

FINCHLEY & GOLDERS GREEN RESIDENTS FORUM

Wednesday, 23 November 2011 6.00pm

Held at Avenue House, East End Road, London N3 3QE

Action/Update Note

*Chairman: Councillor Reuben Thompstone

*Vice-Chairman: Councillor Graham Old

*denotes Councillor present

	Issue Raised	Response	Action/Update:
1.	<p>Petition: in support of a 20mph speed limit in Thorverton Road, NW2 (78 signatures) <i>(John Chalmers)</i></p>	<p>20mph speed limits/zones are not supported by current policy, but the location has been investigated to see if other traffic management measures might be justified.</p> <p>However, when assessed within the context of the agreed criteria that takes into account accident records, speeds etc there is no justification for proposing any such measures.</p> <p>There has been no recorded personal injury accidents in the last 3 years this being the assessment period (none in 10 years also). We use accidents' data as a filter mechanism to prioritise and be able to direct the limited resources to those areas identified as being needier. This also helps the Council to comply with statutory obligations that require Council to mitigate number and severity of accidents.</p>	No further update.
2.	<p>Petition: objecting to Parking Bay Signage in Dollis Avenue, London N3 (29 signatures) <i>(Rosemary Davis)</i></p>	<p>This Spring/Summer the Council undertook works to convert free parking bays to permit holder or pay and display parking bays within the borough's Controlled Parking Zones (CPZs). Whereas free parking bays remained unsigned and therefore did not necessitate signage to be erected adjacent to the parking bay, permit holder/pay and display parking bays did and still do require a sign, which are usually erected on adjacent lamp columns or</p>	No further update.

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		<p>posts.</p> <p>Due to a number of issues, including signage being easily obscured, vandalised and damaged, the Council had reviewed its position with regards to the posts used to erect parking signage upon, and determined that the higher level signage should be used at all new locations or as replacements at existing locations if necessary – the only exceptions being in conservation areas where it has been agreed that new low posts will still be erected and also used as replacements where required.</p> <p>When setting the position of higher level posts, council officers were mindful of residential properties and aimed to place the posts as sympathetically as possible in relation to the surrounding area, bearing in mind that there are particular guidelines which need to be adhered to.</p> <p>It is acknowledged that the posts can seem unsightly, particularly to members of the public who have become accustomed to either lower level posts or the absence of posts where there were once free bays. However the high level posts in conjunction with the relevant signage are considered necessary in order to advise motorists adequately about the restrictions that apply, with a reduced likelihood of damage or vandalism, and subsequently reduced maintenance costs than lower posts.</p>	
3.	<p>Petition: objecting to cashless parking in Temple Fortune (535 signatures) (<i>Ms Paterson</i>)</p>	<p>This response is based on the covering letter from Ms Paterson who submitted the petition.</p> <p>The ongoing works at Henly's Corner have resulted in traffic congestions The works at Henly's Corner are the responsibility of TfL rather than the borough although both officers and Members have met with them to press for ways to reduce the impact on the local</p>	No further update.

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		<p>area. Although inconvenient for other road users in Temple Fortune, at some time the build up of congestion on the North Circular Road seems to actually have the effect of diverting motorists through the area, creating opportunities for local retailers.</p> <p>The removal of pay and display is unacceptable The removal of the machines is part of a cost reduction and service improvement strategy approved by the Council as part of its business planning process. The overall programme will result in benefits to both motorists and the Council through the provision of a more reliable and cost effective service. Even before any machines were removed, in Temple Fortune over 80% of motorists were using the cashless service.</p> <p>Pay by phone leads to increased crime Throughout London pay and display and metered parking systems which involve boxes of coins on the streets are notorious for their links to both ad hoc and organised crime. In Barnet police activity in the form of court proceedings and Anti-Social Behaviour Contracts has proved little deterrent to the attacks on our infrastructure. The removal of the cash machines and introduction of the cashless system is fully supported by the Metropolitan Police Service.</p> <p>Free parking for half an hour should be provided The provision of free parking for an initial period will result in a loss of revenue which would have to be made up for by higher charges elsewhere if the budget is to be balanced. The current arrangements are considered to be a suitable balance between the desires and needs of residents, visitors and businesses.</p> <p>Cheap parking should be provided</p>	

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		<p>The same points apply as above in that a loss of revenue would have to be made up by higher charges elsewhere.</p> <p>Free parking should be provided through December The same points apply as above in that a loss of revenue would have to be made up by higher charges elsewhere. It I also the case that the widespread provision of free parking would be likely to give rise to space-blocking by commuters and workers giving rise to congestion.</p> <p>A meeting should be held between the Council and key retailers The Council provides a range of ways for stakeholders to engage with it, including meetings such as this. Retailers also have the opportunity to engage with the council through Business Forums. You can also raise any issues through your local Ward Councillors.</p>	
4.	<p>Petition: Church End CPZ, objection to the increased/extended operational hours (34 signatures) <i>(Mr Brian Jeffries & Mr Cliff Critchley)</i></p>	<p>In September 2011, as a result of resident request, a statutory consultation was carried out for proposals to increase the CPZ operational hours of the Church End CPZ in Dollis Park, between its junctions with Regents Park Road and Clifton Avenue, and in Church Crescent between its junctions with Dollis Park and Victoria Avenue, from 2pm to 3pm Monday to Friday to 8am to 6.30pm Monday to Saturday, in order to improve parking opportunity for residents who are in close proximity to the local shops, restaurants and other local amenities.</p> <p>Representations from members of the public were received through the statutory consultation, which the council is currently considering. It is anticipated that a decision will be made regarding the way forward by the end of the year.</p>	<p>A decision is expected to be known by mid-February 2012. Mervyn Bartlett, Transport & Regeneration Manager.</p>

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5.	<p>Petition – Re-instate coin parking meters in East Finchley (501 signatures) (Maylee Milla / Sue Tollerfield / Krishna Pattanil)</p>		<p>These machines were decommissioned as part of the move to cashless parking and the internal structures for maintaining them and collecting cash dismantled to deliver savings. It would not, therefore, be practicable to bring them back into service as the Council no longer has the capacity to deliver such activity</p> <p>John McArdle john.mcardle@barnet.gov.uk</p>
6.	<p>Lower end of the The Vale, Golders Green, NW11 (a) Donoghue continue to spread dust and rubbish all over the Claremont Road and this dust and rubbish comes to lower end of The Vale; as a result footpath and road continuously remain full of dirt and rubbish. They have never done cleaning of the footpath and road until this morning when they knew there is meeting this evening.</p>	<p>Donoghue's have made an arrangement whereby their own mechanical sweeper spends some time twice per week cleaning the lower end of The Vale.</p> <p>They have confirmed that this is still happening.</p> <p>Council cleaning teams are also aware that the lower end of The Vale requires additional cleaning due to the waste trucks and builders merchant traffic dropping loose dusty materials.</p>	<p>This issue was referred to the Finchley & Golders Green Area Environment Sub-Committee, which was held immediately after the forum meeting. The Sub-Committee: RESOLVED THAT–</p> <p>(1) Subject to the overall costs being contained within available budgets, the Interim Director of Environment, Planning and Regeneration be instructed to consider implementing a weight restriction between The Vale and Claremont Road to restrict lorries from going down this road.</p> <p>(2) The Interim Director of Environment, Planning and Regeneration requests that Donoghue provides in writing the days that they will clean the road with their mechanical sweeper across the forthcoming three month period; and</p>

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			<p>once Donoghue provides this information, officers visit at random and inspect if the cleaning is being carried out.</p> <p>(3) A report on the outcome be brought to the next appropriate meeting of the Sub-Committee on actions taken.</p>
	<p>(b) Donoghue lorries carrying building material always speeding on the Vale at the rate of 40 miles per hour.</p> <p><i>(Olivia Ow)</i></p>	<p>The location has been assessed recently following concerns over perceived speeding by Donoghue Skip lorries and no recommendations for action were put forward then. The skips have a right to use the route for access and no covenant has been identified that may restrict their using the Vale. We could in future consider referring the location to the Police for targeted enforcement but at the moment accident records do not support this.</p>	<p>No further update.</p>
7.	<p>Parking pressures in non-CPZ sections of Hampstead Way, NW11</p> <p><i>(Dr Judy Blendis)</i></p>	<p>The section of Hampstead Way referred to falls between the Temple Fortune CPZ and the Golders Green CPZ, and the Council are aware that there could be parking pressure in this length of road as residents compete for available kerbside space with motorists avoiding the nearby CPZ controls. Unfortunately, although there may be parking problems, the Council do not have any plans to review parking, or consider additional parking controls along this stretch of Hampstead Way in the foreseeable future.</p>	<p>If a vehicle is blocking a drive the contact telephone number the public could call is 020 8359 5050.</p> <p>This issue was referred to the Finchley & Golders Green Area Environment Sub-Committee, which was held immediately after the forum meeting. The Sub-Committee:</p> <p>RESOLVED – That subject to the overall costs being contained within available budgets, the Interim Director of Environment, Planning and Regeneration be instructed to arrange a consultation on the possibility of considering the following roads or part roads for inclusion within a CPZ, and</p>

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			<p>bringing a report advising on the outcome to the next appropriate meeting of the Sub-Committee</p> <ul style="list-style-type: none"> - Hampstead Way (uncontrolled section) - Willifield Way to Asmunds Hill - Temple Fortune Hill
8.	<p>Mini-roundabout at the junction of Rosemary Avenue, Manor View, Squires Lane and Station Road – when will it be restored?</p> <p>The roundabout was removed without consultation. Residents were told that a consultation would take place after a trial period. No formal consultation was announced. Greensquare Residents Association wrote to the Council asking for the roundabout to be restored after canvassing local residents. This junction is now very dangerous, and it also increases the speed of cars on Manor View/ Squires Lane, which is used by large numbers of school children everyday.</p>	<p>Following a recent process review, we have not established justification for traffic calming when assessed within the agreed criteria.</p> <p>The speed data that the Council holds for this location shows compliant (85th percentile) speeds that are within guidelines for this type of location with the applicable speed limit.</p> <p>There have been four recorded personal injury accidents in the last 3 years, all categorised as ‘slight’ thus giving a rate of 1.33/year.</p> <p>The vehicle manoeuvres associated with these accidents involved right-turning movements (2), rear-shunt (1) and failure to give way (1). This data has been reviewed in detail and found to lack a discernible trend. Therefore, it is not considered there is sufficient justification in reinstating the mini-roundabout at this.</p>	<p>This issue was referred to the Finchley & Golders Green Area Environment Sub-Committee, which was held immediately after the forum meeting. The Sub-Committee: RESOLVED – - That subject to the overall costs being contained within available budgets, the Interim Director of Environment, Planning and Regeneration be instructed to consider a review of traffic measures on all the junctions in Squires Lane and Manor View and that a report on the outcome be brought to the next appropriate meeting of the Sub-Committee on actions taken.</p>

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	(Julia Hines)		
9.	<p>Road Safety around Moss Hall School</p> <p>(Toby Jacobs / Anna Cane)</p> <p>A 269 signature petition was also submitted at the meeting objecting to the removal of speed humps on Nether Street outside Moss Hall School and West Finchley Underground and removal of roundabout at the junction of Nether Street and Moss Hall Grove.</p>		<p>This issue was referred to the Finchley & Golders Green Area Environment Sub-Committee, which was held immediately after the forum meeting. The Sub-Committee:</p> <p>RESOLVED – That the Interim Director of Environment, Planning and Regeneration be instructed to consider convening a site meeting between officers and the Head Teaches of Moss Hall Nursery, Moss Hall Infant School, Moss Hall Junior School and Morasha Jewish Primary School and that a report on the outcome be brought to the next appropriate meeting of the Sub-Committee.</p>
10.	<p>The Council has just announced plans to hire out parts of some of our local parks for private functions and other events. I would like to know:</p> <p>(a) Is it the intention of the council to allow any of these parks to be fully closed to the public for any event?</p>	<p>A number of sites were identified as locations that could accommodate private events, areas within the 8 sites that have been identified as potential pilots for private events have been identified, and these do not include the entire park.</p> <p>It is not the Councils intention to close entire parks for an event, however if it was appropriate to close a park (this is the current position practice also) for a large event this would be considered. If a park was to be closed for an event a statutory closure notice advertising the event and closure would be carried out.</p>	<p>This issue was not discussed at the meeting due to the meeting reaching its time limit. The item was referred to the next meeting.</p>
	<p>(b) Has legal advice been taken on the grounds for</p>	<p>Legal advice has been sought from the Councils legal team.</p>	

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	allowing such use of the parks?		
	(c) Has an equalities impact assessment study been carried out?	A risk assessment was carried out that identified that an EIA was not required.	
	(d) Why has Friary Park been missed off the list of parks intended for the scheme? Has the Cabinet Member for the Environment withheld it from the scheme and if so why? (e) The scheme includes Scratchwood greenspace. Is the Cabinet Member for the Environment aware that this location is known for its use by 'dogging' enthusiasts, and does the council really think this is a suitable venue for weddings and other such events? (Theresa Musgrove)	A number of parks were identified as possible suitable locations that would be consulted on as a pilot. This list is not exhaustive and further locations may be put forward in a second tranche for consideration, thank you for raising Friary Park as a possible option for consideration. Scratchwood Greenspace has a number of attributes that are suitable for private and events in general. The Council is aware that the site is used by a variety of groups, which also includes schools for nature conservation activities. The wider use of the site by a variety of groups and in particular for events will promote and increase the positive use of the site.	This issue was referred to the Finchley & Golders Green Area Environment Sub-Committee, which was held immediately after the forum meeting. The Sub-Committee: RESOLVED – That subject to the overall costs being contained within available budgets, the Interim Director of Environment, Planning and Regeneration be instructed to consider an extension of the consultation period to the end of January 2012 and that Friary park be included in the parks to be consulted on as a pilot.
11.	At a recent council meeting it was disclosed that budget priority was being given to spending on roads rather than footpaths, and that the only work on footpaths has come from 'LIP' funding.	Local Implementation Plan (LIP) funding is provided by Transport for London (TfL) to help deliver the Local Implementation Plan of the Mayor's Transport Strategy. Other than an element specifically provided for Principal Road (A Road) maintenance it is not provided for maintenance work, but pavement improvements form an integral part of some wider improvements	In 2008 -09 there were 54 schemes costing £3.2m, which was a mix of Prudential borrowing, revenue budget, section 106 (developer contributions), town centre funds and some additional contributions In 2009-10 there were 22 schemes

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	<p>Bearing in mind the state if many of our local paths, could you explain what this means, and inform us how much in total has been spent on footpaths from this source of funding, and compare it to the amount spent on footpath funding in previous years from each source?</p> <p><i>(Theresa Musgrove)</i></p>	<p>to particular areas or road corridors.</p>	<p>costing £0.9m. This was from a variety of funding sources In 2010-11 there were 25 schemes costing £1.7m, funded by Transport for London (TfL) or Barnet revenue budget</p> <p>In 2011-12 there are 9 schemes costing about £1m, with the funding coming from TfL Local Implementation Plan (LIP) – the footway element of packages of schemes being delivered through the ‘Corridors’ element of the LIP funding.</p> <p>Mervyn Bartlett Mervyn.bartlett@barnet.gov.uk</p>
12.	<p>The junction of Hoop Lane and Finchley Road has a number of road signs. One of them says 'To the Unitarian Church'. This should point West along Hoop Lane, the same direction as the Library sign. However, someone has swung it round so that it points North up Finchley Road. Please can it be put back in place and secured.</p> <p><i>(Andrew Tucker)</i></p>	<p>The site has been visited and the sign put back in its correct position.</p>	<p>This issue was not discussed at the meeting due to the meeting reaching its time limit. The item was referred to the next meeting.</p>
13.	<p>(a) Long Lane - the appalling state of the cracked</p>	<p>Long Lane is inspected every six months and the last time it was inspected the condition was noted as ‘fair’. The next inspection is</p>	<p>Inspections and minor repairs continue in Long Lane, and the condition has</p>

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	pavements at the Ballards Lane end. They have been renovated at other end but this end they have not been touched in the 16 years we have been here - cracked, unsightly and unsafe.	due next week and any intervention level works will be addressed at that time.	recently been noted as being 'fair to good.
	(b) We need more waste bins to take the waste from the many take away outlets in Ballards Lane. There is a regular trail of litter down Long Lane at night.	<p>The current provision of litter bins in Ballards Lane has been reviewed and is considered adequate. The bins are serviced / emptied daily, 7 days per week by our Town Keeper. There are also litter bins at 5 locations on Long Lane between Ballards Lane and Vines Avenue. These bins are also emptied regularly but are seldom found to be full.</p> <p>The area street scene supervisor will inspect the road over the next month so that we can get an overview of whether or not additional bins are needed</p> <p>dave.ward@barnet.gov.uk</p>	Regular inspections over the past month show that the existing litter bins are being emptied on a regular basis. Increased visits from the Council's litter hot spot team have also kept accumulated litter under control.
	(c) The tree outside number 44 needs pruning. <i>(Patrick Naylor)</i>	<p>London Plane tree is subject to three year pruning regime. Last pruned in 2009, this tree will be pruned during the forthcoming financial year.</p> <p>Andy Tipping andy.tipping@barnet.gov.uk</p>	
14.	Petition - Paving Stones, St Elizabeth's Court, Mayfield Avenue N12 <i>(29 signatures)</i> <i>(Mrs Eileen Hill)</i>	It is presumed that the access road to the rear of St Elizabeth Court (which is not public highway) has been given this name by residents. Officers will inspect Mayfield Avenue in the area in front of this block to check. It should be noted that if the location is private the issue will need to be pursued with the appropriate management company.	Mayfield Avenue has been inspected and found to be in good condition.

The Forum which commenced at 6.00pm ended at 8.00pm.

Future meeting dates:

Date	Venue
Wednesday, 14 March 2012	Avenue House, East End Road, Finchley, London N3 3QE

Officers Present:

Chidilim Agada – Business Governance Officer
Mervyn Bartlett –Transport & Regeneration Manager
John McArdle – Parking Manager

Contact: Business Governance Service, Corporate Governance Directorate, Building 4, Oakleigh Road South, London N11 1NP. Tel: 020 8359 2037, Email: F&GG.ResidentsForum