

FINCHLEY & GOLDERS GREEN RESIDENTS FORUM

WEDNESDAY 6TH JANUARY, 2021

AT 6.00 PM

Chairman: Councillor Jennifer Grocock
(Chairman),

Vice Chairman: Councillor John Marshall
MA (Hons) (Vice-Chairman)

Governance Services contact: fandgg.residentsforum@barnet.gov.uk

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

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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

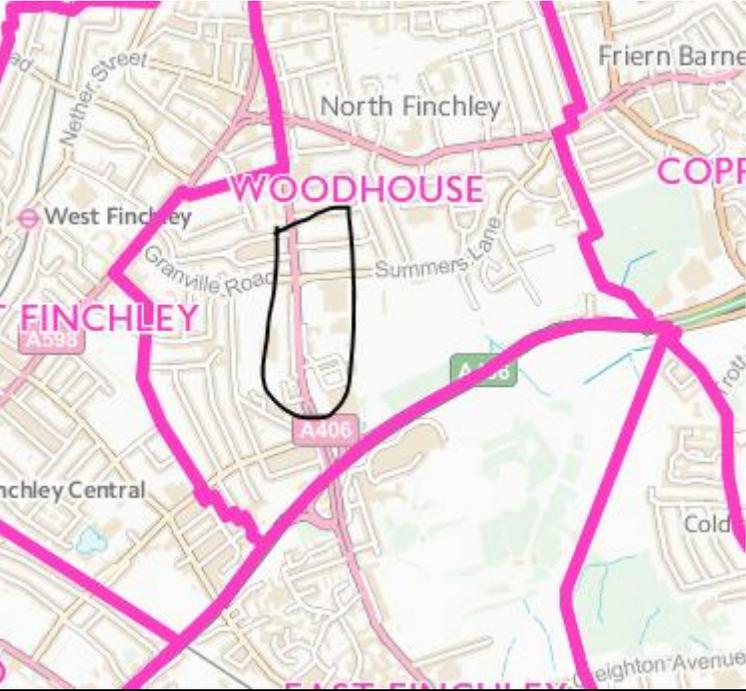
| | Issue Raised | Response |
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| 1 | <p>Petition: To slow down the Traffic on Cricklewood Lane (Child's Hill) in the interest of Public Safety Lead Petitioner: Mr Roman Mlynarczyk Number of Signatures: 26</p> <p>We the undersigned petition the council 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> | |

AGENDA ITEM 1

| | Issue Raised | Response |
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| | <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> | |
| 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> | |

| | Issue Raised | Response |
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| | <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> | |

| | Issue Raised | Response |
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| | <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> | |
| 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> | |

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| | <p>space for segregated lanes and they are empty most of the time. <i>(map of worst affected congested area below)</i></p>  | |
| 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> | |

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| 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> | |
| 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 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</p> | |

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| 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 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> | |

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| | <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> | |
| 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</p> | |

| Issue Raised | Response |
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| <p>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 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:</p> <p>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> | |

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| | <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 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> | |

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| | <p>The Council to action: Remove the cycle lanes. Make the flow of traffic easier.</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 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> | |
| 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</p> | |

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| | <p>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 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> | |
| 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.</p> | |

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| | These could be dedicated CCTV covered enclosed spaces or the highly popular Bike Hangers. | |
| 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> | |
| 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-</p> | |

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| <p>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> <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 | |

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| | <p>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> <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>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</p> | |

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| | <p>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> | |
| 20 | <p>Issue: Traffic calming measures Long Lane Submitted by: Lucy Kavanagh</p> <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> | |
| 21 | <p>Issue: Speeding Long Lane Submitted by: Gerard Kelly</p> | |

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| | <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> | |

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.

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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

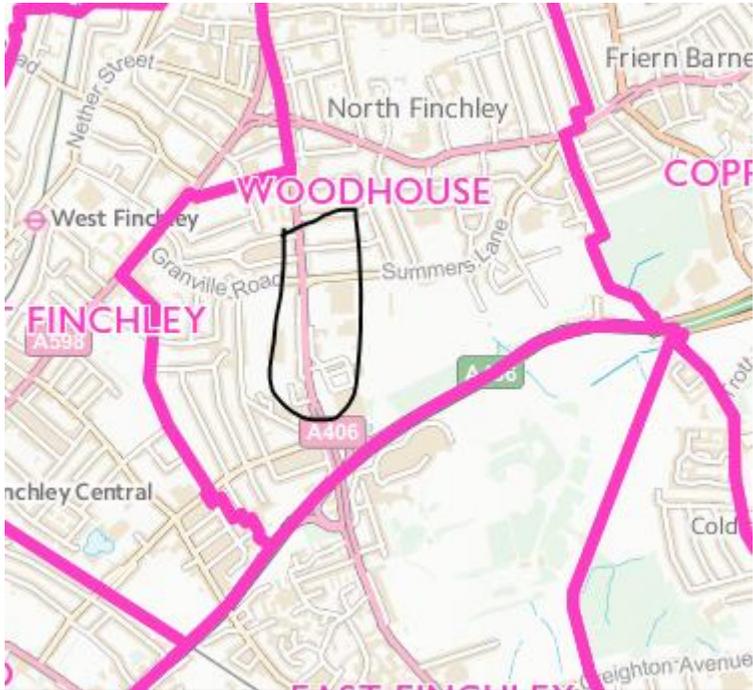
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| 1 | <p>Petition: To slow down the Traffic on Cricklewood Lane (Child's Hill) in the interest of Public Safety Lead Petitioner: Mr Roman Mlynarczyk Number of Signatures: 26</p> <p>We the undersigned petition the council to Cricklewood Lane is a busy 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) |

AGENDA ITEM 2

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| | <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) |

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| | <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) |

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| | <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 |

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| | <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> |

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| 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> |

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| | <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> |

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| | <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> |

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| | | <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> |

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| <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> |

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| | <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> |

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| | | <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> |

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| | <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> |

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| | <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 |
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| 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 |
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| | <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 |
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| | <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 |
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| | <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 |
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| | | <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.

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Beaufort Park Traffic Wall Campaign

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THE SITUATION AS IT STANDS

Beaufort Park is a 144 apartment private residential complex situated between Beaufort Drive, the A1 and the North Circular A406 road near Henlys Corner. Within close proximity of high achieving infant, junior and secondary schools and bus routes to Golders Green and East Finchley Underground stations, the community is an increasingly a residence of choice for young families and professionals, as well as being a long-term place of residence for retirees.

The removal of asbestos from the roofs of the buildings, a minimal rental cap and substantial improvements to the gardens and public areas on the estate, implemented by the new residents' management committee have seen the profile of the estate further raised. However attempts to improve conditions at Beaufort Park are severely compromised by proximity to the Henlys Corner traffic junction. This document explains how and why.

Henlys Corner is one of the busiest traffic junctions in London. Since the 1990s, the traffic volume at Henlys Corner increased four-fold, leading TfL to implement a new traffic management scheme in 2011. The scheme has helped the flow of traffic and improved street lighting and drainage. In this it has been successful. More than 94 000 vehicles passed through the junction each day in 2012 [1] and numbers have increased year on year since. Current projections are of in excess 150 000 vehicles a day [2]. However the road junction seriously impacts the health and wellbeing of the locals in and around the Beaufort Park community.

While residential areas around Henlys Corner and along the North Circular and A1 as a whole are shielded from traffic pollution and noise impact by a range of barriers, including hedging, brick walls and wooden barriers, the Beaufort Park estate is completely unprotected.



The A406 at Beaufort Park showing the absence of a traffic barrier



Beaufort Park seen from Henlys Corner showing the absence of a traffic barrier



Beaufort Park at the A1 showing the absence of a traffic barrier

Under the 2011 scheme, Barnet Council improved the woodland to the south of the junction as well as the Charter Way Green outside the Kinloss Finchley Synagogue. There were no measures to shield Beaufort Park residents. With no protection, extensive open areas and no high-rise blocks, the estate is one of the most acutely affected residential areas in London for atmospheric pollution. Residents, including many with young children are exposed to daily levels of traffic pollution well in excess of international, national and local safety levels. In December 2020 – the date of the production of this report, there are a large number of elderly people and families with children under 18 resident at Beaufort Park. These groups are the most vulnerable to respiratory diseases and the development of allergies caused or exacerbated by traffic pollution.

This is in contrast to areas in the immediately vicinity of the Beaufort Park as illustrated by the pictures below. The Western and Eastern stretches of the North Circular Road A406 immediately to the North of Beaufort Park are shielded from traffic pollution by a wall, fences and both trees and hedges.

On the A1 immediately to the East of Beaufort Park, homes on Gloucester Drive are shielded by extensive privet hedging and tall trees. Those on Addison Way are shielded by tall trees and the vegetation in the Mutton Brook Green walk park.



The Western A406 looking North opposite Beaufort Park showing a traffic pollution barrier and fencing



The Eastern A406 looking North opposite Beaufort Park showing a traffic pollution barrier and fencing



The A1 looking East immediately adjacent to Beaufort Park showing a traffic pollution barrier and fencing between the A1 and homes on Gloucester Drive



The A1 looking south, opposite Beaufort Park showing a traffic pollution barrier on the edge of Mutton Brook

Homes on Tillingbourne Gardens and Edge Hill Avenue diagonally opposite Beaufort Park at Henlys Corner are shielded by a brick wall, tall fencing and tall trees.



The traffic pollution barrier on Henlys Corner protecting Tillingbourne Gardens and Edge Hill Avenue

This situation is worsening year by year. It is set to worsen acutely in the next two years: with the construction of Peter Barber Architects' Beechwood Mews – a new residential complex of 97 homes on the A406 between Beechwood Avenue built as part of the GLA small sites programme [3]. This will act as a wall to pollution on the west side of the North Circular, funnelling more traffic pollution into the Beaufort Park Estate. The construction of these new buildings has already led to a marked rising in the levels of particulate dust within Beaufort Park residences and the traffic noise, echoing of the walls of the new Peter Barber development has greatly augmented.



Beechwood Mews construction site opposite Beaufort on the A406

On 25th October 2021, the Ultra Low Emission Zone will be expanded to include the area up to the North Circular Road (from the Congestion Zone). Vehicles must meet strict emission standards to drive in the central London ULEZ area. There will be no such restrictions on the North Circular Road, where polluting vehicles will congregate, worsening the situation for the residents of Beaufort Park.

The impact of traffic pollution on public health is well-documented and is laid-out in more detail further on in this report.

The impact of the junction on community life is also severe and has been an ongoing issue for many decades, with Beaufort Park residents and their neighbours cut-off from local facilities. A lack of traffic speed control compromises driver and pedestrian safety.

Well-situated for city commuting and sitting within the catchment area for Brooklands, Garden Suburb school and the Archer Academy, Beaufort Park has over the last decade increasingly becoming a home to young professionals and families with children. Their health and well-being should not be prejudicially affected by a failure to address what continues to be an on-going problem. The local community have raised the lack of an integrated approach to the management of traffic and vehicle pollution on the North Circular and A1 and the health and well-being of local residents with Barnet Council for 50 years (see Section 3), on numerous occasions. The **Traffic Wall campaign** aims finally to resolve this issue, presenting the problem clearly and analytically.

THE IMPACT OF TRAFFIC POLLUTION ON HEALTH

There is increasingly powerful evidence that pollution from exhaust fume gases and particulates have severe impacts on the health of those exposed. The evidence is incontrovertible. Further research has demonstrated a link to vehicle emissions and the spread of Covid-19.

In January 2016 the World Health Organisation declared a public health emergency relating to urban air pollution. Their report concluded that there are now 3.3 million premature deaths every year from air pollution, about three-quarters of which are from strokes and heart attacks [4]. Maria Neira, head of public health at the WHO stated that “Air pollution leads to chronic diseases which require hospital space. Before, we knew that pollution was responsible for diseases like pneumonia and asthma. Now we know that it leads to bloodstream, heart and cardiovascular diseases, too – even dementia. We are storing up problems. These are chronic diseases that require hospital beds. The cost will be enormous.”

A 2016 report from the European Environment Agency (EEA) concluded that pollution was the “single largest environmental health risk in Europe responsible for more than 430 000 premature deaths.” The report specifically singled out vehicle emissions as the key contributing factor to the negative effects on health from ambient pollution, stating “The most problematic pollutants affecting human health are particulate matter (PM), ground-level ozone (O₃) and nitrogen dioxide (NO₂).” [5] All these are produced by vehicles.

The problem is particularly acute in London. In ‘Understanding the Health Impacts of Air Pollution in London’, a study commissioned by the Greater London Authority and TfL, researchers from King’s College estimated a total of 9,416 premature deaths attributable to air pollution over a single year, with 3,537 associated with PM_{2.5} particulates (from diesel engines) and 5,879 from exposure to engine-produced NO₂. The group concluded that:

“London suffers with the worst air pollution in the UK and some of poorest in Europe.” [6]

A ten-year study examining the impact of exposure to vehicle pollution on London’s streets conducted by scientists from King’s College London, Queen Mary University of London and the University of Edinburgh and published in the Lancet last year demonstrated that children growing up in areas of high vehicle emission exposure are at risk of developing lifelong breathing disorders. The study concluded that ‘significant’ improvements will be needed to protect children’s health.

2,164 children aged 8-9 were enrolled into the study from 28 primary schools in London situated in areas which fail to meet current EU nitrogen dioxide limits. The research team monitored children’s health and exposure to air pollutants over five years. Findings suggested that children exposed to air pollution showed significantly smaller lung volume (a loss of approximately 5% in lung capacity). This was linked to annual exposures of nitrogen dioxide (NO₂) and other nitrogen oxides (NO_x), and particulate matter (PM₁₀), all of which are most strongly present in diesel emissions. [7]

These health costs are at their most acute around the Beaufort Park estate.

A report on Air Quality Information for Public Health Professionals focusing on the London Borough of Barnet, published by the GLA in 2012 identified eight Air Quality Focus Areas within the borough. These were areas selected by the GLA as having “the most potential for improvements in air quality within the Capital” and selected through an analysis of

Baseline air quality for NO₂ and PM₁₀ by 20m grid resolution

- Locations where air pollution limit values have been exceeded
- Level of human exposure
- Local geography and topography
- Local sources of air pollution
- Traffic patterns
- Future predicted air quality trends [8].

These eight areas included Henlys Corner near Beaufort Park. Of all eight areas of concern, Henlys Corner had by far the largest percentage of heavy goods vehicles – which produce the most dangerous of all vehicle emissions for human health. See figure on [9]

According to data obtained by the BBC from the globally respected MappAir Global Air Quality API index, levels of vehicle pollution on the North Circular Road outside Beaufort Park range between moderately and heavily polluted. Areas with this profile are likely to exceed recommended WHO limits mean legal EU limits and occupy just 1 in 635 GB postcodes, mostly in city centres or immediately near to motorways.

In 2017, the London Borough of Barnet published The London Borough of Barnet Air Quality Action Plan 2017-2022 (AQAP) which concluded that the EU annual mean objective for NO₂ and Particulates “is being exceeded” in a number of locations in the Borough, including Henlys Corner.

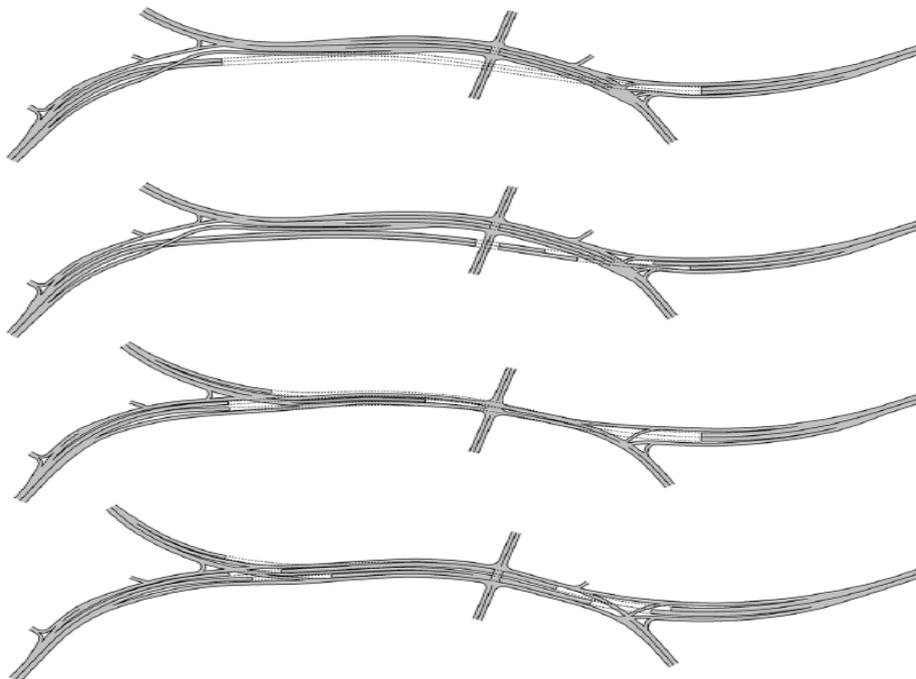
In printed maps in AQAP report the North Circular Road outside Beaufort Park is shown as having one of the highest levels of annual mean concentrations of NO₂ and PM particulates, in Barnet. Henlys Corner is specifically identified as an Air Quality Focus Area [10].

The situation has only been made worse by the Covid-19 pandemic. There is mounting evidence that transmission of the virus is exacerbated or even facilitated by particulate pollution. A 2020 paper published in the Science of the Total Environment academic journal undertaken at Martin Luther University Halle-Wittenberg, Germany examined the impact of atmospheric NO₂ on Covid-19 mortality, establishing a strong correlation [11]. A separate 2020 study published looked at particulate emissions pollution in the US and found that even small increases in levels in the years before the pandemic were associated with far higher Covid-19 death rates. Researchers at the Harvard TH Chan School of Public Health in Boston, analysed air pollution and Covid-19 deaths up to 4 April in 3000 US counties, covering 98% of the population, finding that an increase of only 1µg/m³ in PM_{2.5} particulates was associated with a 15% increase in the Covid-19 death rate [12].

THE HISTORY OF THE PROBLEM & AFFECT ON THE LOCAL COMMUNITY

The problem of the relationship between Beaufort Park and the North Circular / A1 at Henlys Corner has its roots in a community related issue dating back decades. Henlys Corner junction was initially designed as part of the Barnet Bypass, which opened in 1928. In 1967, the junction was expanded from a dual carriageway to a three-lane highway in each direction. This was further expanded under the Mayor of London scheme, completed in 2011.

In the 1970s protests led to the first plans to improve the junction, reuniting Regent's Park Road with Beaufort Park and improving the coherence and life quality of the community date from this period when authorities first proposed building a tunnel under Henlys Corner. In 1979 four options for tunnels of different sizes and lengths were put to consultation and an exhibition held at a local church. A design featuring the third model shown below) was favoured at the time but the plans once again came to nothing. In the 1980s following repeated complaints by Beaufort Park residents the council offered to install double glazing in the Beaufort Park houses in order to attempt to cut down atmospheric and noise pollution (see attached letter). The plan was rejected as it did not solve the underlying problem. In the same decade the Department of Transport proposed constructing a cut through the park land around Mutton Brook carrying traffic from the North Circular, allowing Henlys corner just to serve Finchley Road and the A1, and once again with the aim of improving life for the residents living around Henlys Corner and in particular those in Beaufort Park. The land was purchased to facilitate the project but plans were again shelved in the 1990s.



Tunnel Proposals for Henlys Corner, late 1970s

Since the 1990s the traffic volume passing over Henlys Corner has increased more than four-fold. This led to TfL developing a scheme to improve capacity and traffic flow in 2011. While this scheme has helped traffic flow it has done nothing to improve life for local residents or re-integrate a divided community, with those in Beaufort Park being the worst affected. The tunnel proposals would have addressed this issue. The underlying problem and the original reason for improving the roads – dating back to the 1960s was not (and still has not been) addressed and

residents of Beaufort Park remain the worst affected.

Since the creation of the Barnet Bypass locals have complained that the road has completely divided what was once a coherent community. This has been particularly troubling for residents of Beaufort Park and the adjacent areas of the Garden Suburb. The council has failed to address residents' complaints for 45 years and improve community life for residents. As traffic has increased since 2011, the community has become ever increasingly constrained 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.

Access between Beaufort Park and the northern Garden Suburb involves navigating the A1 through the Henlys Corner crossing while passage between the eastern Garden Suburb and the western, Finchley side of the junction is restricted to traffic light crossings and a pedestrian bridge at Clandon Gardens. The former involves a long detour north, the latter a series of hazardous crossings. The Beaufort Drive road, which connects the A1 and the A406 is increasingly used as a "rat run". The speed limit on the A406 after Henlys Corner Navigating the roads is difficult, unpleasant and increasingly dangerous for local residents. The speed limit on the A1 heading east from Henlys Corner is 40mph. On the North Circular the speed limit is 40mph, increasing to 50mph at the northern end of Beaufort Park. Speeding is common and the junction is the site of frequent accidents. In 2018 there were eight fatal and serious collisions on the A1 and A406 within 150 metres of Beaufort Park. [13]

The situation is particularly difficult for elderly residents who have trouble negotiating the fast roads, the steep bridge and the crossings. Since 2017, there have been three pedestrian road fatalities on the A1 and A406 around Henlys Corner [14], including the death of a 96-year-old woman attempting to cross the A1 between Beaufort Park and Hamsstead Garden Suburb [15]. The 2017 figures around Henlys Corner account for just over 2.5% of all the pedestrian deaths on London's roads in that year [14].

The junction is as divisive as it is dangerous. Locals are cut off from easy access to retail outlets and important community centres, many of which are congregated in South Finchley and around Regent's Park Road or in the Garden Suburb, nurseries like Stay and Play, schools like Garden Suburb, Henrietta Barnett, Chalgrove, St Theresa's Catholic Primary, the Akiva School, Pardes House and The Hasmonean. Locals are separated from leisure areas like Mutton Brook and Northway gardens, together with synagogues including the New North London Synagogue, the Finchley United Reform, the Finchley Progressive and the Reform Synagogue of Great Britain, churches including St Jude, St. Philip The Apostle, St Mary-at-Finchley and Church End Baptist Church and cultural centres including the Sternberg.

Access to key locations in the immediate vicinity of Beaufort Park – for those coming from Finchley – are also seriously compromised, most notably to Brookland Junior, Infant and Nursery schools and Christ College. The lack of easy pedestrian access has resulted in many parents collecting their children from the Brooklands schools by car, causing serious traffic congestion on Hill Top, Brookland Rise and Brookland Hill.

In 2014 TFL launched the first ever pedestrian action plan for London. Four of the key targets of the action plan were as follows:

1. "To lead the way in achieving a 40 per cent reduction in the number of people killed or seriously injured on the Capital's roads by 2020 – with a longer term ambition of freeing London's roads from death and serious injury.

2. To prioritise safety of the most vulnerable groups – pedestrians, cyclists and motorcyclists – which make up 80 per cent of serious and fatal collisions.
3. To provide substantial funding for road safety, invested in the most effective and innovative schemes.
6. To work in partnership with boroughs and London’s road safety stakeholders to spread best practice and share data and information.” [16]

The report stated that “walking binds London’s transport system together, integrating our extensive public transport network with the Capital’s streets and public spaces. It performs a critical role to those living in, working in or visiting London by performing the first and last leg of almost every trip made.... Walking is an ideal way to move around London for short trips, and as a leisure activity it is a great way to enjoy the city – and it is beneficial to your health.” [16]

The London Borough of Barnet’s AQAP 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.” [10]

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.

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. It is a problem which is costing lives.

AIR QUALITY TARGETS FOR BARNET AND LONDON

The London Borough of Barnet AQAP, states in its introduction that “The London Borough of Barnet is committed to reducing the exposure of people to poor air quality in its Borough in order to improve health.” The report also proposes in Action 18, campaigning to extend the ULEZ over the whole of the Borough of Barnet, something The Traffic Wall campaign welcomes. [10]

The report also identifies targeted actions in six broad topics, the fifth of which is “Localised solutions” explicated as seeking to “improve the environment of neighbourhoods”. The report specifically identifies the “planting of green barriers and vegetation”. [10] In the following section of this document, The Traffic Wall campaign presents some proposals which accord with this strategy, as well as some other possible solutions which would have a great impact on the health and wellbeing of the residents of Beaufort Park.

The London Borough of Barnet’s Green Infrastructure Planning Document [17] specifically cites “built structures such as living roofs and walls, bird and bat boxes, roost sites” as components of the Borough’s strategy to improve the local environment. The document further states that it seeks to “ensure that this is the first generation to leave the environment in a better state than when we inherited it”, coordinating with a nationwide “comprehensive 25-year Environment Plan charting how improvements to the environment will be made.” [17] The report proceeds to state that “Delivery needs to be targeted where there is the greatest need and the greatest benefit can be secured by projects.”

Section 5.5.4 of the Planning Document specifically states the following:

“In his draft Environment Strategy, the Mayor states that there is a significant opportunity to increase the amount of new green infrastructure in parts of London subject to major regeneration programmes. This can be achieved through improving existing and planning new green infrastructure that is better connected and integrated into the built environment. The Council recognises that investment in GI can be the catalyst for and supporting factor in the wider regeneration of an area. Economic growth resulting from investment in GI can lead to higher levels of employment and lower levels of crime. The economic benefits of green infrastructure are becoming increasingly known with a growing body of evidence demonstrating the links between sustained economic growth and green infrastructure. GI projects that are integrated with other projects or strategies, such as urban regeneration, are likely to provide more benefits, faster, in addition to being more likely to be well maintained in the future. Well-designed and maintained green space or GI can add to the aesthetic setting of an area impacting on its attractiveness and local distinctiveness to prospective residents and businesses. This in turn leads to more inward investment, as well as attracting employees and customers. This is vital for the health of Barnet’s many District and Local Centres and contributes to the economic prosperity of the wider area.” [17]

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.

A traffic barrier

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.

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 such as ivy, built on billboard-like structures. According to a study published in the Journal of Environmental Science and Technology, green walls cut pollution by up to 30% [18]. Planting trees and hedges by contrast, reduces pollution levels by around 5%. Scientists at Imperial College in London, conducting research in conjunction with Nicola Cheetham (head of environment (surface transport) for Transport for London (TfL) have reached similar conclusions [19]. 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.

Green walls have already been installed in Barnet and the local authority already have established contacts with providers. Below are some alternative options.

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.

Traffic Management for atmospheric pollution

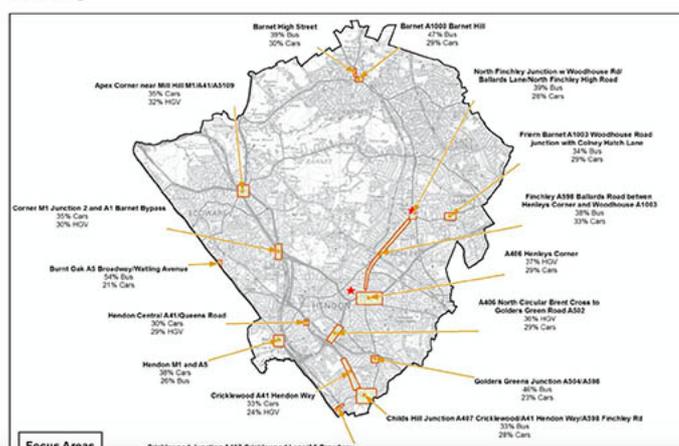
A traffic barrier should be integrated with a pedestrian and cyclist approach to traffic management which aims to reintegrate Beaufort Park and its environs with the rest of the Suburb and with southern Finchley. The Beaufort Park Traffic Wall campaign proposes that:

- 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 [10]. The hangar could use similar facilities to those provided in other boroughs – e.g the London Borough of Lambeth [20]. Such hangars are available through companies like Bike Dock solutions (bikedocksolutions.com).

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9. The image below shows the areas of GLA concern, (represented by a yellow area with description in yellow box). These areas are not necessarily situated at the same locations as the monitoring equipment (represented by a red arrow), the location of which was chosen for a number of reasons including ease of access. For original source see [8] above

Image 4 – LB Barnet Focus Areas and Air Quality Monitors, London Atmospheric Emissions Inventory



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