

Question Number	Item Number	Raised by	Question Raised	Answer
1	12	Kathleen De Lacy,	<p>I would like to ask why in Appendix 12 the area around schools is not considered "high footfall"?</p> <p>Furthermore, have you considered that footways have bus stops, trees, litter-bins, post-boxes and so forth? Moreover, on the rubbish collection day, households have a black and a blue wheelie-bin on the footway and together with cars in some places, there will be nowhere for pedestrians?</p>	<p>It is accepted that schools will generate high pedestrian movements during the morning drop-off and afternoon pick-up times. It is also accepted that other street furniture have an impact on the remaining available footway width and these will be fully considered when developing footway parking proposal.</p>
2	12	Mr Levy	<p>A considerable minority of residential roads in the borough have tree beds paved with 'heritage' antique patterned red paving bricks. These add colour and character to the street scene. They are no longer available new. I have observed that in West Heath Avenue where they were recently removed in favour of small grey concrete blocks, most of these bricks were unbroken, unlike the larger paving blocks, and a large proportion could be assembled in a presentable re-usable state. It occurs to me that for every street they are removed from, by re-using the good ones, in the next two or more similar streets that are re-paved, these brick courses could be re-laid completely. This would save on the costs of new materials and disposal of the old. Also residents might prefer this to the council's other options. If they did, I don't think residents would care if the odd one was cracked subsequently, indeed some of the newly laid paving blocks have already cracked. In the Waste</p>	<p>This report is recommending the use of flexible construction materials for footway construction to avoid damage done by tree roots and vehicle overrun subsequently providing long term benefits by reducing future maintenance and the number of claims made for slips, trips and falls thereby making the footways a safer place for pedestrians. It is not Council policy to lay damaged or cracked tiles or paving which could prove to be an immediate safety hazard.</p> <p>a) The red tiles are no longer manufactured and have proven to be dangerous in many instances as they become slippery when</p>

			<p>Hierarchy, re-use and repair are the top options.</p> <p>a. Is there any fundamental reason why this could not be done, e.g. do the antique bricks violate any safety regulation?</p> <p>b. What analysis has the Council done into the expected cost savings, or not, of maintaining some streets with these bricks by re-using good spares when they are re-laid, compared with disposing of them and sourcing new materials?</p> <p>c. What research or consultation has the Council done on whether residents in streets with the antique bricks would prefer to keep them or the Council's other options?</p>	<p>wet. The vast majority are chipped and broken and are not suitable for reuse.</p> <p>b) The majority are not suitable for reuse as they are chipped and broken and even if they could be removed intact there would be no cost saving as taking up, setting aside, cleaning and relaying will prove to be more expensive than disposal to a recycling centre and the laying of new materials.</p> <p>c). Consultation has taken place with Ward Councillors on the use of standard materials for footway construction and it is impractical to suggest contacting residents as to what materials they would like outside their property. However, trials have been completed as part of year 2 of the Network Recovery Programme and Customer Satisfaction Surveys are being sent to residents of those roads to gauge public reaction.</p>
3	12	Catherine Nolan	<p>Are all the sections of the new footway on Long Lane within the 1 to 2 % gradient including all the vehicle crossovers and the asphalt in front of Victoria Park Lodge?</p>	<p>The gradient referred to on the drawing reflects the desired gradient on all new schemes. However, it may not always be achievable on existing footway relay work as exiting levels may impact on building line thresholds.</p>

4	9	Phil Fletcher	<p>4.2 and 4.7</p> <p>I see that Local borough Transport Groups are to be take part on an invited basis. Does this include cycling groups? If that is so, then which ones are to be invited?</p> <p>The same question applies to 4.7 - the setting up of a Key Stakeholders' meeting.</p>	<p>If the recommendations outlined in the <i>Moving Around in Barnet: A Direction of Travel</i> report are accepted by Committee, then the process of establishing the Project Board and Stakeholder Group will commence. This will involve a survey of local transport groups within the borough. We would anticipate that this would involve local cycling groups and would very much welcome suggestions for groups who could be involved.</p>
5	9	Phil Fletcher	<p>4.8 Development of individual strategies</p> <p>I would like to make the following suggestions:</p> <p>1) Conversion of double yellow lines into cycle lanes where applicable.'</p> <p>While cycling through the Netherlands a ew years ago, I noticed, while passing through the area between the Hook of Holland and Rotterdam that many roads had narrow cycles lanes in the road that have a width of 65-70 cms. Providing an area where cyclist have priority.</p> <p>Now, double yellow lines have a width of 55-60 cms. One possibility could be to remove very wide kerbstones, replacing them with the narrower ones, giving a space for a cycle lane of roughly 80-90 cms without taking very much away from the pavement.</p>	<p>1) Thank you for your suggestions which have been noted. The borough currently has limited data relating to cycling and so our first task will be to ascertain who cycles in Barnet and for what purpose. This will then inform our thinking as to what kind of cycle infrastructure the borough could provide in the future.</p> <p>Once this data is available, the suggestions you have made may warrant further investigation and analysis, subject to agreement by</p>

			<p>Could it be possible to at least look into whether this would be a cheap and convenient solution to providing more space for cycle lanes, thus making optimal usage of road space?</p> <p>Would it be possible to carry out a cost analysis of this idea?</p> <p>2) How much money is allocated for cycle stands for the financial year 2016/2017? How many cycle stands are to be installed in this period?</p>	<p>Environment Committee.</p> <p>2) The budget for 2016/17 is £127,500. This consists of Borough Cycling Programme funding of 107,500 and Local Improvement Plan funding of £20,000. The funding is currently identified to provide residential cycle parking in estates as well as on-street stands. It is not yet possible to quantify how many cycle stands will be installed during the period as variances in cost between types of facility makes it difficult to provide an accurate figure.</p>
6	12	Mary O'Connor	<p>Recently the road I live on, Long Lane, received a new footway which has a variety of construction types. Consequently it does not match completely any of the footway types detailed in Appendix 2. Is it possible to have the detailed plan of this footway and where different sections of this footway match the different types in Appendix 2 as soon as possible in advance of the meeting? Some sections do not appear to match any of the types outlined in section 2 but it may be that part of it matches type 3 which just has "To Be Agreed" on the page.</p>	<p>The footway works in Long Lane were part of the Year 1 Network Recovery Programme and were completed in April 2016 prior to the recent trials. At that time without Committee approval footway material was being replaced like for like.</p>

7	14	Mary O'Connor	<p>Also the list of roads in item 14 does not mention roads like Squires Land and Nether Street which have had footway parking for years. In Appendix A the heading is "Review of footway parking in the agreed list of 71 roads". Are these the only roads in the borough that will have footway parking or are they just the roads you are reviewing / introducing footway parking to? If it is not complete, can I have a list of all the roads in the borough that have footway parking and any reviews that have been taken of them.</p>	<p>The Environment Committee agreed that officers will initially only review the 71 roads on the agreed list. The July Environment Committee is due to consider the outcome of this review and the criteria for considering whether footway parking should be permitted in all the other roads in the borough where footway parking currently takes place, subject to consultation with Ward Members and residents.</p>
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Environment Committee – 14 July 2016

Public Comment (3 minutes per comment)

Item No	Raised By	Public Comment
12	Mary O'Connor	Mary O'Connor has requested to make a public comment in relation to item 12
14	Mary O'Connor	Mary O'Connor has requested to make a public comment in relation to item 14
18 (a)	Mary O'Connor	Mary O'Connor has requested to make a public comment in relation to item 18(a)