

FINCHLEY & GOLDERS GREEN RESIDENTS FORUM

Crown Moran Hotel (Sala Room), 142 - 152 Cricklewood Broadway, Cricklewood, London NW2 3ED

WEDNESDAY, 15 JANUARY 2014

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.	<p>Petition: To allow local school children to paint the wall on Nether Street, opposite West Finchley station, and believe that this would be a welcome, vibrant and colourful addition to the local area (33 signatories)</p> <p><i>Mr Omri Stephenson</i></p>	<p>To note the petition and views of residents / Members and explore the request and report back to the next appropriate forum.</p>
2.	<p>East End Road has 5 schools (2 primary and 3 secondary) located within a 1 mile stretch. This means very large numbers of children and parents use it during the morning rush hour. I am both a parent, live just off East End Road and I am a local Paediatrician.</p> <p>I have both seen and been aware of a number of accidents that have occurred on the road. Some of these have been associated with speeding, others with poor driving. I would like to propose that the whole length of the road and surrounding roads should become a designated 20mph zone.</p> <p>The leaflet (below link) from the department of transport details a likely 60% reduction in accidents. There is also guidance from the National Institute for Clinical Excellence (NICE) that gives evidence base for enforced speed reduction in built up areas adjacent to schools and play areas. http://assets.dft.gov.uk/publications/tal-</p>	<p>The council does encourage schools to highlight their own safety concerns on the public highway and these are reflected in the school's School Travel Plans. Successful completion of these School Travel Plans enables the council to secure funding to introduce amongst other things highway improvements.</p> <p>However we do not solely rely on this aspect of investigation and are happy to investigate the concerns raised and see what improvements might be made with any consideration including the possibility of speed reduction measures.</p> <p><i>Neil Richardson (Highways Manager)</i></p>

Issue Raised	Response
<p>1999/TAL_9-991.pdf <i>Mr Justin Daniels</i></p>	
<p>3. Wildwood Road - Extending parking restrictions</p> <p>Concerns that by extending the restrictions to the edge of the Heath extension, cars will park along that part of Wildwood (from the roundabout North to the heath extension); making an already congested area much worse (attached a summary of the situation together with proposals). The residents have below concerns:</p> <p>“Parking for St Alfred school and Golders Green station has been slowly moving towards us over the last few years. Currently this is in the middle of Wildwood Road, a couple of years ago it was the south of Wildwood Road (by Hampstead Way). Each time it has been addressed by Barnet Council, the congestion has just moved North. We are concerned that this will happen again, and that congestion will move into an already congested area, making our lives dangerous and difficult. We believe that the situation will get particularly worse along the road by the round about where there is a lit paved path across the Heath”</p> <p>Proposals by Mr Gould:</p> <ol style="list-style-type: none"> 1) To adopt the proposed current scheme, and to remove parking on the heath side of Wildwood Road south of Ingram: This would provide substantial additional parking without affecting the already congested areas. 2) To extend the parking restriction down all of Wildwood (to Medway), providing parking permits to residents, thereby also ensuring that congestion does not get dangerous and oppressive. 3) To adopt the council’s proposed scheme on a temporary basis to evaluate the effect on north Wildwood Road. This is not preferred as we believe that we would suffer, but at least only for a temporary time. <p><i>Mr Lawrence Gould</i></p>	<p>Concerns were raised by local residents regarding obstructive parking taking place on Wildwood Road NW11, around the bend in the vicinity of the Hampstead Heath extension between Ingram Avenue and the proximity of Green Close.</p> <p>The current parking habits in this area tend to result in the narrowing of the road as vehicles park on both sides so that only one vehicle can pass through at any one time. As the road has a gradual curve at this location, visibility is impaired both for oncoming vehicles and pedestrians thereby compromising safety. Therefore, the council considered that it would be prudent to introduce certain waiting restrictions improvement measures in strategic locations in order to better manage the parking situation in the road. As such, in October and November of last year the Council carried out a statutory consultation on proposals to introduce lengths of 8am to 6.30pm Monday to Sunday waiting restriction on Wildwood Road, and also ‘at any time’ waiting restrictions at the junctions of Wildwood Road and Fairway Close, and Wildwood Road and Ingram Avenue, NW11 in order to improve sightlines and safety at the junctions.</p> <p>This section of Wildwood Road is utilised by motorists visiting the heath, local residents and what are assumed to be commuters or those working in the area, and although it is noted that parking is in demand and that a certain amount of displaced parking can take place when introducing new parking measures, it is also considered that there is sufficient available kerb space throughout the proposal area to accommodate the demand.</p> <p>In November a council Officer and Councillor Marshall met with local residents of Wildwood Road on site to discuss some of their concerns and ideas for the area, and confirmed that all comments received in relation to the proposals would be given due</p>

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		<p>consideration before a decision on the way forward for the proposals is determined, and that a decision would not be made until the issues have been raised and discussed at the Resident Forum in January 2014. Mr Gould's suggestions will form part of the decision making process.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
4.	<p>Rawsha Grill, 246 Regents Park Road, N3 3HP</p> <p>Although this restaurant has closed down, there are several large troughs of plants raised on bricks remaining on the pavement causing an obstruction and need to be removed either by the owners and / or Council enforcing this long overdue matter. After reporting this matter on 22.11.13 to Barnet's FixMyStreet online, I received an acknowledgement email Ref. 405768.</p> <p><i>Ms Betti Blatman</i></p>	<p>We are grateful for this matter being brought to the attention of Highway's officers and we will look to see whether we are in a position to remove the planters as requested.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
5.	<p>Traffic and car parking in Park Crescent N3 and neighbouring streets</p> <ul style="list-style-type: none"> ○ parking (especially large vehicles which may contravene the overnight lorry/coach parking ban), while noting that we do not wish to have a CPZ. ○ traffic calming – suggestions are: <ul style="list-style-type: none"> - a 20mph limit through Woodlands, Queens, Park Crescent and Etchingham Park Road: - a sign at the Park Crescent / Etchingham Park Road junction advising motorists that there is no through road to Bow Lane; - re-building up the junction at Seymour Road/ Etchingham/ Holdenhurst as the current arrangement encourages traffic to increase speed; - around the crossing on Etchingham Park Road at the junction of Park Crescent, double yellow lines are put on the road to stop people parking. At the moment if a car is parked opposite the crossing it becomes incredibly hard to turn right out of Park Crescent. Also if people park on the junction it is difficult to 	<p>There is no requirement to introduce a Controlled Parking Zone (CPZ) to restrict large vehicles from parking overnight as weight restrictions are already in place. Accordingly this concern has been passed to the council's Parking Enforcement team requesting they pay particular attention to this matter.</p> <p>Officers are grateful for the other concerns being brought to the council's attention and will look to see if any measures that might be introduced to alleviate the concerns.</p> <p><i>Neil Richardson (Highways Manager)</i></p>

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	<p>actually turn left or right out of Park Crescent.</p> <p><i>Ms Ruth Hendrick</i></p>	
6.	<p>Provision of an extra bus-stop near/outside the Windmill Surgery in Shoot-up-Hill, London NW2.</p> <p>I am writing to ask you to provide another bus-stop near the Windmill Surgery in Shoot-up-Hill, London NW2, on the Brent side of the main road. There is one near the junction with Mapesbury Road, and the next one is an extraordinarily long way away. I was unaware of this problem until my husband had mobility problems. There are several of us in the Terraces that use this surgery and are ageing. I realise that the surgery is in Brent, rather than Barnet, but as several of the residents were not given the choice of a Barnet GP surgery, many of us use the Windmill, and I for one am content with it except for this bus-stop issue.</p> <p>This request has the backing of the Cricklewood Forum. Also I would like to know whether you take surgeries and things of that ilk into account when planning zebra crossings and bus-stops.</p> <p><i>Dr Roshan McClenahan</i></p>	<p>As identified in the question this bus stop is within Brent. (It is also south of the Barnet borough boundary, so the other side of the road at this point is in Camden).</p> <p>Bus stops are provided by TfL (London Buses) following consultation with the Police and Local Authority on safety and traffic grounds. We will raise this with TfL and London Borough of Brent and ask TfL to consider introducing a new bus stop. TfL try to provide bus stops about every 400m and the spacing at this point is only slightly greater than this. The distance to the bus-stop near Mapesbury Road is around 150m. An additional bus stop seems to have been provided on the opposite side of the road to the surgery but we do not know the background to this.</p> <p>The locations of surgeries and other facilities will directly affect the provision and location of bus stops, zebra crossings or other transport facilities where these are required as part of the planning permission for a new development. Otherwise they may have an indirect effect due to the demand generated. Locations of pedestrian crossings, in particular, endeavour to cater to the locations where people want to cross the road, as otherwise the facilities are unlikely to be used. However for both crossings and bus stops operational, safety and other constraints are also a significant factor.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
7.	<p>Kara Way Playground and Road</p> <p>Please could a daily litter pick of Kara Way be introduced once the playground is refurbished on Kara Way? Children and adults coming to use the playground should not have to walk through the litter which blows off Cricklewood Broadway or gets thrown out of vans belonging</p>	<p>The daily cleansing operation of Cricklewood Broadway includes the first 50 metres of all adjoining side roads to deal with the issue of wind blown rubbish, and includes Kara Way. The resource envelope for undertaking this work cannot be extended to include the rest of road (total road length 133 metres) as the route does not</p>

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	<p>to the Cricklewood Timber Yard's customers. Minicab drivers have also started to wait in their cars late at night and throw their coffee and food packaging out of the window. The litter needs to be cleared daily. This is a very short road so it should not be expensive to tackle this problem.</p> <p>Kara Way with all its potholes and puddles should be fully resurfaced and reinforced with steel plates so that it can cope with the weight of the very heavy goods vehicles and forklift truck, which use it daily. This might help prevent the road being dug up repeatedly by Thames Water and residents having to walk through the large, dirty puddles. This issue has been on-going for years and needs to be resolved for once and for all.</p> <p><i>Ms Jessica Howey (Railway Terraces' Residents' Association)</i></p>	<p>have the ability to absorb additional sections of road on this and other side roads along The Broadway.</p> <p>A Streetscene Officer will visit the timber yard and request that it requires its customers and employees to be considerate and ensure they do not drop litter. If this continues to be a problem this can then be pursued on a more formal footing via the issuing of Fixed Penalty Notices.</p> <p>There is an opportunity for residents to get involved in caring for their local environment and improve cleanliness standards by joining the Council's Adopt a Street scheme. This provides residents with the opportunity to get involved and contribute to their local environment, and subsequently enhance the condition of it. More details about the scheme can be found at:</p> <p>http://www.barnet.gov.uk/homepage/290/pledges-customer?page=multi_pledge&multi_pledge_id=1</p> <p><i>Jenny Warren (Greenspaces)</i></p>
8.	<p>As a member of the Residents' Community Association, Railway Terraces, NW2, I want to draw attention to a serious case of obstruction to the pedestrian thoroughfare at Cricklewood Broadway, NW2.</p> <p>Ashley is a large, busy fruit and vegetable store with an open front which extends on to the pedestrian pavement close to the junction of the Edgware Road and Cricklewood Lane. It is situated close to a bus stop and traffic lights on the left hand (Barnet) side of the Edgware Road travelling south. This is a very busy area from early morning until late at night.</p> <p>I want to report a serious and long-standing case of obstruction of the pedestrian pavement. The fruit and vegetable stalls occupy space which extends onto the public thorough fare far beyond the premises of the shop. Their placement has rendered the space between the stalls and the road, which is always very busy, extremely narrow,</p>	<p>Update to be given at meeting.</p> <p><i>Neil Richardson (Highways Manager)</i></p>

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<p>making it virtually impossible for example, for two children's buggies to pass each other. Shoppers standing in front of the stalls therefore obstruct the free passage of pedestrians. Also, frequently boxes of fruit are piled up adjacent to the barrier rails at the roadside, further restricting the space for pedestrians to pass. At certain points, this obstruction is hazardous, as it can cause accidents, collisions and force pedestrians to step off the pavement. On several occasions over the past year or so, I have asked the manager/proprietor to move his merchandise back inside the boundary of his own premises. No notice has been taken of my request and the situation has remained unchanged.</p> <p>While recognising that Ashford provides a valuable service for the local community, this cannot be used to justify the business flouting the by-laws and thus causing serious and potentially dangerous obstruction to the public thoroughfare.</p> <p>As efforts by the local community have been completely ineffective in persuading those operating business to refrain from intruding onto the pedestrian pavement, I am asking for an assurance that the London Borough of Barnet will use its powers to ensure that this breach of the by-laws is ended forthwith. The boundary can be clearly marked with white paint and notice given that if they trespass beyond this boundary, its proprietors/managers will face prosecution.</p> <p><i>Mr Michael Faulkner</i></p>	
<p>9. (1) Can we put food waste straight into the larger of the two brown bins or must it be bagged? If the answer is the latter, then biodegradable food bags cost approximately £2.40 for 20 whilst biodegradable nappy sacks cost approximately 79p per 100 so I presume we may use these instead?</p> <p>(2) I am lucky to have a slim line black bin for general refuse and I am already using transparent sacks (which Barnet provided after I e-mailed in November) in place of a blue recycling bin. My black bin, which in the old days was seldom full, is now about a quarter full, at</p>	<p>(1) Food waste can be placed loose into the brown food waste bins for collection. Any food waste liners used should have the seedling logo, as this type of liner will break down as required in the composting process used for Barnet's food waste. A number of lower-cost suppliers of food waste caddy liners can be found on the council's website.</p> <p>(2) The council provides sack collections where there is insufficient space to accommodate a bin. The council can carry out collections more efficiently using bins, so where bins can be</p>

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	<p>most, each week. Would it be possible to have a different coloured bag for general refuse too, then I could dispense with unsightly bins altogether?</p> <p><i>Ms Vivienne Canter</i></p>	<p>accommodated we would not replace these with sacks.</p> <p><i>Michael Lai (Acting Waste Strategy Manager)</i></p>
10.	<p>Would Barnet consider issuing residents in The Terraces with one PERMANENT visitor's permit per household (like a Carer's permit) which we could issue to a single person visiting our premises? I ask this because, though voucher charges have come back down to £1.00 for the present time, our current chargeable parking hours of 91 hours per week (7 days a week) are positively draconian and could become even more so if the hours change.</p> <p>This is all because of Beacon Bingo (and I would recommend they re-locate to the new empty DWELL site at Staples Corner where there is ample parking day and night).</p> <p>We should be able to entertain visitors without constantly having to buy vouchers (an extra council tax in reality)! Even in the West End and Knightsbridge, for example, residents living adjacent to large department stores can entertain visitors in the evenings after 6.30pm without incurring the purchase of vouchers for them; or their visitors having to pay for parking. The same applies to our neighbours in other parts of our own borough e.g. Golders Green, Finchley etc.</p> <p>We, living at the poorer end of this Borough, seem to be doubly penalised and in these strained financial times, that is an increasing burden.</p> <p>Perhaps you could request of Beacon Bingo that they purchase on our behalf 50 vouchers per year (less than one per week) for each household in The Terraces from their obvious profits which allow them to burn fuel unnecessarily outside their premises each night.</p> <p><i>Ms Vivienne Canter</i></p>	<p>Update to be given at meeting.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
11.	<p>Last summer the council at last agreed to restore some traffic calming</p>	<p>Public consultation anticipated before end of January 2014 with a</p>

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	<p>measures in the Squires Lane area, and agreed a budget in order to carry out these changes. Nothing has been done, and since then there have continued to be accidents, including two serious ones outside my home. Why is the installation being delayed and putting residents' lives, properties and parked cars at further risk?</p> <p><i>Ms Theresa Musgrove</i></p>	<p>view to implement thereafter subject to a satisfactory consultation outcome.</p> <p>Proposals include:</p> <ul style="list-style-type: none"> •Re-instatement of the mini-roundabout at the junction Manor View/Station Road/Rosemary Avenue; •Installation of 2no VAS on Squires Lane; •Partial removal of a parking bay outside Manorside Primary School to improved visibility; •Pedestrian guardrail installation and dropped kerbs at the junction Manor View/Station Road/Rosemary Avenue/Squires Lane to create a safer environment for pedestrians to cross Squires Lane; •Bollards outside 2-32 Manor View to demarcate pedestrian walkway from parking areas. <p>Proposals for the implementation of double yellow lines at the junctions of Squires Lane with Etchingam Park Road where consulted on in Dec 13 and one objection was received which is being considered as part of the Statutory Consultation process.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
12.	<p>During the recent period of heavy rain, the footpath in the section of the Dollis Valley in Finchley before and through the Windsor Open Space area has been subject to awful flooding, making part of the path impassable, and other sections extremely dangerous due to slippery muddy banks by the fast flowing brook. A child or adult with mobility or sight problems could easily have fallen into the water. Why were there no signs alerting walkers to the potential hazard, and why is there still such a problem with flooding? Why is the footpath in this section still so uneven and hazardous, and is this not a serious health and safety risk for the elderly and disabled users of the path?</p> <p><i>Ms Theresa Musgrove</i></p>	<p>This entire stretch of footpath sits within the flood plain of the Dollis Brook, and naturally the lowest point of the surrounding area. With the unprecedented levels of rain fall experienced, all the park network is basically under water. Those areas that are naturally designed to perform this function will undoubtedly be worse than others. The footpath will continue to flood due to its location in the floodplain.</p> <p>The footpath is not inspected and/or maintained as the public highway and therefore it is not necessary or possible to sign/cordon off footpaths in these circumstances. If there is an imminent danger that is reported/noted on inspection, this would be dealt with via signage/closures. An inspector will be instructed to</p>

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		<p>inspect and any take necessary action.</p> <p>Officers will also contact the resident directly for further information and to discuss forthcoming proposals as there are sections of footpath that are planned to be replaced in parts of this section of the walk in the very near future.</p> <p><i>Jenny Warren (Greenspaces)</i></p>
13.	<p>During the period when the council was going through a tender process for the £1 billion privatisation of our council services, the constitution was changed in order to censor the Residents Forums, and prevent any discussion of any council policy, entirely to prevent discussion of 'sensitive' political issues. This was widely criticised in the High Court judgement of the One Barnet Judicial Review, during which the judge found Barnet had failed in its statutory duty to consult residents over major decisions. Instead of learning from this, our Tory councillors have now agreed to limit public question times at committee meetings where such major decisions are taken. How on earth can the council justify yet another stifling of their own residents right to freedom of expression, and the right to hold their elected representatives to account? Are they not exposing the council to further legal challenge by such a move?</p> <p><i>Ms Theresa Musgrove</i></p>	<p>The proposals the questioner refers to were agreed by Constitution Ethics and Probity Committee on 19th December as part of proposals to move to a new Committee form of governance. These are scheduled to be considered by Full Council on 21st January so have not yet been agreed by the Council. As and when they are, they would come into effect from the 2014/15 Municipal Year.</p> <p>The <i>limit</i> referred to is to reduce the time each speaker can make a public comment from 5 minutes to 3; and to allow 30 minutes in total for public questions and public comments, instead of 30 minutes for questions and an unspecified time for comments.</p> <p>The rationale for these changes was that in the new committee system, all parties on the Council will be represented proportionally on committees. There is a maximum of 3 hours for meetings, and a higher volume of business is expected as decisions formally taken by individual Cabinet Members are now made by the committee. Members therefore wanted to strike a balance between public participation rights, and ensuring committee members have ample opportunity to debate items themselves.</p> <p>Moreover reducing the time for each individual contribution potentially gives time for more residents to have their say.</p> <p>However it should be stressed that no speaking rights are being taken away, and indeed the same set of proposals include new opportunities for public participation:</p> <ul style="list-style-type: none"> • Written comments may be submitted in advance from the

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		<p>public and published with agenda papers;</p> <ul style="list-style-type: none"> The public may submit written questions to the Leader ahead of Full Council. <p><i>Andrew Nathan (Head of Governance)</i></p>
14.	<p>Not only has the council spent £4 million on recycling bins which may not be compliant with regulations that come into effect in 2015, they have also sanctioned the spending of £8 million on new lorries for the new scheme. Why did the council not consider leasing the lorries, and is this not a reckless waste of residents' council taxes, at a time of such austerity and constraints on spending?</p> <p><i>Ms Theresa Musgrove</i></p>	<p>With the Council's previous recycling collection method and containers, performance had plateaued at around 33% of household waste being recycled, composted or reused. A change in collection method and containers was necessary to improve on this performance, reduce costs and reduce the environmental impact of disposing of waste. The Council's decision made in April 2012 was evaluated on all these criteria which form part of the test to ensure that the approach is acceptable for its new mixed ("comingled") recycling collection.</p> <p>The food waste and recycling containers were procured at a total cost of £2,522,100 based on all households receiving three containers. The capital spend for the 40 new collection vehicles was £7,371,614. This is for the total Refuse and Recycling fleet. The outright purchase of these vehicles was the most cost-effective approach when compared to other options including leasing.</p> <p><i>Lyn Bishop (Street Scene Assistant Director)</i></p>
15.	<p>Street Names signage:</p> <p>In the Railway Terraces where I live, the Terraces themselves built in the late 19th century were named and not the lanes between the terraces. When residents' parking was introduced, the 4 cross streets intersecting the lanes were given names as well.</p> <p>Originally the Terrace names were attached high up on the first and last cottage in each terrace.</p> <p>Roughly 15 years ago modern signs were installed on poles at various intervals down the lanes. These have always been confusing</p>	<p>All the streets concerned are adopted/council maintained roads.</p> <p>They concerns have been forward to Mark Cooper, the Council's Senior Engineer to look into, investigate and respond to Mr McDonald.</p> <p><i>Mark Cooper (Senior Engineer)</i></p>

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	<p>to visitors because they are not attached to the buildings and give the appearance that the lanes each have 2 names. These signs have become damaged due to vehicles bumping into them and some have slipped down their poles while others point the wrong way or have started to peel off the plates.</p> <p>I have done some research with a signage company who have quoted me £30 + VAT to create high quality aluminium signs similar to the originals. I would like to see these signs put back up where they were situated originally and the later additions removed completely from the Terraces.</p> <p>I recall being told by some official at Barnet a few years ago when this subject was raised, that this could not be done as the modern signs are specially designed to be reflective at night and this is necessary for Ambulance and other emergency services. This strikes me as a specious argument. The current situation is much more likely to cause confusion to anyone trying to locate a property in the Terraces.</p> <p><i>Mr Graeme McDonald</i></p>	
16.	<p>Cricklewood Lane green space (adjacent to B&Q)</p> <p>This green space is a valuable community space in a densely built over environment.</p> <p>Recent ground works to establish what services are located where under the turf seem to indicate that Barnet is going to go ahead and build over this space. Rumours are that the Rosa Friedman Centre will be relocated here as a stage of the Brent Cross Development plan and together with other buildings, not specified, could mean this space being crowded out with buildings up to 5 storeys high.</p> <p>This is outrageous. This land was ceded to the residents of Cricklewood as part of a section 106 planning gain when the B&Q building was constructed. How can Barnet now take this back to help them solve issues arising from the Brent Cross Development plan?</p>	<p>A number of local residents have commented on the Brent Cross Cricklewood Section 73 planning application objecting to the inclusion in the outline planning application of the space adjacent to the B&Q building on Cricklewood Lane. This area totals some 0.2 ha. The proposals in the Section 73 application currently under consideration remain unchanged for the uses and for the maximum and minimum heights for this site from the scheme permitted in 2010. However, It has been proposed to move this site from Phase 2 to Phase 1 as it is a site where the early provision of housing accommodation could potentially be achieved.</p> <p>This space is not designated within the Local Plan or approved planning application as open space although (as explained below) it was provided for use as public open space as part of the planning process leading to approval of the adjoining retail</p>

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<p><i>Mr Graeme McDonald</i></p>	<p>development and was transferred to the Council for that purpose.</p> <p>In the 2010 Permission, this site (Plot 58) was granted outline consent for retail or health uses on the ground floor and residential uses on the on the upper floors. It was programmed for delivery in Phase 2 of the development. This site had historically been subject to anti-social behaviour and a building was approved in this location under the outline consent as it was felt that there were urban design reasons for continuing the built frontage to this side of Cricklewood Lane. The building approved in outline under the 2010 Permission would provide a continuous active frontage to an area dominated at present by the blank side of the B & Q building.</p> <p>This area was provided as open space at the time of the construction of the present store (now B & Q) under the terms of a S52 agreement dated 30 January 1987 and was acquired from the Crown Commissioners by the Council in September 2004 with a restrictive covenant requiring it to be used as open space. Both of these restrictions are not unusual situations when comprehensively developing sites in existing urban areas such as town centres. Statutory powers under Section 237 of the Town and Country Planning Act would be used to override these restrictions at the implementation stage, if appropriate, in order to allow this part of the BXC development to be delivered.</p> <p>Since 2010 a number of community events have been held on this site and there is now substantial local support to retain this area as open space. In response to this, proposals are also advanced to widen the paved area and plant trees in this location funded by the Mayor of London through the Outer London Fund (OLF). These recent OLF proposals are potentially compatible with the BXC proposals.</p> <p>Although it is noted that this space provides a level of local amenity space it should be noted that the qualitative and quantitative improvement to local open spaces provided early in the wider BXC scheme delivery programme will mitigate the loss of this space. In</p>

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		<p>addition, it is likely that some increased area of public realm will be provided and retained as part of the Outer London Fund proposals.</p> <p>The Section 73 application will be considered by the Planning and Environment Committee and local residents' comments will be reported for Members consideration.</p> <p><i>Nicola Capelli (Environment, Planning and Regeneration)</i></p>
17.	<p>The railings alongside the grass verge between the Edgware Road and Gratton Terrace frequently have estate agents boards attached to them. We report this to Barnet and the boards get removed by Barnet. No sooner are the boards removed than they are back again. Please could Barnet contact all agents with boards attached to the railings, request that they desist from this practice and warn them that they could be fined if they persist.</p> <p>This area is due to be enhanced with the Outer London Fund (OLF) grant funding the cleaning and restoration of the milestone and a flowerbed. It is not appropriate for estate agents' to use the railings as their free advertising space.</p> <p><i>Ms Jessica Howey (Railway Terraces Residents' Association)</i></p>	<p>Update to be given at meeting.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
18.	<p>This concerns the Railway Terraces, Cricklewood consisting of Gratton, Midland, Johnston, Needham and Campion together with Kara Way and the adjacent stretch of the Edgware Road pavement from the corner of Depot Approach to the Lidl Food Store.</p> <p>Is it possible for the Council to make a thorough and comprehensive survey of the road and pavement surfaces and establish a schedule of work which will bring the area up to a standard which befits a major European capital city? The roads and pavements in our neighbourhood have been allowed to deteriorate for years with only piecemeal, patchwork repairs of a poor standard using, it appears, materials not suited to the job.</p> <p>I am not prepared to list these areas here as the Council has already</p>	<p>Update to be given at meeting.</p> <p><i>Neil Richardson (Highways Manager)</i></p>

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	<p>been informed of them on many occasions. Photos have also been sent and largely ignored. Please will you give serious consideration as to whether such a survey is remotely possible and when work could start and preferably before some of our properties disappear into a big hole.</p> <p><i>Ms Sonia Bryant</i></p>	
19.	<p>Cricklewood Green Space - Many of the Cricklewood residents especially those living within the Barnet side are not happy with the idea of losing this valuable piece of green space. Below link shows the Cricklewood Green Space as it should be, Photo Taken Summer 2013. Off course green levelling might help.</p> <p>http://31.media.tumblr.com/7f74aa9c197e9351647f1b2d9f5ab9ea/tumblr_mugtf4FIBt1sevbcco1_500.jpg</p> <p>Credits Theo Simpson / Cricklewood Town Square</p> <p><i>Mr Alasdair Bethley</i></p>	<p>Please see response to Issue 16.</p>
20.	<p>Bins all over the road. I take my bins in but everyone on Midland leave their bins outside on our side of the road. I know their patios are small but I'm fed up of the bin City outside my back gate. Sometimes I can't even get out.</p> <p><i>Ms Francine Harper</i></p>	<p>The council will arrange for a Street Scene supervisor to visit Midland Terrace to look into this issue and consider any appropriate action.</p> <p><i>Lyn Bishop (Street Scene Assistant Director)</i></p>
21.	<p>The yellow box at the junction of Kara Way and the A5 is going to be an accident spot soon. When the bus lane is free, drivers rush down there and don't think to stop. I was narrowly missed a few weeks ago. I only escaped by accelerating quickly. Had there been a pedestrian crossing on Kara Way it would have been a disaster. Thank heavens for Beacon Bingo. Is this situation because their patrons park in the bus lane and prevent this happening? At all other times when bus lane is free, it is an accident waiting to happen.</p> <p>Heritage Inn (the pub across the road) - I am aware this is in Brent but</p>	<p>The concern regarding the box junction location will be investigated to see what improvements are possible.</p> <p>With regards to the noise generated by the night club we will ask our Environmental Health colleagues to liaise with Brent to see what might be achieved.</p> <p><i>Neil Richardson (Highways Manager)</i></p>

	Issue Raised	Response
	<p>there must be something Barnet can do about the noise its patrons make when leaving at 4am and later. We are at the end of the terraces not opposite and they wake us up most weekends.</p> <p><i>Ms Francine Harper</i></p>	
22.	<p>Now that almost all household rubbish is put into the blue recycling bins or brown food bins, is Barnet planning to offer sacks for landfill rubbish (similar to the recycling sacks they already provide) to residents who have problems storing large wheelie bins in smaller properties? Many residents of the smaller cottages and flats in the Railway Terraces have said that they now have only one or two small bags to put in their black bins and would welcome being issued with smaller containers.</p> <p><i>Ms Catherine Johnston</i></p>	<p>The council provides sack collections where there is insufficient space to accommodate a bin. The council can carry out collections more efficiently using bins, so where bins can be accommodated we would not replace these with sacks. Where residents have suggested an approach that considers alternatives such as sharing, officers welcome these arrangements and will work with residents to accommodate these changes. Officers are bringing together all responses from the recent door-stepping programme, where more than 40,000 residents were interviewed and will review plans to accommodate (where possible) these comments.</p> <p><i>Lyn Bishop (Street Scene Assistant Director)</i></p>

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Future meeting dates:

Date	Venue
Wednesday, 26 March 2014	Avenue House, East End Road, Finchley, London N3 3QE