

FINCHLEY & GOLDERS GREEN RESIDENTS FORUM

VENUE: GREEK CYPRIOT BROTHERHOOD COMMUNITY CENTRE, BRITANNIA ROAD, NORTH FINCHLEY, LONDON N12 9RU

WEDNESDAY, 18 JUNE 2014

6.30pm

Chairman: Councillor Daniel Seal

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 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.	Presentation on Budgets for Area Sub-Committees and Ward Profile	<p>A presentation will be provided on the budgets for Area Sub-Committees and ward profile for Finchley and Golders Green</p> <p><i>Kate Kennally, Strategic Director for Communities</i></p>
2.	<p>Petition: Portsdown Mews – Make the lower half of the Mews a one-way road (29 signatories)</p> <p><i>Mr Lawrence Rodkin</i></p>	<p>When considering the introduction of one way working the viability and surrounding network impact assessment needs to be investigated. Officers welcome discussion on the details and background of the request to help in determining the best way forward.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
3.	<p><i>(Question carried over from 26 March 2014 meeting as it was not discussed due to lack of time)</i></p> <p>I understand that Golders Green ward has benefited from £800,000 of Highways related funding in the last year, and has benefited recently from new paving, and even trees, including one planted by Councillor Dean Cohen, in what must be a very welcome photo opportunity, only weeks before the local elections.</p> <p>Please tell me how much funding from the same source in the same period has been received by West Finchley ward, and explain why, even though money was agreed last summer for</p>	<p>Implementing all the targeted traffic and pedestrian safety improvements on this route spanning two wards (Finchley Church End ward and West Finchley ward) from the junction with East End Road up to Avondale Road are expected to be contained within £30,000.</p> <p>The improvements have unfortunately taken longer than desirable as for example, statutory consultation has had to happen for parking restriction changes while a road safety audit has had to be done on the proposed layout changes at the Squires Lane/Station Road/Manor View junction.</p> <p>The Council carried out a statutory consultation on 11th December 2013 on a proposal to introduce ‘at any time’ waiting restrictions outside</p>

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	<p>potentially lifesaving measures in the accident blackspot that is Squire Lane, still no move has been made or funding spent on delivering the agreed changes?</p> <p>When is the authority going to replace the safety barrier next to Manorside school, destroyed in one of the two serious accidents since the funding was agreed last year, and why is this taking so long?</p> <p><i>Ms Theresa Musgrove</i></p>	<p>Nos.163-167 Squires Lane and at the junction of Squires Lane and Etchingham Park Road.</p> <p>No comments or objections were received in relation to the proposed restrictions outside Nos.163-167 Squires Lane and these restrictions are expected to be introduced by mid to late April.</p> <p>However a concern was raised in relation to the lengths of the proposed waiting restrictions at the junction of Squires Lane and Etchingham Park Road and these comments have to be considered as part of the Council's statutory obligations, which will be dealt by way of summary Delegated Powers Report (DPR) which is expected to be cleared shortly.</p> <p>Subject to a formal approval of the DPR, it is intended that the final agreed length of restriction would also be introduced by mid to late April.</p> <p>Of the other improvements identified, including Vehicle activated sign (VAS), junction improvements, bollards etc. Letters are to be sent to all residents in directly affected frontages within 2 weeks with the intent of informing them of the measures.</p> <p>Although we will be receptive to any comments that may be received, we anticipate works on agreed measures to commence in May/June 2014.</p> <p>Regarding the barrier, this should be implemented by the time of the Committee.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
4.	<p><i>(Question carried over from 26 March 2014 meeting as it was not discussed due to lack of time)</i></p> <p>How long has the park keeper's lodge in Victoria Park been vacant?</p> <p>Why is it still vacant?</p> <p>How much revenue from rent has been lost since the tenants were moved out?</p>	<p>Following legal advice the Council is currently considering its position in relation to this matter.</p> <p><i>George Church (Property Services)</i></p>

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	<p>How much has keeping the property secured cost?</p> <p>When was the property last inspected to ensure the building is still sound and not deteriorating through neglect?</p> <p>Has the property been valued, and if so what is the value?</p> <p>What plans have been made for the sale of the property?</p> <p><i>Ms Theresa Musgrove</i></p>	
5.	<p>Travelling safely to school - Pedestrian Crossing Request</p> <p>We live in Beechwood Avenue, N3. My daughter gets the bus to school, but has to cross the very busy Finchley Road (A598) in order to get to her bus stop which is near the top of Allandale Avenue. The Finchley Road is probably at its widest at this point. There is no pedestrian crossing within reasonable walking distance from this crossing point, and I together with many other residents feel it would be in the interests of safety to place one here.</p> <p><i>Mr Jonathan Steinberg</i></p>	<p>Due to the highlighted location's proximity to Henley's corner and the A598 itself being part of the Strategic Road Network, a full impact assessment is required. Currently the location benefits from the exiting pedestrian island which continues to accord users the opportunity to cross the road in two stages but we will certainly investigate to see if further provision can be made.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
6.	<p>I would like to see a one way system created for four roads off Holders Hill Road. This would affect Holders Hill Avenue, Crescent, Drive and Gardens. My proposal is for cars to enter from Holders Hill Road to Crescent and Gardens and those from Holders Hill Avenue and Holders Hill Drive into Holders Hill Road.</p> <p>The reason is that there is a build-up of cars on these roads and difficult to tell when cars come past. I was hit by a car outside my house. I would like this introduced as a way of improving safety and ensuring what is best for residents in this area.</p> <p><i>Mr Rael Gamsu</i></p>	<p>When considering the introduction of one way working the viability and surrounding network impact assessment needs to be investigated. Officers welcome discussion on the details and background of the request to help in determining the best way forward.</p> <p><i>Neil Richardson (Highways Manager)</i></p>

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7.	<p>Dollis Valley Green Walk Cycling</p> <p>(a) Dollis Valley Greenwalk has been a "no cycling" area. Is it the intention to change all of Dollis Valley Greenwalk to allow cycling? If so, who approved this change? Why? What was the procedure in Barnet Council to approve the Oakdene Park Upgrades? (What person / committee / department approved this?)</p> <p>(b) Why was there no formal public consultation regarding the Dollis Valley Greenwalk works (Oakdene Park Upgrades)? Why did the notice that was placed in three or four places on Dollis Valley Greenwalk have, "For more information please visit www.barnet.gov.uk" when there was no new information regarding Dollis Valley Greenwalk added this year or last year? Where are the detailed plans? Have the necessary other reports required been produced?</p> <p>(c) Who is funding this project? If it is not Barnet Council, what are the conditions attached to this funding? When were tenders called for the "Oakdene Park Upgrades" and when was the project given?</p> <p>(d) This is a site of Borough Importance for Nature Conservation. The strip of land is not very wide and until now there were just two small areas accessible by natural paths - the pond and behind Finchley Lawn Tennis Club. What justification is there to site a shared path through the area at the back of the tennis club?</p> <p>(e) There is a marked cycle route along Holden Road, Westbury Road, Chesterfield Road, Brent Way and Gordon</p>	<p>(a) There is no intention to change and designate the entire Dollis Valley Greenwalk into a shared use cycle and pedestrian path. Any change of this nature would require detailed consideration and include:</p> <ul style="list-style-type: none"> • Feasibility study, • Consultation, • EIA, • Planning and Environment Agency consents etc <p>In addition to the above there would be a paper seeking a decision to make the change to the new Environment Committee.</p> <p>The walk currently has three management approaches in regard to cycling:</p> <ul style="list-style-type: none"> • No cycling – signed as no cycling • Cycling – signed and formally designated as a cycling route • Not signed – available for use by all, Oakdene Park falls into this category. <p>The upgrading of the footpaths utilising TfL LIP Cycle corridor funding was taken as part of the wider LIP programme approvals. This is simply a case of upgrading existing infrastructure and would not warrant any other approval. The decision to formally designate the route via signage was taken through Cabinet Member delegated powers subject to consultation and necessary approvals; the decision was taken via this route due to time constraints as the sub-committee was not due to meet within the required timeframe.</p> <p>(b) Considerable consultation was undertaken with users of the walk on site, which is a much more effective way to engage and seek the views of actual users. Previous consultations have always yielded much higher returns and levels of engagement through this</p>

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<p>Road. These roads are less than 100m from Dollis Valley Greenwalk. What is the justification for changing Dollis Valley Greenwalk to a "shared path"?</p> <p>(f) Have there been any "liable incidents" on Dollis Valley Greenwalk between Dollis Road and Fursby Road in the last year / last 5 years? What were these incidents and what was the cost to Barnet Council for each of these?</p> <p>(g) Why is this 'upgrade' designed for cyclists needs and not pedestrians?</p> <p>(h) The NHS and Fit and Active Barnet are encouraging people to get more exercise. Walking and jogging are the most accessible exercises. Where in Barnet will walkers walk and joggers jog?</p> <p><i>Ms Mary O'Connor</i></p>	<p>methodology compared to the engagement portal, and particularly the views of residents who actually use the space. Consultation on the proposals included:</p> <ul style="list-style-type: none"> • Informal consultation to gauge users views and concerns on the proposal on 16th December, 30 people engaged • Meeting at Finchley Tennis Club including some residents of Brent Way, approximately 15 people on 4th February including site visit. • Formal consultation seeking users views on the works on site for a period of 3 days commencing 9th April, 119 people completed surveys, and a further 300 people passed through the area during this time and were made aware of the scheme but did not have time to complete a survey but were supportive of the works. <p>The detailed plans were supposed to be available on-line, however due to purdah restrictions this was not possible to do, I apologise that this did not happen.</p> <p>(c) The works are funded by TfL through the Local Implementation Plan, the funding allocation is for cycling corridors which these works meet in terms of a brief and priorities for TfL in delivering off-road cycle routes to improve safety for cyclists. No tenders were issued for the works as these are being delivered through the Council's term contractor. The works are to provide an improved and accessible route for all users, all of which currently use the existing space with some difficulty; these improvements will enable the safer use and access of this strategic route for everyone.</p> <p>(d) There is a formal path that stretches the length of Oakdene Park between Fursby Avenue and Dollis Road, this is a tarmac footpath that in section is in a poor state of repair and in some areas is approximately a metre wide. The path is heavily used by pedestrians, push chairs and cyclist, which creates further hazards given the current restrictions. A full assessment of the existing footpath was carried out as the intention was to improve the</p>

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	<p>existing footpath, however this provide to be unfeasible, and an appropriate treatment for part of this area still remain uncertain due to the difficulties and constraints of the site. The creation of a new section of footpath behind the tennis club was the only viable option to provide a safe and accessible route for all users.</p> <p>During the planning process we have consulted the Environment Agency and the London Wildlife Trust and have completed various ecological studies:</p> <ul style="list-style-type: none"> • An extended phase 1 habitat survey. • Flora and fauna survey. • Bird nesting survey. • Kingfisher survey. • Bat survey • Tree survey <p>The works are not to the detriment of the ecological value of the site, there are a series of improvement works to enhance the bio-diversity of the site including tree planting, wild flower areas, and the creation of a seasonal pond.</p> <p>(e) Although there is a signed on road route adjacent to Oakdene Park, the preferred and current route used by cyclists is through Oakdene Park even with the current constraints of parts of the existing path. These works are enabling the path network to be upgraded for the benefit of all users; in particular push chairs who currently struggle to navigate through the site in addition these improvements will extend access to this area for other less able users including in particular those of limited mobility, sight and wheel chair users. Without this funding specifically for cycle improvements, it would not be possible to improve the path infrastructure within the site; and it is possible that this access route</p>

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		<p>would have had to be closed.</p> <p>(f) There have been no reported incidents.</p> <p>(g) The upgrades are being funded by funds designated for cycling initiatives, but the improvements will benefit all users, i.e. the gradients of the path connections are DDA compliant facilitating access with a wheel chair. The new path network will create a better space for all users to exist together, unlike the current position. The decision to formally sign the route is to enable a section of the existing path to become a no cycling area and to make users aware that the route is used by cyclists and pedestrians in accordance with best practice guidance.</p> <p>(h) These improvements support the initiatives of the FAB campaign in promoting and creating accessible routes for walking, running, cycling etc. There are over 200 parks and open spaces in Barnet providing ample provision for people to run or walk on different surfaces. In Oakdene Park itself there are informal routes adjacent to the path that able bodied people utilise as an alternative to the formal route, this position will remain unchanged following the works.</p> <p><i>Jenny Warren (Head of Grounds, Street Cleansing and Parks)</i></p>
8.	<p>Given the appalling levels of litter regularly to be found on Ballards Lane and in Victoria Park and surrounding areas, what steps are being taken to implement effective and on-going enforcement of litter offenders in Finchley through the use of Fixed Penalty Notices?</p> <p>Does the Council agree that how our streets look is a reflection on the values and attitudes we as society consider important, and that if we fail to send a clear message that littering is unacceptable then we cannot hope to prevent more serious anti-social behaviour?</p> <p><i>Mr Graeme Taylor</i></p>	<p>The Council has just embarked on the Priorities and Spending Review work, which will consider options for Streetscene services over the summer months. Enforcement in terms of a policy review and implementation will be considered as part of this work.</p> <p>In addition to enforcement, the street cleansing service is currently undergoing a transformation to deliver improved cleansing standards.</p> <p><i>Lynn Bishop (Street Scene Assistant Director)</i></p>

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9.	<p>Fly Tipping in Salisbury Avenue N3 – This has been going on for years.</p> <p><i>Mr David Keene</i></p>	<p>The current Street Cleansing Transformation Project is identifying fly-tipping and street cleansing hot spots and reviewing how these can be more effectively dealt with.</p> <p><i>Jenny Warren (Head of Grounds, Street Cleansing and Parks)</i></p>
10.	<p>In view of the fact the proposed library in a revamped Gateway House will be in a semi basement next to an underground car park, but with no parking for library users, and across two pedestrian crossings on a very busy junction, will officers please explain why there was no consultation with library users about the proposed move? Will officers also give details of the lease: its length, the full annual cost to the public, and any break clauses in it?</p> <p><i>Mr Dennis Pepper</i></p>	<p>The new library will be in a rebuilt Gateway House, with the main library facilities on the ground floor of the building. Staff offices and a community meeting room will be located on the lower ground floor. All spaces will be purpose built and equipped with appropriate air conditioning. The new facility will be in more prominent and accessible location in Finchley Church End enabling a greater number of residents to use the service. All facilities within the building will also be fully accessible unlike the current library site. Moving the library to an alternative location was part of the comprehensive public consultation undertaken in 2010/2011 regarding the library strategy and received wide support. Public consultation events were also held by the developer in early 2013 with regards to including a library within a redeveloped Gateway House. Current proposals are for a long lease at a peppercorn rent.</p> <p><i>Hannah Richens (Libraries)</i></p>
11.	<p>As there is little provision for the local community in Finchley Church End, will the Council please consider as a matter of urgency retaining the existing library building for community use (details of which can be worked out through discussions within the community)? It does not have to be sold off, and the last thing one would wish to see is it being acquired by the developers of Gateway House to build luxury flats as a 'reward' for housing the library. It is assumed that the lease itself will fully compensate the developers for incorporating the library.</p>	<p>Currently, the proposal for moving the library continues under discussion. Should the proposal go forward, all opportunities arising will be considered.</p> <p><i>Judith Ellis (Property Services)</i></p>

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	<i>Mr Dennis Pepper</i>	
12.	<p>Several years ago now Finchley Church End was identified as a town centre that should be redeveloped as an alternative venue to a vastly extended Brent Cross. Funding to help this was to be made available. While I am aware of such funds being awarded to neighbouring town centres - to East Finchley and North Finchley for instance - so far no funds have been made available for the improvement of Church End. Would officers please give details of what is in hand to rectify this omission?</p> <p><i>Mr Dennis Pepper</i></p>	<p>Barnet's Local Plan identified Finchley Church End as a town centre where more detailed planning work will support growth potential and manage future change. The Town Centre Strategy for Finchley Church End was adopted in June 2012. One of the key objectives of the Strategy is to encourage positive change, renewal and investment.</p> <p>Through identifying development opportunities the Strategy helps to guide investment arising from their realisation. It sets priorities for where such monies should go. The Strategy also sets out how S106 contributions arising from local development as well as Community Infrastructure Levy should be spent.</p> <p>Although not specifically referred to in the Strategy the new Library arising from the Gateway House development is a good example of appropriate infrastructure investment in a town centre.</p> <p>The improvements in North Finchley are being funded by the Mayor of London's Outer London Fund, in recognition of the unique identity and offer of culture and arts in North Finchley town centre. The Mayor has indicated that there may be further Outer London Funding made available and the Mayor and Barnet Council will look to consider town centres who have strong community and business leadership through forums such as Town Teams along with elements that will support the criteria of the funding (yet to be announced).</p> <p>Through the Strategy a framework is therefore in place to attract investment from development as well as other sources to Finchley Church End.</p> <p><i>Martin Cowie (Assistant Director, Strategic Planning, Regeneration and Transport)</i></p>

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13.	<p>What has prompted the removal of guard railings outside the shops in North End Road? It would seem they were particularly needed on the build-out by 26-28 as this carries a heightened risk of a vehicle accidentally mounting the build-out, as it is preceded by a double yellow line for some distance and is at the foot of a slope, and many persons wait on the build-out to use the pedestrian crossing including school children. Google Street View shows the very railings that were last there had been lightly impacted, as if by a vehicle, and there are or have been deeply impacted railings adjoining at least two other pedestrian crossings in the constituency.</p> <p><i>Mr Levy</i></p>	<p>In 2013/14, Transport for London provided funding for a 'light touch' de-clutter of extraneous street furniture in twelve town centres of LB Barnet of which Golders Green was one.</p> <p>Following a commissioned independent Road Safety Audit (Stage 1&2), pedestrian guard rail panels considered superfluous were removed at the junction of North End Road with Finchley Road (A598). Removal objectives were to ease obstruction to pedestrian flow, benefit sight lines, clear the local environment and reduce maintenance costs.</p> <p>Pedestrian guard rail panels are not designed for vehicle impact protection and may give pedestrians a false sense of security from passing traffic.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
14.	<p>Hoardings owned by Neville Construction have been blocking a stretch of the footpath in West Heath Avenue by the corner with West Heath Drive for well over a year. This has made it more hazardous/complex to walk between the West Heath Avenue -Finchley Road junction and West Heath Drive, most of West Heath Avenue or Golders Hill Park. The new building doesn't even touch the footpath; the plans show a side alley next to the eventual boundary wall. Why not require the builder to scaffold over the footpath, as is a common practice (except when actually working on the boundary wall, or possibly certain crane ops)? Also why doesn't Barnet charge per week a footpath is obstructed? Highways Department only told me that a deposit was paid and wouldn't tell me if there was a Footpath Closure Order, no matter how many times I asked. Is there and does the law require it?</p> <p><i>Mr Levy</i></p>	<p>A verbal response will be provided at the meeting.</p> <p><i>Neil Richardson (Highways Manager)</i></p>

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15.	<p>On Finchley Road southbound carriageway approaching the junction with West Heath Avenue, single yellow line enabling parking after 10am has been painted right up to the wait line. Why not a few metres of double yellow, as is normal in approaches to signalled crossroads? As it is now, two 2 vehicles can't stop abreast there as they do when single yellow is active, nor can even a pedal cycle stop abreast of a car in practice.</p> <p><i>Mr Levy</i></p>	<p>Officers would be pleased to review the parking restrictions in the location described to assess whether they are still appropriate. Should it be considered that a change would be appropriate, Officers would seek to progress a proposal through the usual internal and external processes.</p> <p><i>Neil Richardson (Highways Manager)</i></p>
16.	<p>What is the plan for fixing the dangerously broken pavements in Finchley and Golders Green in the same nice way it was recently done in Totteridge? Please provide work-plan dates, which council department is responsible for this? Does this fall into any of the services outsourced and if so - what is the division of responsibility between the council and the provider? Who will carry out the work? What is the budget allocated for the work? Was there anywhere else in the borough where work similar to this done in Totteridge had been carried out recently, just before the local elections?</p> <p><i>Ms Tirza Waisel</i></p>	<p>A verbal response will be provided at the meeting.</p> <p><i>(Network Management)</i></p>
17.	<p>A colleague of mine had sustained a serious ankle sprain on the uneven pavement surface outside her block of flats in Temple Fortune. This is a part of the pavement where whenever it rains it becomes a swimming pool as the pavement has so many dips in it. In an icy snap these areas are perilous. She called the Highways Department to ask them to fix the pavement and Barnet promised to send a team to investigate. My colleague called back about 10 days after first logging the call, and was then told that the land is private and not Barnet's responsibility. She finds this hard to believe as the area is on Temple Fortune high road and the pedestrian walk way certainly looks as though it is a public thoroughfare. My</p>	<p>A verbal response will be provided at the meeting.</p> <p><i>(Network Management)</i></p>

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	<p>colleague was told to consult the land registry to establish who the title holders are. She had found that the block where she lives, 1117 Finchley Road, lists Overseas Flagship Trust as the owners, but when you look at the plan relating to the building owned by the title deed holders, it seems to end at the boundary of the physical building.</p> <p>The question is who owns the public highway which is the pavement and who is responsible for its maintenance?</p> <p><i>Ms Tirza Waisel</i></p>	
18	<p>There are vulnerable residents in this area who use services provided by Your Choice Barnet and to whom Barnet Council has a legal duty of care. How will Barnet Council protect these residents from a decline in quality of service resulting from YCB's treatment of the care workers employed to look after them?</p> <p><i>Ms Tirza Waisel</i></p>	<p>Response to follow.</p> <p><i>Rodney D'Costa (Adults and Communities)</i></p>
19	<p>If Your Choice Barnet is in such financial difficulty, will LBB take its services back in-house to ensure a proper fulfilment of its duty of care to the residents using these services?</p> <p><i>Ms Tirza Waisel</i></p>	<p>Response to follow.</p> <p><i>Rodney D'Costa (Adults and Communities)</i></p>
20	<p>As the sole shareholder and owner of Your Choice Barnet and its main funder, why does Barnet Council not ensure it pays YCB £21.81 per hour per service user so that YCB have sufficient funding to run good services without claiming it needs to cut its employees' salaries by 9.5%?</p> <p><i>Ms Tirza Waisel</i></p>	<p>Response to follow.</p> <p><i>Rodney D'Costa (Adults and Communities)</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, 22 October 2014	Avenue House, East End Road, Finchley, London N3 3QE
Thursday, 15 January 2015	To be confirmed
Wednesday, 25 March 2015	Avenue House, East End Road, Finchley, London N3 3QE