

**MEETING****FINCHLEY & GOLDERS GREEN RESIDENTS FORUM****DATE AND TIME****WEDNESDAY 18TH OCTOBER, 2017****AT 7.00 PM****VENUE****GREEK CYPRIOT CENTRE 2 BRITANNIA ROAD, LONDON N12 9RU**

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting

Item No	Title of Report	Pages
1.	ISSUES LIST - WITH RESPONSES	3 - 22

Tracy Scollin 020 8359 2315 Email: [tracy.scollin@barnet.gov.uk](mailto:tracy.scollin@barnet.gov.uk)

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## FINCHLEY & GOLDERS GREEN RESIDENTS FORUM

**VENUE: Greek Cypriot Centre.**

**18<sup>th</sup> October 2017**

Chairman: Councillor Shimon Ryde

Vice Chairman: Councillor Reuben Thompstone

### ISSUES TO BE CONSIDERED AT THE FORUM MEETING

Items must be submitted to Governance Service ([f&gg.residentsforum@barnet.gov.uk](mailto:f&gg.residentsforum@barnet.gov.uk)) by **10.00am on the fifth working day before the meeting**  
(For this meeting this will be **11 October 2017**).

	Issue Raised	Response
1	<p><b>Petition : Reject - C2017- BC000867-32 No Right Turn from Bishops to A1000</b>  <b>Submitted by: Rajendra Wadje:</b>  <b>Signitures: 183</b>  <b>Ward: Garden Suburb</b></p> <p>We the undersigned petition the council to come up with a better plan to make crossing Bishops Avenue safer than by stopping right turn from Bishops Avenue on to A1000.</p> <p>Barnet Council's proposal requesting consultation C2017- BC000867-32 will not make crossing Bishops Avenue any safer. On the contrary, the proposed change will make a residential street (Bancroft Avenue) unsafe to cross for children and noisier and polluted. Diverting traffic from a major street to a quiet residential street hardly qualifies as sound planning. We believe the proposed change to be a waste of taxpayer funds. We urge the council to propose more logical measures like:</p> <p>- Convert Bishops Avenue to 20 mph zone with traffic camera/s</p>	<p>To be dealt with in line with the Council's constitution:  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>

AGENDA ITEM 2

	<b>Issue Raised</b>	<b>Response</b>
	<p>- Create zebra crossing on the section of Bishops Avenue between A1 and A1000</p> <p>- Install traffic lights or create a roundabout at the intersection of Bishops Avenue and A1000</p> <p>This ePetition ran from 16/07/2017 to 27/08/2017 and has now finished.</p>	
2	<p><b>Petition: Dollis Park Traffic Scheme</b>  <b>Ward: Finchley Church End</b>  <b>Lead Petitioner: J L Minnis</b>  <b>Signatures: 65</b></p> <p>The vast majority of people in the immediate neighbourhood of this proposed scheme believe it to be unnecessary and, more than that, unhelpful. The money could be spent instead on e.g. extensive renewal of footways and other suggestions as mentioned below.</p> <p>The number of people wishing to cross the proposed crossing points is negligible. The only time pedestrian traffic is busy is at the beginning and end of the school day. Parents and children going to school were filmed at the beginning of one day and almost none crossed at or near either of the proposed crossing points.</p> <p>Main points made by residents relating to the junction of Dollis Park and Dollis Ave and effects of the scheme:</p> <ul style="list-style-type: none"> <li>• The hatched area that used to provide a safe space for those vehicles wishing to continue down Dollis Park rather than Dollis Ave should be reinstated. It emphasised the need for caution at this junction.</li> <li>• The present Give Way sign directed at those coming up Dollis Park from</li> </ul>	<p>To be dealt with in line with the Council's constitution:  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>

	Issue Raised	Response
	<p>Lyndhurst Gardens should be replaced by a Stop sign.</p> <ul style="list-style-type: none"> <li>• A flashing 20mph speed limit reminder sign should be installed to further discourage speeding. Damage to wing mirrors of cars parked in the lower part of Dollis Park has been frequently noticed.</li> <li>• The humps in Dollis Ave should remain to stop speeding down that road up to the junction with Dollis Park.</li> </ul> <p>General concern has been expressed about the negative impact of this scheme on residents' parking – for which they pay.</p> <p>We the undersigned all living in the vicinity of this proposed scheme wish to object to it. We find it unnecessary and believe its impact would be negative. It would make the area less safe, provide dangerously sited crossing points that would not be used, reduce the number of much needed parking spaces and create dangerous access to the road from off-street parking.</p>	
3	<p><b>Petition: Traffic Calming, Lyndale Avenue, NW2 2QB</b>  <b>Ward: Child's Hill</b>  <b>Lead Petitioner: Edward Album</b>  <b>Signatures: 46</b></p> <p>I am writing with reference to your very kind assistance with regard to the proposed petition from the inhabitants of Lyndale Avenue to apply traffic calming measures, preferably in the form of speed humps, so as to slow down the traffic using the road.</p> <p>This petition has almost unanimous support from the inhabitants of Lyndale Avenue who I have contacted with some people being away on business or on holiday. Signatures have also been collected from the inhabitants of Kimber</p>	<p>To be dealt with in line with the Council's constitution:  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>House which is a small block of flats at the bottom of Lyndale Avenue and from some of the inhabitants of Wendover Court at the top of the road.</p> <p>There is no doubt about the excessive speed on frequent occasions and this is positively dangerous at times knowing that there are many families in the road with small children and also many elderly residents. We would certainly not want to wait until a serious accident occurred.</p> <p>I attach copies of the pages containing the petition. There have been two duplications and in some cases husband and wife both signed. Treating the latter as one signature, the total received is 46, which is a very large proportion of the residents. It is somewhat untidy as a number of people were involved in approaching residents.</p> <p>Your help in this matter and the help of your fellow Councillors, Peter Zinkin and Jack Cohen would be greatly appreciated, as would the help of our member of Parliament.</p>	
4	<p><b>Petition: Traffic Calming on Hampstead Way, NW11</b>  <b>Signatures: 32</b>  <b>Ward: Garden Suburb</b>  <b>Lead Petitioner: Andrew Morgan</b></p> <p>Hampstead way is an unusual thoroughfare with particular attributes and conditions that vary significantly according to the time of day, day of the week and weather conditions. The section of road in question lies between Corringham Road and Meadway in Hampstead Garden Suburb and by Hampstead Heath Extension.</p> <p>Outside of rush hour speeds have been observed typically above the 30 mph speed limit.</p>	<p>To be dealt with in line with the Council's constitution:  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>In the evenings cars and trade vehicles travelling mostly south to north out of London pick up speed downhill – some travelling well above the speed limit.</p> <p>Rush hour and school run – heavy traffic to local schools and Hampstead. Traffic cutting off Golders Green and Finchley road by using the back doubles. Generally used by all drivers who know this route. Issues around cars passing close to one another at speed, but less room to speed above 30mph.</p> <p>Daytime – general ‘rat run’ traffic but also with school coaches for local schools using Hampstead Heath Extension. Some heavy vehicles on deliveries etc. and local hopper buses.</p> <p>Weekends – busy with traffic general and using Hampstead Heath Extension as well as visiting Golders Hill Park and the Heath. Challenges for families trying to cross the road with young children, particularly at the junction with Corringham Road which is the usual point of access to the Heath Extension for people coming on foot from Golders Green.</p> <p><b>Road Layout and Parking arrangements</b>  Hampstead Way features bends and changes in elevation, as well as humps and hollows. As well as excessive traffic speed contributing to safety issues, the principal concern of local residents is the bend in the road (shown below) at around 67-71 Hampstead Way. This is a blind corner, which catches out local drivers as well as drivers unfamiliar with the layout, who aren't aware of the speed at which they are travelling and have inadequate line of sight of on-coming traffic. It causes danger for residents trying to move away from the kerb as vehicles travelling around the bend do not expect other cars to be travelling slowly or near stationary.</p> <p>The bend is recognised by all signatories of the petition as being dangerous (and everyone else on Hampstead Garden Suburb, anecdotally) and various accidents have been mentioned by residents living on both sides of the bend. I</p>	

Issue Raised	Response
<p>have lived at 65 Hampstead Way for 20 years. We have had 7 incidents where cars outside our house have been hit by passing vehicles, mostly notably two in the last few weeks, on 11 July and 7th August. This follows another similar crash a few years back where another car in similar fashion span out of control on the bend and hit our cars outside 65 Hampstead Way. In obtaining the support of other residents I have learned that other residents have also had their vehicles written off whilst parked to the north of the bend.</p> <p>This particular section of Hampstead Way is unusual also because there are only parking bays on one side of the road. This is in contrast to other parts generally where parking on both sides narrows the carriageway and hence acts as a speed deterrent. Here cars see the road "opening out" before them as an opportunity to speed up, which unfortunately doesn't take account of the other aspects of the road.</p> <p>Generally, as shown in photographs appended, most cars travelling north towards the bend are on the wrong side of the carriageway. In contrast most cars travelling south on the outside of the bend are within inches of the kerb. <i>Where cars approach in opposite directions and arrive at the bend at the same time, there is a significant risk of collision.</i></p> <p><b>Current Issues</b></p> <p>Road signs inadequate and not maintained - one resident has mentioned that a "bend in the road" triangular sign has remained unlit despite formal requests for this to be dealt with. The "oncoming traffic in the middle of the road" sign is facing in the wrong direction and has been reported on more than one occasion by the writer.</p> <p>Road markings inadequate - the arrows painted on the road are inadequate and fail to prevent cars from "cutting the corner"</p> <p>Road speed control measures ineffective and poorly located - there are traffic speed lights but these do not seem to be located correctly and are probably out of the line of sight of most drivers. A check should be made that they</p>	

	<b>Issue Raised</b>	<b>Response</b>
	<p>actually work.</p> <p>Road condition dangerous - both recent accidents have included acknowledgement by the two drivers that they had each "lost control on the bend". One had said he was probably doing "only 35" mph, which would suggest he was doing more.</p> <p>Please consider the following in reviewing this petition:</p> <ol style="list-style-type: none"> <li>1. Speed restriction to 20 mph</li> <li>2. Traffic islands (one by Corringham Road, and one further north) to control speed and give pedestrians a refuge when crossing in busy times</li> <li>3. Speed calming measures - improved road markings etc.</li> <li>4. More effective speed readout signs located properly</li> <li>5. Road width restrictions. Similar benefits to 2.</li> <li>6. Speed bumps</li> <li>7. Different lane markings - that show the actual path that cars take and allow for safe passage in both directions.</li> </ol> <p>Residents would welcome an accompanied visit to the road with the Council's traffic engineer and look forward to this petition being considered at the next opportunity where road management issues are raised and solutions put forward for approval.</p>	
5	<p><b>We the undersigned petition the council to stop using Glyphosate on pavements, green spaces and anywhere else where Barnet LB currently uses Glyphosate, and employ environmentally friendly methods of weed control.</b></p> <p><b>Signatures:</b> 602</p> <p><b>Submitted by:</b> Phil Fletcher</p>	<p>To be dealt with in line with the Council's constitution: 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> </ul>

	Issue Raised	Response
	<p>The World Health Organisation has stated that it is highly probable that Glyphosate is carcinogenic.</p> <p>Glyphosate is also an endocrinal disruptor affecting our hormones, and also kills microbes thus being detrimental to intestinal flora.</p> <p>As it is chemically stable, Glyphosate is highly detrimental to the environment, being accumulated the higher up the food chain you go.</p> <p>As it is soluble in water, it is highly damaging to all forms of aquatic life and soil organisms, including earthworms.</p> <p>Many other countries have banned or severely restricted Glyphosate, for example Sri Lanka, France, Germany, the Netherlands, Italy, Belgium, to name a few.</p> <p>In the UK, many local authorities have also banned or severely restricted Glyphosate, including Shaftesbury, Hammersmith and Fulham, Glastonbury, Aberdeen and Edinburgh,</p> <p>We believe it is time that Barnet followed the lead that others have shown and protected our environment and public health for the future.</p> <p><a href="http://issuu.com/pan-uk/docs/glyphosate_monograph_complete?e=28041656/43997864">http://issuu.com/pan-uk/docs/glyphosate_monograph_complete?e=28041656/43997864</a></p> <p><a href="http://www.bfr.bund.de/cm/349/glyphosate-in-urine-concentrations-are-far-below-the-range-indicating-a-potential-health-hazard.pdf">http://www.bfr.bund.de/cm/349/glyphosate-in-urine-concentrations-are-far-below-the-range-indicating-a-potential-health-hazard.pdf</a></p> <p><a href="https://www.foeeurope.org/sites/default/files/press_releases/foee_3_growing_doubts_glyphosate.pdf">https://www.foeeurope.org/sites/default/files/press_releases/foee_3_growing_doubts_glyphosate.pdf</a></p> <p>Dangerous Chemicals in roundup slip past EU Regulators</p> <p><a href="http://www.euractiv.com/sections/science-policymaking/german-states-call-ban-household-pesticide-314508">http://www.euractiv.com/sections/science-policymaking/german-states-call-ban-household-pesticide-314508</a></p>	<ul style="list-style-type: none"> <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>

	Issue Raised	Response
6	<p>This ePetition runs from 22/06/2017 to 31/05/2018.</p> <p><b>Petition: Mini parking zone within CPZ for Edmunds Walk and Deansway</b>  <b>Signatures: 25</b>  <b>Lead petitioner: Suki Dhanak</b></p> <p><b>We the undersigned petition the council to Create a new separate mini zone within the M CPZ for Edmunds Walk and Deansway whereby the residents of Edmunds Walk are not restricted from parking in the whole of the M zone, but residents outside Edmunds Walk cannot park on these roads. We would welcome your thoughts on the above proposal or an alternative solution you may have to resolve this problem.</b></p> <p>We would like to raise the matter that the current CPZ zoning arrangements are failing the residents of Edmunds Walk, N2. The residents of Edmunds Walk can rarely find parking near their homes.</p> <p>On Edmunds Walk we are extremely close to East Finchley tube station and the Archer Academy. Some of the properties on the road have limited off-road parking, and there are a few homes with garages, however, the majority of properties rely on street parking for their vehicles and for parking for their visitors. It is pertinent to note that creating new off-street parking by the residents is not an option, due to restrictions by the Hampstead Garden Suburb Trust on maintaining the street scene.</p> <p>Edmunds Walk sits within parking Zone M and people living nearby are taking advantage of this. People living within Zone M, rather than walking, are driving the short distances from their homes on Brim Hill and other nearby roads to park on Edmunds Walk and the lower part of Deansway for the entire day whilst they go to work into London on the tube; this is despite the presence of a large and low-cost car park at East Finchley station. Driving these short distances from other parts of Zone M is both environmentally unfriendly and also adds to unnecessary traffic and congestion on the roads at peak times.</p>	<p>To be dealt with in line with the Council's constitution:  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>

	<b>Issue Raised</b>	<b>Response</b>
	<p>Edmunds Walk is effectively treated as a free parking facility (for the tube station) by Zone M CPZ permit holders, who work in town. This completely defeats the purpose of CPZs. Parking availability for residents is further degraded by parents parking to pick up and drop off, for the Archer Academy site next to the tube station, whereby, parents are waiting on the residents parking spaces for pick up and drop offs.</p> <p>The above is having a severe impact on the availability of parking in the road for residents, particularly on weekdays. Frequently all available parking is taken by 8.15am, not coming free (if at all) until 7pm or later. This means that for residents there is rarely parking in the street near our homes, which clearly goes against the point of having a CPZ in the first place. The lack of parking for Edmunds Walk residents puts an unnecessary strain, particularly for its residents with young children, for older residents and those that care for older residents.</p> <p>We observe that parking is available on Vivian Way, Brim Hill and other nearby Zone M roads, but Edmunds walk in particular and the lower part of Deansway is always full, this supports our assertion above that Zone M residents just want to park as close to the station as possible irrespective of the impact on residents who live close to the station.</p> <p>This ePetition ran from 06/10/2017 to 06/10/2017 and has now finished.</p>	

	Issue Raised	Response
7	<p><b>Issue: Dollis Valley Greenwalk.</b> <b>Submitted By: Dennis Pepper</b></p> <p>A few years ago Greenspaces applied to the Mayor of London's Help a London Park scheme for funding to improve the Dollis Valley Greenwalk. The scheme was competitive: funds would go to the ten schemes that received the most votes. After a month of hard campaigning the application was successful and LBB received £400k to improve the DVGW. This was specifically for a WALK - it did not incorporate cycling. On Brookside, which is part of the DVGW, Greenspaces recently held a new consultation in which 12 people voted in favour of modifying this section of the DVGW to incorporate cycling. Why has Greenspaces recommended going ahead with a scheme which only 12 people voted for when over 4000 have already voted against it?</p> <p>I want the Council to proceed with the original scheme and improve the walk for pedestrians here and elsewhere on the walk. Cyclists can be accommodated elsewhere</p>	<p>The Whetstone Stray pathway was already designated as a shared use pathway as identified on a plan dated May 2011 a copy of which can be obtained upon request from the Greenspaces Team. The existing pathway was not set out to the correct width as set out in line with current guidance documents hence why it was widened.</p> <p>When the council undertakes works in parks or open space great care is given to selecting the best time of year to complete such works in order to safeguard the natural environment, unfortunately due to scale and type of works required to widen a pathway regardless of when the works were completed there would have been some disturbance, as such we undertook to complete the works during the spring in order to reduce the risk of heavy rainfall causing silting of the brook.</p>
8	<p><b>Issue: Dollis Valley Greenwalk.</b> <b>Submitted By: Dennis Pepper</b></p> <p>In March/April of this year work was undertaken on the Whetstone Stray section of the Dollis Valley Greenwalk to convert it into a 'joint' cycling/walking route. It wasn't - and isn't - part of a joint route although a notice was displayed to say it was. The work was aggressive and a great deal of damage was done to the walk and at the wrong time of the year for wildlife. Why has Greenspaces undertaken introduced this conversion when the DVGW was, and still is, a walk and not a cycle route? (The only joint route is on Brook Farm)</p> <p>Stop the continuing damage to the DVGW by converting it into a 'joint' walking/cycling route when over 4000 residents have already voted to say they do not want cycling on the walk.</p>	<p>Barnet's successful application to the Mayor's Priority Parks Programme which led to the initial investment programme into the Dollis Valley Greenwalk was designed to deliver on six key objectives;</p> <ul style="list-style-type: none"> <li>• Improve access to the riverside through vegetation management and footpath repairs</li> <li>• Encourage aquatic vegetation and improve fish habitat managing areas of scrub and woodland.</li> <li>• Restore a flow of water through the old decoy ponds at Brent Park.</li> <li>• Improve signage to encourage people to explore the Greenwalk.</li> <li>• Provide improved play equipment and an outdoor</li> </ul>

	Issue Raised	Response
		<p>gym</p> <ul style="list-style-type: none"> <li>• Create sections of cycle route [NB a sensitive approach will be taken to accommodate the needs of cyclists and walkers in this interesting area.]</li> </ul> <p><i>Extract from the signed Funding Agreement dated 18 February 2011</i></p> <p>These were the criteria that were put forward for the awarded scheme and the basis for the voting. As the original scheme identified cycling as one of the key principles it would not be appropriate to assume that all voters would be against cycling along the DVGW.</p>
9	<p><b>Issue: Relocation of TfL bus stop in front of Cherry Tree Hill House, 99a Great North Road N2 0FB</b></p> <p><b>Submitted by: Peter E Goodall</b></p> <p>The <b>bus request stop</b> situated on the frontage of Cherry Tree Hill House has always been thought to be too close to the next stop at the East Finchley Underground Station and too far away from the bus stop opposite and above Woodside Avenue. A <b>bus stand stop</b> is positioned outside Wellington Place which is seldom used. Re-arrangement could ease peak hour traffic congestion on Cherry Tree Hill and consequently reduce accidents at the junction of The Bishops Avenue with the Great North Road.</p> <p>The commercial ground floor of new Cherry Tree Hill House is occupied by James Lakeland Ltd. a mail order firm, a distribution company. The premises have no loading/unloading facilities and consequently all deliveries and collections are carried out directly off the public highway causing obstruction to pedestrians. Commercial vehicles parking and loading/unloading frequently takes place outside Dixey Cottages obscuring passengers waiting at the</p>	<p>The bus stop outside Cherry Tree Hill House is indeed further than ideal from the previous stop and nearer than expected to the stop at the station.</p> <p>There are constraints that will affect location of the bus stop and stand, and these will not necessarily apply equally to both.</p> <p>However officers will liaise with London Buses Infrastructure team regarding possible reorganisation of the stop, stand and parking provision, and investigate options for funding if a viable alternative arrangement is identified.</p>

	Issue Raised	Response
	<p>adjacent <b>bus request stop</b>.</p> <p>Have a dossier of observed occasions including some photographed occurrences.</p>	
10	<p><b>Issue:</b> Speeding traffic in Fitzalan Road N  <b>Submitted by:</b> Michael Lewin  <b>Ward:</b> Finchley Church End</p> <p>As the school holidays come to a close, it is essential that some simple measures are taken without delay to warn speeding traffic to slow down.</p> <p>Other residents have asked me to point out that if a child is injured or killed before SOME action is taken by the Council, there would be terrible repercussions both within the community and in the Press.</p> <p>Can you please assure me that, at least, action has already been taken to fix some of the large, black-on-yellow warning signs (as below) on street furniture such as lampposts. If there is a cost issue associated with this fairly simple request, please let me know at once: this is such a serious matter for residents that I'm confident suitable funds could be raised, if necessary.</p>	<p>We are arranging for signs such as that identified to be installed in Fitzalan Road and expect this to be completed within one month (mid-November).</p> <p>Residents concerned about speeding in their local area may be interested in the Community Roadwatch initiative that has been introduced by the Police in Barnet with support from TfL. This gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information can help to inform the future activity of local police teams.</p> <p>More information is available here <a href="https://tfl.gov.uk/corporate/safety-and-security/road-safety/community-roadwatch">https://tfl.gov.uk/corporate/safety-and-security/road-safety/community-roadwatch</a> and residents can suggest areas or roads for inclusion by contacting <a href="mailto:CommunityRoadwatch@met.police.uk">CommunityRoadwatch@met.police.uk</a> .</p> <p>Requests for 20mph schemes made via School Travel Plans are currently considered from a dedicated workstream through the borough's Local Implementation Plan (LIP) funded work programme. If this request is related to the journey to a particular school or schools then</p>

**Issue Raised**



**Response**

raising it with the relevant school(s) may help prioritise this location.

As a general request we will nevertheless include it to be assessed alongside other requests for provision of a 20mph restriction or vehicle activated 30mph signs through more general LIP funding.

Injury accident data identifies no Personal Injury Accidents in Fitzalan Road in the most recent five years data available (to the end of December 2016). We do not hold speed data for this road.

	<b>Issue Raised</b>	<b>Response</b>
11	<p><b>Issue: Bumpy road surface, 7-9 Golders Green Road</b>  <b>Submitted by: M Levy</b></p> <p>Pursuant to issue 11 of January's Forum about the very bumpy road surface outside 7-9 Golders Green Road (Starbucks bus stop).</p> <p>(i) What was the outcome of officers' assessment of it, promised in the response?</p> <p>(ii) are there any plans to resurface it, if so when?</p> <p>(iii) why don't they prioritise such cases over less problematic roads? E.g. part of West Heath Road was just resurfaced on 8-9/10/17 and as a local cyclist I hadn't noticed any issue there.</p>	<p>(i) and (ii) Barnet have provided an allocation of £200,000 to address rutting at bus stops. Prioritisation is based on inspections, severity of undulations and insurance claims. This location was inspected and unfortunately did not achieve a high enough ranking to be included on this year's works list, although 14 other location did. Should additional funding become available this year or an allocation be made available for 2018/19 Golders Green Road will be reassessed. (iii) Each year a full highway network condition survey is undertaken on both roads and pavements and this combined with other factors such as insurance claims and reactive defect requests are used to prioritise future year's maintenance programmes</p>
12	<p><b>Issue: Service shafts left uncovered</b>  <b>Submitted by: M Levy</b></p> <p>Pursuant to issue 14 of January's Forum, about service shafts in high streets being left dangerously uncovered for months or years after this being reported.</p> <p>(i) RE subsequently stated (ref. 101001099085) that it would fill the holes with bitmac by 23 March as it had given Virgin due notice, but then they only filled 2 out of the 7 holes reported via Cllr Zinkin. Then after multiple chase-ups and 2 more holes appearing, a different RE officer claimed under a different ref. no. (101001242644) that the Council had limited powers and I should contact Virgin directly. (I once did call Virgin directly about street hardware and they refused to take note, saying they would only respond to the local authority.) Please will the Council complete the former process of giving Virgin notice and then filling them itself, as the law allows?</p>	<p>Barnet Highways Service undertake routine and reactive inspections across the network with any defects that meet intervention levels that are the responsibility of the highway authority instructed. Those that involve statutory utility companies are forwarded to the specific utility company for them to initiate repairs however, they too will also operate and prioritise works based on intervention levels and risk . Any emergencies out of hours such as missing covers, will be made safe and the utility company recharged. All statutory undertakers have a right of access to the highway network to maintain and improve their apparatus however, all works must be permitted to reduce conflict and manage congestion.</p>

	<b>Issue Raised</b>	<b>Response</b>
	(ii) Please can the Council develop service standards for its notifying utility companies of problems with fixtures, and remedying them itself after giving the utility company reasonable notice to do so? Some of the said holes have remained unfilled for years after being reported, no matter how many ways this is done including this Forum and a Councillor. So clearly such service standards are the missing ingredient.	
13	<p><b>Issue: Air Quality</b></p> <p><b>Submitted by: M Levy</b></p> <p>What recommendations were made by the Air Quality Champion, and what is the Council's response to them? Note that this question was posed in issue 7 of March's Forum and not answered, the Chairman subsequently requested an answer and got none, likewise it was not answered when posed at the subsequent Environment Committee meeting, I have also complained and had no response. In March's Forum I also raised separately the problem of Forum questions not being answered.</p>	<p>An air quality action plan has been approved by the Environment Committee and will be monitored on an annual basis through the Committee. Officers apologise for the lack of response to previous questions and contact details will be given to Mr. Levy for him to raise any further concern.</p> <p>.</p>
14	<p><b>Issue: Expansion of libraries' accommodation</b></p> <p><b>Submitted by: M Levy</b></p> <p>Concerning the Council's libraries, what progress has it made, or does it plan to make, towards expanding accommodation where possible? E.g.</p>	<p>The libraries' capital investment programme is nearly concluded and there are no further current plans to invest to expand buildings that house libraries.</p>

	<b>Issue Raised</b>	<b>Response</b>
	<p>Golders Green Library has scope for two floors to be added over much of the building, whereby the Council could both restore the past library size and increase the area let out.</p>	
15	<p><b>Issue: Uneven pavement/large puddle outside bus station</b></p> <p><b>Submitted by: M Levy</b></p> <p>An area of pavement on the island bounding Golders Green bus station, close to its entrance, is prone to a storm water puddle up to 9 ft long in a tight area of high footfall. I have raised this issue before and been told there was no budget for remedial works. Therefore please can I be given a costing for this so I or councillors can put in for an Area Forum grant for it? A photo of the puddle as it occurs is being submitted with this question [attached].</p>	<p>Barnet has recently made available an allocation to deal with such highway maintenance issues proactively and before they meet intervention levels. A site visit will be instructed and profiling of the footway instructed to prevent further ponding.</p>

	Issue Raised	Response
		
16	<p><b>Issue: Storm water puddle, zebra crossing</b></p> <p><b>Submitted by: M Levy</b></p> <p>The drop kerb entrance to the Zebra Crossing on Golders Green Road close to Woodstock Avenue, on that side of the road, is prone to being enveloped by another storm water puddle. Would this qualify for remedial works, or alternatively please can I be given a costing for this so I or councillors can put in for an Area Forum grant for it? A photo of the puddle as it occurs is being submitted with this question [attached].</p>	<p>In the first instance a site visit will be conducted to ensure that the surface water drainage system is currently free running and free of obstructions. However, from the photo provided it would seem the issue is as a result of undulating surfaces. This would constitute as meeting requirements for remedial action and works will be instructed. Councillor Ryde on 27 September visited this location with Interim Works Coordinator to inspect the issue raised by Mr. Levy and the Officer in attendance noted the issue and will be looking at measures to mitigate this problem.</p>

	Issue Raised	Response
		

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

Tel: 020 8359 2315, Email: [f&gg.residentsforum@barnet.gov.uk](mailto:f&gg.residentsforum@barnet.gov.uk)

Future meeting dates:

Date of meeting	Location
23 January 2018	To be confirmed

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