

## HENDON RESIDENTS FORUM

**VENUE: Hendon Town Hall  
Thursday 6<sup>th</sup> June 2019**

Chairman: Anthony Finn BSc (Econ) FCA  
Vice-Chairman: Councillor Nizza Fluss

### ISSUES TO BE CONSIDERED AT THE FORUM MEETING

Items must be submitted to Governance Service ([Hendon.residentsforum@barnet.gov.uk](mailto:Hendon.residentsforum@barnet.gov.uk)) by 10am on the fifth working day before the meeting

	Issue Raised	Response
1.	<p><b>Resident: Mr Dnkov Kiril</b> <b>Issue: North Circle metal bridge</b></p> <p>I wanted to inform you about the dangers around the metal bridges up the north circle, both of these are without CCTV and without enough light. My friend was a victim of an attack and we have reported this to the police. The bridges are very dangerous and scary places by night. Please ensure there are lights on both of the bridges over the north circle to Brent Cross station and please install cctv.</p>	

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2.	<p><b>Resident: Mrs Patel P</b>  <b>Issue: Fly tipping on corners of Bertram Road, Audley Road, Graham Road and Sevington Road.</b></p> <p>Fly tipping increased especially on corners of Bertram Road, Audley Road, Graham Road and Sevington Road. It seems as a result of increase in rentals. Campaign for residents not to fly tip look after local area, in which we live, should be carried. Its easy to fly tip as councils can't do much about it. Increase in labourers and flytipping behind best way and flip out.  Notices campaigns flyers to look after local area for the benefit of all</p>	
St	<p><b>Resident: Mr Pau Chul</b>  <b>Petition: Parking around Colindale</b></p> <p>Parking outside the existing single yellow line operating hours is getting worse with vehicles parked on both sides of Colindale Avenue between the Colindale Tube Station and Public Health England causing traffic joining Colindale Avenue from the minor roads extremely difficult, increased danger to all road users and unnecessary delays to the emergency services and buses. (The NHS Blood Bank is behind Colindale Tube Station.) I'm also running a petition online on change.org where you can see the photos and video that the community have prepared. We've already got support from 88 individuals. <a href="https://www.change.org/p/barnet-council-chief-executive-john-hooton-better-traffic-control-needed-for-colindale-avenue-nw9">https://www.change.org/p/barnet-council-chief-executive-john-hooton-better-traffic-control-needed-for-colindale-avenue-nw9</a>  Implement double yellow lines on the even number side of Colindale Ave between Colindale Tube Station and Public Health England;  KEEP CLEAR / yellow box road markings at junction with Ajax Ave, Guardian Ave and Charcot Road.  NW9 REP Community</p>	

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4.	<p><b>Petition: Prince of Wales Close</b></p> <p><a href="https://www.change.org/p/barnet-council-chief-executive-john-hooton-better-traffic-control-needed-for-colindale-avenue-nw9">https://www.change.org/p/barnet-council-chief-executive-john-hooton-better-traffic-control-needed-for-colindale-avenue-nw9</a></p> <p>I am writing to you with regard to a parking petition I am enclosing about the intolerable situation being suffered by the residents of my street, Prince of Wales Close. The properties on this street are owned by Barnet Homes and it is an estate that comprise of house and two blocks of flats, named Thornbury and Golderton.</p> <p>As it is, there are not enough parking bays, privately owned and supplied by Barnet Homes, for all the properties. Two and a half years ago, the parking contract with Wings was terminated, meaning residents no longer had residential parking permits for the street. Since then word of mouth has got around that there is free parking in Prince of Wales Close, We therefore have Middlesex University students, local business people and quite frankly people who want to do local shopping and don't want to pay and display, taking up the parking spaces on the estate that should be for residents only.</p> <p>In the immediate vicinity, as well as the university there is a school, a nursery and 2 pubs, and we have those parents and patrons taking up our parking spaces at all hours of the day. The University have asked on their student pages not to park here, but the students disregard this. A new all day nursery is being built on the corner of Prince of Wales Close- if their outdoor space is allocated for the children's play area, their staff will park their cares in our street all day as well.</p> <p>A copy of this petition has been sent to Barnet Homes, since for months now, residents have been complaining to Barnet Homes and they have not been very forthcoming with a solution to the problem. All over Barnet, the majority of parking is either pay and display or CPZ-</p>	

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	<p>private flats are managed by private parking firms who distribute permits for the residents-Barnet Homes is private land and we would like the same courtesy. The rest of the local area is CPZ-we, as Barnet Homes residents, are not eligible for CPZ permits and therefore have no where to park. If Barnet Homes will not supply a solution by contracting a private company, or putting up a barrier, maybe Barnet Council should buy the parking bays from Barnet Homes in order for us to be able to apply for local CPZ permits.</p> <p>A copy of this petition has also been sent to our MP, Matthew Offord, as we are so dissatisfied with how Barnet Homes and Barnet Council are unsympathetic to our cause.</p> <p>Thank you for taking the time to read this letter and petition, I trust that you will be able to help us with this problem that our residents have all day every day-some of the residents are elderly, some are sick, my own son is awaiting a liver transplant and I need to be able to not have the stress and worry of not knowing where we are going to park when we return home.</p>	
5.	<p><b>Resident: Mr John Gillett</b>  <b>Issue: Speed reducing measures Uphill Road, NW7</b></p> <p>I would like to ask the Council to consider some form of speed reducing measures for this road which is a regular cut through for many. Of particular concern is that many school children cross this busy road before and after school, and they are potentially at risk from speeding motorists.</p>	

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	<p>I would welcome comments from the Council's Highways department and consideration as to what measures can effectively be taken without returning sleeping policemen.</p>	
6.	<p><b>Issue: Tarmac on pavements</b>  <b>Resident: Mr Richard Logue</b></p> <p>I have noticed that where tarmac has been used to repair pavements particularly around tree roots this has the potential of becoming a trip hazard for pedestrians. Would the council consider the reintroduction of paving stones or a more secure form of repair that would mitigate tree roots from emerging onto the pavement?</p>	
7	<p><b>Issue: Zebra-crossing on Greyhound Hill</b>  <b>Resident: Mr Gerrard Roots</b></p> <p>After years of campaigning by parents of children attending Sunnyfields School, NW4, a zebra crossing at last been installed half-way down Greyhound Hill, to enable safe passage of small children across an ever- increasingly busy road. However, the new crossing is nowhere near the Greyhound Hill entrance to the school, and it has been placed so close to the junction of Sunny Hill with Greyhound Hill, that drivers turning left from Sunny Hill are forced to inch into heavy traffic and then make a sudden stop. This is dangerous. Why is this regarded as acceptable?</p>	

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8	<p><b>Issue: Traffic flow on Station Road and A41, Hendon Central.</b>  <b>Resident: Mr Levy</b></p> <p>At the March 2017 Forum I proposed certain revisions to TfL's then recent changes to traffic signals and pedestrian arrangements. It was promised that Officers would discuss the matter with TfL within 20 working days. I am wondering (i) what is the progress of the said discussions (ii) what further ways can be suggested to advance the proposals, which are supported by many residents I have spoken with:</p> <ol style="list-style-type: none"> <li>1. greatly increase the time allowed for left turns from Station Road to the A41, while keeping a local surface level crossing over Station Road, considering all creative options for this;</li> <li>2. allow U-turns by traffic turning right at Central Circus from the southbound A41, since this traffic can now only proceed when not in conflict with other traffic;</li> <li>3. re-allow U-turns by traffic turning right at the Quadrant from the northbound A41, while removing the extended green time for left turn traffic from the Burroughs here that would conflict with this;</li> <li>4. for the Council first to seek TfL's and Council Officers' evidence base and modelling behind the changes that 3. seeks to reverse;</li> <li>5. for the Council also first to consider all other suggestions made to them concerning these junctions since the changes.</li> </ol>	

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9	<p><b>Issue: Fly-tipping</b>  <b>Resident: Mr Richard Logue</b></p> <p>Regarding the increasing incidents of fly tipping and the increase of littering around the streets. What action is the council taking to tackle this?</p>	
10	<p><b>Issue: Impact of the extended 125 bus route</b>  <b>Resident: Mr Gerrard Roots</b></p> <p>Ignoring the concerns of local residents, the 125 bus route has been extended from Finchley Central to Colindale Station, and now runs up and down Church End/Greyhound Hill, NW4, a steep and narrow road, with blind corners, and hidden turnings. Although the buses started running on 24 May, there are still no fixed bus-stops, with timetables, on the Hill. Much more importantly,, no attempt has been made to put traffic lights at the junction of Church End with Church Road, or, indeed, a zebra crossing across this busy intersection. This narrow and awkward junction, heavily used - especially in term -time by drivers and pedestrians alike-is already a nightmare. With the introduction of buses onto what is the top of a rat-run from the A41 to central Hendon and the Finchley Road this junction will become a death-trap.</p> <p>Please do NOT respond by telling me that this is the responsibility of TfL. The 125 bus-route was only extended to ease LBBarnet's move to new offices in Grahame Park, to which its staff (because those offices were designed to have inadequate parking facilities), perforce must travel to by bus. Barnet Council is complicit in this ill-judged plan, which will impact heavily on the residents of Greyhound Hill. Please tell me what measures, if any, LBB has in place to mitigate these problems.</p>	

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11	<p><b>Issue: Confusingly marked parking space in Wilberforce Road</b>  <b>Resident: Mr Levy</b></p> <p>At the south end of Wilberforce Road NW9, a single car space of CPZ resident bay overlaps a single yellow line. Recently I understand a resident of CPZ appealed a PCN for parking there to the tribunal service, and Barnet didn't contest the appeal. However Barnet haven't removed the painting anomaly several weeks on.</p> <p>Street View images from the one-way system showed that the space was pure CPZ bay prior to mid-2015, then the single yellow was extended and the CPZ bay shortened, then some months later the CPZ bay had been re-painted to overlap the single yellow. The anomaly doesn't appear on Barnet's parking map. It can serve no purpose other than tricking CPZ badge-holders, since the CPZ bay hours fall entirely within the yellow line hours. Since Barnet didn't contest the tribunal appeal, they must realise it is unfair on CPZ badge holders. The latter meanwhile are being denied a scarce parking space in the area.</p> <p>(i) Can the Council confirm that the single yellow line extension is a mistake?  (ii) If so, when will they be erasing the single yellow line extension?  (iii) How many people have received PCNs as a result of the single yellow extension here that shouldn't have been?  (iv) Will the Council now refund them all, and if they are not easy to trace back, leaflet all near households of the right to a refund for anybody so caught out?</p> <p>Image:</p>	

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12	<p><b>Issue: Dual carriageway between Grove Gardens NW4 and scrap metal recycling depot on Colindeep Lane (A5150)</b>  <b>Resident: Gerrard Roots</b></p> <p>I was told last year that the problems of the dangerous stretch of dual carriageway between Grove Gardens NW4 and the scrap metal recycling depot on Colindeep Lane (A5150) heading towards the Edgware Road would be investigated. To my knowledge this has not happened. This short stretch of road is confusingly signed, includes a blind bend, and is in any case within a 30mph speed limit. Anyone using the dual carriageway to overtake other drivers is almost certainly breaking the speed limit. The dual carriageway is a needless hazard. Please tell me why it has not been removed.</p>	

Contact: Salar Rida, Governance Service, Assurance Group, London Borough of Barnet, NLBP, Building 2, Oakleigh Road South, London N11 1NP.

Tel: 020 8359 7113, Email: [Hendon.residentsforum@barnet.gov.uk](mailto:Hendon.residentsforum@barnet.gov.uk)

Future meeting dates of the Hendon Residents' Forum:

Date of meeting	Location
5 <sup>th</sup> September 2019	Hendon Town Hall
8 <sup>th</sup> January 2020	Hendon Town Hall
4 <sup>th</sup> March 2020	Hendon Town Hall