

Issue Raised	Response
<p>1. <b>Subject: Petition to Request Parking Controlled Zone in Glendor Gardens, NW7</b>  <b>Ward: Mill Hill</b>  <b>Lead petitioners: Mr Charles Chee, Ms F Aitman and Residents of Glendor Gardens, NW7</b>  <b>No of signatures: 27*</b></p> <p><b>Background:</b>  Glendor Gardens is a narrow cul de sac residential road. At the end of the road there is a small lane leading to Mill Hill Broadway. Mill Hill Railway Station with service to Kings Cross is a 10 minutes' walk through the lane from Glendor Gardens.</p> <p>On the left-hand side of Glendor Gardens is where the residence park. Between the residence park cars and the right-hand side of the road is the single car's width access and exit. On the right hand side of Glendor Gardens is a grass verge layby of approx. 3 metres wide with trees. At the end of the grass verge are hedges and metal railing. The other side of the metal railings is a drop of approx. 30 metres which is the M1 motorway. Please see pictures to show how Glendor Gardens Road site is.</p> <p>Our reasons are outlined below.</p> <ul style="list-style-type: none"> <li>a) Commuters are parking in Glendor Gardens which is a short walking distance to Mill Hill Broadway Rail Station causing shortage of parking spaces for the residence of Glendor Gardens. There is a large metered paying parking facility in Mill Hill Railway Station but obviously these commuters are using Glendor Gardens for free parking.</li> <li>b) Other cars user and heavy vehicles are also parking onto the grass verge layby causing damage to the grass verge.</li> </ul>	<p>To be dealt with in line with the Council's constitution:</p> <p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following the presentation the Residents Forum Chairman will decide to:</p> <ul style="list-style-type: none"> <li>• Take no action;</li> <li>• Refer the matter to a chief officer to respond to within 20 working days; or</li> <li>• Refer the matter to the relevant Area Committee (if funding is required)</li> </ul>

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	<p>c) Abandon vehicle are often and on the increase and also motorhomes/caravan being abandon.</p> <p>d) A three storey Self Storage has been built in Apex Corner which is 500 yards from Glendor Gardens and shoppers from the parade of shops in Apex corner, these car users are using Glendor Gardens as their parking facility.</p> <p>e) Emergency vehicles, service vehicles, delivery vans, dustbin/waste collections vehicles etc, often cannot come down Glendor Gardens, due to vehicles parking on both sides of Glendor Gardens</p> <p>f) The nearby surrounding roads to Glendor Gardens that already have control parking zones, therefore the non-permit holders and not residents of Glendor Gardens are using Glendor Gardens as their free parking.</p> <p>The residents of Glendor Gardens request what are the guide lines and implication for control parking zone and are in favour for this application for Control parking zone and have collated signatures for a petition.</p> <p>Further information:  <a href="https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=43&amp;RPID=567533557&amp;HPID=567533557">https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=43&amp;RPID=567533557&amp;HPID=567533557</a></p>	
2.	<p><b>Subject: Major Crime at Local Allotment [Colindale Allotments]</b>  <b>Ward: Colindale</b>  <b>Issue submitted by: Joe McKeever &amp; Jose Luis</b></p> <p><b>Background:</b>  We raise this issue on the back of the unfortunate &amp; tragic events at the beginning of March 17.</p>	<p>The Colindale Allotments in under the direct management of the local allotment group through a lease. The local allotment group are supported by the Barnet Allotment Federation as well as the Greenspaces Team in the management of the allotments.</p> <p>The Greenspaces Team has checked its records and we have not found any open or outstanding complaints or issues for this area.</p>

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<p>Joe McKeever, a long-standing resident at Rankin Close, has for a considerable duration raised concerns on how bad matters are at this facility, only to be told by those in positions of responsibility and guardians of the community, that he is a nuisance, busy body &amp; a time waster.</p> <p>He &amp; other residents alerted the Police, various Council Officials &amp; the Local MP, but to no avail or assistance.</p> <p>Various issues raised by this group, A) Vermin Infestation, B) Unregulated Sleepers, C) Noise Pollution &amp; D) Late Night Disturbance being some of the inconvenience residents at Rankin Close have had to put up with for many years.</p> <p>One hopes, matters &amp; complaints will now be taken seriously and those concerned &amp; in a position of responsibility, look into this location and ensure stability is reinstated.</p>	<p>Additionally each allotment group completes an annual return which is submitted to the Greenspaces Team and this document includes space for details of any complaints that require further investigation, there was no complaints documented on the last annual return that was received in November 2016.</p> <p>The Greenspaces Team would like to work with the Community Safety Team, local Police and The Allotment Group in order resolve any outstanding concerns or issues.</p> <p>The council also checked the reports received and can confirm that a report was received by the Council on 18 April 2016, this related to a complaint about the allotment holders living in the shed on the allotment and the late night noise created by the allotment users. The council requested further details of the noise which was not provided. Our Green Spaces intervened and concluded there was no breach of the lease. There was no evidence of the allotment holders living in the sheds.</p> <p>The Council wrote to the complainant in May 2016 confirming they were keen to assist and had requested further details from the complainant which had not been provided making it difficult for the council to approach the Allotment Society. No dates, times, details were provided about the noise.</p> <p>Following the tragic events in March, the council have worked closely with the local police to reassure local residents and allotment users, this has included the Police Safer Neighbourhood Teams being provided with a list of the allotments for Barnet to enable the teams to engage with the users of the allotments on their wards. <a href="mailto:BarnetCST@Barnet.gov.uk">BarnetCST@Barnet.gov.uk</a></p>

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3.	<p><b>Subject: Gusting &amp; Turbulence [Rookery Way, Colindeep Lane, Colindale Ave &amp; Capitol Way]</b>  <b>Ward: Colindale</b>  <b>Issue submitted by: Patrick Jacob &amp; Jose Luis</b></p> <p><b>Background:</b>  This is a new phenomenon that is evident &amp; very noticeable since the construction of new apartment buildings in the locations/junctions in question.</p> <p>The various new constructions are &amp; will create tunnelling, where the wind is channelled &amp; causes serious gusting &amp; turbulence at the respective junctions.</p> <p>Days when wind factors are amplified, like the instance of storm “Doris” that we recently encountered, are when things are particularly bad, but not much better at other less turbulent times.</p> <p>Vulnerable pedestrian groups are the ones who are most affected and face the worst effects in the winter months.</p> <p>One asks the question, were assessments undertaken to understand the effects for such factors at the time of planning approval, and what was the conclusion reached or recommendation made?</p> <p>Irrespective of those findings, council officials need to look into this issue and come up with a realistic and sustainable programme of diversion &amp; calming, thereby making it acceptable for road users &amp; most particularly vulnerable pedestrians.</p>	<p>Applications for a number of major developments in the Colindale area with particular focus around the A5, Colindale Station and Grahame Park.</p> <p>Officers have reviewed some of the application submissions which have been received for some of the major schemes subsequently constructed in these areas and it has been established that all of these applications listed below have been submitted, supported by information relating to the management of wind distribution and micro climate effects caused by the cumulative impacts of taller buildings.</p> <p>14/07210/14 – Development Plot B6, Lanacre Avenue  H/04753/14 – Peel Centre, Peel Drive, Colindale  H/05856/13 – British Library Newspapers 130 Colindale Avenue  H/01110/13 – Site to the rear of Colindale Station Plaza  H/03551/14 – Site of Barnet and Southgate College Graham Park Way</p> <p>The impact of ground level winds and other micro climatic effects are well recognised in tall building clusters as prevailing winds can be channelled, contained and concentrated in small areas which makes for an environment of poor quality for pedestrians at street level. Development Management policies in the London Plan produced by the Greater London Authority as well as those contained in the LBB Local Plan Core Strategy, the Development Management Policies DPD and the Colindale Major Opportunity Area Framework Document all recognise the importance of ensuring that the design, height and siting of such buildings do not lead to or amplify harmful micro climate effects. Schemes are assessed in accordance with these policies.</p>

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		<p>For example, policy DM5 states the following regarding tall buildings</p> <p>Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable. Proposals for tall buildings will need to demonstrate:</p> <ul style="list-style-type: none"> <li>i. an active street frontage where appropriate</li> <li>ii. Successful integration into the existing urban fabric</li> <li>iii. a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline</li> <li>iv. not cause harm to heritage assets and their setting</li> <li>v. that the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm.</li> <li>v. Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape.</li> </ul> <p>The case officers in assessing the applications listed above have had regard to the policy listed above in the Development Plan.</p> <p>Sustainability statements, design and access statements and Environmental Impact Assessment Screening/Scoping all assess and consider the likely impacts of the proposed development in respect of wind and micro climate. The Building Research Establishment (BRE) also deal with the management of micro climate in its Guidance on site layout and planning with respect to wind buffering. Where it is found that in benign weather scenarios, that there is still a poor quality street level environment, it is clear that some of the studies have either been deficient or have not</p>

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		<p>assessed effectively the cumulative impacts of all the buildings when they develop into a cluster. Ultimately these impacts require further research and subsequent applications for further redevelopment should provide a more comprehensive assessment of these impacts. This may include more robust statements at submission stage or a monitoring and manage approach post construction to ensure that adequate controls and mitigations are put in place secured by condition, acknowledging that none of the approvals listed above, appear to have any conditions that are directly related to micro climate management.</p> <p><a href="mailto:planning.enquiry@barnet.gov.uk">planning.enquiry@barnet.gov.uk</a></p>
4.	<p><b>Subject: Drinking &amp; Drug Taking In Public Zones [Rushgrove Avenue]</b>  <b>Ward: Colindale</b>  <b>Issue submitted by: Jose Luis, Joe McKeever &amp; Patrick Jacob</b></p> <p><b>Background:</b>  This issue has been brought to our attention, primarily of drinking &amp; drug taking or selling in the vicinity of Rushgrove Park entrance.</p> <p>Most of this activity is conducted on the street &amp; inside the parked cars visiting that street for such purposes, so primarily attributed mainly to outsiders &amp; less to locals.</p> <p>There is also the issue of littering of street in this area, due to these very same individuals, consuming food or drink, then discard that spent packaging onto the street and not in a responsible manner in waste bins. Council officials need to consider this issue as a matter of urgency and come up with a realistic and sustainable deterrent to dissuade persistent offenders.</p>	<p>As a result of this complaint the Council's Community Safety Team has requested the Neighbourhood Policing Team to investigate the allegations street drinking and drug misuse in the nearby streets and parked cars near to Rushgrove Park.</p> <p>If you wish to contact the Neighbourhood Policing Team directly they can be reached by phone on 020 8721 2033, or by email at <a href="mailto:Colindale.snt@met.police.uk">Colindale.snt@met.police.uk</a></p> <p>The Council is currently running an anti-littering campaign and as a result of this complaint our contractor, NSL, has been asked to patrol and enforce against any persons dropping litter in this area.</p> <p>The progress against this complaint will be reviewed fortnightly between the Neighbourhood Policing Team Sergeant, Sheena McPhie, and the Council's Community Safety Team.</p> <p>If you wish to contact the Council's Community Safety Team you can do so by emailing <a href="mailto:BarnetCST@Barnet.gov.uk">BarnetCST@Barnet.gov.uk</a></p>

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5.	<p><b>Subject: Traffic flow Station Road, A41</b>  <b>Ward: Hendon</b>  <b>Issue submitted by: Mr Levy</b></p> <p><b>Background:</b>  I wish to ask the Council that they lobby TfL to make certain changes to their most recently revised traffic arrangements at the principal junctions of the A41 Way in Hendon Central. Some of the problems caused by the new signal control on left turns from Station Road to the A41 were highlighted at January's Forum.</p> <p>Lobby TfL to find a way to allow more left turn movements from Station Road to the A41, restore the option of U-turns from the northbound A41 to southbound at the Quadrant and allow U-turns from the southbound A41 to northbound at Central Circus.</p>	<p>We will again ask TfL - as advised at the January Forum TfL identified a need for a controlled pedestrian crossing across Station Road to assist vulnerable users. This is why the slip road at the location is now controlled by signals. We will ask TfL whether there is any scope to provide more time to traffic turning left from Station Road, although impacts on other traffic may prevent this.</p> <p>We will also ask about the reasons why No U turn restrictions are provided at from the northbound A41 to southbound at the Station Road/The Burroughs junction (we think this is the location you mean) and from the southbound A41 to northbound at Hendon Central/Central Circus.</p> <p>These are likely to be to avoid conflict with other traffic or pedestrian movements, either to avoid a direct conflict with another green signal or because of a poor accident history involving u-turners at these locations, but we will seek to establish what the specific reasons are in each case.  <a href="mailto:Highways.correspondence@barnet.gov.uk">Highways.correspondence@barnet.gov.uk</a></p>
6.	<p><b>Subject Petition: Increase the CPZ Hours Montagu Road CPZ WH3</b>  <b>Ward: West Hendon</b>  <b>Lead petitioners: Judy Shepherd - Montagu Road Residents Assoc.</b>  <b>Signatures: 31</b></p> <p><b>Background:</b>  Residents would like for the CPZ hours to be extended during the present temporary traffic measures. Residents would like to petition the Council to increase the hours of the existing WH3 CPZ in the lower part</p>	<p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following the presentation the Residents Forum Chairman will decide to:</p> <ul style="list-style-type: none"> <li>• Take no action;</li> <li>• Refer the matter to a chief officer to respond to within 20 working days; or</li> <li>• Refer the matter to the relevant Area Committee (if funding is required)</li> </ul> <p>In addition, officers have provided a response to the petition:</p>

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<p>of Montagu Road to include Saturday afternoon to 7pm and all day on Sunday 10am to 7pm as part of their temporary measures brought in at the end of February for a 6 month trial period.</p> <p>Residents have collated signatures for a petition.</p> <p>Further information:  <a href="https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=44&amp;RPID=567552059&amp;HPID=567552059">https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=44&amp;RPID=567552059&amp;HPID=567552059</a></p>	<p>In February 2017, the Council made some changes to the West Hendon 'WH3' Controlled Parking Zone (CPZ) in Algernon Road, Vicarage Road and Dartmouth Road, including the reduction of the CPZ hours of operation in Algernon and Dartmouth Roads.</p> <p>The changes were introduced on an experimental basis for a minimum of 6 months and a maximum of 18 months. This is to give the local community time to assess the measures' effectiveness and allow the Council to consider how well they are working.</p> <p>During the first 6 months any comments received will be considered and assessed to help determine if any changes are needed (for example additional standalone measures) and if the experimental measures should be made permanent.</p> <p>Therefore if residents have any comments about the scheme, including views about the hours of operation of the CPZ, or wish for additional measures to be considered, then these should be forwarded to the Highways Department for consideration. Officers therefore welcome a possible petition being received.</p> <p>Council officers will be meeting to review the initial feedback received from residents following the implementation.</p> <p>Contact details for the Highways Department:  Tel. 0208 359 3555  <a href="mailto:parking.consultations@barnet.gov.uk">parking.consultations@barnet.gov.uk</a></p>



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7.	<p><b>Subject: Heybourne Crescent 20 mph</b>  <b>Ward: Colindale</b>  <b>Issue submitted by: Residents of Heybourne Crescent</b></p> <p><b>Background:</b>  Residents along Heybourne Crescent have noticed that the 20mph has been removed without consultation. This was the speed limit when it was an unadopted road.</p> <p>It was felt this was needed when it was an unadopted road but now has suddenly had the signs removed from the road, and we would like to have them reinstated.</p>	<p>The 20 mph signs that were erected on Heybourne Crescent were unauthorised private signs which were provided by the developer as part of private management of this road while it remained as a private road.</p> <p>The agreements for the adoption of Heybourne Crescent do not specify reduced speed limit and hence these signs needed to be removed in order for highway adoption to take place.</p> <p><a href="mailto:Highways.correspondence@barnet.gov.uk">Highways.correspondence@barnet.gov.uk</a></p>
8.	<p><b>Subject: Fly Tipping &amp; Indiscriminate Littering</b>  <b>Ward: Colindale</b>  <b>Issue submitted by: Jose Luis &amp; Patrick Jacob</b></p> <p><b>Background:</b></p> <p>We appreciate &amp; acknowledge the actions of the council, where prohibitive signs have been placed at locations of high fly tipping. We also acknowledge the additional bins that have been provided. That stated we feel the comment contained on that sign, regarding the sum of <b>£50,000.00</b> just might work against the intention of deterrence.</p> <p>One believes, the amount or magnitude is impractical &amp; unenforceable for this level of crime and is bound to be soundly ignored by the perpetrators.</p> <p>We refer the Council to the period around 6th March 17, when a large</p>	<p>The fine for Fly-tipping as a criminal offence would be set by the Court based on legislation and cannot be changed by Barnet Council. The maximum fine for fly tipping is up to £50,000 and it is good practice to always highlight the maximum level of penalty.</p> <p>A Street Cleansing Supervisor will attend the area concerned undertake an inspection and arrange for any additional cleansing and clearances to take place.</p> <p>Further information: <a href="http://www.barnet.gov.uk/keepbarnetclean">http://www.barnet.gov.uk/keepbarnetclean</a>  Report fly tipping by calling 020 8359 4600</p>

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<p>amount of furniture &amp; other household waste was boldly dumped outside the junction of Crossway &amp; Sheaveshill Avenue.</p> <p>A week later, 13th March 17 this remains there, un-cleared &amp; not removed. About the same period, 8th March 17, one also spotted a double mattress dumped at the intersection of Colindeep Lane &amp; Sheaveshill Avenue.</p> <p>So, from these events, conclusion we reach, is that issues have got worse despite the notices and that perpetrators are getting bolder in their transgressions.</p> <p>Many residents are thoroughly dissatisfied in the manner our area has declined &amp; neglected.</p> <p>Our suggestion is that the fine element be reduced to a more sensible amount, but is then enforced vigorously, thereby creating the required deterrence conditions.</p>	

Contact: **Salar Rida**, [Salar.Rida@barnet.gov.uk](mailto:Salar.Rida@barnet.gov.uk), 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:

Date of next meeting(s)	Location
Date to be confirmed	To be confirmed