

FINCHLEY & GOLDERS GREEN RESIDENTS' FORUM
Wednesday 6th January 2021, at 6pm

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

Chairman: Councillor Jennifer Grocock
Vice Chairman: Councillor John Marshall

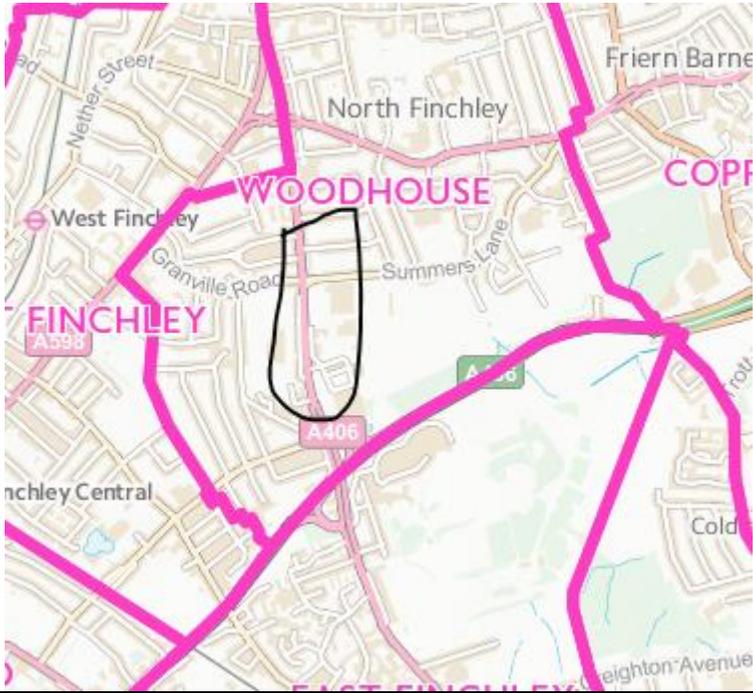
ISSUES TO BE CONSIDERED AT THE FORUM MEETING

	Issue Raised	Response
1	<p>Petition: To slow down the Traffic on Cricklewood Lane (Child's Hill) in the interest of Public Safety Lead Petitioner: Mr Roman Mlynarczyk Number of Signatures: 26</p> <p>We the undersigned petition the council to Cricklewood Lane is a busy road with churches, schools, shops, cyclists, pedestrians, buses and car users.</p> <p>The current speed limit is 30MPH, however the cars and motorcycles come down and up the road/hill very fast and currently, there are no speed humps or any other type of traffic calming measures to prevent vehicles and motorbikes from moving fast—seemingly well in excess of the current speed limit.</p> <p>Crossing the road with speeding vehicles poses a grave risk to pedestrians. We are therefore concerned about the possibility of a serious incident and want the security of a safe road for all users. We are therefore petitioning for:</p> <ul style="list-style-type: none"> - a 20MPH speed limit on Cricklewood Lane; - a road survey to identify measures to make the road safer, e.g. speed humps or road narrowing measures; a good example can be found outside Hampstead School, just over the border in the London Borough of Camden; - installation of identified road safety measures. A failure to act to protect the safety <p>Statistics of road traffic incidents confirm our concerns, showing there are more incidents than would be expected for a road of this nature. This is particularly worrying given that many small</p>	<p>To be dealt with in line with the Council's constitution:</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; or • 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)

	Issue Raised	Response
	<p>children use this road, especially in the absence of pedestrian a crossing in the locality.</p> <p>We are extremely concerned that failure of Barnet Council to act on this will result in a serious incident soon. We are petitioning the Council to introduce measures to ensure motorists maintain a speed of 20MPH, ideally by installing speed cameras, or failing that, speed humps.</p>	
2	<p>Petition: Crossing and Traffic Control Measures on Long Lane East Finchley/Finchley Lead Petitioner: Ms Julianna Porter Number of Signatures: 26</p> <p>We the undersigned petition the council to: We would like the council to install a crossing on Long Lane and look at other traffic control measures.</p> <p>This road is used as a cut through and often cars are driving too fast around blind corners making it incredibly difficult to cross safely. There is no safe crossing point from Church Lane down to Squires Lane (over 1/2 a mile).</p> <p>There are many families with small children and elderly people in this part of the community and we feel this is a real safety issue.</p>	<p>To be dealt with in line with the Council's constitution:</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; or • 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)
3	<p>Petition: Make Hutton Grove N12 a Safer Street Lead Petitioner: Sinclair Easton Number of Signatures: 54</p> <p>We the undersigned petition the council to Make Hutton Grove safer using one-way measures and / or a barrier.</p> <p>Hutton Grove is being used more and more as a means to go from Ballards Lane to Nether Street and vice versa.</p> <p>The traffic and the parking situation in the road is becoming intolerable for the residents. There have been numerous road-rage incidents between drivers locked head-to-head and drivers preventing residents parking as they use empty bays as passing points. Residents parked cars are being damaged by speeding cars, sometimes being written off.</p>	<p>To be dealt with in line with the Council's constitution:</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; or • 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)

	Issue Raised	Response
	<p>The road is being used as a 'rat run' by drivers trying to avoid the Tally Ho traffic control system. Hutton Grove sees many cars driven at high speed and the road is too narrow for two cars to pass each other both ways. Crossing the road is dangerous for pedestrians, residents and also visitors to the FPS.</p> <p>A one way system from Nether Street towards Ballards Lane would work if the one way started / finished outside numbers 12 and 17 on Hutton Grove. This would still allow Waitrose and Curtain Factory lorries to deliver. The other end of the one way would be at the Hutton Grove / Nether Street junction.</p>	
4	<p>Petition: Make Lodge Lane safe and bring back a sense of community Lead Petitioner: Ms Daniela Boyce Number of Signatures: 62</p> <p>We the undersigned petition the council to Look after our Lodge Lane community and put the safety of residents, pedestrians and school children first, by urgently addressing the road rage, speeding, narrow footpath and tension caused by increased traffic.</p> <p>This petition is on behalf of the residents of Lodge Lane N12, a very narrow lane with barely 1m wide pavements and no room for 2-way traffic. Cars are continually climbing the pavement to get past each other so we are unable to exit our front gardens on one side of the road.</p> <p>We are angered that speeding restriction measures in Lodge Lane seem to be having no effect whatsoever on the amount of traffic and speed of vehicles travelling down our small lane. One of the 20mph illuminated slow speed signs does not work and the signs have been placed in inappropriate positions so that they are not easily noticed and ineffective.</p> <p>We have highlighted, in the past, the problem with 2-way traffic in our road, the noise, pollution and lack of safety for residents and pedestrians, not to mention the stressful tension from bad tempered drivers, swearing and beeping sometimes from 7am until dusk. This is a residential, narrow lane which, the council seems to have forgotten, contains residents and a school exit full of children entering and leaving.</p> <p>Minimal budget and time has been allocated to improve the quality of life or safety of our users, including no measures for safe walking during Covid. It is appalling that more consideration is given to other suburban roads with less traffic, situated in quieter areas, not 'off' the High Road.</p>	<p>To be dealt with in line with the Council's constitution:</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; or • 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)

	Issue Raised	Response
	<p>For example, in the past, there were many months of traffic curbing discussions and experiments - at great expense - around Partingdale Lane, tucked away between Frith Lane and Mill Hill Ridgeway. Few pedestrians use this road.</p> <p>Lodge Lane is a historically important road for the area. We now have a Tommy statue, cottages dating back to the early 1800s, a list of famous and noted past residents, a small market and a community that is struggling to feel safe. Traffic means the community spirit we have had is being destroyed. We need to restore some tranquillity for the residents Please can you help us get these problems seriously addressed and sign our petition.</p>	
5	<p>Petition: Extend East Finchley Controlled Parking Zone to include Chandos Road N2 Lead Petitioner: Mr Rupert Lodge Number of Signatures: 85</p> <p>Introduce residents parking to Chandos Road N2 by including it in the local Controlled Parking Zone.</p> <p>The introduction of new cycle lanes on the High Road has removed significant parking capacity forcing many more cars to park on Chandos Road. This has left residents often unable to park on the road with no other options nearby. It has also impacted the businesses at the end of the road.</p> <p>I have discussed this with our local councillor who has offered to take it up if we can show support from residents which is the purpose of this petition. A formal consultation process would take place with the council before anything could happen. This petition is purely to request the start of a consultation process.</p>	<p>To be dealt with in line with the Council's constitution:</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; or • 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)
6	<p>Petition: A1000 temporary segregated cycle lane Lead Petitioner: Jonathan Hoffman Number of Signatures: 162</p> <p>Most of the time the segregated lanes are empty. The 50% reduction in vehicle capacity has caused lengthy traffic jams. We doubt whether any Project Appraisal was done using Dept of Transport Green Book methodology. The benefits to cyclists and bus passengers are hugely outweighed by the time cost to other road users resulting from the jams, plus the extra pollution. The scheme has failed as there is insufficient</p>	<p>To be dealt with in line with the Council's constitution:</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; or • Refer the matter to a chief officer to respond to within 20 working days; or

	Issue Raised	Response
	<p>space for segregated lanes and they are empty most of the time. <i>(map of worst affected congested area below)</i></p>  <p>The map shows the Finchley area with roads highlighted in pink to indicate congestion. A black circle highlights a specific area on Montpelier Rise. Labels on the map include Nether Street, North Finchley, Friern Barne, West Finchley, Woodhouse, COPP, Granville Road, Summers Lane, Finchley, A598, A406, Finchley Central, and Cold.</p>	<ul style="list-style-type: none"> Refer the matter to the relevant Area Committee (if funding is required)
7	<p>Issue: Street Cleanliness – Montpelier Rise Submitted by: Mr Krystian Szastok</p> <p>The rubbish in the streets is my problem. It seems that on Montpelier Rise and the streets closest to it there is always a ton of plastic and cans and other pieces of furniture or wood left in the streets.</p> <p>We all pay council tax and it seems cleaners never visit that street or closest to it. I personally went out a couple times and picked up two full rubbish bags full of things, but I'm tired now and I'd like the council to do what the taxes are paid for.</p>	<p>A street cleaning team will be in this area in the first week of Jan 21 to bring the roads up to standard</p> <p>From April all the boroughs residential roads will have a scheduled sweep at least twice a year, with response teams dealing with any reported or observed issues in between. There will also be up 4 weed treatments in each road plus usual leaf clearance and graffiti removal activities where necessary.</p>

	Issue Raised	Response
8	<p>Issue: Seek action by Barnet Homes under accountability arrangements Submitted by: Ms Lorraine Ryan Thomas</p> <p>Follow up 5 June 2019 issues Previously queried accountability and contact points in Barnet Homes explaining at that meeting there had been incidents of violence and other disorder experienced by Brent Terrace residents. Barnet Homes have failed to carry out agreed action to move the occupiers of a property where the perpetrator lives. Members are asked to urgently help expedite action via the officers named in June 2019 response who are aware of this case.</p>	<p>If there are any incidents of a violent nature, we would always advise the resident to contact the police in the first instance and then Barnet Homes.</p> <p>If however a residents wishing to access our services they can make contact via our Customer Contact Team on 020 8080 6587 or email talk2us@barnethomes.org. This includes new reports of anti-social behaviour which are assessed and dependent upon the outcome of the assessment are either passed onto the anti-social behaviour officer, housing management officer or signposted to the relevant team or organisation where necessary.</p> <p>As regards a move of the perpetrator Barnet Homes is unable to share any specific resident data about this but can advise that the case is being actively dealt with by officers.</p>
9	<p>Issue: Seek response by officers on Brent Cross South matters Submitted by: Ms Lorraine Ryan Thomas</p> <p>Follow up 5 March 2019 issues Members are asked to support residents in securing a schedule/plan of works around Brent Terrace, specifically Brent Cross South works around Claremont Way. Claremont Open Space and Claremont Primary School. Despite requests, no plan has been provided. Recent and ongoing work on Claremont Primary School is particularly disturbing residents opposite, some of whom are shielding/particularly vulnerable who are working from their homes. The lack of availability of schedules and notification in advance of works was previously raised at 5 March 2019 Forum.</p> <p>Members are asked how green space is being safeguarded in the Brent Cross Cricklewood zone, particularly areas west of Claremont Road, NW2. There is a disproportionate loss of space to development that is not being</p>	<p>A written response will be provided by Officers within 20 working days.</p>

	Issue Raised	Response
	<p>replaced, and an overall reduction in green and open space to be *publicly* available. At 5 June 2019 Forum existing space was recorded at 25.46Ha. What is the now expected overall space that will be available given land that would include for a Brent Terrace linear park has been retained by Network Rail? Can Members please enquire on behalf of residents for an up to date illustration of proposed parks and open space with measurements in</p>	
10	<p>Issue: Traffic flows in High Road East Finchley Submitted by: Ms Tracy Preston</p> <p>For the last 6 weeks there have been incidents in my road caused by new traffic flows in High Road East Finchley.</p> <p>Twice daily between 7.30-9.30am and 4-6pm traffic is now building up to an acceptable level in the narrow road that is Long Lane. Between Church Lane and New Oak, the passing of two way traffic is impossible causing a variety of issues.</p> <ul style="list-style-type: none"> • Collisions with parked cars • Heated arguments between drivers • Hooting and screaming in a residential area <p>This has become completely unacceptable and residents have often had their cars scratched, damaged or crashed into during these times. Mine has been hit twice, and three of my neighbours have also had damage to their cars with vehicles and drivers trying to squeeze through gaps.</p> <p>I have video footage of these incidents and the chaos, noise and violence that often erupts during this time.</p> <p>As a concerned resident, I would ask that either our road is made one way to avoid such issues, or that the traffic flow is addressed.</p> <p>We already have to cope with the local fire dept using our road as a motorway when they are</p>	<p>We are aware of congestion issues along High Road that are adding to concerns in Long Lane and are currently reviewing options to improve the situation to prevent vehicles diverting to adjacent roads.</p> <p>We hope of reach a solution that will work for cyclists, motorists and the community at large. Once the congestion issue is resolved, traffic should stay on the High Road and should not be diverting onto Long Lane and the adjacent side roads.</p> <p>With the Fire Station situated in Long Lane use of the road by their vehicles is inevitable and any proposals would need to ensure their needs are met. Therefore, restrictions such as one-way may not be appropriate.</p> <p>The conditions will be affected by higher levels of traffic at certain times, quite apart from any impacts from the cycle lane on the A1000. This is because public transport use is constrained by Covid-19 but school travel and other travel has still been taking place.</p> <p>We would encourage anyone who can to travel locally on foot or by cycle to reduce the level of traffic on the roads generally.</p>

	Issue Raised	Response
	<p>called out.</p> <p>This new issue with traffic, damage to our property and pollution is now unacceptable leading residents to be called on to the streets to intervene in often hostile confrontations between drivers.</p> <p>Today at 16.50 my car was yet again hit and damaged while parked outside my house. I came outside to find that my vehicle - purchased new a week ago, now has substantial damage.</p> <p>This escalating issue has already erupted into physical violence between drivers and residents and I am concerned that someone will be seriously injured.</p>	
11	<p>Issue: Speed limit Fallowfields Estate Submitted by: Janette Evans</p> <p>Myself and other residents from the estate are very concerned that the council have put up a speed limit sign at the entrance to our estate allowing 30 mph speed driving into our estate while on the other side of the sign saying 20mph limit for leaving the estate which is at the junction with Summers Lane.</p> <p>We have asked Councillor Anne Hutton for support and she will be speaking about it for us at the FGG area committee on the 8th October; Councillor Geoff Cooke also has a member item at the Environment Committee on 9th September, to request that when a road is designated 20mph that adjoining roads should also be assessed at the same time as to whether it would be appropriate for them to also be considered for 20mph. (Present policy already gives priority to assessing roads near to schools for that, which would be the case for Fallowfields Drive, as it is adjacent to the Compton School.) Cllr Hutton has advised that we ask that this issue can be discussed and at your forthcoming meeting.</p> <p>I would be grateful if you could let us know if this will be possible Warm regards with thanks in anticipation</p>	<p>A scheme for a new 20mph zone around Summerside Primary School, Wren Academy and The Compton School was recently installed. The request was identified originally from the School Travel Plan for Summerside Primary School, but was extended to take in other schools and roads in the area.</p> <p>The main entrance for The Compton School is at the junction of Summers Lane and Fallowfields Drive and is included within the 20mph zone. Another gated access to the school is in Fallowfields Drive, however this is not, as far as we are aware, intended or used for student access to the school.</p> <p>The start of the 30mph speed limit in Fallowfield Drive, close to the junction with Summers Lane, does not oblige any driver to increase their speed. The road layout limits the opportunity to travel at very high speeds in any case and many drivers entering the road will be residents or regular visitors who, in general, will be conscious of the nature of the area.</p> <p>The start of the 20mph speed limit for traffic coming from Fallowfields Drive is just before the school entrance, so</p>

	Issue Raised	Response
		<p>should highlight the reasons for the reduced speed limit at the point this is particularly relevant.</p> <p>Fallowfields Drive and the roads accessed from it do not link to anywhere else. The road is effectively a cul-de-sac, but an extensive one. Extending a zone too far runs the risk that the reason for it becomes less apparent and even extending the zone into small cul-de-sacs can draw criticism as some see this as unnecessary. Nevertheless it is often the most straightforward option, and a smaller cul-de-sac in this location would probably have been included in the original 20mph zone. However there will always come a point where a boundary exists and other roads beyond the boundary that might also be considered.</p> <p>However, given the extent of the area that was already being considered and the size of the estate (with a possible need to introduce additional measures to support a 20mph speed limit even though, as noted above, the existing road layout may already keep speeds to a suitable level), the estate was not included in the original proposal.</p>
12	<p>Issue: Beaufort Park Traffic Wall Campaign Submitted by: Alex Robinson</p> <p>The full details of this issue is appended to this agenda as Appendix 1.</p> <p>Beaufort Park is a 144 apartment private residential complex situated between Beaufort Drive, the A1 and the North Circular A406 road near Henlys Corner.</p> <p>There is increasingly powerful evidence that pollution from exhaust fume gases and particulates have severe impacts on the health of those exposed.</p> <p>As traffic has increased since 2011, the community has become ever increasingly constrained</p>	<p>Beaufort Park Barrier is mainly for Highways to answer but both the A1 and A41 are controlled by TFL and any barrier would need their comments.</p> <ul style="list-style-type: none"> • LBB should continue to press for the extension of the ULEZ to cover the A406 and A1. <p>A) EH have been doing this but TFL have made this decision.</p> <ul style="list-style-type: none"> • An Air Quality Monitoring station should be set-up at Henlys Corner. <p>A) EH have 15 diffusion tube and 2 continuous monitoring stations one is quite close within a 0.5km of Henlys Corner all sites have shown an improvement in air quality</p>

Issue Raised	Response
<p>on what is effectively an island between two fast-moving heavy streams of traffic on the A1 and A406. With the concomitant rise in traffic levels, the problem of vehicle pollution has become ever more acute.</p> <p>The London Borough of Barnet's Air Quality Action Plan includes the following three target actions: 19. "To lower the legal speed limit to 20mph in areas close to certain schools." 23. "To encourage a shift to walking by providing safer, more accessible and attractive pedestrian routes." 24. To "liaise with Transport for London to explore traffic control actions on TfL-controlled roads."</p> <p>The Beaufort Park Traffic Wall Campaign calls in the London Borough of Barnet to implement these above actions with respect to the community in and around Beaufort Park.</p> <p>The mounting traffic, the lack of adequate pedestrian planning and facilities, taken together with the deleterious effects of exhaust pollution have now made the problem at Henlys Corner in ever more urgent need of resolution.</p> <p>The Beaufort Park Traffic Wall campaign aims to increase the health and wellbeing of local residents as part of an overall strategy to improve the profile of the estate as a whole, regenerating the community and the prosperity of the residents. As stated, Beaufort Park is increasingly a residence of choice for young families and professionals. The Beaufort Park Traffic Wall campaign therefore concords with overall strategy within The London Borough of Barnet and specifically with the Borough's various community and environmental programmes and initiatives.</p> <p>The estate currently has no barrier to atmospheric vehicle-emitted pollution from the North Circular and A1. We urgently need such a physical barrier. The estate requires the construction of a barrier of some 312m, with 160m (along the North Circular and 152m along the A1. This will greatly improve the health, life and wellbeing of local residents.</p> <p>There are a number of solutions available to address this problem, many of which have already been implemented elsewhere in Barnet. These include the construction of a "Green Wall" of vegetation between the roads and the estate – a vertical space consisting of climbing plants</p>	<p>in 2019, which is likely to be the case for 2020. For more details https://www.barnet.gov.uk/environmental-problems/air-quality/air-quality-monitoring</p> <p>JSH – Highways response A406 North Circular Road and A1 Falloden Way are both roads controlled by Transport for London. LBB is not the Highway Authority for these roads and any requests regarding them would need to be made to TfL.</p> <p>A 20mph speed limit at Henlys Corner is not considered suitable for these major roads. We are aware that TfL have been considering some traffic management changes on A1 Falloden Way – but do not have up-to-date information regarding the progress of this.</p> <p>Further information regarding the suggested cycle hangar/cycle parking location would be helpful.</p> <p>We are not certain from the description given exactly where cycle parking is being requested. Is the request for facilities to provide parking for residents close to their homes, or to provide parking near facilities or for other purposes?</p>

	Issue Raised	Response
	<p>such as ivy, built on billboard-like structures.</p> <p>The construction of such a green wall around the estate would benefit residents and the council alike. The wall will be a landmark project showing that Barnet is leading the way in cutting atmospheric pollution in London. It will become a media attraction and will increase the value of property in Beaufort Park allowing the council to benefit from higher taxes. The successful model could be implemented along North and South Circular a strategic solution to reduce London air pollution.</p> <p>Green walls have already been installed in Barnet and the local authority already have established contacts with providers. Below are some alternative options.</p> <p>Other solutions already used in Barnet include simple physical barrier solutions – such as hard walls covered in ivy to capture some particulates and hedging. Such barriers have already been installed in Barnet alongside a school playground bordering the A41.</p> <p>A traffic barrier should be integrated with a pedestrian and cyclist approach to traffic management which aims to reintegrate Beaufort Park and its environs with the rest of the Suburb and with southern Finchley. The Beaufort Park Traffic Wall campaign proposes that:</p> <ul style="list-style-type: none"> • LBB should continue to press for the extension of the ULEZ to cover the A406 and A1. • An Air Quality Monitoring station should be set-up at Henlys Corner. • The speed limit on the A1 should be reduced from 40mph to 20mph at Henlys Corner. • Cycle lanes on the A1 should extend toward Market Place. • A cycle hangar facility should be installed opposite the cycle lanes at Henlys Corner, in concordance with The LBB AQAP, which recommends the provision of cycle parking. The hangar could use similar facilities to those provided in other boroughs – e.g. the London Borough of Lambeth. 	
13	<p>Issue: Cycle Lanes Submitted by: Mr M. Abandur</p> <p>Too many cycles lane, creating more traffic and pollution. Since the cycle lane have been out in the pollution has increased and traffic has increased.</p> <p>The Council to action: Remove the cycle lanes. Make the flow of traffic easier.</p>	<p>The A1000 cycle lane has been installed on an experimental basis following the Government's instruction to local authorities to implement immediate, short-term solutions to keep London moving through the COVID-19 pandemic by encouraging more commuters to use active travel.</p> <p>The introduction of cycle lanes along the A1000 feeds into the council's long-term vision for Barnet to make it a</p>

	Issue Raised	Response
		<p>better place for people to live, work and study. The strategy is focused on delivering sustainable growth, especially with regards to protecting the health and wellbeing of residents. The move towards increasing access to modes of active travels joins together three important strands of the council's strategy: the Air Quality Action Plan; Joint Health and Wellbeing Strategy; and the Children and Young People Plan.</p> <p>These plans, all aimed at improving the health and wellbeing of people of all ages, in part depend on a transport strategy that supports increased active travel and public transport, which can operate safely alongside road users in private motorised vehicles.</p> <p>As part of the review of the A1000 we will, of course, be monitoring impacts on air pollution and congestion and establishing how these can be mitigated, if necessary, within the overall objectives. For more details https://www.barnet.gov.uk/environmental-problems/air-quality/air-quality-monitoring</p>
14	<p>Issue: Vehicles using Bow Lane and Clifton Road as cut throughs Submitted by: Mark Sandler</p> <p>My issue is with vehicles (mainly cars and vans) that use Bow Lane and Clifton Road as cut throughs to avoid the A1000. The problems with this are i) that vehicles frequently drive too fast when the road is clear and ii) that at peak times, the roads can become blocked by the volume of vehicles. The first situation is clearly potentially dangerous, with several young families living here and with a school in Bow Lane. The second situation frequently leads to backed up lines of vehicles in both directions and angry honking from the drivers.</p> <p>The fact that the A1000 and Squires Lane are both 20 mph makes the limit</p>	<p>Investigation of engineering measures to address issues identified in the School Travel Plan (STP) for Our Lady of Lourdes School in Bow Lane is included in the current engineering work programme.</p> <p>Issues on Clifton Road or the northern part of Bow Lane are not explicitly identified, and neither is a 20mph restriction, although it may be considered if it helps to address the issues identified in the STP, especially given the proximity to another 20mph restriction.</p> <p>Personal Injury Collision data records a single collision in Bow Lane (and no injury collisions in Clifton Road) in the</p>

	Issue Raised	Response
	<p>of 30 on Bow Lane and Clifton Road all the more anomalous, and probably exacerbates the danger with fast driving. It is also quite likely that the new cycle lanes on the A1000 (of which I approve) will lead to more traffic trying to bypass it by coming down our road.</p> <p>The Council to action: Traffic calming measures to be installed, to include a speed limit of 20 mph, and preferably other measures to discourage cars from using these roads to avoid the A1000.</p>	<p>most recent three years period available. The recorded collision resulted in serious injury to an adult pedestrian. We do not have speed survey data for these roads.</p> <p>We are currently reviewing options associated with the cycle lane to improve traffic flow and discourage vehicles diverting to adjacent roads.</p> <p>We hope to reach a solution that will work for cyclists, motorists and the community at large. Once the congestion issue is resolved, traffic should stay on the High Road and should not be diverting onto adjacent side roads.</p> <p>We will also record the details of the wider concerns related to Bow Lane and Clifton Road so that these can be considered in future, alongside other scheme requests, for inclusion in appropriate work programmes, if the issues are not addressed through the current schemes.</p>
15	<p>Issue: Parked vehicles blocking views Creighton Avenue Submitted by: Alex Thorpe</p> <p>I am one of the residents of Ashlar Court, 270 Creighton Avenue. As I pull out of the drive way, either in my car or on my bike, my view of on coming traffic is blocked in both directions because of cars parked either side of the drive way. On a large number of occasions, I have experienced near misses. This is a serious accident waiting to happen.</p> <p>On a second issue, the hatched markings leading up to the zebra crossing just before the junction on to the High Road are permanently covered by parked vehicles. This covers the road markings warning drivers of the crossing. This crossing is regularly ignored or not seen by drivers.</p> <p>Finally, at least one of the cars parked on the hatched markings has been in the same place for in excess of 2 years (perhaps longer). It is broken down</p>	<p>With reference to item 5, once agreement has been made, we will include Creighton Avenue as part of the wider consultation area to understand the parking issues.</p> <p>The request to address the safety issues at the Zebra crossing will be dealt with as a priority issue and subject to agreement at this forum Officers will respond to the applicant providing a timeline as to when waiting and loading restrictions would be introduced. The waiting restrictions will be extended on the Northern side from the pedestrian crossing to the multi vehicular access of Ashlar Court / East Finchley Baptist Church.</p> <p>On the south side the waiting restrictions will commence from the pedestrian crossing to the access roads to the rear of properties 212-222 High Road N2.</p>

	Issue Raised	Response
	<p>and filled with rubbish.</p> <p>The Council to action: To make it illegal to park in the hatched markings (or change the markings altogether).</p> <p>To increase the distance away from the drive way to Ashlar Court where cars are permitted to park, ensuring it is safe to pull out. To remove the broken down car.</p>	<p>The scheme will significantly improve forward visibility for the pedestrians and motorists at this crossing point and will enable the Council to issue a PCN to any vehicle observed parked in contravention.</p> <p>To remove the broken-down car, the petitioner should contact the Parking Client Team (parking.clientteam@barnet.gov.uk); following which we will make arrangements to inspect the vehicle and remove if necessary.</p>
16	<p>Issue: Cycle Storage East Finchley Submitted by: Alex Thorpe</p> <p>With the increased encouragement to cycle, I wondered if you would consider the instalment of Bike Hangers, secure on street bike storage? You will have noticed these popping up throughout London over the past few years. Although I am no expert on them, my understanding is the following: They are the size of roughly 0.5 of a car parking space. They store around 10 bikes each. Each bike space is rented from the council for around £15 - £30 per year. Each renter is allocated a specific space within their specific hanger and only those renters have access to that hanger via a key.</p> <p>I can see from Haringey Council's website that they have already installed 93 Bike Hangers. Waltham Forest have 430 hangers plus an additional 500 covered and secure (with CCTV and fob keys) bike spaces. These by no means meet the demand of their communities.</p> <p>I know one of my main reservations prior to purchasing my bike was about storage. I currently have to store my bike inside my flat, something that is far from ideal. I know I won't be the only person in this position.</p> <p>The Council to action: To invest in covered, secure and protected cycle storage in East Finchley. These could be dedicated CCTV covered enclosed spaces or the highly popular Bike Hangers.</p>	<p>In order to take a request for an on-road bike hangar forward the Council would need requests to fill the 6 spaces within a bike hangar.</p> <p>There would be an annual charge to store a bicycle in the bike hangar to cover the maintenance of the bike hangar and membership e.g. distribution of keys to residents, administration, etc. This is £72 per year, payable directly to Cyclehoop Ltd, who supply, install and maintain the bike hangar, as the Transport for London capital funding used to purchase and install the bike hangar cannot fund ongoing costs charged by Cyclehoop Ltd such as those mentioned. These costs therefore need to be covered through the annual rental of a space within the bike hangar by local residents. At present this TfL capital funding is not available but when it becomes so again the Council can progress the process described below when it receives 6 requests for a bikehangar in one area.</p> <p>A bike hangar in a residential area would be subject to local ward Councillors approval, a parking survey and if in a CPZ (Controlled Parking Zone) area would be subject to a statutory consultation with residents or an informal consultation with local residents if not in a CPZ area.</p>

	Issue Raised	Response
17	<p>Issue: Traffic issues Long Lane Submitted by: Lucy Hynes</p> <p>Issues on Long Lane (East Finchley) with speeding cars and parking causing blockages at key points. This has gradually got worse made even more so by the new cycle lane on the High Road which has resulted in more cars using Long Lane as a cut through. It used to be fairly easy to park on Elmfield Road but now it's really tricky. People park right up to the corner of Long Lane and on the corner of the other end and in recent weeks we've had a resident's car written off and cars have had wing mirrors knocked off. With the number of vans and lorries in the area it can be really hard to turn into or out of Elmfield Road. The area near Long Lane supermarket/Trinity Road is also a pinch point where cars get stuck. There constant horns beeping, road rage, people having to reverse down narrow roads with cars parked either side. It would help to have double yellow lines on the street corners to make it safer to turn in and out of roads. The situation has also been made worse by the introduction of permit parking on Leopold Road. The area also has a garage, gym and two children's nurseries all of which have an impact on traffic and parking. The corner of King Street and Church Lane is also problematic and it's where a lot of The Archer school children and Martin Primary children cross the road.</p> <p>The Council to action: Monitor traffic levels, introduce parking restrictions on street corners, create crossings, consider introducing some lay-bys on Long Lane which would be safe spots for cars to pull over and let drivers past. Look at negative impact of cycle lanes on High Road and across the North Circular on traffic and changing driving habits.</p>	<p>The Council has identified Long Lane and surrounding roads as an area to carry out an informal consultation, to understand the parking problems that residents and businesses are currently encountering.</p> <p>We would also investigate and review the waiting restrictions at the junctions with Long Lane.</p> <p>Officers intend to work closely with the Ward Cllrs in the New Year to determine a sensible consultation area based on local knowledge, historic complaints and requests for parking controls in uncontrolled areas. Council Officers would report to the resident / customer and inform them of the next steps.</p> <p>We are aware of congestion issues along High Road that are adding to concerns in Long Lane and are currently reviewing options to improve the situation to prevent vehicles diverting to adjacent roads.</p> <p>We hope of reach a solution that will work for cyclists, motorists and the community at large. Once the congestion issue is resolved, traffic should stay on the High Road and should not be diverting onto Long Lane and the adjacent side roads.</p> <p>The conditions will also be affected by higher levels of traffic at certain times, quite apart from any impacts from the cycle lane on the A1000. This is because public transport use is constrained by Covid-19 but school travel and other travel has still been taking place.</p> <p>We would encourage anyone who can to travel locally on foot or by cycle to reduce the level of traffic on the roads generally.</p>

	Issue Raised	Response
18	<p>Issue: Various Submitted by: Mr Levy</p> <p>[1] At least one of the Covid-19 emergency lane restrictions in the Borough is very cycle-unfriendly. Namely, the whole lane removal on Finchley Road from Rodborough Road approaching the Golders Green gyratory system, which leaves a single lane with a near-vertical left-hand wall created by the temporary barrier. Understandably this was introduced at short notice, but it means road users are distanced by over 3m from most pavement users, and the single walled-up lane can be tight for cyclists. Most local authorities have tried to improve things for cyclists in the emergency changes, and central Government Tier 4 guidance is to walk or cycle where possible.</p> <p>Please can this lane restriction and any similar in the Borough now be adapted to be more cycle-friendly, at the very least if by moving the barrier 1m toward the pavement?</p> <p>[2] High street charity shops often put out, with or among their rubbish, items such as televisions, mobility aids (mainly metal), furniture and books, which variously can or should be reused, recycled or go to specialist disposal.</p> <p>(i) Is everything they leave at the kerbside disposed of as residual waste by the waste collection service regardless, or is any segregated for alternative handling?</p> <p>(ii) During periods when charity shops have been closed due to the current emergency, are items left outside their doors that are removed ALL disposed of as residual waste regardless, or are any segregated for alternative handling?</p> <p>[3] (i) I haven't received any acknowledgements to the many local street fault reports I have made in the last few months via Fixmystreet. Is Barnet still receiving, accepting and in the main acknowledging reports made via Fixmystreet or other third party sites, if any?</p> <p>(ii) In the January 2017 Forum, item 20 I raised certain issues about different difficulties encountered reporting problems to the Council, whether I used the Report-a-problem form or Fixmystreet. The Response stated that improvements to both routes would be considered as part of a forthcoming Customer Transformation Programme (CTP). However I continued to encounter the following difficulties:</p>	<p>[1] The suggestion has been reviewed by Council officers and consulted with ward members. It has been agreed to make an appropriate reduction in the amount of the carriageway width taken by the barriered area which still maintains enough space for meaningful pedestrian use of the additional space. It is felt there remains an ongoing need for the social distancing space near the post office and bank. To ensure drivers do not attempt to use the road space for two lane driving, which it would not be adequate for, it will have a marking as an informal cycle lane placed on the road. This will be actioned within January 2021.</p> <p>[2-3] Officers will provide a written response within 20 working days.</p> <p>[4] The previous proposed solution to resolve the water ponding over the drop kerb of the zebra crossing on Golders Green Road, at the junction with Woodstock Avenue has been reviewed. It has been determined that a more effective solution would be to install a new road gully to capture this water. We anticipate that this work will be completed in the first quarter of the 2021/22 financial year.</p>

	Issue Raised	Response
	<ul style="list-style-type: none"> • With Fixmystreet, when I was last receiving acknowledgments to Highways problem reports I made, if I had reported several issues in quick succession there was usually nothing to say which issue each reference number referred to. • Use Report-a-problem without logging in with MyAccount, and there is nothing to indicate if a problem has already been reported. • Use Report-a-problem and log in with MyAccount, then when I get to the map displaying pins the webpage stalls like mad, yet it still does not show if the problem has already been reported, as was claimed in the 2017 Forum Response. I cannot get it to display any info behind the pins. The stalling is a severe deterrent to logging in (tried with Chrome browser). <p>I note that since that Forum the Description field in Report-a-problem has been lengthened to 500 chars, but has anything else been changed under or since the CTP?</p> <p>(iii) Are there any further plans to improve any of the three options listed?</p> <p>(iv) Roughly what proportion of online combined road, pavement and environmental problem reports to the Council are made via Report-a-problem and what proportion via Fixmystreet, or alternatively is more detailed data on this subject presented anywhere?</p> <p>[4] Pursuant to item 14 of the January 2020 Forum concerning storm water pooling over the drop kerb of the Golders Green Road zebra crossing by Woodstock Avenue, and over the drop kerb to cross Woodstock Avenue from the same corner. The Response spoke of re-profiling work planned for February 2020; this appears not to have happened as the problem is apparently unchanged.</p> <p>(i) Please may we have an update?</p> <p>(ii) If any of the works have been shelved indefinitely then please can you supply an up-to-date cost estimate for those works, so this could be proposed for an Area Committee grant?</p>	
19	<p>Issue: Lack of Parking restrictions Long Lane junctions and litter on Long Lane Submitted by: Chris Weights</p>	<p>The Council has identified Long Lane and surrounding roads as an area to carry out an informal consultation, to understand the parking problems that residents and</p>

	Issue Raised	Response
	<p>1. Lack of parking restrictions</p> <p>I live at the end of terrace on Long Lane meaning the side of my property runs down New Oak Road. Aside from the messy and irregular parking (on the pavement) which cars do on New Oak Road, blocking the pavement width for some, the main issue is one of the lack of road markings to restrict parking at these junctions. The corners of these junctions do not restrict parking at all, so either residents' or visiting cars or vans (often tall, wide trades vehicles visiting for the day/week) park right up to all corners (both Long Lane and New Oak Road) and dramatically reduce / eliminate visibility for cars turning into and out of these junctions. It happens every single day, and when combined with speeding vehicles in Long Lane, makes pulling out a huge risk that reliably often results in accidents. That's no exaggeration. I have sat and watched cars have accidents, at one point two separate car accidents in the space of 15 mins, because of this.</p> <p>Some simple paint markings for a few metres along both streets at these corners would make these safer without materially restricting parking availability which is already in good supply. These steps will otherwise only be taken once a serious accident happens as a result of the current setup.</p> <p>2. The litter on Long Lane at said road junctions</p> <p>The streets in this area, both the roads themselves and also the pavements are very heavily littered and this takes a long time to be resolved. It is unsightly, unhygienic and in some cases dangerous, with broken and large shards of glass often being found.</p> <p>This issue is not confined to Long Lane and it's surrounds - it is an issue all over East Finchley - but possible more so in residential areas.</p>	<p>businesses are currently encountering.</p> <p>We would also investigate and review the waiting restrictions at the junctions with Long Lane.</p> <p>Officers intend to work closely with the Ward Cllrs in the New Year to determine a sensible consultation area based on local knowledge, historic complaints and requests for parking controls in uncontrolled areas. Council Officers would report to the resident / customer and inform them of the next steps.</p> <p>We do not have up to date speed survey information for this part of Long Lane. Historic surveys suggest relatively low speeds, and the congestion issues mentioned elsewhere will tend to limit speeds, however we appreciate speeds may still feel too fast for the conditions.</p> <p>The most recent three-year collision data identifies three personal injury collisions in the part of Long Lane between Squires Lane and Church Lane. One collision involved two cars, one a car and a motorcycle and one a car and a van. Two are self-reported and have limited detail available (including in relation to the exact location). The third is recorded as being close to the North Circular Road bridge.</p> <p>The presence of the Fire Station will affect the types of measures that might be suitable for the road, but the Forum may wish to ask the Area Committee for funding for vehicle activated signs, or a feasibility study to consider vehicle traffic calming measures or other restrictions to address the speed concerns raised.</p>
20	<p>Issue: Traffic calming measures Long Lane Submitted by: Lucy Kavanagh</p>	<p>The Council has identified Long Lane and surrounding roads as an area to carry out an informal consultation to</p>

	Issue Raised	Response
	<p>Please could we look at having some traffic calming measures put into long lane N2. There are no yellow lines so people park on the corner of junctions making it hard to get out. Particularly if it's a van which it often is. But what is worse is angry aggressive drivers pelting down what is a very narrow lane when I am walking my daughter to school. I often fear she, or another child will be hit by a speeding car on Long Lane I have lived here since 2012 and have seen the driving and traffic get progressively worse. I am terrified every time my daughter crosses the road to get to school. There is no safe place to cross and drivers simply don't think about pedestrians on that road.</p>	<p>understand the parking problems that residents and businesses are currently encountering.</p> <p>We would also investigate and review the waiting restrictions at the junctions with Long Lane.</p> <p>Officers intend to work closely with the Ward Cllrs in the New Year to determine a sensible consultation area based on local knowledge, historic complaints and requests for parking controls in uncontrolled areas. Council Officers would report to the resident / customer and inform them of the next steps.</p>
21	<p>Issue: Speeding Long Lane Submitted by: Gerard Kelly</p> <p>Speeding on Long Lane n3 is crazy. I bought up the problem with neighbours and councillors in area and all agree speed limit needs to be lowered and possible traffic controlling that could work with the Fire Station. I live in between the fire station and Squires lane, it's scary how fast some cars come down Long Lane and there are so many work vans on corners we can't see crossing the road. Also traffic lights at Squires lane meeting Long Lane cause so much problems/noise/backed up traffic as no one know who has the right of way to turn.</p> <p>The Council to action: Lower speed limit Speed bumps Speed camera Double yellow lines at corners where vans park Organise light system better</p>	<p>The Council has identified Long Lane and surrounding roads as an area to carry out an informal consultation to understand the parking problems that residents and businesses are currently encountering.</p> <p>We would also investigate and review the waiting restrictions at the junctions with Long Lane.</p> <p>Officers intend to work closely with the Ward Cllrs in in the New Year to determine a sensible consultation area based on local knowledge, historic complaints and requests for parking controls in uncontrolled areas. Council Officers would report to the resident / customer and inform them of the next steps.</p> <p>We do not have up to date speed survey information for this part of Long Lane. Historic surveys suggest relatively low speeds, and the congestion issues mentioned elsewhere will tend to limit speeds, however we appreciate speeds may still feel too fast for the conditions.</p> <p>The most recent three-year collision data identifies three</p>

	Issue Raised	Response
		<p>personal injury collisions in the part of Long Lane between Squires Lane and Church Lane. One collision involved two cars, one a car and a motorcycle and one a car and a van. Two are self-reported and have limited detail available (including in relation to the exact location). The third is recorded as being close to the North Circular Road bridge.</p> <p>The presence of the Fire Station will affect the types of measures that might be suitable for the road, but the Forum may wish to ask the Area Committee for funding for vehicle activated signs, or a feasibility study to consider vehicle traffic calming measures or other restrictions to address the speed concerns raised. Speed cameras are not a measure we are able to implement.</p> <p>The traffic signals operate in a fairly standard arrangement, with opposite arms of the junction running together. This can make right turning more difficult than when they are signalled separately, but separate signals, especially in a constrained location such as this, would take up additional time that would lead to additional delays. We will nevertheless discuss with TfL (who maintain and carry out day-to-day operation of the signals, whether there are possible adjustments that might be feasible).</p>

Contact: Email: f&gg.residentsforum@barnet.gov.uk

Salar Rida, Governance Service, Assurance Group, London Borough of Barnet, 2 Bristol Avenue, Colindale, London NW9 4EW

Future meeting dates:

Wednesday 3 March 2021, 7pm (venue TBC)

Issues must be submitted to the Governance Service (f&gg.residentsforum@barnet.gov.uk) by 10.00am on the 5th working day prior to the meeting.