

CHIPPING BARNET RESIDENTS FORUM

Thursday, 3rd September 2020 – 7.00 PM

VENUE: Virtual Meeting, please see further details [here](#)

Chairman: Councillor Lisa Rutter
Vice Chairman: Councillor Felix Byers

ISSUES TO BE CONSIDERED AT THE FORUM

	Issue Raised	Response
1.	<p>Title: Pedestrian Crossing in Barnet Road</p> <p>Resident: Jonathan Hoffman</p> <p>Ward: High Barnet</p> <p>Petition: (38 signatures) To Install a pedestrian crossing or zebra crossing on Barnet Road between Rowley Green Road and Barnet Gate Lane. The speed limit is 40mph and it is very dangerous for pedestrians especially schoolchildren and elderly people. There have been a number of near accidents.</p>	<p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following the presentation, the Residents Forum Chairman will decide to:</p> <ul style="list-style-type: none">• Take no action;• Refer the matter to a chief officer to respond to within 20 working days; or• Refer the matter to the relevant Area Committee (if funding is required).
2.	<p>Title: Speed Control Park Road</p> <p>Resident: Matthew Plunkett</p> <p>Ward: East Barnet</p> <p>Petition: (25 signatures) To install speed restrictions/traffic control along park road.</p>	<p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following the presentation, the Residents Forum Chairman will decide to:</p> <ul style="list-style-type: none">• Take no action;• Refer the matter to a chief officer to respond to within 20 working days; or• Refer the matter to the relevant Area Committee (if

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	<p>There is a high amount of traffic along park road as people use it as a cut through to cat hill/new barnet. due to there being the popular Victoria park, new leisure centre and schools and nurseries off Park Road and the high number of accidents, the safety of all pedestrians needs to be taken into account.</p>	<p>funding is required).</p>
3.	<p>Title: Cattley Close Keep Clear Signs</p> <p>Resident: Carrie Norris</p> <p>Ward: Underhill</p> <p>Petition: (50 Signatures)</p> <p>To have a KEEP CLEAR sign painted on the road in Wood Street at the junction with Cattley Close.</p> <p>This may help cars to enter and exit Cattley Close more easily and consequently, alleviate the traffic flow in Wood Street which often backs up to the roundabout if Cattley Close is blocked and cars want to turn right into the Close but are obstructed from doing so. It is particularly dangerous if the bus is stopped on the corner and car drivers are simply unable to see their way out of the Close due to the congestion in Wood Street.</p>	<p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following this the Residents' Forum Chairman will decide to:</p> <ul style="list-style-type: none"> • Take no action; • Refer the matter to a chief officer to respond to within 20 working days; or • Refer the matter to the relevant Area Committee (if funding is required).
4.	<p>Title: Make Staplyton Road Safe from Speeding</p> <p>Resident: Simon Radford</p> <p>Ward: High Barnet</p> <p>Petition: (38 Signatures)</p> <p>To Install addition traffic calming measures on Stapylton Road in order to stop the constant speeding of traffic on a residential street.</p> <p>“Ever since I moved to Stapylton Road, speeding cars down our road has been a</p>	<p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following this the Residents' Forum Chairman will decide to:</p> <ul style="list-style-type: none"> • Take no action; • Refer the matter to a chief officer to respond to within 20 working days; or • Refer the matter to the relevant Area Committee (if funding is required).

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	<p>constant feature of life: this is an area with two nurseries on Stapylton Road, junior schools in very close proximity, and many families- including my own- living with small children either on Stapylton Road or on one of its adjoining streets.</p> <p>The bending nature of the road itself means that many speeding cars won't see kids crossing until it is too late; it is only a matter of time until we see a fatality. In the meantime, I have lost two wing mirrors to cars careening down the road at unsafe speeds.</p> <p>Something MUST be done. And it must be done SOON”</p>	
5.	<p>Title: Objection about the redevelopment of the Old Veterans Hall</p> <p>Resident: David Henao</p> <p>Ward: Brunswick Park</p> <p>Petition: (103 Signatures) To reconsider the redevelopment of the Old Veterans Hall, located on Osidge Lane, N14 5DU The proposed Barnet's Local Plan is disproportionate as its seems not to take into account the best interest for the current residents and local area and in particular with regards the Old Veterans Hall, that is where the CCI London has been establish for the past 10 years, giving the community an inclusive Christian church that has been supporting the local community and where people can belong, contribute and thrive. If the Local Plan demolishes the Old Veterans Hall, the CCI will also stop from: Serving nearly 160 people on a weekly basis, that is approximately 89 households and families mostly from Barnet that will no longer have this space that allows them to be part of a long standing community that benefits the Barnet residents. Part of the fundamental things that the CCI London those are as follows:</p>	<p>There is currently no planning application and any application received would have to be assessed on its own merits against the normal tests and considerations that planning take into account before approving an application.</p>

Issue Raised	Response
<p>Who and when do we teach?</p> <ul style="list-style-type: none"> - We have 24 bible study groups open to all ages of the public, with the majority taking place at our venue. - We offer 4 weekend services which are open to the public: Friday evenings serving 70 about people. Saturdays for 14-2 serving 50 about people. Two Sunday services serving about 200 people. <p>How do we help?</p> <ul style="list-style-type: none"> - We run nearly 10 marriage courses a year serving approximately 30 couples per session. - We run nearly 6 parenting course per year - We offer family, parents and couple counselling through whole year. - We run around 36 money sessions per year. - Among other things we have other courses that encompass teachings on daily life, biblical values, family issues, civic values, emotional relief, etc... - We also gather approximately 110 members on average who meet to share life experiences with each other while they share a meal once a week all together. <p>CCI also does a number of outreach programs within the community, with 2-3 fundraising events throughout the year. We also take part in 2 international aid trips to countries such as Morocco and Israel.</p> <p>Nearly every week we have a communal events like birthday celebrations, weddings and a number of activities for children and young people, such as camps, trips within the UK and abroad, holidays with a purpose, games within the community such as football and volleyball during the summer and BBQ's.</p> <p>Our internal network helps Barnet residents that are members of our community with</p>	

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	<p>things from translating to painting, from gardening to making calls to local authorities, within many other supporting activities.</p> <p>The CCI has a volunteering team that maintains the church community and its activities.</p> <p>Some of our weekly activities include:</p> <ul style="list-style-type: none"> - Community Pastoral Care: Activities in which members of the community can come and seek pastoral advice on different aspects of life. - Open Bible Studies: Aimed at those members of the community who are interested in spiritual growth and wish to learn more about the Bible. - Parents Drop In: This is aimed at members of the community who are interested in everything relating to who to raise their children with strong values and as honest and responsible human beings. - Marriage Drop In: Aimed at members of the community who are seeking advice in their marital and family relationships and responsibilities. - Small Groups: This is directed at members of the community where the teaching is according to the interests of the group and certain criteria are met, for example age, gender, marital status. - Drop in for those in need: This time is directed at members of the public who may need any help with advice, translating or aid with basic legal aspects. - Senior Tea Hours: This is aimed at older members of the community and offers companionship and pastoral care. <p>Plans for the future? Amongst other services we are developing and preparing new projects for all the Barnet residents that want to take part</p>	
6.	<p>Title: A formal review of the movement of traffic around High Barnet town centre is requested.</p>	<p>One could add the growth of Barnet General Hospital, which was occurred without much consideration for travel and parking.</p>

Issue Raised	Response
<p>Resident: Ken Rowland</p> <p>Ward: High Barnet</p> <p>Issue: High Barnet and its immediate surroundings are undergoing a significant transition and road traffic is back to pre covid levels.</p> <p>The pavement buildouts on the high Street has been completed and many new housing schemes are now coming on stream.</p> <p>The issue of Barnet College student safety remains with an unfilled requirement for Highways to develop a scheme to make the Wood St crossing safer. The College was rebuilt in 2010 and some CIL funds were provided specifically for improvements to the crossing. Initial plans were drawn up including ideas for changing traffic arrangements at the junction. There was an experimental closure of the turning from Wood St to the High St but that was considered to be a failure. Since then the whole issue of the crossing and the junction has lain dormant.</p> <p>An examination of the High St/St Albans Rd junction was also undertaken some years ago with an outline plan for remodelling drawn up. But here again the project was stopped with nothing done.</p> <p>There is enormous pressure transfer to local roads, aggravated, especially on St. Albans Rd. (and tributary roads) when issues on M25 force traffic off the orbital motorway and down the A1081 (sadly a common occurrence). With all this traffic pressure the main roads/junctions are critical to enabling a smooth flow of traffic without major pinch points, and also to facilitate safe and speedy passage for ambulances going to and from Barnet Hospital Accident & Emergency department.</p> <p>But traffic congestion is variable, with a constant stream of traffic up and down the High St, whilst Stapylton Rd is notably quiet except at peak times. Against this background the issues in the town centre we are concerned about are:</p> <ol style="list-style-type: none"> 1. Congestion at junction of Wood Street & Great North Road (A1000). 	<p>The High Barnet/Underhill area originally developed as an end-of-the-line suburban family area from what was a small county market town, with small country width roads. It is now evolving into an urban area without urban facilities. The continuous development erodes the very nature of what made the area popular.</p> <p>The college experiment was a failure. Highways staff insisted on implementing their ideas for a six month trial. It was never going to work.</p> <p>The roads are narrow across the area. Some streets were built before mass car ownership was ever envisaged. Many ideas for improvements (some very good ideas, like a by-pass in the 1960s) have come and gone. The length of Wood street/Barnet Road is blocked most afternoons from Barnet college to Sterling Corner.</p> <p>As previously mentioned, there is a review of Alston, which could be done in conjunction with Staplyton. What Mr Rowland is asking for is a big piece of work that must have the willing support of TfL. It would require significant upheaval to implement the desired result. Local residents need to see a clear benefit to support changes. If we don't start to consider the ramifications of the area's continual development, the grid locks will continue</p> <p>Ward Councillor</p>

Issue Raised	Response
<p>2. Black Horse roundabout/junction Stapylton Rd./The Avenue - restriction at end of Stapylton Rd</p> <p>3. Junction of Stapylton rd. and St Albans Rd – especially difficult for traffic turning left onto St Albans Rd</p> <p>4. Junction of High St and St Albans Rd – traffic congestion at this three-way junction</p> <p>5. Crossing on Wood St outside College – making it safer unresolved</p> <p>6. Alston Rd - heavily used as a rat run.</p> <p>7. Union St - heavily used as a rat run</p> <p>These existing difficulties indicate a major review of the movement of traffic around town is needed, with a view to producing a comprehensive plan to improve the situation. And with substantial numbers of new homes on the pipeline the situation can only get worse.</p> <p>Major developments likely to increase local traffic include:</p> <p>Recently completed</p> <p>Elmbank – 114 homes</p> <p>New Academy school at Underhill – Opened in September 2019 and will increase intake every year until capacity.</p> <p>Building work in progress</p> <p>Dollis Valley – 200 extra homes</p> <p>Marie foster centre – new residential elderly community</p> <p>Brake Shear House - 68 dwellings</p> <p>Building work imminent/Applications approved</p> <p>Premier Inn -105 rooms</p> <p>Plus many other smaller developments too numerous to list but all contribute to pressure on the local infrastructure.</p> <p>Planning Applications submitted</p> <p>Whalebones -152 dwellings</p> <p>Enterprise car rental depot.</p> <p>Planning application due shortly</p> <p>High Barnet Tube Station – 300 dwellings</p>	

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	<p>And not far away the Gas Works site in New Barnet a 652-home scheme has been recommended for approval.</p>	
7.	<p>Title: Resurfacing Loring Road</p> <p>Resident: Mark Freegard</p> <p>Ward: Oakleigh</p> <p>Petition: (40 signatures) “...To make a plea to Barnet Council to finally complete a total resurface to Loring Road (not another patch up) as there are cracks, holes and safety concerns appearing everywhere, pictures have been submitted 3 times and we have been ignored. We all pay ever increasing Council Tax and would like to see our money spent where we can see it. Residents have also pointed out that the pavements need replacing as it’s dangerous in places.”</p>	<p>The Lead Petitioner will be given three minutes to present the petition to the Forum. Following this the Residents’ Forum Chairman will decide to:</p> <ul style="list-style-type: none"> • Take no action; • Refer the matter to a chief officer to respond to within 20 working days; or • Refer the matter to the relevant Area Committee (if funding is required).
8.	<p>Title: Hillside Gardens EN5 - Dangerous lack of speed limiting</p> <p>Resident: Alex Woods</p> <p>Ward: Underhill</p> <p>Issue: To introduce traffic calming measures along Hillside Gardens. “I have recently moved onto Underhill ward with my family, having lived in the Borough of Barnet for eight years. We are in the process of renovating a house on Hillside Gardens, about two thirds of the way up the hill between Mays Lane and Wood Street. In the short time that we have lived here, we have been appalled at the way that traffic moves between Mays Lane and Wood Street via Hillside Gardens, and the other roads that ladder the hill. All the roads from Bedford Avenue to Bells Hill - linking two roads</p>	<p>Most traffic management funding in Barnet is provided by Transport for London and unfortunately this has been significantly impacted by the public health emergency caused by Covid-19.</p> <p>Consequently, the normal funding arrangements have been paused, and available funding is focused on delivering Covid-19 response measures only.</p> <p>We can nevertheless have identified this location to be assessed against other requests for funding when suitable budgets are available.</p> <p>However, Officers undertake a speed survey on Hillside Gardens to monitor speeds with the intention of installing</p>

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	<p>that carry a lot of traffic - are real cut-throughs, despite being residential streets. None of these roads have any traffic calming measures despite being steep hills and very long roads that seem to encourage drivers to accelerate.</p> <p>It is no exaggeration to say that many vehicles are travelling up and down the road in front of my house at speeds of around 40mph, day and night. Hillside Gardens is full of families with school age children, and also an important route for the many children who attend Underhill, Whitings Hill, Christchurch, Foulds and other local schools. Many families walk to and from school, and cross these roads on their way. My neighbour has lost four cats since they have lived here. I fear that it is simply a matter of time before a speeding motorist hits a child.</p> <p>I would really like to raise this issue in an attempt to persuade Barnet Council to introduce traffic calming measures along Hillside Gardens and the other residential roads on the hill. I don't envisage that it would be excessively expensive to lay speed bumps, pass points, and to implement a 20mph speed limit on these roads. Mays Lane already has a 20mph speed restriction, so it seems illogical that the residential roads that intersect with it do not also.</p> <p>My feeling - from talking to my neighbours - is that such measures would have widespread support on all these roads. The benefits are huge: reduced vehicle speeds, safer residential streets for the families and children who live and travel along them, and reduced vehicle emissions."</p>	<p><i>vehicle activated signage</i> should the speeds warrant action.</p> <p>London borough of Barnet also work in partnership with the Metropolitan Police to undertake many other speed management initiatives, including Community Road Watch.</p> <p>Community Roadwatch aims to reduce speeding in residential areas, and gives residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities.</p> <p>To take part in Community Roadwatch, or to suggest a residential area where there are community concerns around speeding, members of the public can contact CommunityRoadwatch@met.police.uk stating the borough where they live.</p> <p>Enquiries will be forwarded to the relevant local MPS Safer Transport Team, who will be in touch</p>
9.	<p>Title: Gainsborough and Holden Road N12 Residents Group Concerns In March 2019 we held a meeting and some key points emerged from our group that we would like to now take forward to the two residential forums. Our local area group is split along the street of Holden Road axis between Totteridge and West Finchley wards and therefore we would like to have our issues addressed at both the F&GG and Chipping Barnet residents forum</p> <p>Resident: Allison Roche</p> <p>Ward: Totteridge (Holden Road N12)</p>	<p>Vertical traffic calming measures including speed humps are not a preferred measure in Barnet, but as identified by the resident there are features available. Many measures do have other impacts, such as reducing available parking for example, and other constraints can affect where and what types of features are possible.</p> <p>20mph is the only option for a speed limit below 30mph available on public roads. Where speeds are not already low then traffic calming measures to make these self-enforcing, so</p>

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<p>Issue: To take these matters forward we would like to present our concerns and explore possible solutions at the next resident forum meetings and would like to engage with all Councillors on these matters with the expertise of relevant council officers.</p> <p>1. Dangerous local roads</p> <table border="1" data-bbox="116 512 1236 1428"> <thead> <tr> <th data-bbox="116 512 714 550">Problem</th> <th data-bbox="714 512 1236 550">Solution</th> </tr> </thead> <tbody> <tr> <td data-bbox="116 550 714 1166"> <p>Speed/dangerous/noise and anti-social (aggressive shouting, continuous broken wing mirrors and honking of horns) driving along Gainsborough Road/junction of Holden and junction of Nether street.</p> <p>Messaging to drivers that these are residential roads and stop speeding, anti-social and noise pollution</p> </td> <td data-bbox="714 550 1236 1166"> <p>Speed bumps. But have to be used intelligently e.g. lone bumps rather than closely spaced ones.</p> <p>Encourage more local cycling and electric car use and make the roads more green travel friendly.</p> <p>Signs asking to stop using horns in these residential streets. Speed activated signs (but needs to be consultation on where they are placed).</p> <p>Mini roundabouts at key points to slow traffic, traffic calming measures such as narrowing the road width for cars to pass through and/or letting one car pass at a time</p> </td> </tr> <tr> <td data-bbox="116 1166 714 1353"></td> <td data-bbox="714 1166 1236 1353"> <p>Traffic islands. These have proved successful in slowing traffic on other roads. However, there is concern that there is insufficient width for traffic islands on the affected roads.</p> </td> </tr> <tr> <td data-bbox="116 1353 714 1391"></td> <td data-bbox="714 1353 1236 1391"> <p>Dummy speed cameras.</p> </td> </tr> <tr> <td data-bbox="116 1391 714 1428"></td> <td data-bbox="714 1391 1236 1428"> <p>Speed limits: Change to 20mph from</p> </td> </tr> </tbody> </table>	Problem	Solution	<p>Speed/dangerous/noise and anti-social (aggressive shouting, continuous broken wing mirrors and honking of horns) driving along Gainsborough Road/junction of Holden and junction of Nether street.</p> <p>Messaging to drivers that these are residential roads and stop speeding, anti-social and noise pollution</p>	<p>Speed bumps. But have to be used intelligently e.g. lone bumps rather than closely spaced ones.</p> <p>Encourage more local cycling and electric car use and make the roads more green travel friendly.</p> <p>Signs asking to stop using horns in these residential streets. Speed activated signs (but needs to be consultation on where they are placed).</p> <p>Mini roundabouts at key points to slow traffic, traffic calming measures such as narrowing the road width for cars to pass through and/or letting one car pass at a time</p>		<p>Traffic islands. These have proved successful in slowing traffic on other roads. However, there is concern that there is insufficient width for traffic islands on the affected roads.</p>		<p>Dummy speed cameras.</p>		<p>Speed limits: Change to 20mph from</p>	<p>as not to require unrealistic levels of police enforcement to achieve compliance, should be provided. Traffic islands may be an option in some locations, but as noted not all locations will be suitable. Similarly, vehicle activated signs also have some constraints surrounding where they will be triggered and where they can be placed.</p> <p>Traffic calming features would need to be provided at regular intervals to encourage a relatively consistent reduced speed, however the type of feature can vary.</p> <p>Signs regarding use of horns are not a recognised traffic sign, so not something available as part of a traffic management scheme. Also, speed cameras or dummy speed cameras are not an option that we would be able to pursue.</p> <p>Most traffic management funding in Barnet is provided by Transport for London and unfortunately this has been significantly impacted by the public health emergency caused by Covid-19. Consequently, the normal funding arrangements have been paused, and available funding is focused on delivering Covid-19 response measures only.</p> <p>Widespread proposals are likely to be beyond the means of the Area Committee to fund. However, the committee might be asked to fund a study to identify potential scheme options, including traffic calming and traffic management options such as one-way or banned turns. Lower cost options might be something the committee could consider funding in future, and other options could be considered when appropriate budgets become available.</p> <p>Parking requirements for new developments are governed by planning policy at national, regional and local level. In areas with good access to public transport, limited parking provision</p>
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Issue Raised		Response
	30mph or even lower	<p>for developments will help support more environmental sustainable travel choices. Restrictions on provision of on-street parking permits often apply in these circumstances.</p> <p>Signal controlled crossings are managed by TfL. Pedestrians should bear in mind that the green man symbol constitutes an invitation to cross. When this goes out (or when it starts flashing) there is still a period of time available to cross the road before traffic moves off. However, if particular crossings are an issue we can raise these with TfL.</p> <p>The presence of parking can also help to inhibit speed, and measures that reduce congestion in the area may have the unintended consequence of making the area more attractive for through traffic. Options that restrict movements will also have an impact on residents.</p> <p>Nevertheless, these could be considered alongside traffic calming options. Given the area involved and the various options residents have identified a feasibility study to consider potential options would be expected to cost about £7500.</p> <p>Warning signs about the bridge are provided at the junction of Gainsborough Road and Holden Road and at the junction of Holden Road and Holden Avenue to provide advance warning for vehicles travelling from the east at points where vehicles can divert if necessary. Advance warning signs are also provided on both approaches to the Westbury Road / Holden Road junction to alert vehicles travelling from the west.</p>
Parking which leads to road being too narrow to pass e.g. Lodge Lane/Gainsborough/Holden/Argyle Road/Nether Street. This creates queues of traffic (especially at peak times) and horns being used to beep traffic to move along impossible gaps or horns being used aggressively to other drivers to get out the way or warn they are moving. The average number of horns being beeped along Gainsborough at times can be on average up to 30 an hour.	<p>New buildings should have parking places included in the planning process. Currently developers can build flats with no parking provision.</p> <p>The road along Gainsborough is too narrow with residential parking along both sides to also include 2 lanes of opposite oncoming traffic. Could the road feasibly become one way?</p>	
	Some controls on the issuing of parking permits.	
	The number of parking bays could be reduced but this would impact on other residents and lead to the further problem of where the traffic is displaced to.	
Difficult to cross roads. Insufficient time to get across crossings	Pelican crossings and times to be increased.	
Traffic flow. The challenge is to prevent it being an advantage to cut through our area.	Measures to stop the Gainsborough road being an alternative rat run to the major parallel High road. Directional turns e.g. no right/left turn in strategic places. A possible solution could be to introduce a no right turn into Holden Road from Gainsborough Road	
Congestion at junction of Holden Road and Gainsborough Road. A cause of this is the close proximity of parking bays to the	Fewer parking bays at this location.	

Issue Raised		Response
junction.		
Large vehicles trying to get under the bridge on Holden Road.	Better signage warning of the bridge.	
2. The state of the local streets.		
Problem	Solution	
Dog mess.	Needs to be cleaned regularly from roads and pavements.	
	Posters or signage indicating the fines for dog fouling.	
Foliage on the pavement and blocked storm drains and gullies.	Leaves to be cleaned regularly.	
	Storm drains and gullies to be cleaned and unblocked on a regular basis.	
	It was explained that roads had been cleaned in the past.	
	It is council policy to clean roads every 6 weeks but this hasn't been done for at least 18 months. Councillor Richard Cornelius claims the council has 6 new cleaning machines. However these machines have never been seen operating in the Holden Road area.	
Fly tipping.	Any fly tipping needs to be reported to the council as they have a policy to pick it up within an agreed time period.	
	Information and data should be shared via platforms such as the Nextdoor Woodside park internet platform.	
	The council should promote their rubbish disposal provision e.g. The Summers Lane Recycling and Reuse Centre.	

Issue Raised	Response
<p>3. Other issues:</p> <ul style="list-style-type: none"> • The condition of the pavement in the vicinity of the bridge on Holden Road • The possibility of a zebra crossing on Lodge Lane at the Gainsborough Road end • Insufficient street lighting on Woodside Park Road • Theft of catalytic converters • Street muggings • Increased break ins • Possible drug dealing in Holden Avenue 	

Contact: Pakeezah Rahman, Governance Service, Assurance Group, London Borough of Barnet, 2 Bristol Avenue, Colindale, London NW9 4EW
Tel: 020 8359 6452, Email: chippingbarnet.residentsforum@barnet.gov.uk

Future meeting dates:

Wednesday 6 January 2021, 7pm (venue TBC)

Wednesday 3 March 2021, 7pm (venue TBC)

N.B Issues and Petitions must be received by the Governance Service by 10am on the fifth working day prior to the meeting for the item to be discussed at the Forum.

Date of meeting	Location	Deadline Date for Issues
3 September 2020	Microsoft Teams Virtual Meeting	10AM, Wednesday 26 August 2020

Date of meeting	Location	Deadline Date for Issues with Responses
3 September 2020	Microsoft Teams Virtual Meeting	5PM, Wednesday 02 September 2020