within 10 working days.</p> <p>The comments are noted. An Officer is due to observe the parking and other issues raised around Orion School the week of the Residents' Forum.</p>

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<p>h) pavement.</p> <p>Could officers please provide an update on MHRA's long standing request to allow wheels on pavement parking on parts of Hammers Lane.</p>	<p>h) An Officer met the Mill Hill Residents' Association representative who showed the Officer a variety of parking issues in the area of Hammers Lane, Daws Lane etc. The Hammers Lane parking issue was raised, which related to whether footway parking could be allowed. The Officer advised that the Council has reviewed its parking policy, which included reference to footway parking, with a view to seeking to formalise the footway parking arrangements in the borough. Although the outcomes in relation to the Parking Policy is to be rolled out, the Officer will ensure Hammers Lane is on the list for consideration, should work on formalised footway parking take place in the future.</p> <p>h) This road is currently enforceable for footway parking, penalty charge notices will be issued.</p> <p>Geraldine.edwards@barnet.gov.uk</p> <p>It is a contravention of parking regulations to park a vehicle either wholly or partially on the footway which forms part of the public highway within the Greater London area. The London Borough of Barnet enforces footway contraventions under the London Local Authorities and Transport for London Act 2008; the prohibition on footway parking applies 24 hours a day, 7 days a week. Additionally, the Highway Code 244 states 'You MUST NOT park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it.</p> <p>highwayscorrespondence@barnet.gov.uk</p>
<p>5 Access from West View NW4 to New Brent Street NW4.</p> <p>There are posts which prevent access from one to another and this is particularly difficult when emergency vehicles need to gain access.</p>	<p>West View is a footpath and although it is fairly wide in front of numbers 10 to 16 West View use by motor vehicles (including emergency services vehicles) is not permitted. Although it is accepted that, in the event of an emergency there may be more pressing considerations, retention of some form of restriction to prevent general vehicle access is necessary.</p>

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	<p>The distance between New Brent Street and Eaton Road is quite short and appears to meet the requirements of London Fire Brigade for the acceptable distance from a vehicle access point. However we will contact the emergency services to clarify whether they feel a change to lockable bollards or would be useful.</p> <p>highwayscorrespondence@barnet.gov.uk</p>
<p>6. How do the London Borough of Barnet Councillors demonstrate democracy within the Borough.</p> <p>Mr Garfield</p>	<p>A verbal update will be provided at the meeting.</p>

Meeting dates 2015/16 – subject to agreement at annual Council on 13 May:

2 July 2015, 21 October 2015, 13 January 2016 and 23 March 2016.

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