

The Broomfield Home-owners and Residents Association Chairman's Report – April 2015

Introduction

This year has been a busy year for all members of the committee. We have achieved some issues and have not been so successful in other areas.

Overview

Planning

Car Parking At Arnos Grove and New Southgate Stations

We carried out a campaign to make people aware of the possible car-parking issues if developers are given permission to build flats on the carpark. This could involve the loss of over 300 car-parking places so that housing could be provided instead. With New Southgate station set to become the terminus of one branch of the north-south Cross Rail extension, there is currently no provision for car-parking under plans approved for the New Southgate Master Plan and nothing is known how this would change when the station becomes the focal point for people using the new line.

Currently LBE does not appear to have a strategy for car-parking at stations and if housing is to replace 300 car-parking places at Arnos Grove there will be a temptation to designate car parks at Cockfosters and Oakwood as "opportunity sites" too – then what?

The issue at New Southgate is different because there is no car-parking at the station, but with the increased numbers wishing to access Cross Rail there either car-parking or public transport. will need to be improved in the area.

Back Lanes behind Seaside Corner unknowingly SOLD

It became apparent that the lanes/alleyways behind the houses in Pevensey, and Bexhill were being sold off. Luckily some residents found out and were forced to buy the land, but for those in Pevensey, they were not so lucky. Un-be-known to anyone, the land was sold. Obviously residents are very concerned that flats will be built virtually in their back gardens. Again this was done in a stealthy manner and residents were not told.

The Ritz Parade

We have made copious attempts to find out what is going on with planning for the Ritz Parade as the future of the Parade is not assured.

Its future is uncertain because the re-development of the site is undoubtedly something which the local authority has in contemplation. Councillor Alan Sitkin who represents Bowes Ward in the Labour interest told our architecture correspondent that the Ritz Parade is a site which the council has "on its radar". Although Councillor Sitkin failed to define this phrase it suggests that the site is considered ripe for re-development.

Anyone might have thought that the Enfield Society would be at the forefront of any campaign to save the Ritz Parade. However, we are disappointed to tell members that far from leading a preservation campaign, it appears to have little interest in this Art Deco treasure. We say this because emails sent to officials of the Society whose briefs are conservation and historic buildings have been ignored. And not only were initial emails eliciting the Society's help disregarded, our reminders met with a similar lack of response.

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This means that the future of such buildings cannot be secured by amenity societies alone.

We still seek confirmation today.

A406

Milton Grove/Telford Road

After constantly complaining about the 53 accidents at the Milton Grove/Telford Road junction, TFL finally took action. As you will all have seen, they blocked the inside lane, making the entrance to Milton Grove 100% safe. Indeed we have no more accidents in that spot. However, you will have noticed that the traffic now builds up again back to Tescos just like it did during the road works. TFL are doing nothing about this saying that statistics say that there has been 'more' traffic in the area over the year.

A406 Dangerous wet conditions

For a while now the tyre grooves in the Telford Road part of the A406 have been getting deeper and deeper, to the point where, when it rains, the conditions are very dangerous, with spray and flooding. The only way to get this issue noticed was to take photos when it rained. I was at last able to take photos of the seriousness of the surface water on the A406. I had a aquaplaned that morning, and with all the spray, it was quite frightening. I sent the photos and chased TFL and Joanne McCartney on what preventative measures would be put in place for these very wet and dangerous conditions. See photos below:



I think you will agree, they are pretty horrendous conditions.

So here is TFL's response:

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Response from TFL, A406 dangerous and wet conditions

Thank you for your email.

We are aware of the pooling problem at this location and are exploring the possibility of implementing a solution into our existing improvement scheme at Milton Grove. We are currently working on devising design and cost options for this and must stress that any proposed solution would be subject to the usual approval process. Please feel free to contact me again in due course if you require any updates on this.

I hope this helps.

Joanne has asked TfL to keep her updated.

Phasing of Traffic Lights at Wilmer Way

Since 2013 I have constantly chased TFL and Joanne McCartney on the issue of traffic lights at the junction of Wilmer Way and Bowes Road. Part of my chasing was to ask if the SCOT system which determines the traffic flow and adjusts the lights automatically.

Joanne advised that on 19th December 2013 an email stated that the SCOOT system has been in operation on the A406 Bounds Green corridor since December 2012. TfL also stated in that email that they were currently undertaking a SCOOT operational review to make further improvements where possible and was scheduled for completion by end December.

Response from TFL

Thank you for your email.

Between 25 – 26 October 2014 carriageway restrictions were in place on Bowes Road at the junction of Bowes Road/ Powys Lane/ Brownlow to facilitate Thames Waterworks. In response to the congestion caused, contingency signal timings were in operation and more green time was apportioned to the A406 to move the greatest amount of traffic to minimise disruption.

In light of the delays experienced by Joanne's constituent on 29 October 2014, we arranged for engineers to assess this junction and I can advise it is operating as intended. However, I do appreciate the inconvenience caused to Joanne's constituent and would like to apologise.

As Joanne is aware, TfL conducted a review of the signalised junction of A406 North Circular Road with Bowes Road, Telford Road and Wilmer Way in December 2013 and I can confirm as a improvements have been made to optimise its operation and to provide the best balance for all road users in real-time. However, I would like to assure Joanne that we continuously monitor this junction to identify if any further improvements can be made to its operation in order to maintain traffic progression across the entire network.

I hope you find this information useful.

Response from Transport for London, 13th January 2014

Thank you for your email.

TfL officers have attended a number of recent meetings organised by local Councillors where BHORA members have also been in attendance. We have also recently responded to BOHRA, via the reply below, on a wide variety of issues.

At present, and until we have conducted the next review of the Milton Grove junction in February 2014, we do not feel that there is sufficient new information to communicate to warrant a meeting

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with members of BHORA. However, if you are able to provide an agenda for the requested meeting, our officers will be better placed to make a decision on whether or not a TfL presence can be justified. If you are able to advise of the discussion points BHORA would like to raise, then I will forward these on to the relevant TfL officers for consideration. I hope that you find this information useful.

Wilmer Way Footbridge

Residents were complaining that the footbridge stairs and ramp were both closed September 2014 when schools were starting back. After chasing, was opened, although only accessible using the ramps.

1st response from TFL

The A406 Wilmer Way Footbridge has had both sets of stairs closed due to a structural failure of pin joints at these locations. The remainder of the structure (ramps and main span) remain serviceable and safe to use at the current time.

Investigations are still ongoing into the cause of the failure, and we are in discussions with the designers and installers of the footbridge to help establish the cause and remedy the problem as quickly as possible.

The safety of pedestrians and road users is our primary concern, and signs are currently in place on the stairs notifying users of their closure. The footbridge is now under close scrutiny following the failure.

I hope that you find this information useful.

2nd response from TFL

I apologise if this has caused any confusion to Joanne's constituents. The signalised pedestrian crossings at the A406/Wilmer Way/Bowes Road junction are provided to complement the footbridge, and are designed so that all pedestrians - including the most vulnerable - have sufficient time to cross the carriageway safely at all times, regardless of whether the footbridge is in use. It should be noted that the green man period is only the invitation to cross, not the full crossing time. It is intended to allow sufficient time for pedestrians to establish themselves on the crossing. Once established on the crossing, the full crossing time is provided by the ensuing "blackout period" where no pedestrian symbol is illuminated. The blackout period is designed to enable pedestrians walking at a speed of 1.2m/s to safely complete their crossing once the green man has been extinguished. Thereby the total crossing time is much longer than the time the green-figure is illuminated.

This junction operates so that the green man is illuminated for the same length of time as non-conflicting traffic movements are green. To increase these timings would require fundamental changes to the green time allocated to the non-conflicting traffic movements. As this junction is located on the North Circular Road (A406), any additional time given to the green man invitation to cross period would heavily impact on traffic movements. As the timings at this location are

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already set with vulnerable road users in mind, and are fully compliant with Department for Transport guidance, I can confirm we do not have any proposals to change the signal timings at this location at present.

I hope that you find this information useful.

Rubbish

Rubbish in the central reservation where rubbish gets stuck amongst the 'plants'. Again chasing since Oct 2013

Response from TFL:

I appreciate you taking the time to bring this matter to our attention.

The responsibility for clearing litter/graffiti/fouling/fly tipping etc from all routes in London lies with the respective London borough under their Environmental Protection Act duties.

I have forwarded your comments to the London Borough of Enfield for their attention. I trust that they will take the appropriate remedial action, but if you would like to follow this matter up, please contact them directly.

I have also forwarded your comments about the pavements never being weeded to the relevant team in Transport for London for their attention.

Yasemin Brett Dec 2014 - TFL regarding weeding the pavements of the NCR. Our own teams have started clearing the central reservation along there as well.

Response from Councillor Yasemin Brett:

Thank you. In fact they had some time ago now but it is I agree back to it's old state. We Bowes Councillors have asked for and been allocated monies for a clean up of the Bowes side of the NCR. This was through ERPF. Cllr Anderson has been working hard to get TFL to respond to numerous issues about the NCR it might be an idea to speak to him about the Southgate Green side. I will copy

Will continue to chase.

Children's safety

We have been discussing the issue of children running across the North Circular rather than using the 'new' footbridge or the pedestrian crossing below it. Many of those concerned appear to be attending Broomfield school although I doubt that is exclusively the case. It had become a major concern as it was feared that it is only a matter of time before a serious or fatal injury will occur. We asked for councillors to work with transport for London on it in order to get additional railings and look to increase the vegetation density between the carriageways making it difficult to cross. Children are taking big risks crossing the north circular in the stretch between Bowes school and the foot bridge. Really need to take steps to prevent this. The fact is that this is a major highway with a school on each side with large stretches that have now physical barrier between pedestrians and the road.

Councillors then suggested contacting the schools to speak to the children, but we didn't feel that their solution to the problem of children crossing this very busy & fast section of the A406 is

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acceptable. We didn't feel it was enough for teachers to just tell pupils the dangers of roads (something which I am sure they already do). There needs to be physical barriers to prevent this, small sections of which already exist by the crossings. This is effectively a motorway with a school on either side of the road and limited planting/barriers to separate people from the traffic. We also pointed out the fact that there is a large number of high density housing about to come on stream along this stretch. We asked councillors to take this up with TFL and any other relevant parties and look at options with an emphasis on aesthetics and greenery?

Still waiting for a response.

Speeding Motorbikes

Motorbikes speed along Bowes road and Telford Road. It has always been an issue on a Friday night, where they race each other. But on the night of Friday 11/04/15 it was constant from 9:30pm until way past 1:00am. I usually sleep with the window open and I couldn't. Even with the window closed, it was still very loud and I sleep at the back of the house.

I have asked how we can deal with this issue at the time of it happening and also asked Councillor Daniel Anderson to mention it at the Cape (Police) meeting.

Accidents

Today at approx. 9:45am (12/04/2015) there was another accident on the carriageway directly in front of The Ritz where a car speeding from the opposite direction towards Brent Cross, clipped a car and ended up over the central reservation onto the other carriageway (opposite The Ritz direction Edmonton). Luckily no fatalities this time, there are still the flowers for the last accident.

It seems that the issue with this black spot is that they are not expecting the traffic lights at Warwick Road, they speed up fast, by the time they realise they are going too fast try and swerve, but clip the car in front and that's it.

There are no speed limit signs and the road is very wide which gives the illusion that it is a motorway to uneducated drivers.

This issue has been raised again to the Councillors and TFL and Joanne McCartney.

Air Quality

We challenged the air quality concerns residents have with Joanne McCartney Research Support Officer to Joanne McCartney AM for Enfield and Haringey, Research Lead on Young People and Volunteering, LONDON ASSEMBLY LABOUR

Joanne was concerned to see Mr Derek Honnor's data and agreed that the issue of air pollution is a serious one, particularly given the proximity to Bowes Primary School. Joanne raised these issues before with the Mayor, most recently when Bowes and Chesterfield primary schools in Enfield stopped children from going outside at break time this April as a result of one of the most serious smog episodes in years (press release attached), and was originally raised in [2004](#) and again in [May 2012](#) after seeing no real improvement. Joanne had consistently raised issues with [buses idling](#) in Haringey and the poor air quality in [Edmonton bus station](#) which also contributes to poor air quality.

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This July the Mayor launched his [Air Quality Manifesto](#). Much of the speech consisted of a repetition of previous statements and included the following announcements:

- introduce an Ultra Low Emission Zone (ULEZ) in central London from 2020
- develop new programmes to cut air pollution at schools and hospitals
- lead by example by reducing emissions from our own fleets and buildings
- use the planning system to address emissions from construction and machinery
- tackle health inequalities as vulnerable groups are more affected by air pollution
- raise public awareness of air quality and build a network of air quality champions.

Air pollution is a major public health problem facing London causing over 4,000 premature deaths every year yet the Mayor's policies to tackle the problem are too vague and too distant. By the time the Ultra LEZ is in place in 2020 around 51,000 Londoners will have died prematurely since the Mayor took office. Joanne and her colleagues do not believe that the Mayor has taken decisive action to tackle local air pollution and the Labour Group have called on him to bring forward his Ultra Low Emission Zone and retro-fit the entire London bus fleet to make them less polluting.

The Mayor allocated some [funding](#) to London Boroughs in June 2013 out of the [Air Quality Fund](#) to support new measures to tackle air pollution, for example, this summer, TFL installed a [Green Wall](#) as part of the Mayor's Air Quality Fund in Barking and Dagenham in an attempt to reduce air pollution near the school by trapping NO2 and PM10 particulates. LB Enfield submitted a joint bid with Camden and Waltham Forest to launch the London Boroughs Freight Consolidation Centre (LBCC) project which established a pan-London boroughs Consolidation Centre solution for good that's are delivered across the Capital.

Joanne is asking the Cabinet Member responsible to ask what action can be taken, particularly around Bowes School, and ask whether there is anything Joanne can do to help at the London Assembly.

Awaiting an update

Tree Felling

It seems that our street trees are being cut down, as they are diseased or fallen down, and they are not being replaced, and if they are being replaced, they are not being replaced with the same species, due to the cost.

Along the A406—Telford Road, there are many Oak trees. They are all being cut down over a 10 year project due to them being diseased. However, we are not being told what species are their replacement. The first tree was cut down in the Spring and no sign of a replacement yet.

Haringey, Barnet and Enfield Councils are supposed to be working together when it comes to our brooks and streams for flood risks. However, they have clearly not. Independently, our friends at The Pinkham Way Alliance have spent weeks researching the flood risk and have come up with some frightening information,

Flood Risks

The risks from flooding: An estimated 367 properties and the A406 North Circular are at risk of fluvial flooding during a 1% annual probability event.

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Looking to the future: The Pymmes Brook catchment is particularly vulnerable to changes in flood risk resulting from climate change. If current predictions are borne out, the number of properties at risk of fluvial flooding during a 1% annual probability event may increase to about 1,737. This risk is being taken into consideration when developing the proposals to promote a flood alleviation scheme. There may be sufficient justification to deliver a bigger scheme that accounts for such changes, although this could also mean that the scheme is not delivered as soon as it would be otherwise. We plan to keep the situation under review to determine the optimum design and timing of the proposed scheme.

Accounts

Accounts have been very well kept and are transparent now since Derek Honnor took over, I am very pleased to report. However, we are very sad to see him step down from Honorary Treasurer along with our Honorary Auditor Peter Pate. We are very grateful to both for their patience and hard work. I worked closely with Derek and will be sadly missed.

Membership

Unfortunately, we are not getting enough support from members and membership has dwindled down. It has been going on for a few years now and without members there is no BHORA. We have tried to raise membership, but have failed. We will seriously have to consider the future of BHORA if we have no members or support.

Conclusion

I would like to reach out to you and ask for your support in gathering members and committee members and officers for BHORA. This has to be the main goal for this year 2015/16. Otherwise I fear there will be no BHORA.

One of my goals is to find a secretary and two more members for our Committee.

In closing, I wish to thank Derek Honnor for being a fantastic Treasurer, Andrea Forsyth, Roger Blows, Roger Turner, Roland Hewes and Simon Cliff.

Caroline Chenier

Chairman

April 2015

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