

FINCHLEY & GOLDERS GREEN RESIDENTS FORUM

VENUE: Greek Cypriot Centre.

18th 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) 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>Petition : Reject - C2017- BC000867-32 No Right Turn from Bishops to A1000 Submitted by: Rajendra Wadje: Signitures: 183 Ward: Garden Suburb</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> <ul style="list-style-type: none">- Convert Bishops Avenue to 20 mph zone with traffic camera/s- Create zebra crossing on the section of Bishops Avenue between A1 and	

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	<p>A1000 - 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>Petition: Dollis Park Traffic Scheme Ward: Finchley Church End Lead Petitioner: J L Minnis Signatures: 65</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"> • 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. 	

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	<ul style="list-style-type: none"> • The present Give Way sign directed at those coming up Dollis Park from Lyndhurst Gardens should be replaced by a Stop sign. • 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. • The humps in Dollis Ave should remain to stop speeding down that road up to the junction with Dollis Park. <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>Petition: Traffic Calming, Lyndale Avenue, NW2 2QB Ward: Child's Hill Lead Petitioner: Edward Album Signatures: 46</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</p>	

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	<p>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 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>Petition: Traffic Calming on Hampstead Way, NW11 Signatures: 32 Ward: Garden Suburb Lead Petitioner: Andrew Morgan</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>	

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<p>Outside of rush hour speeds have been observed typically above the 30 mph speed limit.</p> <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>Road Layout and Parking arrangements 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</p>	

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<p>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 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>Current Issues</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</p>	

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<p>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 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"> 1. Speed restriction to 20 mph 2. Traffic islands (one by Corringham Road, and one further north) to control speed and give pedestrians a refuge when crossing in busy times 3. Speed calming measures - improved road markings etc. 4. More effective speed readout signs located properly 5. Road width restrictions. Similar benefits to 2. 6. Speed bumps 7. Different lane markings - that show the actual path that cars take and allow for safe passage in both directions. <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>	

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5	<p>Issue: Dollis Valley Greenwalk. Submitted By: Dennis Pepper Ward:</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>	
6	<p>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. Signatures: 602 Submitted by: Phil Fletcher</p> <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>	

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<p>As it is chemically stable, Glyphosate is highly detrimental to the environment, being accumulated the higher up the food chain you go. 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. http://issuu.com/pan-uk/docs/glyphosate_monograph_complete?e=28041656/43997864</p> <p>http://www.bfr.bund.de/cm/349/glyphosate-in-urine-concentrations-are-far-below-the-range-indicating-a-potential-health-hazard.pdf https://www.foeeurope.org/sites/default/files/press_releases/foee_3_growing_doubts_glyphosate.pdf</p> <p>Dangerous Chemicals in roundup slip past EU Regulators http://www.euractiv.com/sections/science-policymaking/german-states-call-ban-household-pesticide-314508</p> <p>This ePetition runs from 22/06/2017 to 31/05/2018.</p> <p>.</p>	

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7	<p>Issue: Speeding traffic in Fitzalan Road N Submitted by: Michael Lewin Ward: 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>	

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

Future meeting dates:

Date of meeting	Location
23 January 2018	To be confirmed