

FINCHLEY & GOLDERS GREEN RESIDENTS FORUM
Avenue House, East End Road, Finchley, London N3 3QE

TUESDAY, 22 OCTOBER 2013
6.30pm

Chairman: Councillor Graham Old
Vice-Chairman: Councillor John Marshall

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

Items must be submitted to Governance Service (f&gg.residentsforum@barnet.gov.uk) by **10.00am on the second working day before the meeting** (for example, if a meeting is due to take place on a Tuesday evening, questions must be received by 10am on the preceding Friday)

	Issue Raised	Response
1.	Petition: Fairlawn Avenue N2, Parking Bay. Requesting that pay and display Parking Bay No. 5867 is re-designated for dual usage as a residents and also a pay and display parking bay (30 signatories) <i>Miss Nicola Stephenson</i>	The pay by phone bay 5867 in Fairlawn Avenue in question has been converted to a dual use bay (resident permit and pay by phone) as part of the East Finchley Town Centre Review. The bay change came into operation on Monday 23 September 2013. <i>Neil Richardson (Highways Manager)</i>
2.	Petition: Request to curb all day parking in The Vale between Wayside and Hendon Way (27 signatories) <i>Mr McClelland</i>	Officers are open to investigating the issue, subject to funding being available. It is understood that Childs Hill Ward Councillor, Councillor Lord Palmer intends to bring a Members Item to the Finchley and Golders Green Area Environment Sub-Committee on 22 October 2013 relating to exploring the option of a Golders Green Controlled Parking Zone (CPZ) extension, so it may well be that this matter forms part of that discussion as the length of road the petition refers to falls just outside of that CPZ. <i>Neil Richardson (Highways Manager)</i>
3.	Petition: Windsor Road N3 – In view of the inconsiderate and potentially	Officers have put forward a proposal to introduce 'At any time'

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	<p>dangerous parking where Windsor Road joins Hendon Lane, N3, residents urgently request that double yellow lines be introduced at the junction sufficient to enable vehicles and leave the road in safety (65 Signatories)</p> <p><i>Ms Florence Soord / Mr Dennis Pepper</i></p>	<p>waiting restrictions at the junction of Windsor Road and Hendon Lane, N3 in order to deter obstructive parking and to improve traffic flow, sightlines and safety at this junction.</p> <p>An internal consultation is currently being carried out in order to gain approval for the proposal, and subsequent to this, should approval be granted, there is a statutory consultation process which has to be undertaken before the proposal can be implemented. We anticipate that the statutory consultation will commence in November 2013.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
4.	<p>Petition: Objecting to the proposal for a Zebra Crossing at Moss Hall Grove N12 (27 signatories)</p> <p><i>D Hyland</i></p>	<p>Officers have put forward a proposal to implement a zebra crossing as part of the recent planning approval for the expansion of Moss Hall School. Further details on the reasons for the objection are requested from the Lead Petitioner so the Petition can be considered as part of the consultation process.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
5.	<p>Speeding concerns in Connaught Drive NW11 and Gloucester Drive NW11</p> <p><i>Mr Richard Davis</i></p>	<p>Officers have looked at the location previously and in particular at speed concerns on Connaught Drive, Gloucester Drive and Beaufort Drive. The assessment has also included looking at a request by other residents to close off access to A406 and for a review regarding the adequacy of signs. These were jointly looked at with Transport for London who the custodians of the A1 and the A406.</p> <p>When reviewed against the current criteria, both Connaught Drive and Gloucester Drive do not meet the standard.</p> <p><i>Richardson (Highways Manager)</i></p>

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6.	<p>Triangle at Cotswold Gardens – Could this be looked into as a fatal or serious accident is quite likely. The triangle is the one connecting Cotswold Gardens with Quantock Gardens; the traffic from Claremont Road into Quantock Gardens enter Cotswold Gardens without stopping often speeding and whereas traffic turning into Cotswold Gardens off Pennines Drive have a right as there is no cautionary white line. There should be some sort of speed breaker at Quantock at point of entry to Cotswold or 2 white lines or a sign to stop before entry into Cotswold</p> <p><i>Ms Hasina Bawany</i></p>	<p>Until this time, this location had not been brought to officers' attention but they are keen to investigate both the speeding concerns and the give-way priorities.</p> <p>Should any possible areas of improvement be identified, officers will develop some recommendations.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
7.	<p>I walk every morning in Clitterhouse Park and find some owners act irresponsibly in not keeping dogs on the leash or put muzzles as required. I was nearly bitten by a dog. I thought bulldogs are prohibitive but even such dangerous dogs are without a leash or muzzle.</p> <p>I wonder if notices could be placed warning dog owners to their responsibility of muzzling all dogs to keep walking public safe. I am ignoring fouling which is a menace generally and has been highlighted in the media.</p> <p><i>Ms Hasina Bawany</i></p>	<p>All persons in charge of a dog in a public place are required by law to ensure that these are under control at all times. Section 3 of the Dangerous Dogs Act applies to every single dog in England and Wales, no matter whether it is a pure bred dog, cross or a mongrel and regardless of its size.</p> <p>It is a criminal offence which can be brought against the owner of a dog (and if different the person in charge of a dog) if a dog is:</p> <ol style="list-style-type: none"> a. dangerously out of control b. in a public place <p>'Dangerously out of control' is defined as being 'on any occasion on which there are grounds for reasonable apprehension that it will injure any person'. Generally, if a dog bites someone then it will be presumed to have been dangerously out of control.</p> <p>Dangerous dogs are a matter for the police and should be reported to the Local Safer Neighbourhood Teams (SNT) to investigate further, especially for regularly occurring incidents. There are four breeds of dog covered under the Dangerous Dogs Act 1991 that are required to be muzzled when in public</p>

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		<p>and registered:</p> <p>Pitt Bull Terrier Japanese Tosa Dogo Argentino Fila Brasileiro</p> <p>The Royal Society for the Prevention of Cruelty to Animals (RSPCA), Police and Council will work jointly to address particular places where there is repeated disregard of the law. Please provide further details of the days and times of when these issues are occurring so that a joint operation can be undertaken, which could include patrols of the park to take positive action with those concerned. This information should be directed to parks@barnet.gov.uk</p> <p><i>Jenny Warren (Greenspaces)</i></p>
8.	<p>Has the Council taken steps to evaluate the drop in trade and the number of shops that have closed in Finchley Central since the imposition of the ill conceived parking scheme? If so, what is the information gained from such an evaluation. If not, why has no such review been taken?</p> <p><i>Ms Theresa Musgrove</i></p>	<p>In August and September 2012, the council carried out a Borough-wide town centre and shopping parade review in order to obtain information on the on-street parking requirements from businesses and traders with a view to establishing whether the current parking arrangements could be improved to better serve the town centre and shopping parade communities. The review was carried out by way of letter to all businesses and traders within the town centre and shopping parade areas, including Finchley Central, directing them to an on-line questionnaire, designed to establish those businesses parking/loading needs and requirements. Hard copies of the questionnaire were available on request.</p> <p>A 4.9% response was received from the businesses and traders of Finchley Central and following consideration of comments received only a couple of minor issues were identified as being an issue for the area.</p>

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		<p>The changes made in response to the consultation were as follows:</p> <ul style="list-style-type: none"> (a) The short stay pay by phone parking bay on Dollis Park, outside Nos. 2 to 4, will be converted to a Dual Use, resident permit holders and short stay pay by phone parking bay. (b) The short stay pay by phone parking bay on Victoria Avenue, at its junction with Hendon Lane, was converted to a 4 hour maximum stay pay by phone parking bay <p>The changes came into operation on Monday, 23 September and were introduced on an experimental basis, and will be monitored for at least 6 months with any comments received from the local community during that time considered when assessing how well the changes are working. This will determine whether any amendments may be required and whether or not the changes should be made permanent.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
9.	<p>Why is the lodge keeper's cottage in Victoria Park still vacant and left to deteriorate after so many years? Please find a different excuse to the one given last year, i.e. that there were unnamed 'legal restraints'. If this response is still given, please give the reason in detail and explain why these restraints were not explored before evicting the family who were tenants in this house. If there are still legal obstructions, why not do the sensible thing and use the house to accommodate one of the many homeless families in this borough? How many other empty properties does the council currently own?</p> <p><i>Ms Theresa Musgrove</i></p>	<p>The disposal of this asset requires Charity Commission approval, which has taken longer than anticipated to obtain. An independent valuation has been commissioned to accord with the charity commission requirements, and the property will be marketed shortly.</p> <p><i>Judith Ellis (Property Services)</i></p>

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10.	<p>I understand that CEOs (i.e. parking control assistants) in Finchley and Temple Fortune stick to the same areas in which to achieve the target number of tickets they are obliged to issue. Does the Chair not agree that this proves the parking and payment service in Barnet is run in order to generate revenue rather than for its legally defined purpose, i.e. the regulation of traffic flow and management of parking? This obsession with easy revenue rather than preventing obstructive parking is having a detrimental effect by not protecting those areas which are made more dangerous by illegal parking, e.g. by schools - and also in disabled bays. What action will the council take to ensure the areas patrolled by CEOs are done so on a basis of traffic regulation rather than extorting revenue??</p> <p><i>Ms Theresa Musgrove</i></p>	<p>Civil Enforcement Officers are deployed throughout the day and I can confirm that their deployments or beats are based on enforcing parking restrictions and are not based on targets.</p> <p>Officers patrol throughout the Borough of Barnet and are deployed in accordance with parking restrictions in order to ensure free traffic flow and avoid congestion. Officers also patrol to enable those residents and visitors to the borough that pay for their permits or parking, the opportunity to park where designated spaces allow. Officers are not specifically directed to keep to certain roads or areas in order to increase revenue.</p> <p><i>Lyn Bishop (Street Scene Assistant Director)</i></p>
11.	<p>Request for traffic calming measures to be introduced along Westbury Road, N12 7NY</p> <p><i>Ms Amelia Hill</i></p>	<p>Officers confirm they already are in receipt of the request from Ms Hill and that this location is under investigation. Like all such requests, the assessment is being done in line with current guidance that seeks to mitigate frequency and severity of any recorded accidents in the database and therefore records for this location will be key to informing the investigation and deciding whether or not it qualifies for intervention measures.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
12	<p>Traffic Hazard – Hendon Lane / Riverside Gardens</p> <p><i>Mr Harvey Laurance / Chairman of Riverside Gardens Management Company</i></p>	<p>Officers are keen to hear from Mr Laurence on the specific concerns that he may have so they can be investigated. So far a preliminary site visit by officers has not picked up any anomalies with regards to road layout design, signs and/or markings.</p> <p>However officers do acknowledge this is very close to the very busy signalled A1 junction, which incidentally falls under the jurisdiction of TfL and therefore it may be that any concerns</p>

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		<p>may need to be jointly looked at by both authorities.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
13.	<p>Controlled Parking Zone (CPZ) Willifield Way (which lies between Asmunds Hill and Temple Fortune Hill) – requesting that their section of Willifield Way be included in the CPZ as very concerned that all-day parkers will migrate to this uncontrolled section</p> <p><i>Dr John Mathias</i></p>	<p>The Council, on 21 October 2013 introduced the new Garden Suburb CPZ following the decision by the Finchley & Golders Green Area Environment Sub-Committee on the 24 June 2013 in the following roads and section of roads, having considered all comments and objections received to the statutory consultation undertaken beforehand: . Hampstead Way (between Asmunds Hill and Meadway), Willifield Way (between Finchley Road and Asmunds Hill, and between Temple Fortune Hill and Hampstead Way), Asmunds Hill, Temple Fortune Hill and Meadway (between Hampstead Way and Heathgate)</p> <p>In making the decision, the Sub-Committee agreed to monitor the impact of the new CPZ on nearby uncontrolled roads, and make recommendations in due course. In this respect, emphasis will be placed on reports of the community’s experiences once the CPZ settles in.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
14.	<p>Traffic in Friary Road, N12 – increased flow of traffic and heavy good vehicles making use of Friary Road as a shortcut. This has resulted in several accidents over a period of time.</p> <p><i>Ms Rosanna Ribolzi</i> <i>Neighbourhood Watch Contact</i></p>	<p>Officers are aware of Ms Ribolzi’s standing concerns regarding this matter including in February 2012 when she made the request via the local MP’s office. We have been monitoring the location on an ad-hoc basis since but there has been no significant change or new information coming to light to enable officers to arrive at a different conclusion.</p> <p>It may be that residents want to seek the independent opinion</p>

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		<p>of the enforcement authorities and officers suggest the local Safer Neighbourhood Team in the first instance.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
15.	<p>The new recycling scheme appears to be a disastrously organised process, and has led to many households, especially those like mine in terraced properties, with nowhere to put the extra bins. This is not only a hazard on the pavement for disabled residents, and those with buggies etc, it is an eyesore in our conservation areas. Was there any consideration of the impact the imposition of these ugly bins has on the streets within these historic areas, and has the council checked to see if such a move is compliant with regulations?</p> <p><i>Ms Theresa Musgrove</i></p>	<p>Update to be given at the meeting</p> <p><i>Michael Lai (Acting Waste Strategy Manager)</i></p>
16.	<p>Capita has announced that it intends to turn Hendon Crematorium into 'an open green space' with an on site cafe. Apart from this grossly inappropriate proposal, are there currently any plans by Capita to commercialise any other parks or open spaces in the borough?</p> <p><i>Ms Theresa Musgrove</i></p>	<p>1. The intention is to enhance the visitor and mourner experience at Hendon Cemetery and Crematorium by providing on-site refreshment and possibly catering facilities for after funeral receptions which should improve convenience for mourners. Currently a vending machine only is provided which offers very limited choice to our service users.</p> <p>At the moment Golders Green Crematorium (Privately owned) and the City of London Cemetery and Crematorium (Local Authority owned) provide on-site catering facilities and function rooms and from what I understand are warmly welcomed by staff, funeral directors and their service users.</p> <p>The expected location of the on-site café etc is at the main entrance (Holders Hill Road) and is subject to the successful submission of a business plan. The intention is to possibly develop the old Superintendants House which is derelict and suffering from internal fire damage and Rot and as this is a change of use, planning permission would also be need.</p>

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		<p>Whilst developing this facility, it may also be possible to develop the building further to relocate the bereavement service office and create a reception/meet and greet area which the service currently does not have. This will be a distinct service enhancement for service users including the bereaved and the local community.</p> <p><i>Michael Nottage (Cemetery and Crematorium Manager)</i></p> <p>2. The parks and open spaces portfolio does not form part of Re (the joint venture company between capita and the Council). Parks and open spaces sit within the Council's in-house Street Scene Delivery Unit.</p> <p>Jenny Warren (Greenspaces)</p>
17.	<p>Windsor Open Space is having cycle paths implemented in areas where this has not previously been allowed. Please tell me who authorised this change of use, and when consultation took place regarding this new use of the path.</p> <p><i>Ms Theresa Musgrove</i></p>	<p>There are no works underway or any planned works to implement cycle paths in Windsor Open space which is clearly signed as No cycling.</p> <p><i>Jenny Warren (Greenspaces)</i></p>
18.	<p>On-Going Public Noise Nuisance & Noise Pollution, PB Donoghue Waste Management Site, Claremont Rd, NW2</p> <p>This relates to three separate and highly upsetting noises that are coming out of PB Donoghues Waste Management Yard, situated directly across the railway tracks from the Railway Terraces community where we live. Whilst the Donoghue yard is across the railway tracks and a couple of hundred metres from the nearest boundary to the Terraces, it is exposed and there is no barrier protecting us from the pervasiveness of these sounds, the nature of which means that they can be clearly heard from as far away as Graddon Terrace (over 400 metres from their site). These noises have been gradually getting louder and more invasive over recent years to the point where they have now become intolerable. They are</p>	<p>A site meeting has taken place and detailed design is in progress, public consultation stage commencing by end of calendar year.</p> <p><i>Neil Richardson (Highways Manager)</i></p>

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	<p>listed below in order of the regularity with which they occur and negative impact that they have on the Terrace residents:</p> <ol style="list-style-type: none"> 1) The almost incessant and continuous high pitched bleeping emanating from the fork lift trucks and wheel loaders in their yard. 2) The extremely loud and disturbing drone (akin to a swarm of helicopters) that occurs as a result of one of their processes 3) The frequency with which the operatives drop skips from a great height from their grabber trucks onto the floor of the yard. It sounds like a huge bomb is going off every time it hits the ground and is extremely frightening to many residents. <p><i>Mr Jonathan Kustow</i></p>	
19.	<p>New Recycling Structure</p> <ol style="list-style-type: none"> 1. COSTS: How much was spent on the consultants who recommended this scheme? How much has been spent on the new fleet of lorries? How much has been spent on the new blue bins and delivery to houses? How much will it cost to recycle the old recycling black and blue boxes? 2. CONTRACT: Where will the recyclable material be sent to? What is the value of this contract? What was the value of the previous contract? 3. COMPLIANCE: Given the Department for Environment, Food and Rural Affairs (DEFRA) letter released yesterday (16/10/13): https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/250013/waste-seperate-collection-201310.pdf <p>It is clear that Barnet had a good recycling policy already set-up as glass bottles and jars were collected separately and therefore could not be mixed-up with paper, cardboard, metals. I would like to know why this policy has been ruined by the new recycling policy of Blue Wheelie Bin collection where everything is mixed in together and hurled into the new lorries, where the glass (multi-coloured) is smashed into the rest of the</p>	<p>Update to be given at the meeting</p> <p><i>Michael Lai (Acting Waste Strategy Manager)</i></p>

Issue Raised	Response
<p>materials - thus rendering much of the recyclates into, at best, poor quality recyclates and, at worst, landfill?</p> <p>4. OUTCOME MEASUREMENT: I'd like to know how LBB will measure the recycling rate. Will it be the volume that is sent to the recycling centre? Or will it be the volume that ends in landfill?</p> <p>5. ACCOUNTABILITY: It is clear to me that the new recycling scheme that LBB has introduced will not be as effective in providing good quality recyclates as the old LBB recycling scheme. It is also clear that LBB knew that the new Wheelie Bin policy will not effectively meet the 2015 requirements.</p> <p>6. OUTCOME: I pay my Council Tax to LBB I want to know why this disastrous decision has been implemented and who is responsible ultimately for the inevitable cost of putting it right to comply with the Waste (England and Wales) (Amendment) Regulations 2012 number 1889 section 2.</p> <p><i>Mrs Suzanne Fitzgerald</i></p>	

Contact: Chidilim Agada, Governance Service, Assurance Group, London Borough of Barnet, NLBP, Building 2, Oakleigh Road South, London N11 1NP. Tel: 020 8359 2037, Email: f&gg.residentsforum@barnet.gov.uk

Future meeting dates:

Date	Venue
Wednesday, 15 January 2014	Crown Moran Hotel (Sala Room), 142 - 152 Cricklewood Broadway, Cricklewood, London NW2 3ED
Wednesday, 26 March 2014	Avenue House, East End Road, Finchley, London N3 3QE