

EAST AREA COMMITTEE

RESIDENT ISSUES

Wednesday 29th June 2022, 7PM

Hendon Town Hall, The Burroughs, London NW4 4BQ

ISSUES TO BE CONSIDERED AT THE COMMITTEE

Issues must be submitted to Governance Service (EastAreaCommittee@barnet.gov.uk) by **10am on the fifth working day before the meeting.**

	Issue Raised	Response
1.	<p>Issue: Traffic Castle Road N12 Resident: David Shannon Ward: Woodhouse</p> <p>Details:</p> <p>I am writing on behalf of Castle Road residents with a very serious concern. Simply put, we want our street back and we want a sensible traffic management solution installed to achieve this. Castle Road is a residential street, but we are now inundated with a high volume of through traffic that is inappropriate for the area and causing poor air quality.</p>	<p>A feasibility study has been agreed through the Road Safety & Parking process.</p> <p>The study will include completing classified/speed survey and a point of origin-destination ANPR survey to understand the route of vehicles. Following the study Engineers will review the data and provide their recommendations.</p> <p>Engineers initial review confirms bollards will not be considered; they will review whether a one-way system could be introduced. This will be dependent on the data of the study and subject to</p>

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<p>Aside from the volume of vehicles, the concern is the way they drive. This is not their area and many do not respect it. Our local streets are simply a means to get where they want to quickly and the result has been a series of collisions and distressing incidents, the latest happened this weekend.</p> <p>In the last year alone, four vehicles parked on Castle Road were damaged by reckless through traffic drivers, also a brick wall has been destroyed (photo attached) and a resident racially abused by an impatient motorist while she was parking.</p> <p>I'm sure you are aware that traffic on London's local roads as a whole rose by 72% between 2009 and 2019. Much of this has been attributed to new technology, and with increased use of sat navs and apps like Google Maps and Waze, we've seen more and more traffic looking for short cuts along residential streets.</p> <p>I've attached the traffic counts on Castle Road and Grove Road from 2019 (gained by a Freedom of Information Request), which show very high levels traffic. Since the pandemic Castle Road and Grove Road have seen a significant further increase in traffic volumes from the use of our roads as a cut through.</p> <p>We call on Barnet Council to instigate a sensible traffic management system to give us our streets back, so they are again for residents, not people looking to avoid the traffic lights of Tally Ho junction.</p> <p>When I say sensible traffic management system, I do not mean speed bumps. We need something that reduces the volume of vehicles. Here are two suggestions for you that would eliminate the ability to use our</p>	<p>the usage of the existing town centre car park on Castle Road.</p> <p>The survey details are listed below:</p> <ul style="list-style-type: none"> • Point of origin survey with ANPR cameras - 1 weekday and 1 weekend day from 7am to 7pm • Traffic count/speed survey • Site investigation • Design • Chief Officer Decision report

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<p>streets as a rat run and would maintain access to the car parks on Castle Road and Stanhope Road:</p> <ol style="list-style-type: none"> 1. A traffic filter: place bollards on the carriageway on Grove Road just north of the junction of Castle Road and Grove Road. 2. One-way system: Castle Road one way (direction Tally Ho to Grove Road), Grove Road one way (direction Woodhouse Lane to Friary Park) and a no right turn from Friary Park onto the A1000. <p>Aside from drastically reducing the volume of through traffic vehicles, the schemes we suggest would result in most people driving in our area being local residents. The expectation is that local people would drive more conservatively in their own area and this would address our concerns about speed.</p> <p>A sensible traffic management system such as these would meet objectives of Barnet's Transport Strategy:</p> <p>Objective 4: Transport contributes positively to the health of the borough, by prioritising active travel and ensuring continued improvement in air quality.</p> <p>Objective 5: The road network and transport system in Barnet is safe and residents and visitors feel safe across all transport modes.</p> <p>It also works towards Vision Zero, Net Zero Carbon, growing active travel, which are all embedded in the strategy to meet these objectives.</p>	

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	<p>Barnet's strategy states it won't boost road capacity for motor vehicles because it doesn't work and there is no extra capacity possible (Transport Strategy, p29). But by allowing motorists to use technology to guide them through our residential streets in great number, what we have is a boost in road capacity by stealth, growing capacity on inappropriate streets. We certainly agree that boosting capacity doesn't work and it doesn't work for us when it's on our residential doorsteps and there are a slew of incidents and worsening air quality.</p> <p>We call upon the Council to: Reduce the volume of motor traffic on our street with either a traffic filter or Information about your issue a one-way system.</p>	
2.	<p>Issue: An Open letter to all the residents - Burleigh Gardens & Arlington Road, N14</p> <p>Resident: Andreas Vasili Ward: Brunswick Park</p> <p>Details:</p> <p>My name is Andreas Vasili and resident at 40 Arlington Road, London, N14 5AS since 1987. I am a member of the Brunswick Park Ward Panel which was set up last year and meets regularly to discuss crimes at this Ward. The wards priorities for the next 3 months are: (a) Violence against women/children (b) ASB/Drugs and (c) Burglary. I am writing to obtain your views on the following matters so I can discuss at the next Ward meeting:</p> <p>(A) <u>The problems at Burleigh Gardens</u></p> <ol style="list-style-type: none"> 1. In my view, there is horrendous passing-by traffic both directions through Burleigh Gardens daily especially over the weekends 	<p><u>Burleigh Gardens</u></p> <p>The current parking restrictions on one side of Burleigh Gardens cover 8am to midnight Monday to Saturday (with a 1 hour restriction on the other side of the road operating Monday to Friday).</p> <p>We have previously recorded requests to extend parking restrictions at the weekend and for a one-way street, to be considered for future years' work programmes.</p> <p>An alternative option for consideration could be the introduction of parking bays in suitable locations where there is available kerb space. This will provide passing places for vehicles negotiating the road.</p>

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<p>2. In my view, the free parking availability at Burleigh Gardens, due to the excessive demand for parking generated from Ashfield Parade and Crown Lane visitors, have changed the residential statues of Burleigh Gardens</p> <p>3. In my view, over the weekends at Burleigh Gardens, after speaking to a number of residents and witness it by myself too, residents cannot drive through as cars are park on both sides of the road thus making it impossible for two cars from opposite direction to get through. This, results in angry scenes, arguments, exchange of bad mouth words and it's not far before we witness fighting</p> <p>(B) <u>The problems at Arlington Road</u></p> <p>1. This is the Road that one of the entries to Ashmole School is located. It's natural that during school times (morning and afternoon), the traffic is heavy and drivers dropping off/collecting their children, park anywhere without observing double yellow lines or the residents. This, results in angry arguments between drivers/residents (most of the times in front of the children) plus creating obstruction to normal passing by traffic.</p> <p>2. A good number of pedestrian blocks have become uneven due to heavy trucks passing over the surface to and from construction sites and have made it dangerous for children and pedestrians to trip.</p> <p>3. Even though the road is restricted to 30 mph, there is notable traffic with excessive speed and this may result in accidents</p> <p>(C) <u>Possible solutions</u></p> <p><u>Burleigh Gardens:</u> (a) Convert the Road to a one-way traffic like Crown Lane (b) Restrict parking on one side of the road only, all the time (c) The same should apply for Ashfield Parade i.e., to be the exit of traffic from Burleigh Gardens and keep parking restrictions as are</p> <p><u>Arlington Road:</u> (a) During drop off/collection of children from/to school, parking attendants to be on side to ensure parking</p>	<p>The section of Burleigh Gardens controlled by LB Enfield fronting the shopping parade is contained within an existing CPZ zone. If parking bays are introduced, then free bays are likely to be occupied by both commuter and visitor parking, given its proximity to Southgate station and the shopping area. Therefore, Burleigh Gardens and surrounding roads within Barnet may be best suited to a mix of shared use parking for both permit and casual parking (Pay by Phone), which will reduce long stay commuter parking and see a reduction in traffic using local roads, and provide improved parking opportunities for residents, businesses, and visitors to the area.</p> <p>Consideration for operational times and days to be aligned with the adjacent CPZ in LB Enfield.</p> <p>We note that proposals would have an impact on Enfield as the adjacent local authority, who control Crown Lane and Ashfield Parade.</p> <p><u>Arlington Road</u></p> <p><u>Point A</u></p> <p>Enforcement Officers visit schools for enforcement on a rotating basis, covering 77 sites on a low, medium, or high priority basis. The Ashmole schools are granted the highest priority and so receive a visit almost every week during term</p>

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<p>restrictions are adhere to thus ensuring arguments between drivers are eliminated – the problem is always created on the crossing of Arlington Road with Cecil Road (b) The council to repair and inspect regularly pavements to ensure pavements are maintained well and avoid any possible accidents – may be upgrade Arlington Road pavements like Oakdale Road. Perhaps this option should have been considered before proceeding for Oakdale Road which sees little traffic in comparison to Arlington Road (c) Make this road to 20 mph speed limit</p> <p>In addition to this me Mr Andreas Vasili has made a submission that includes representations of 57 residents. This comprises of 22 residents Burleigh Gardens and 35 Arlington Road. This can be made available to Members of the committee on request.</p>	<p>time. When visiting these sites, officers will patrol Summit Way, Arlington Road, and Cecil Road.</p> <p>Point B</p> <p>The planned works programme is developed using an independent condition assessment survey company, who undertake an annual survey of every footway and carriageway in the borough and record the data to a defined national standard. These principles and guidelines are documented in the Code of Practice ‘Well Managed Highway Infrastructure’ publication commissioned by the Department for Transport. Schemes are prioritised based on their known condition.</p> <p>The 2022/23 programme can be found on the Councils website (Public Pack)Agenda Document for Environment Committee, 06/10/2021 18:00 (moderngov.co.uk)</p> <p>In addition to the annual condition assessments all carriageways and footways are subject to a cyclical inspection. The inspection schedule ranges from a monthly, biannual, or annual inspection depending on the location i.e., a Town Centre is a monthly inspection.</p> <p>During the cyclical inspections, all intervention level defects are raised for repair. The</p>

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		<p>intervention level defects are footway 25mm and carriageway 40mm.</p> <p>Point C A scheme to include a 20mph speed limit on Arlington Road was agreed at the January 2020 Chipping Barnet Area Committee. Engineers are due to commence Detailed Design and a Road Safety Audit. Upon completion of these actions, it is anticipated that the implementation package will be forwarded to the Councils Term Maintenance Contractor (TKJV) in the summer and the measures introduced by December.</p>

Contact details: EastAreaCommittee@barnet.gov.uk

Future meeting dates of the East Area Committee:

Date of meeting	Location
19 September 2022, 7pm 26 January 2022, 7pm 28 March 2022, 7pm	Hendon Town Hall, The Burroughs, London NW4 4BQ