

Appendix C: Liveable Crouch End inbox emails during trial period

PRE-TRIAL WEEK

<p>I heard about cyclists, and cycle lanes, but cyclists are the minority, as you have to be incredibly fit to cycle around Muswell Hill. They already have Ally Pally and residential roads they can use without a problem. What about the elderly and disabled, or the people who need a car to shop. People with families and people like myself caring for elderly parents.</p>
<p>I am very concerned that, as is often the way with trials, this could well become permanent, along with other 'trial' measures that will not only have an adverse impact generally, but could make life more difficult for people like myself with very limited mobility who rely absolutely on a car for getting around. Last January, after receiving a card about the project, I emailed Liveable Crouch End expressing my concern that the emphasis on walking, cycling and public transport would mean that the needs of people with disabilities who use a car from necessity would be overlooked.</p>
<p>Several times this year I've needed to drive sick members of my family to the door of the doctor, to Archway to visit The Whittington Hospital, into Crouch End and to Finsbury Park. Those journeys have all involved turning left out of my road.</p>
<p>,to pedestrians, to people with chest illnesses and to the elderly.</p>
<p>more pollution due to congestion</p>
<p>I am also concerned about the increase in pollution that will occur in this area particularly in the areas I walk to e.g. the Park Road/Priory Road intersection and along Hornsey High Street. The pollution is high already but with even more traffic forced into two roads the pollution will get higher.= leading to increased illness for those in the area.</p>
<p>The increased traffic flow in Park Avenue South will lead to more noise, a reduction in air quality and create a general nuisance for residents in what is - and should remain – a largely quiet residential road. Park Road > It should be noted that traffic in Park Road is already frequently at a standstill during peak usage times and these proposals will only exacerbate problems of noise and air pollution.</p>
<p>It is obvious to anyone living in the area that will be affected by this so called experiment that it will cause an increase in air pollution</p>
<p>air pollution will simply be moved to other roads</p>
<p>I would therefore be grateful if you could ensure that air quality readings from before, during and after the trial period are taken of the roads in and around Crouch End, that are most likely to be affected by the proposed changes.</p>
<p>Environmentally this proposal would increase carbon emissions, both as above and by doubling the length of a journey from Priory Road/Hornsey High Street to central Crouch End, whether northbound or southbound.</p>
<p>You have also not mentioned that you will be looking at pollution data when considering the development of the final scheme. This is just as important as traffic data.</p>
<p>I am positive the pollution levels have increased on Muswell Hill because TFL stopped cars and vans earlier this year from using the bus lane 24 hours a day. This causes a stopping and starting queue going up Muswell Hill.</p>
<p>The temporary traffic ban will not have any real impact seeing as most of the cars coming out of Farrer Road either go straight ahead into Cranley Gardens or turn right to head up towards Muswell Hill. Furthermore turning left hand onto Park Road follows the natural flow of cars. Forcing people to drive their cars right and right again back onto Priory Road only adds time, further pollution and will clearly add to the traffic chaos.</p>
<p>Changing the system will not improve pollution, but just move it else where,</p>

The centre of Crouch End is really quite small. Why try to squeeze in a 'public' (which presumably means 'pedestrianised') area at the end of Middle Lane which will have the effect of increasing traffic congestion and worsening, rather than improving, air quality.
The level of traffic congestion and pollution has been nothing short of outrageous. It will have resulted in heightened risks from traffic accidents, pollution, and impeded travel by emergency services.
This new plan will add time on both ends of our journey. Time spent emitting extra fumes unnecessarily.
This is what you've done to my road. How is a fire engine going to get past this?
Lots of people live on Park Road (and Tottenham Lane) and I don't see how increasing traffic along both these roads makes our lives more liveable. I have two kids, and many of my neighbours have children, and this will increase emissions and noise along our road.
This inevitable increase in emissions will be injurious to the health of children, parents and carers walking to nursery and school
totally impractical, benefiting only a few Crouch End residents (elite) while having a negative impact on most residents
whomy families and fellow neighbours standard of living why ?
The lives of those who live off Middle Lane and need to drive or have items delivered will not be improved by this scheme.
You will be making a few happy homeowners very happy indeed as their already astronomically priced homes gain more value, due to the reduced traffic, while the rest of us will suffer.
What or who is this benefitting ?
it is incidentally ironic that the effect of the Scheme on much of Crouch End is to make it LESS LIVEABLE NOT MORE for a large number of its residents.
I don't know where the idea to close Middle Lane came from, or what problem you are trying to solve, but you are dividing the neighbourhood in two by creating one group of residents who benefit from this scheme and another group who lose out.
The buses W3 , W7 and 144 will all be affected as well.
Busses will be delayed making people late for work
It is not clear from your publicity what, if any, will be the effects on the W5 bus route, which uses Weston Park to get from this area to Crouch End and Green Lanes - or for that matter the W3 bus route, which I rely on to get to Wood Green and Ally Pally. I hope this experiment is not going to cut me off from my main shopping facilities - I am not sure how I will be able to get in food, let alone other things, if there are no buses.
Secondly and more importantly for all local residents you have not explained what will happen with the W3 bus route which goes along Middle Lane and turns into Rokesly Avenue where it serves two Bus stops. If there are any changes to this you will need to communicate urgently with all local residents in the area.
The W7 bus I was on had to wait for 3 changes of lights before it could move forward onto the Broadway from Crouch Hill and the traffic was virtually stationary in both directions on Park Road
I understand several business-owners are concerned about the impact closing Middle Lane will have on the number of people able to access Crouch End Broadway shops. I would also be grateful if you could advise me as to whether a local retail impact assessment has been carried out, or will be carried out, taking into consideration the concerns of local businesses.
shops will not get stock on time due to traffic jams

<p>We currently have a business at Middle Lane During the week and at the weekends we have deliveries coming in and also sometimes need to drive to work and utilise parking for the afternoon. Can you advise how this is going to affect us as a business. I would presume that we would be able to get an exemption and be able to allow our drivers access to the site.</p>
<p>more congestion and gridlocks</p>
<p>traffic will divert down Farrer Road and Park Avenue South to cut through to Park Road in order to avoid waiting at the lights to turn left into Park Road, creating a dangerous and unhealthy rat run out of these two side roads.</p>
<p>horrendous traffic jams and chaos in general.</p>
<p>We've lived locally for over 30 years and know that the road is very often used as a cut through. Traffic will inevitably be increased by the Middle Lane closure - no one is going to drive up the traffic lights at the end of Priory Road on their diversion when they can cut the corner by going up Farrer Road!</p>
<p>Pls can you advise what will be done to manage displaced traffic?</p>
<p>By blocking many residents within their roads, we will all be forced to use other routes, therefore causing traffic on other roads in the areas</p>
<p>Whilst I am very much in support of measures which reduce air pollution in Haringey, I am also aware that there has been some concern from local residents, particularly those living near Hornsey High Street, Park Road and Tottenham Lane, that closure of Middle Lane will in fact increase congestion on these roads. A number of residents have advised me that Park Road is often already very busy, particularly during rush-hour.</p>
<p>Park Road is already congested with buses unable to pass particularly on the section between Farrer Road and Park Avenue South. Forcing more traffic onto Park Road will make it harder for buses to pass and lead to longer tailbacks of traffic pumping out emissions.</p>
<p>Traffic jams however do occur regularly in the side roads leading from Tottenham Lane to Middle Lane. One step that should be taken is to make many of these roads one way. This would greatly improve the situation for drivers and for residents.</p>
<p>In addition I am not clear why there is going to be no CCTV at one end of our road as we do not want cars driving down the wrong way which has also occurred in the past.</p>
<p>It has simply made the area a car park and no one can get anywhere - by bus or car! I am sure anyone who has tried to go out will agree.... It is a nonsense - plus the irony of it is, and this needs to be pointed out, that as the area slows down and gridlocks, guess what, the traffic numbers go down and they can say it is a success! It is a double nonsense</p>
<p>I have also reported vehicles that enter Farrer Road through the no entry from Park Road when the traffic is backed up along Park Road. In particular school home run time usually large 4x4 vehicles</p>
<p>Additionally closing Farrer Road to the junction of Farrer Mews will have little impact as their are only a handful of cars that use this route in the first place.</p>
<p>Priory Road going into Hornsey High St Eastwards is a main through route however it is also a residential road and pollution levels will I think get worse here due to slow moving traffic /congestion - which happens anyway now most evenings (but will I expect go on for longer). This will apply to people living on Park Road and Tottenham Lane too. If traffic moves it will keep pollution levels down so any way of helping 'through' traffic is surely more of a solution than road closures.</p>
<p>Please can you advise what will be done to manage displaced traffic? Priory and Park road are already a nightmare in rush hour?</p>

Park Avenue South. To get home from Crouch End (or further afield) I have a choice of two roads -- Middle Lane, which is the best route, or Park Road. Closing Middle Lane will mean that all traffic will have to use Park Road. This is already very busy at certain times, and the increase in traffic is bound to lead to congestion and long waits at the traffic lights, with increased pollution from slow-moving and stationary traffic

Access to Park Road from Farrer Road is already difficult—a busy junction and a zebra crossing, which is essential to cross the busy road . Any increase in the volume of traffic will lead to more traffic congestion and increasing danger to pedestrians- especially children and the elderly. It will also be used as a rat run for motorists avoiding the traffic lights at Park/Priory roads.

Firstly, have you taken into account fire engine access to Park Road, when a trail of traffic is attempting to turn left, causing a constant jam of cars? There is only room for one car at the top end of Park Avenue South, making it impossible to pull over at any stage to allow fire engines through. Whilst traffic is queuing to turn left, how will residents on the top end of Park Avenue South attempt to Park their cars? Park Road is already busy, how will this help when every car will now be on Park Avenue South waiting to turn left, drivers currently have other options. How is it possible a wider Priory Road will be redundant to traffic turning onto Park Road to then create a frustration for drivers on a narrower residential Park Avenue South onto a trail of traffic ?

It is 8am first day of Haringey councils big plan, Park Avenue South has immediately become the rat run to Park Road. beautiful tree lined street is now a main road. No matter how much the council attempt to encourage residents to walk or cycle to Crouch end, all the other drivers coming through Crouch end on a daily basis need to get to their destination.

Therefore can you please be very specific about access to Middle Lane and Hillfield Avenue for residents with cars about where will they park them and how do they get in and out of their road for the duration? It is completely unclear in your explanation of the impact and therefore I am concerned on the impact on the adjoining roads

We inspected your recent 'Traffic Volume Map (Day Average)' for Crouch End and were not surprised to see that Park Avenue South (unlike Farrer Road - see below) ALREADY experiences a totally unacceptable level of traffic - 732 vehicles per day!! that the "No Left Turn out of PAS" will definitely be put in place during the trial period, to enable you to monitor the anticipated reduction in traffic flow in PAS. As for Farrer Road, it appears from the said 'Traffic Volume Map (Day Average)' that there is no current problem with Farrer Road. Presumably this is because the exit onto Park Road from Farrer Road is much more complicated to negotiate than the one out of PAS, again putting more traffic

I was late to collect my son from his child minder because there was gridlock in Crouch End and the journey took 20 minutes longer than usual.

Streets on the Warner Estate, Priory Avenue South and Farrer Road will become 'rat runs' by drivers trying to avoid traffic jams.

<p>Keep in mind that many residents may not have access to the internet which apparently was the only way you could fill in a form. Why were people not knocking on our doors asking for our opinions? If you had asked us residents to get involved, many of us would have been able to provide our comments. it was mentioned that 500 responses were received and the trial that starts next week is based on their responses. That means you are basing your trial on what 4% of residents think. I would certainly not consider that a representative sample. I am keen for to you provide us with those statistics too - do they come from a balanced and varied demographic of the community? Do they own cars? Are they only cyclists?</p> <p>It was very disappointing you did not attend the meeting at Hornsey Library yesterday despite being invited to it – it is critical to discuss these issues with local residents. I am also concerned that during the drop in session on Saturday, it became apparent that none of the Council staff present actually live in Crouch End, so it is very difficult to take their arguments seriously, if they don't have first-hand experience of the issues that residents face day to day.</p>
The information on your website is most confusing too and not at all helpful.
proposal T46 is not available to view on Haringey's website in contradiction of what the notice says.
Whilst I understand there has been two public drop-in consultations, the second of which is today, many residents and businesses still feel their concerns are not being heard.
I wish to comment on the fact that the session at the library is nowhere signposted outside the library, and the only directions to it inside are located halfway up the stairs inside.
I applaud your attempts to reduce car use and I have looked at the various maps regarding middle Lane Closure and diversion. the maps does not inform the residents with cars who live on the affected rds where to park or how to access their homes with cars.
exceptionally poor level of engagement with the average local resident that has taken place up to now with regards to the trial.
It's a well-meaning scheme that appears to have had unequal input, heavily biased by people who do not understand delivery systems, business needs, emergency services and that Crouch End grew up as a centre around a cross roads.
The leaflet mentions 'two drop-in sessions in advance of the trial' but doesn't say when or where, and in any case the notice was so short that they may well have taken place before the leaflet was delivered.
Also I have noted on Friday evening that at the bottom of Middle Lane at the junction with Hornsey High Street that warning signs were in place, but I had not seen any on the roads adjoining such as Rokesly Avenue and Lightfoot Road, so that still remains part of my complaint about communication.
We wish to express our real concerns about the planned closure, in particular, of Middle Lane and also in the way we have not been consulted , or even advised. In fact the only information available was on a few roadside poles which referred local residents to the incorrect website!
Thank you for your speedy reply despite your failure to address most of the issues I have raised.
Thank you for this response but this appears to be another stock reply which makes no reference to the impact this 'experiment' is having on Hornsey residents. I note that you ignore most of the points raised but I am pleased to hear that the Council is aware of ongoing concerns I am further pleased to hear that we will be involved in future... better late than never I suppose. We will look forward to being updated with very great interest.
Your reply is contradictory, you say that we will have access to Middle Lane yet it states on your link that the road will be closed for 24 hours . None of the shopkeepers have been consulted. We are furious and demand to meet with your superior urgently . I look forward to hearing from you

<p>Parents residents locally By vehicle, their address can only be arrived at via two roads - seemingly during the trial, these routes will be either be unavailable (Birkbeck Road closed 24 hours a day) and / or available only for limited hours (Middle Lane accessed only by bus/cycle between 7am and 7pm). My parents are in their mid/late 70s and both are managing life-changing health conditions that frequently require them to visit their GP and hospital. my sister, who is resident in Cheshunt, visits our parents, commuting by car - as a working mother, these visits must necessarily be timed from the mid-morning to mid-afternoon. More generally, the restrictions imposed by the trial, appear to restrict my parents options (again dependant upon their well-being) to choose to make a visit (by vehicle) to family / friends and to be able to return home before 7pm</p>
<p>We feel very strongly that something must be done to address the likely knock-on effect of closing Middle Lane</p>
<p>Traffic jams however do occur regularly in the side roads leading from Tottenham Lane to Middle Lane. One step that should be taken is to make many of these roads one way. This would greatly improve the situation for drivers and for residents. I have lived locally for over twenty years. I do not consider the traffic along it bad or dangerous, nor am I aware of much increase in it over this period. It rarely sees traffic jams. It is not a high traffic area.</p>
<p>I am also unclear how the residents of our road are supposed to get around when our street will now have severe limitations on where we can drive out of it.</p>
<p>There is still no camera at the end of Park Avenue South, even though all the other cameras in the area (including at the end of Farrer Road) have been installed.</p>
<p>CE1. Street to be measured: Muswell Hill/Park Road. Location: junction with Park Road. This is actually not on Park Road at all, but round the corner on Priory Road, and so will not measure pollution on Park Road (or for that matter Muswell Hill) at all. CE9 Street: Park Road. Location: junction with Palace Road. This is set a considerable distance back from Park Road behind a lay by - we measured the distance from the traffic and it is 13 metres. As levels of nitrogen dioxide fall off significantly as you move away from the area of pollution, this is clearly of little use, as it will mainly measure background pollution. CE23. Street: Park Road junction with Tottenham Lane. Location: junction with the Broadway. This is again, like CE1, not on Park Road at all, but on a slip road that is set a considerable distance away from Park Road and the traffic queues that form there. This will not measure pollution on Park Road, but on a slip road that is not going to have anything like as much traffic as Park Road.</p>
<p>You recently put your note about traffic trials in Crouch End through my door. Better facilities for walkers are of course always to be encouraged (less so for cyclists who are frequently a menace to pedestrians). But those of us whose walking capacity is not what it was need reliable public transport to get around.</p>
<p>This plan will likely very severely adversely affect the congestion on this school run.</p>
<p>It isn't clear from the map exactly where the proposed pedestrian, cycle and bus areas will be. Where a bus/cycle only gate is proposed, why not make this also accessible to blue badge holders?</p>

<p>In order to drive to Crouch End, Highgate or Archway (to collect shopping etc) I'll now have to go via Tottenham lane (an extra 10 minutes at least during rush hour or via Highgate tube (via Wood Lane). That's a currently a lot of extra fumes whilst idling at traffic lights going in completely the wrong direction in reality I believe people will turn right out of Park Avenue South and then make a three point turn to go south on Park Road. I think the roads are already difficult enough to navigate in Crouch End. Currently, at rush hour, in order to get home to Park Avenue South I have to drive up to an extra ten minutes because of the no entry sign at the end of my road because I have to drive down middle lane or get stuck at the lights on Park Road. You have now extended that journey by about 10 minutes by sending me down Hornsey High Street. Will the fire engines be exempt from this? Or will people have to wait while the Fire engine queues behind traffic on Park Avenue south.</p>
<p>Audience in the meeting unhappy about the trial, residents are not listened to.</p>
<p>Ludicrous ideas, designed by ones who do not live in Crouch End, everyone I spoke to is against</p>
<p>Bought a house in quiet area which becomes cut-through route due to the trial</p>
<p>incapacity on the part of the project to sufficiently familiarise themselves with all parts of the area concerned and to understand all traffic issues in the area and how changes in one part rebound on another.</p>
<p>The proposal to divert traffic into Park Road, Hornsey High Street and Tottenham Lane will be disaster for public transport users especially to those who have to use Park Road and Hornsey High Street. It was clearly proposed by either someone who does not use public transport or has no knowledge of the local area.</p>
<p>It seems <i>nonsensical</i> to try to make Middle Lane a more pleasant place by turning Park Avenue South, currently a fairly quiet road, into a busy traffic-heavy thoroughfare. for years been prevented from being a rat-run due to the 'No Entry' from Park Road, the road is highly like to become just that, a rat-run, as traffic goes the long way round on Priory Road. Drivers on Priory Road who have already been on a longer route will quickly realise its quicker for them to cut through Park Avenue South to Park Road - cutting off two sides of the 'triangle' and avoiding the congestion at the traffic lights at the foot of Muswell Hill.</p>
<p>The objectives in the leaflet about the trial are very nebulous.</p>
<p>completely baffled and concerned as I read the plans</p>
<p>Yet another disappointing and unsurprisingly pathetic service from Haringey.</p>
<p>Many of us have emailed the address you provided already (and cc'd them here) and they are unable to answer our questions hence why I am petitioning - we are entitled to proper answers from our council which no-one is being given. How do I appeal this rejection? I have a democratic right to petition so I am rather surprised at its rejection. Is there another way to get our voice heard? Residents are angry and upset by this and Haringey Council need to be held accountable for it rather than hiding away. Surely someone in Haringey Council can answer our questions?</p>
<p>I need to see the street plans and get more details ASAP so that I can object in a timely manner.</p>
<p>Environmentally this proposal would increase carbon emissions, both as above and by doubling the length of a journey from Priory Road/Hornsey High Street to central Crouch End, whether northbound or southbound. The proposed re-routing of southbound traffic to the junction. of Priory Road and Park Road will inevitably lead to vehicles taking a short cut either though Park Avenue South or Farrer Road, both residential streets. Whilst I recognise that Middle Lane is also primarily a residential street, Farrer Road is already a "rat run" with vehicles cutting through to Park Road and Cranley Gardens, with queuing at peak times at the junction. It is naive to suppose that drivers will be prepared to wait at the traffic lights at the bottom of Muswell Hill in order to turn onto Park Road.</p>

i live locally and am concerned the impact will have on the road with the trial road closures for Liveable Crouch End. Farrer road is already disadvantaged in many ways: A) no CPZ so roadsides are constantly packed with cars being left for often days at a time from non residents and it's nice easy free parking. B) many use the road as a cut through and drive at speed along the already narrow road due to so many parked cars. This is so dangerous. C) due to the free parking we inadvertently welcome visitors to Ally Pally to also park on our free parking road. D) now we are going to take additional traffic from the closures due to this trial.

. This is particularly crucial given that Park Avenue South, and Farrer Road have been entirely overlooked in your trial designs and that Park Avenue South is an existing cycle route (Greenways Link 04 route) with existing high traffic volumes for a residential road.

s the area is totally in gridlock, with no buses or vehicles getting anywhere, I was thinking we could email L and the Leader of the Council Councillor Ejiofor Liveable Crouch End demanding they end the trial.

The number of vehicles cutting down our road increases when there is a queue at the traffic lights on Priory Road. It will get worse during the attempts to concentrate traffic on your ring road during the trial. Disrupting commuters, all buses, businesses and a rise in pollution levels on the main roads through Crouch End which will affect pedestrians and cyclists. All you are doing is shifting Middle Lane traffic onto already full through roads.

i lived locally for 20+ years. I work from home and know a lot about traffic in the area. I welcome thoughts on reducing traffic and making life safer for cyclists and pedestrians in general BUT think the proposal to close Middle Lane (a trial first I know) are going to be terrible. I don't think the road closures will result in traffic reduction overall just displacement activity so that even if Crouch End is deemed more 'liveable', 'Hornsey' will become 'unliveable' - is that really the desired outcome?

I have received a note advising of the closing of middle lane ... completely baffled and concerned as I read the plans.

I think the whole of London deserves to be made more liveable. But to begin with Crouch End rather than any number of other areas of the borough is a terribly misguided decision. Why can you not make Wood Green/Turnpike Lane more liveable instead of improving this far more wealthy area.

do not think these new proposals would solve anything. Quite simply money spent on Crouch End should be creating a nice place to sit in front of the old town hall, with lovely planting, and to keep Crouch End Clean.

It has become quite a disgrace, and it is incredibly filthy. and i do not think it has been well thought out. be two weeks of misery for Farrer Road.

This is a disastrous idea, I do appreciate the trial, but i already this will

A courtesy letter from yourself to residents prior to this traffic headache would have been useful, we were not consulted on plans for our road to be a rat run.

A liveable Crouch is becoming unliveable for the residents. 28 cars on Park Avenue South at 6.35 pm piled up this evening. I do hope for Haringey council a life is not at risk due to emergency services being compromised. This is not a road wide enough to accommodate this madness.

I've lived locally for 19 years and never seen anything like it, not even on firework nights.

I advise your staff to drive through Crouch end tomorrow eve at 5.30 pm. You have caused mayhem and frustration, our lives will be unbearable when Alexandra Palace finish their final works Why have you done this to a lovely area? No resident wants this madness.

Thank you for your two emails of 2/10 - addressed to my husband, explaining the measures your Council now plans to put in place, purportedly to address PAS Residents' concerns regarding the anticipated impact of the Liveable Crouch End Scheme on traffic flow in Park Avenue South. Unfortunately we do not accept that these measures are in any way sufficient. For a start, we are disappointed to note that they will only be implemented during the upcoming trial "if necessary". When might it be deemed "necessary"?

he whole situation is totally unacceptable.

5 years ago Haringey introduced a "bike" crossing and speed humps outside our house. I asked at the time whether we could have a pelican crossing and was told it was too expensive. You now have £4.8m - could you spend some of the money doing that instead of closing Middle Lane?

Middle Lane is the main conduit between Hornsey and Crouch End. Denying access to it from Priory Road and Hornsey High Street will exacerbate the already heavy traffic flow along these roads which currently experience long tailbacks at many times during the day. We understand that the thinking behind this scheme, being funded by TfL, is to reduce traffic pollution. It must be obvious that the plan proposed will do nothing of the sort but will actually make matters considerably worse making for an 'unliveable Hornsey'. We would point out the following which appear glaringly obvious to we who live in the area if not to those in the Council's planning department:-In fact the proposed plans will make living in Hornsey difficult and unpleasant. I am sure that this is not your intention nor the intention of the grant from TfL. I would enquire whether any thought has been given to running hopper buses around the streets which feed onto Priory Road and the High Street? This would encourage people to not drive and would, thus, reduce emissions..... the purpose of the grant I believe.

In closing I would add that I am a member of the Labour Party. It concerns me that keeping Hornsey a Labour Ward will be made ever more difficult should these ill thought out plans become reality.

I submit this in good faith and trust that it will be fed into consultations.

You also say 'As you know, street notices went up on lamp columns last week along with advanced notice traffic signs' but you have failed to explain why the website link on these notices is incorrect. I would, thus, contend that your assertion about 'ongoing engagement' to be somewhat hollow. I trust that there will be public meetings to discuss the trial and that we, in Hornsey, will not be ignored.

Re. highlighted sentence in attached letter extract, it would be ludicrous for me, as a local resident with a car, to be prosecuted for taking the legal driving journey whilst also acting in line with and in the spirit of the Crouch End experiment, merely due to the fact I live in an affected road. However I'm happy to be a test case. Therefore, I am assuming that, even if I am photographed turning left out of my road, I will not be served any enforcement notice.

Shocked by lack of sufficient prior notification

Unforgivable casual approach for project of this scale, no info received for early engagement or trial itself. Only saw a notice on Middle Lane by accident five days prior to email though regularly visit Crouch End high street at least three times a week

As a taxpayer in Muswell Hill ward I also question the wisdom of ignoring the views of those who will be impacted the most by not involving them in the consultation process

it really is quite appalling that no advance correspondence has been sent to residents and that most people haven't a clue as to what's going on. We have tracked down the proposals on-line but putting material on-line does relieve the Council of its duty to alert residents of such radical proposals.

I'm concerned that this was only brought to my attention through my neighbours and that there has been no communication of this from the council to date, and no consultation with residents who will be affected by this hugely significant change to road arrangements.
We were not informed or consulted about the scheme, which doesn't feel great. I know the experiment has just started, but I am flagging up what I foresee may be a very negative, unintended consequence of an otherwise good idea.
There has been no consultation about the trial. This is quite a leap from the information collated in the pre engagement work. I very much hope you will think again about starting the trial next week and reconsider the way in which you engage with the local community and our representatives.
Received consultation document from a neighbour in Park Avenue. This proposal has not been circulated in the affected areas by the council or reported, I feel that this is a must before this commences. Undercover project
I did not receive such a leaflet, and nor did many other residents within the area affected (which was confirmed at the Councillors' meeting on Sunday 29 September). Firstly, there are over 12,370 residents in Crouch End so 1,370 residents have been missed. Secondly, at Haringey Council, you have our email addresses, car permit details, telephone numbers – all that in addition to our postal addresses and yet somehow thousands of residents have absolutely no idea of your scheme?
trialing road changes in Crouch End. This is extremely concerning particularly as we have not been advised about this at all. I will be attending the meeting on Saturday which I found out purely by luck.
My petition was in fact regarding re-starting the entire process as so few residents have been involved in it. I am aware the engagement process is still ongoing however it is grossly unfair that a trial is commencing in three days time from 4% of residents responses - it needs to be re-started and residents need to be consulted appropriately right from the beginning.
I found a notice about the Crouch End Experimental Moving Traffic and Entry Restrictions T46 dated 18 Sep 2019 outside my house. I have attached a photo of the notice. I would like to see more details and file an objection.
I am also aware that a number of residents and local business-owners do not feel they have been consulted adequately on the plans.
How does one become a stakeholder? Our street has now formed a residents group and we must insist on being added to the stakeholders' list
I know of no one in Park Avenue South who received advance notice of this trial. Certainly nothing was put through my door, and there was no opportunity for consultation. Given its likely impact on our road, this is astonishing and completely unacceptable.
I am sorry that I could not attend the Liveable CrouchEnd meeting on Sunday. I was not made aware of this until your GREEN pamphlet arrived late last week. I have received no notification of any of this project through fliers phones, notices or any other method of communication. I read any post carefully, have seen no notices of this Trial as I walk around the area, which I do daily, and neighbours I have spoken to have not had any notification either. Also I have, since Monday 30th. September, tried to find out where and when the next meeting is to take place, but to no avail. I have lived locally since 1972 and we have always been loyal, supportive members of the community. I feel I should have been made aware of a project which could affect my surrounding area, as traffic changes in one part of the area usually rebounds on another.

<p>This level of communication is completely inadequate for informing the local population so can you also explain to me how you propose to communicate the trial for the local residents - I haven't seen any notices posted on the roads about this. I cannot say I recall being asked to give my opinion as a local resident and I doubt if many of my neighbours have been involved, despite living in an adjoining road.</p> <p>So when you state that this is what we told you we wanted I would be interested to know how you originally asked the people directly affected and the percentage levels of response that you are now acting on.</p>
<p>those who live on North View, South View, Hawthorn and Beechwood Roads, Nightingale Lane and Rectory Gardens. We understand that the initial closure is experimental but feel that our views need to be taken into account. The 'liveable Crouch End' plan is all well and good but all of the roads to be closed are in Hornsey and the lack of consultation is undemocratic and, to say the least, insulting.</p>
<p>You 'confirm' that 12,000 leaflets were delivered -- not where I live I can tell you, despite the fact that my area is heavily affected by this trial.</p>
<p>I'm a business owner and to my shock I was told by a customer yesterday that Middle lane will be closed to cars from the 7th October for two weeks. I travel to work by car as I live in Cockfosters . I have had no communication at all about this and I have spoken to all the other shopkeepers who have said the same thing . We have serious concerns and lots of questions that need to be answered. Can someone call me urgently xxx , as I have been calling the mobile number on the leaflet which was given to me0 by a customer for two days and nobody answers</p>
<p>As a member of the Middle Lane Traders Association I am giving you notice that legally we have had no consultation with you at all regarding the closure of Middle Lane . Therefore we feel that closing the two ends of Middle Lane for two weeks from Monday is illegal , as we have been given no consultation or notice . We have serious concerns as to the impact this will have on our businesses and we urgently request a meeting with a senior of your management team .</p>
<p>Traffic volume map: day average) which indicates traffic moving down Park Avenue South but no traffic on Farrer Road. Farrer Road is the rat run with more traffic than Park Avenue South and probably a bigger flow of traffic than that of Middle Lane.</p>
<p>Where is the cost benefit analysis of this proposal. Sure there will be a few people who live in and around Middle Lane who will benefit but there will be many times more who are disadvantaged by it.</p> <p>Can you also tell me what are the criteria for deciding whether or not the "experiment" will become permanent. Clearly you will monitor the situation in the Middle Lane area but what monitoring are you doing in the feeder areas where the traffic will be diverted to. Will you be monitoring how long it takes the W7 bus to get from Cranley Gardens to Crouch End Broadway and the 144 to get from Park Road to Tottenham Lane.</p>
<p>I would expect the council to provide much better information and consultation on this planned project than it has so far</p>
<p>I wrote to you last week with my concerns about Liveable Crouch End project. I attended the drop in event last Saturday and the meeting with councillors on Sunday and have further concerns about how the impact of the trial closure of Middle Lane will be measured, how decisions will be made and the lack of accountability in the whole process which, I believe, undermines local democracy. I was told that the impact of these will be measured by staff from The Project Centre being out and about on the streets talking to people and other information will be gleaned from community groups. I strongly believe that this will not provide adequate or representative information. I haven't been able to find anything on the web site about the decision making process. From what I was told on Saturday there is a Project Board consisting of council officers, staff from the Project Centre and yourself. I have grave concerns about the accountability of the Project Board and the way in which this process undermines local democracy.</p>
<p>Can you please explain the logic behind this and who benefits and who</p>

There have been at least two consultations over the last few years about how to address the problem of increased traffic using Farrer Road - often at speed, as a cut through. One suggestion was to make the road left turn only onto Park Road; another proposal was to make it a no through road. We never heard anything about the outcome of these proposals - do you know what happened to them?
While I appreciate that you have taken some steps to ensure that there are not increased traffic problems on our road, I am concerned that the steps you have taken do not go far enough. In particular the main traffic going through Farrer road goes straight across to Cranley Gardens rather than going left.
Can you clarify why the design development for the scheme is only considering the views of stakeholders and the traffic data?
I have photos of the chaos caused on Tottenham Lane/Broadway when you blocked off Middle Lane at the junction with Park Road for the Middle Lane Street Party on 22 nd September. And contrasting photos where the same street was virtually empty the following Sunday around the same three hour period when I was also in Crouch End on 29th September.
I have just read with some surprise the information you have posted on the LCE page about the trial closures on Middle Lane and Hillfield Road - this is the first I have heard about this proposal and yet the implementation date is only two weeks away. Having read it I note some lack of clarity about the actual impact residents.
This plan is over complicated and in trying to solve problems on middle lane you are simply moving the problems not fixing them. "Liveable Crouch End" for local residents means much more time in our cars.

More cars on residential street instead of Middle Lane make it unsafe
greatly increase the risk to the many pedestrians who use Farrer Road and the Park Road zebra crossing – children and the elderly amongst them – of serious injury or worse
Finally the current traffic lights at Alexandra Palace are extremely unclear and dangerous and if you are going to be sending more traffic in this direction then they need to be remedied immediately otherwise there will be an accident for which you will be responsible.
there will be an increase in risk of human injury or life and an increase in pollution on our street.
I was in no doubt of the bad effect that closing Middle Lane would have on Farrer Road, which already is used as a cut through to avoid traffic lights where Priory Rd joins Park Road. This rat run is often taken at great speed, with drivers not realising how dangerous the bend is. Residents try hard to avoid parking on the bend as so many swerved cars has resulted in damaged parked vehicles. People basically entering Farrer Rd from Priory Rd often do not expect cars coming the other way. This is named 'the bend of death' for a reason.
people will use Park Avenue South as a cut-through. this road will become a rat run, with a substantial increase in the volume of traffic particularly during rush hours. At less busy times, the 20mph limit won't be observed any more than it is now. Near the Priory Road end there is a bend which restricts visibility. Residents know to take extra care here to avoid oncoming traffic. Those unfamiliar with the road may not realise it is two-way (as happened when the Park Road end was first closed), and there will be a risk of collisions.
increasing danger to pedestrians- especially children and the elderly

I walked down local road this morning to the noise of traffic and already witnessed a cyclist being compromised by speeding traffic at the top end of near Park road where Haringey have placed a cycle lane . A group of children on their way to school were being harassed by a driver for talking and walking too slow across Park Avenue South, again at the Park road end, whilst he was in a hurry. Speeding traffic on a residential road children and families use for the park and to walk through to school is a recipe for disaster. I've witnessed drivers mounting pavements, 3 accidents in one day, emergency services at a stand still. Children dodging cars, drivers frustrated at the traffic on PAS attempting to reverse into a drive to turn back, knocking over bins which could've been people, clearly in a hurry to get out of the mess. An unliveable idea. Just open up Middle lane and other roads, this is nonsense.

the existing safety issues which I have highlighted as already affecting our street because of high volume of traffic will be addressed independently of this scheme, as a matter of urgency and independently of Farrer Road, which, as mentioned above, does not a experience a traffic volume problem at the moment.

I have already written a number of emails to your organisation on behalf of myself and my husband,, objecting to this trial on various serious grounds, mainly to do with safety, which you will have docu mented. Please be assured that I will hold the Council and Liveable Crouch End legally responsible for any harm proven to have been caused by the trial if it continues beyond today.

There is a secondary school, health centre, sports grounds and leisure centre along Park Road, used by lots of children and vulnerable people, and increasing traffic makes accidents more likely.

There are a number of nurseries and schools along Priory Road and Hornsey High Street so idling traffic will increase and be polluting the atmosphere considerably.

Suuportive of active living but not through proposed measures

Major concern - proposed diversion route along Priory Road - increase of traffic on Farrer Road. Farrer Road should become cul-de-sac by a full closure at the Park Road end to if the trial is to be valuable

Tottenham Lane but particularly near the old Post Office it is often very difficult for the buses to pass each other. The only way there will be to have a reasonable bus service is to make the whole of Tottenham Lane into a bus lane in morning and evening peak hours. For me that is not a bad thing but there will be shopkeepers etc who may not be impressed. I'm a local resident I can comment first hand on both Priory Road/Hornsey High Street and Park Road. With Middle Lane open to through traffic, Priory Road can still often be banked right back to the Alexandra Stakes. At the moment some of that traffic diverts into Middle Lane but under the proposal that traffic will have to continue down Hornsey High street. Already we see problems for the 144 bus as around Tesco Express the road is too narrow for the buses when cars are parked in Hornsey High Street. More heavy traffic coming down Hornsey High Street will make it even more difficult for the 144 bus. In all likelihood the only option will be to make Hornsey High Street from Middle Lane to Church Lane a red route with no parking which will infuriate locals and local shopkeepers. The same is true in Park Road which from Farrer Road all the way to Crouch End Broadway is already too narrow to handle the existing traffic flows. Pushing more traffic into Park Road will make the situation even more chaotic. The problem is Park Road is not really wide enough to have a bus lane so would have to become a red route.

The proposed southbound traffic diversion schemes have not been thought through in terms of their likely deleterious effect on traffic flows in the area. In particular, the re-routing of southbound traffic from the eastern side of the trial area will dramatically increase traffic flows along Hornsey High Street and Priory Road and much of this traffic will pass through Park Avenue South en route to Park Road rather than via the traffic lights at the Priory Road/Park Road junction at the foot of Muswell Hill.

While I completely appreciate and agree with the aims of the Liveable Crouch End project, I'm extremely concerned about the effect this closure will have; to cut off a major connecting road in the area risks only adding to the large levels of congestion that we see on Priory and Park Roads, mainly during the rush-hour, but increasingly throughout the day.

If it does indeed prove to be a significant and character-altering change, one solution might be to make Park Avenue South an 'access only' road. And keep the traffic on the main roads.

The trial period is too short to make a meaningful assessment. The trial area does not include the streets north of Hornsey High Street and Priory Road which, I suspect, will be significantly affected by the closure of Middle Lane. I think the best way to assess the impact of the trial would be to circulate the results of the traffic monitoring to residents with a short survey asking for views on the impact. I was told this would cost a lot of money but in a project of this magnitude it is very important that everything possible is done to collect data on the impact of the trial and provide a detailed analysis.

We have our workshop located locally along with other businesses in hillfield mews. instead of you closing hillfield road at the end is it possible to block the road just past hillfield mews so we can all gain access to our businesses roughly 20 or so yards up i think this will still be able to obtain the liveable crouch end scheme.

I have lived in Crouch End for nearly three years and would suggest numerous cheaper and realistic traffic measures that could be put in to place – increase bus routes, cameras on residential roads so only residents can drive through, stop allowing cars to park on both sides of Tottenham Lane and Park Road, give residents a discount on their council tax if they do not own a car - to suggest a few. These seem somewhat more effective than simply blocking us out of our roads and adding more time on to our commutes.

Surely we (Farrer Road) should be considered in the 'Liveable Crouch End'. I have heard that you might consider no left turn on Park Road which would help. Maybe you could also consider a temporary trial CPZ on the road too?

Traffic jams however do occur regularly in the side roads leading from Tottenham Lane to Middle Lane. One step that should be taken is to make many of these roads one way. This would greatly improve the situation for drivers and for residents.

To help ease the queuing (on Muswell Hill) you could return the bus lane back to two lane traffic outside of rush hour which should help reduce the additional pollution due to stationary queuing and stop traffic building up behind the traffic lights which encourages drivers to cut through Farrer and Park Avenue South. Although inconvenient for some folk who live on Farrer Road the best solution would be to block off the Farrer Road exit joining Park Road. This would stop all cut through traffic. Perhaps you could trial this as part of your trial exercise to test the ring road theory by using flower containers and a cul-du-sac sign or no through road sign.

Things like reducing parking to one side of Park Road and Tottenham Lane and doing something about Hornsey High Street which is always a nightmare at peak times.

It puzzles me that the space in front of the town hall doesn't seem to feature in the plans. It could be made into an attractive area where people could meet, sit and perhaps have a lunchtime snack from Dunn's.

Also why has Park Avenue South had its traffic flow monitored for comparison after the trial and Farrer Road not, as I think Farrer road has a much heavier flow of traffic. No trial without both these roads being treated together - other than fire tenders and such - will be a true reflection of problems which could arise.
am all for reducing traffic but closing Middle Lane doesn't do this - it just diverts it down either Park Road or Tottenham Lane instead. My son goes to local school so we always cross Middle Lane on the school run. If you want to reduce traffic speeds there are lots of other ways to do this like putting in a new crossing or a ramp (like outside the Picture House on Tottenham Lane).
query about access to residential road - Palace Road
Can you please tell me if there will be traffic flow monitoring along Priory Rd/Hornsey High St during the 2 week trialling of closing Middle Lane
I'm a local resident and I am an essential car user, so public transport is out of the question, also I have two elderly parents who are not able to walk without assistance, there is a disabled bay one house along. How will this closure affect access for my household and my disabled neighbour? Further, the roads along Park rd into Middle Lane is blocked, where will I park and how will I access parking?
<p>1) Will the current temporary traffic light on Tottenham Lane (it is roughly opposite the exit from Montague Road) be gone by the time the trial starts on Monday? I really hope so - otherwise it is going to create a skewed impression of the traffic flow on Tottenham Lane during the trial and undermine the trial.</p> <p>2) I have had it mentioned to me that Park Avenue South and possibly Farrer Road will have banned left turns onto Park Road during the trial. Is this correct? I have been alerting people to the trial on loca and if this is correct I will include this information in future posts.</p> <p>3) I am a little concerned that in the event of traffic building up on Tottenham Lane north of Rokesly Avenue, some cars on Tottenham Lane may turn left into Rokesly Avenue, right into Hillfield Avenue and then rejoin the main road (it is Church Lane at this point) through the exit on Ferrerstone Road (or possibly Harold Road). I appreciate it is hard to cover every eventuality in a trial but were this to happen would you be in any position to do something about it?</p>
The trial is starting tmw and I'm a local resident. I still fail to understand what we can and can't do during this trial. I wrote to the council by email a week or more ago and am waiting for a reply. It looks like my road is going to be completely closed as there is no way out of it if you block the end with St Mary's lane. Can I leave my car in Birkbeck then? No notice says I have to move it.
I have just seen the notification through a colleague regards the Middle Lane closure. Myself and colleagues who work providing NHS services to the community require access to the premises car park (off New Road) only accessible from Middle Lane. Some of the staff are travelling in from outside the M25. Will we have Guarantee of access please? We will await to hear from you as soon as possible please.
Can you let me know who in the Council is dealing with the pollution motoring during the trial and can you ask them to email me a map showing the monitoring locations? Can you also send me a map showing where the traffic monitoring strips are located for the trial and can you let me have the daily numbers for the strip in Park Avenue South from the date the new strip went in? Once the trial starts it would be great if you could send us the numbers for Park Avenue South at the end of each day.
s promised, can you please provide: 1) The daily vehicle figures from when the counters went in (the night of 24th September I believe) up to Friday 4th October, provided now or at the latest on Friday 11th October. 2) The daily vehicle figures for the first week, provided at the end of that week (Friday 11th) 3) The daily vehicle figures for the second week, provided at the end of that week? (Friday 18th)

We have significant concerns about your three sites for air pollution monitoring for Park Road, which are seriously flawed and will not measure pollution on the road as experienced by pedestrians walking along the road
Can you please explain to me how you will be monitoring the traffic ? Surely Haringey should have done its research prior to implementing this proposal in order to ascertain whether this is fact a well thought out proposal.
I would like to know what you are doing to monitor pollution levels - before, during and after the trial as surely a mark of making a place more 'liveable' is about clean air.
Not sure know these work, but will the stations be collecting information on a daily basis?
Can you let me know how the pilot is going to be assessed and who makes the decision about what happens next.
Are there members of your team in Crouch End this evening to see the impact of this scheme?

WEEK 1

It is all very well talking about walking more but there are many older people who cannot walk very far and for whom the public transport system does not suffice as it has limited route possibilities.
Not only is this incredibly inconvenient (and potentially isolating, especially for older people with disabilities)
how can u do this to the disabled and elderly disabled and elderly need to get around crouch end and n8 n hornsey but they cant elderly and disabled cant take mini cabs as the roads are traffic jams so they cant sit in a mini cab in a traffic jam for long periods of time this is discrimination against the elderly and the disabled the elderly and disabled have to go in their car its not a luxury unnecessary trip for them the elderly n disabled need to go to the doctor to the shop now they cant as they don't want to be in a traffic jam its expensive in a mini cab
It furthermore discriminates on all forms of disabilities and it's only caters for able pedestrians.
NOT LIVEABLE. I am an elderly local resident who walks into Crouch End whenever possible or sometimes takes the bus. However at the moment I have a bad back so need to use my car.
Your scheme is not going to stop people using their cars overnight as your insane philosophy seems to believe, because way too many of the people driving in north London have to drive because they cannot afford to live near where they work and public transport is too poor and too expensive to allow them to travel effectively. These people, the same people who jam up the residential streets in Crouch End every day, will not stop driving in.
people are elderly, disabled, travelling with several small children and need to drive.
Secondly, there is an equality impact on women and the elderly.
I have written to you on behalf of all elderly and disabled residents about your two week experiment in Crouch End. This means I have no access to cabs and cannot stand or walk very far and cannot wait for buses for too long. The shops and banks are out of bounds for me until the experiment stops in two weeks The Council do not make allowances for elderly and disabled people and we are being discriminated as you don't consider us at all, we don't exist according to your planning Dept.

Impact on the elderly - my elderly father in law is 80. He isn't disabled, but cannot walk far. His home is not on a nearby bus route that he can manage the walk to, so he infrequently drives (2 x per week) to the shops to get food. This trial has isolated him as he tried to drive at the start of the trial (he didn't know it was happening) and got stuck in extremely stressful traffic. He is now too scared to try and drive, even when it isn't rush hour. You've basically isolated him and cut off his access to the outside world. Trials like this need to consider the elderly, the disabled, the vulnerable, and the kids. Not everyone can walk, cycle or get the bus (that's when it is running..)
More traffic is being sent through central Crouch End for eg if I want to go from Weston Park to Park Lane I now have to go in huge circle via Haringey Park and through central Crouch End ie a longer journey creating more pollution.
If it's about pollution it's obvious without studies it is only displacing it not reducing it.
Is this a trial to see how many asthma patients you can put into A & E At the moment we just can't breathe, the traffic is all condensed into adjacent road ways & just for good measure the road works on Tottenham lane make sure traffic fumes stay concentrate, if help is needed it will be almost impossible for emergency vehicles to pass quickly. Any fatalities caused by the Crouch Enders trial would be down to the brain of this project. So I ask you to see for yourself, take a step into Tottenham lane take a nice deep breath of the super pollution caused by this crap idea. Sorry just joking I love the idea. Death by pollution
The effective closure of Middle Lane will put intolerable strain on Tottenham Lane and increase the amount of pollution for those of us who live on this road.
It makes my journey at least three or four times as long in distance and possibly more in time resulting in more emissions and fuel use.
I can't believe the council is deliberately making fumes worse in Crouch End damaging health. As a pedestrian I never drive I walk on Tottenham lane I am choking on your fumes caused deliberately by closing middle lane and other roads this is ridiculous I don't want to walk on Tottenham lane now because of the car fumes caused by u closing middle lane it's disgusting for me a pedestrian with no car to breathe in all these fumes on Tottenham lane
toxic fumes
pollution increased
Closing off Middle Lane at BOTH ENDS is a mockery of a sham. Pollution levels on the high street have rocketed and traffic is at a standstill.
Plus the pollution. Has anyone thought about that?
There are now stationary vehicles causing more emissions and pollution for us and our children.
What is the plan for Park Road from tomorrow to help us return our road to normal – for living but not with constant traffic, beeping and exhaust pollution and also commuting?
Poorly thought through and just going to result in more cars idling and releasing toxic fumes.
Traffic is blocked solid, causing untold pollution levels.
smelly fumes not usually around here..
The fumes can be smelt in my house.
It's causing more pollution for those who live on Mark Road.
Walking the streets with more noxious fumes than ever makes me not want to go outside at all.
Whoever thought of this scheme needed to do some significant research into the consequences. Crouch End has turned into one enormous traffic jam with car fumes spewing out and with people adding extra mileage to their route therefore using more fuel.
I just like to register my unhappiness at the new road closures in Crouch End. I cycle to and from Clerkenwell every day, through Crouch End. The pollution and congestion today was unbelievable. It was incredibly unpleasant for cycling and for pedestrians.

As predicted by residents this is not going to work, and you will only succeed in greater CO2 emissions and longer journeys.
Traffic through the whole of Crouch End, along Park Road, and at sports facilities like the leisure centre and cricket grounds, makes the air quality and experience of walking much worse, the slow-moving traffic dissuades commuters from using public transport, and having cars crawling along the roads for much longer than usual must result in higher emissions. All in all, it seems like the scheme has produced all-round negative results.
We are unable to turn in our street and often have to back out into the main road. Clearly this is more dangerous with more traffic going by. You are also driving more traffic past two primary schools (St Mary's junior and senior) and past Greig City Academy. I wonder if anyone will be measuring increased emissions outside these schools as a result of the increased traffic that will no longer be going down Middle Lane?
The road was grid locked and I can't begin to imagine the increased pollution levels in central crouch end as a result.
causing residents on these streets and schools nearby to suffer far more from harmful emissions
Are you lot crazy! The closure has caused traffic jams and VERY long journeys. Much more pollution in being emitted because of the long tailbacks
Dreadful pollution.
Following my ride to and from the City today, I felt physically sick having had to breath in the gasses of this many stationary cars. I also live locally.. a cycling route, well today you would have struggled with cars manoeuvring all over the place causing several near collisions! I dread to think what could happen seeing my son take his bike out... Park Road resembled a parking lot (which I suppose will suit the trials car count) but will completely defeat the object of the much needed reduction in pollution. Seeing family and many kids walk to and from school and to the Gym along Park Road will lead to people having to decide if Crouch End is so Liveable!!! Pollution levels need to come down not go up! This was not well planned.
I don't know if you check Crouch End Appreciation Facebook page but people are up in arms about the pollution on the Broadway, our most densely populated pedestrian area. Please reconsider your plan and develop a strategy to green the neighbourhood in a way that does not risk our children's health. On a personal note my son was prescribed a ventolin inhaler 2 weeks ago. He is 6 years old. It is the first time he has been given the drug. Seeing this traffic right outside his school, his classroom, today is upsetting to say the least.
? As I'm sure you're aware, the school sits adjacent to Tottenham Lane, which yesterday was a car park of idling vehicles and buses belching out exhaust fumes. The playground for the school is the closest road to the site. That's 700 pupils aged 3 to 11 years of age yesterday breathing in a massive increase in exhaust fumes
The level of vehicle emissions in this situation of extreme concern. Action to reduce vehicle emissions is not being addressed by the current situation.
increased my exposure to pollution while sitting in traffic jams - not to mention residents of the gridlocked roads. Very unpleasant unnecessary experience.
ith hundreds of stationary cars belching out substantially more fumes than previously as cars are constantly revving up to inch forwards. All you are going to do is make the living environment here worse by creating dirty air. People will not stop driving as they have no workable alternative. If you want people to stop driving, making car use a living hell but providing no additional bus or train capacity is a road to nowhere. All we now face is two rush hour periods of stationary traffic belching out soot, NOx and CO2 that was not there before and rather than make this area more liveable you risk making the air as dirty as somewhere like Brixton High Road. Get yourself on the Victoria Line and spend an hour breathing in the toxic smog outside the tube station that the congested local space there has to endure and I think you will get a vision on what you lunatic plan risks doing to Crouch End

I am totally behind a scheme that is helping air pollution around the capital but fear this scheme has been poorly thought-out and executed. It seems that the roads that have light moving traffic have been closed, which only makes the main roads more congested and have far more idling cars.
the pollution is disgusting and everyone is completely fed up. And to schedule this while there are roadworks on Tottenham Lane really defies belief.
Furthermore the area was gridlocked and so cars were just sat idling, significantly reducing the air quality in our area.
and the amount of cars queued and not moving with their engines running would have been having a terrible consequence on our environment.
With over 7000 kids schooling in the area, and pollution levels going up because of the jams, I think we need to be concerned. On a day when Extreme Rebellion is blocking roads to highlight pollution, it seems ironic the council are blocking roads to increase it! Who on earth thought this was a good idea obviously lives on another planet.
Please please sort this mess out asap. If anything, it has the far from welcome effect of making people consider their choice of home town as they are unable to move around with ease and without intolerable levels of pollution.
I am not particularly affected on a day to day basis as I walk everywhere, however when I was walking home last night Crouch End was absolutely gridlocked, the walk was awful due to all the car fumes. Buses were stuck in the traffic, cyclists couldn't even get down Park Road as there were so many cars
Increasing noise and pollution immeasurably.
How are the elderly meant to feel safe and last but certainly not least what about the pollution??? I live in an edwardian house that doesn't have double glazing and nor should it. But this is causing me great stress and it is only day one.
Now, I'm sure you're about to retort with something about the environment / pollution. Well, like I said, both Park Road and Tottenham lane are congested to the point that traffic is at a standstill; the cars, vans and lorries are spewing gases more than ever, and for longer due to not being able to move.
All this has created is more traffic sitting still causing more pollution.
I'm sure that you have had plenty of feedback regarding the thousands of disrupted journeys from everyone yesterday. The whole of Crouch End was livid yesterday at the traffic chaos caused by this. I understand that its only day one, but yesterday was madness and idling vehicles stuck in traffic will only pollute the air more.
extra fumes of the static traffic impacting the kids leaving Coleridge school
Hi , I don't have to commute but do pick my children up from the local school Coleridge and both were coughing and spluttering due to the massive amounts of increased pollution on crouch end hill. Traffic including lorries and buses were stationary and spewing out toxic fumes. So actually this has massively and negatively impacted my walking enjoyment in crouch end . I think the online survey results speak for themselves and trust they will be taken seriously when reviewed .
The carbon footprint
Another point is that you are trying to reduce emissions when all you've done is cause more traffic and therefore more emissions. Traffic causes higher emissions as cars are stopping and starting burning fuel. I don't understand how an increase in traffic is going to benefit the environment.
I believe that the extent to which people and businesses are detouring and getting stuck in traffic jams will actually cause more pollution. Furthermore increased traffic on residential roads is unacceptable.

<p>The closure of Middle Lane has made Crouch End UNliveable, the increased pollution Any research would have shown the necessity of Middle Lane as a throughway, roads do not exist for hundreds of years for no reason and Middle Lane was here centuries before the Victorian sprawl, obviously for good reason. Now we choke because some theorist has no grasp of practicality. Our council seems hell bent on destroying Crouch End for no good reason.</p>
<p>I am a local resident, one of the roads off Priory Road and I am witnessing first hand how awful the closing of Middle Lane is: increased car fumes and pollution from the standing queue of vehicles on Priory Road and Park Road</p>
<p>This scheme is a complete and utter farce from its very conception, and has clearly lead to the worst pollution I've ever experienced in the area. Having just spent an hour and a half on a journey that should take thirty minutes, I can attest to this being a total balls up. Maybe have a quick look at the jolly questionnaire you've given us, and look at the blatant results.</p>
<p>adding more pollution</p>
<p>his will add to pollution! The closure at our end of Middle Lane is just 7am - 7pm. So in the evenings there is lots of traffic again. Given this trial is called ' Liveable Crouch End' maybe you should think about the noise pollution this creates and the impact on residents.</p>
<p>belching out loads of pollution - how on earth is this helping make Crouch End more 'liveable' ?</p>
<p>but has increased the pollution levels rather than reducing them due to the number of cars and buses that are idling due to their inability to move anywhere. As such, I would be grateful if you could consider terminating this test period immediately.</p>
<p>mostly stationary increasing the pollution levels. Then depending which way the wind blows dumps the extra pollution on whoever.</p>
<p>This project is not creating green clean air, it's causing traffic to stop and pollute the area more with idling engines.</p>
<p>It is a nightmare , all streets full of cars and pollution and park road,</p>
<p>For the first time <u>ever</u> I noticed air pollution in central Crouch End. It was dreadful and entirely the result of so many buses and other vehicles which were motionless and pumping out fumes. I walked home via a different route home to try and avoid it. It is a health hazard that you have created.</p>
<p>I have a number of serious objections to the scheme and I hope that the trial will be halted and no permanent system will be put in place. I would preface my comments by saying that I consider global warming, climate change and urban air pollution to be major issues. I also always use the local buses and tubes to get into central London and walk where possible. Unfortunately, I think your scheme is likely to intensify local traffic problems rather than reduce them. 5. It is likely the scheme will generate increased air pollution by the two schools on Hornsey Lane.</p>
<p>we are drowning in car fumes</p>
<p>This is based on the fact you rolled out this scheme after granting road works to tottenham road, increased pollution</p>
<p>With regards to the pollution I have never seen it so bad. When you walk through the centre of crouch end all you can see and smell/inhale are exhaust fumes due to the traffic being at a standstill.</p>
<p>The Liveable Crouch End plan is not well thought through. The traffic congestion has raised the emissions threefold! Who thinks up these idiotic plans?</p>
<p>The fumes & air quality is awful.</p>
<p>I will of course fill in the survey on the scheme and will leave it another couple of days to do so as traffic patterns will no doubt change. I wanted to share with you my concerns for those of us with impaired lungs who are directly impacted by pollution</p>

which may well make air quality at peak times worse
I got off the bus 3 stops before my normal stop, one could argue this would be good for my health , but no the traffic fumes were unbelievably awful from all of the idling traffic , stuck in crouch end his is by a school and one of your aims is to create better air, I would argue that the air is significantly worse by the displacement of traffic.
The traffic was solid down Tottenham Lane, belching out fumes.
More pollution! Shall I go on? Culminating in a argjument
This has to be one of the most ridiculous decisions you have ever made! If it has been done to improve air quality, or for some other environmental reason, then it is having the diametrically opposite effect. I wonder sometimes who dreams up these schemes, with apparently no idea of the potential consequences.
Car journeys from our area of Hornsey to Crouch End and beyond will be longer (it's about three times as far into Crouch End Broadway via the diversion as via Middle Lane) thus causing MORE not LESS pollution. There is currently no possibility to take public transport from the northern areas of the Campsbourne and Nightingale Estates into or through Crouch End (see point 5)
Also, pushing traffic into fewer routes must have a detrimental effect on air quality and noise in general, so that of course is another concern as surely keeping traffic flowing most easily through a variety of different routes is much more desirable than the concertina effect of squeezing it into less space.
Whilst I understand that there is a need to encourage people to use their cars less to improve the air quality and address <i>Green Issues</i> I believe the closure of Middle Lane will in fact increase pollution. The reasons being: When drivers do need to use their cars, drivers will need to take detours which will involve longer journeys if they need to get to and from Crouch End or further journeys via Crouch End. For example - the shortest routes from Crouch End to Priory Road/Hornsey High street by car can be made either via Middle Lane or from Ferme Park Road/Tottenham Lane via Rokesly Avenue and Middle Lane both of which are relatively short routes. . However, if Middle Lane were to be closed permanently the journey by car to and from Crouch End to Priory Road/Hornsey High would be much longer. The detour route necessary would either need to be via Tottenham Lane to Hornsey High Street or via Park Road – these are both far from direct routes and therefore more pollution would be caused. (The journey from Ferme Park Road/Tottenham Lane to get to Park Road would be even longer due to other road closures off Crouch End Broadway – see my journey below) The residents of Tottenham Lane, Park Road, Priory Road and Hornsey High Street plus the surrounding roads would therefore have increased traffic and congestion causing more pollution around these roads and the roads would become less safe for cyclists and pedestrians.
Or maybe you think it would be nice for Crouch Enders to sit on the new benches at the Crouch End end of Middle Lane and breath in the EXTRA pollution.
3) the amount of pollution caused by idling traffic in queues and by cars travelling twice the distance to get somewhere must be really unpleasant for everyone who is outside this zone. I'm sure the residents within the zone are thoroughly enjoying this trial but the benefit of those few surely isn't worth the distress to everyone else.
Air pollution from idle traffic
The traffic siting on Priory road is now stationary outside people houses. Not nice for these residents having to suffer the noise and fumes
and increase pollution for others in the surrounding area.
nd not reduce emissions locally in total at all.

I want to know how the Council will monitor pollution and congestion on Park Road. During the rush hours the traffic on Park Road is still appalling even though the road works on Tottenham Lane have finished. The pollution levels from NO2 must be through the roof! This on a road where there were locations where pollution was above the legal limit even before the trial started. I walk down Park Road to go to the gym every day and also to go to the shops and worry about the effects on my health. It seems ridiculous to have a trial where more pollution is created on a narrow main road that has a significant number of shops with lots of pedestrians (many of them parents with kids in buggies) using those shops. Middle Lane by comparison has few shops and you are much further away from the traffic. When I contacted the Council lead officer on pollution, she could not give a satisfactory explanation for how they would monitor the changes in pollution levels and congestion on Park Road as a result of the trial. What she said was: we will be using traffic flow measures and a qualitative assessment as surrogate indicators to assess the impact of the changes during the trial period. She also said that: focussing on complex modelling may not be time and cost effective, therefore further quantitative modelling was not considered as part of this project at this stage. Translated, this is saying the Council don't want to spend the time or money to get an accurate picture of pollution as part of the trial. My guess is that pollution would be even more in breach of the legal limit than it is now, resulting in more ill health for the pedestrians using Park Road to go to the health centre, the gym, the lido, Highgate Woods Schools and the community shops. I am sure that residents living near Tottenham Lane would also share these concerns.

imagine that this chaos has been caused by Haringey's ridiculous trial of closing several roads. As I am writing this, where I live is at a complete standstill. The pollution from the stationary traffic must be immense. I travel home before peak rush hour but the traffic will just deteriorate as the rush hour advances. This is not what people want at the end of a hard day at work.

We don't need to sit at the end of Middle land on a bench watching traffic in a queue back and forth, whilst breathing in fumes.

nd is polluting the area of Rokesley school more than before. Also Park Road with its swimming pools and the Hornsey Central Health site, is more polluted and congested as most of the traffic is being forced down that route. I have plenty more to say that is negative about this scheme that has not been thought through properly.

Dear Team, I know the trial is temporary. It's what it might lead to in future that worries me. With £4.8 million to spend I fear that you will be keen to judge the trial a success, no matter what, in order to have an excuse to spend the money. Also I read in the local paper that the council is linking this with climate change measures. It won't help the climate to shift pollution from some roads to others. The way to go is via electric vehicles.

We have chosen to get off the bus a few times and walk instead but this has turned out to be a horrible experience as we have to walk alongside stationary traffic pumping fumes at us. This scheme is supposed to be benefitting pedestrians and bus users like us but I feel we are actually being penalised through delays and reduced air quality. I have come out of my house many times this week with my children to be confronted with a line of cars again pumping out fumes. I in fact asked my children to come into the house rather than play in the front garden earlier today as I didn't want them breathing in the exhaust fumes.

and therefore the air quality must be ten times worse than it ever was. I also now have to go the long way round to get home thereby emitting more pollution due to unnecessary extended drive time.

This not only increases pollution but encourages more traffic in surrounding roads not priveleged enough to be closed. I am a doctor driving into work by car as travel times are way to long by public transport and the last leg of the journey is requiring elaborate detours just to get back to my house. The end result is not only more time in car but increased mileage so not sure how this cuts down pollution.

<p>Furthermore, what these plans unintentionally do is create an inequality in neighbourhood attractiveness between the areas north and south of The Broadway. This would subsequently create a redistribution of the population making our neighbourhood even more desolate. The recent revival of Priory Road would stall. The traffic on these roads have generated so many fumes, and the air quality has plummeted. Have you done an environmental assessment of this plan?</p>
<p>My children go to local school and I imagine with the constant gridlock on Tottenham lane, the emissions have increased in the playground.</p>
<p>he pollution can almost be tasted in the air, disgusting. It has made my area a miserable place to live for the last 2 weeks. Please, please don't introduce this scheme, please leave our roads as they were before. Keeping the traffic moving freely is the best thing you can do for our community and air quality.</p>
<p>Middle lane may be fine but it's an island in a sea of extra traffic and pollution.</p>
<p>What is most worrying is the quality of air pollution in the areas that are taking the traffic that would normally use Middle Lane. I am also thinking about children in pushchairs who are at exhaust level, inhaling even more air pollution.</p>
<p>Then there is the aspect of the damage this project is doing to the environment. Gridlock and slow moving, dense traffic causes intolerable levels of pollution. The project is worsening the cause it sets out to achieve. Cyclists report that they're breathing in filthy air on Park Road and Priory Road, and also that it's less safe to cycle as there's so much traffic.</p>
<p>Buses are not running on time, vehicles stationary pumping out exhaust, people anxious to get home to their families after a day's work</p>
<p>The liveable crouch end scheme - road closing trial it's a disaster. Car stuck in traffic pollute mote, not less. Stop it now !</p>
<p>ollution worse than ever along Tottenham Lane.</p>
<p>This must stop as it created more traffic backed up and more pollution</p>
<p>causing extra omissions from engines running in stationary cars</p>
<p>goodness only knows how this is supposed to improve air quality</p>
<p>I am writing in response to the recent experimental closure of Middle Lane in crouch end. I can confirm that it has made the roads surrounding the experiment meaningfully worse. I cycle through crouch end most evenings and the traffic is terrible. This has three impacts, 1) more pollution as cars are stationary, I don't know if you have done an impact assessment of the additional nox and particulate pollution or not, but we know that they are highly dangerous chemicals.</p>
<p>or to get off in the centre of Crouch End and walk along side the fumes being pumped out. I have never ever before had such intense concern for my health walking alongside traffic on Park Road. It is a scandal that you have made this happen and propose to make this situation permanent. Before this trial started I would have though nothing of walking back into Crouch End to pick up ingredients for an evening meal but not any more. I feel totally trapped at home, not wishing to venture out for the sake of my health This project is destructive to health and air quality... Your scheme is endangering the health of hundreds of people.</p>
<p>Impact on schools - my children attend local school. The traffic and fumes on Tottenham Lane are visibly and noticeably worse at peak times – and I am horrified that our children are facing increased pollution. I know you are trying to reduce cars overall, but creating bottlenecks on roads right outside schools shouldn't be a desirable outcome. I am assuming your project team have taken “before” readings at all local schools and can then check against the “during the trial” readings. <u>If you haven't monitored the impact of pollution from this trial on schools in particular, then I would say that this is an horrendous oversight and should make the trial completely void.</u> The impact of pollution on our children should be your primary concern. It's not about overall car reduction “fixing the problem” if the displacement of whatever traffic remains is then concentrated into areas right by schools.</p>

now and because of that, pollution is raising on my road due to stupid decisions made by you where you think closing some roads will reduce overall traffic
it is surely building up massive amounts of additional noxious emissions from vehicles, the increased journey times of private and public vehicles.
All churning out nox emissions.
The closure of roads is only jamming the traffic on other roads and increasing the horrendous pollution we already have to endure which has become Toxic. Please seriously rethink your strategy for the health and well being for all the residents of the area
I look forward to your Control traffic data on Farrer Road and your reflections on whether this trial is in the best interest of all Crouch End residents.
How the proposed closure of Middle Lane, an established and important thoroughfare, benefits anyone in Crouch End is really hard to understand.
This is again a classic oversight by Haringey who has favoured Crouch End N8 residents over Hornsey N8 residents.
It does feel a little like the council are just going to be pushing more traffic onto those roads, in the poorer areas so that one area can experience less traffic and pollution in what is already a lower zone . This does seem very unfair.
I honestly can't wait for this scheme to be over, it's day one and my part Crouch End is more dangerous and congested. Crouch End is not just the area around the Broadway, plants and benches on Middle Lane might look nice but this serves no purpose to the interests of the wider community
This was certainly a awful idea. I'd also like know is using those benches at the bottom of middle lane and why do the residents on middle lane get special treatment and everyone suffers
I live off Middle Lane so should be pleased as my street is quieter, but pushing traffic from one road to three others does NOT make an area more liveable. Anyone walking along Tottenham Lane, Priory Road and Park Road now has to breathe in far more fumes from standing traffic than before.
This has got to be one the worse ideas for residents that live on these roads. There is not consideration for the working class who are also trying to get their children to school and make it to work.
INCREASING PRESSURE ON ALREADY HIGH-PRESSURE AREAS Park Road is already a stressful road with its narrow pavements and high traffic volumes. Increasing the pressure on the road will make it even less pleasant for pedestrians and residents who already put up with unpleasant conditions.
Firstly, Crouch End is a very rich area and already very liveable. Surely the money could be better spent elsewhere in Haringey? Or just put on more W7 and W3 buses as these are always full at peak times.
Maybe this makes a 'nicer environment' for those on Middle Lane? Or perhaps you want to keep Hornsey and Crouch End separate? No? That's what you're doing. And the noise, traffic and CO2 are, as I mentioned, more acutely present on the other two roads, where traffic is at a bottleneck.
I live locally.. Whilst I am supportive of what you are attempting to do with the Liveable Crouch End project, I am also concerned about the impact to those of us who live locally. It seems that this scheme will benefit better-off people who live on quieter residential roads such as Middle Lane and Weston Park whilst making life far worse for those of us who already suffer from higher levels of air pollution and noise pollution along Tottenham Lane. How is this fair?

It all sounds like you have asked the residents of Middle Lane about the level of traffic and they replied that they were unhappy. But I go back to my first point - no one asked me. I am an active member of the Crouch End community and would have loved to give my opinion. In fact, if you change a road as majorly as you have changed all the roads in this temporary closure you should have proactively sought our opinion. My husband has emailed the council several times about a separate traffic issue outside our flat and has never received a proper response - so really you should have known that we live here and are particularly interested about traffic on our road.

I fully support encouraging people to walk or cycle where they can, but *not everyone can do so* by reason of age, infirmity or disability. So there are *equal opportunities implications* here too - such people as really still need to use their cars are being forced to take longer journeys and create more pollution, become social pariahs - or just become housebound. The scheme will have the effect of marginalising older and vulnerable folk still more. Is that really what Haringey is about? To me this is a bit of punitive NIMBYism. "Look how marvellous it is in Crouch End now and don't worry about the people in the surrounding areas!! " London is a series of interconnected places. Crouch End is not a separate entity from Hornsey. Every action in one place has an effect in another. Liveable Crouch End appears to be about to mean Less Liveable Hornsey! We are already suffering from the blight of a huge increase in cars in our area because of the many housing developments, like Smithfield Square/Sainsbury's and many smaller ones.... They provide no or little parking and the planners seem to be standing with their fingers crossed behind their backs hoping new residents will not bring cars into the area - meanwhile the streets are overfull of parked cars almost all the time.

I do not feel that the permanent closure of Middle Lane is meeting the local residents' suggestions of improvement in Cycling Infrastructures, Pedestrian Spaces and crossings, Traffic Impact and Air Quality. It is perhaps slightly beneficial to those people living in the roads joining on to Middle Lane but people living in the surrounding areas will see little benefit from it due to the increased traffic and pollution in their streets.

I would urge you to reconsider the completion of this trial and rethink another plan. One which benefits ALL the local residents and the ones who travel from nearby

Crouch End is becoming more 'unliveable' for just about everyone who doesn't live on Middle Lane, as your feedback testifies

If the scheme delivered, for example, a pedestrian precinct in Tottenham Lane, it might be worth it, but all we have is a few chairs on the pavement at the top of Middle Lane. Those who benefit are those who live in expensive houses off Middle Lane. Why?

I live locally, 99pc residential but the victim of terrible, and growing, traffic. But no action from Haringey on that. Why do you only respond to areas which can field powerful middle-class pressure groups.

While I have read about the stated aims of the 'Liveable Crouch End' scheme it seems that the main beneficiaries will be a small number of residents in a highly localised area, to the detriment of a much larger group of road users and residents

We welcome your openness to allow residents to express thoughts. Thanks for that. We would like for the community to have a proper discussion on how we can all benefit, not just create winners and losers. As it now stands, the current proposal needs to halt. I would also like to know the qualifications of individuals who have made these suggestions and which experts, and urban planners they have consulted.

I could easily suggest the scheme is great as my road now has little traffic, but I don't believe the residents of Park Road, Priory Road and Tottenham Lane should suffer adverse effects to make Hillfield and Middle Lane more 'liveable'.

Please end this ludicrous trial and have a complete rethink. Something viable for ALL residents needs to be implemented that doesn't penalise some of us on the basis of what street we live in.
I also have strong reservations about various equality impacts this project has. Firstly, closing a road does not stop people using cars, it just moves the problem elsewhere. In this case, mostly to less affluent areas. In effect, the project gives the impression that Crouch End deserves the status of a gated community and all the surrounding areas should have to deal with the traffic and pollution. It also appears to have been misleading, as of course people want to reduce traffic and pollution and have quieter streets. But pushing all the traffic and pollution to the surrounding neighbourhoods is not the answer. It smacks of Nimbyism. Finally, the people living in Middle Lane and surrounding streets loathe the project as they can't get in or out of their road.
I also find it difficult to understand how removing traffic from the affluent centre of Crouch End into the less affluent areas (Tottenham Lane, Hornsey High Street etc) has any impact other than reduce the quality of life for people living there. I suspect that most of the traffic is actually from outside the area. Getting people out of their cars surely requires a much more coordinated (and supportive) approach that addresses the realities of people's lives.
I appreciate that Middle lane may well be improved, however the rest of the neighbourhood has been negatively impacted, including the nice restaurants and bars on park road which now have increased diesel soot to deal with. I long for a crouch end with only bikes, but while we have to go-exist with cars, this strategy seems to be worse than the prior situation.
The 'consultation' was (from what I understand) just with the people living/working on Middle Lane and some of the roads coming off it. What about the people who drive through it every day, who get on the bus there, who get off the bus there? Seriously ill conceived and rolled out, not surprising there are no team names given on the site. Not surprising there is no 'lead name' given. Not surprising there is no number given. Not surprising there is no option to contact them when you call the Haringey Council phone number.
Thank you for the trial criteria. Surely the same could apply to other areas in Haringey including Wood Green & Turnpike Lane. It is a wasted opportunity and unfair for Haringey to focus on predominately a wealthy middle class area (healthier people with more personal resources) than in other parts of the borough Crouch End residents are probably one of the most healthiest and more active in Haringey.
the wider consequences this morning are not acceptable to our community. You can't just block off middle lane which is a major thoroughfare without very significant consequences including to bus users which is presumably what you are trying to encourage. The W7 was severely impacted this morning!
The W7 towards Finsbury Park was massively disrupted again this morning.
We rely on the 144 to get up the hill from Hornsey to Muswell Hill to get the kids to school every morning. Over half an hour's delay on the bus route, Hornsey High street was completely choked and I expect this will continue. This was not a good start..
It is likely to also make the buses much slower along The Broadway where they already have to wait quite often - I anticipate this will cause a lot of difficulty for the 41, 91 and W5. Although there are buses that go from Muswell Hill to Crouch End that is not much use for those who travel further than Muswell Hill roundabout and the W7 will get caught in the extra traffic on Park Road as well.
It took 50 minutes for me to get from Turnpike Lane to Archway on the 41 today. And that was me speeding the journey up by jumping off the buses and running through the standstill traffic and getting on buses further ahead. Really horrendous.

It took me over an hour to get my children to school and nursery this morning, I usually get the bus but had to give up as buses couldn't pass in gridlocked traffic, they were letting people out away from bus stops and mopeds were whizzing past kids,
Residents and workers cannot get access without going via the high street and buses are not running
The bus route W3 & 144 are slow meaning my children have been very late getting home.
e both work in central London and need to be home for our childminder at 6.15pm but it looks like there were not enough buses reaching Finsbury Park, my husband is walking home from there today and we need to know what to expect for the next two weeks.
The buses can't get anywhere!
o buses at all able to service finsbury park
Then my husband hasn't been able to take W7 from Finsbury Park as they are all stuck on Park Road.
All the buses were held up and an ambulance couldn't pass in Park Road as it is too narrow at various points.
If the idea is to make people use buses more, what on earth is the point if they get stuck too, and then eventually stop running (like the W7 did this evening)? How is this making Crouch End more liveable?
I understand you want people to get out of their cars with the pilot but even those on buses are severely handicapped by this trial. It is not working.
w7 bus from Muswell Hill to Crouch Hill
As a resident of Crouch End I am writing to express my concerns about the current trial. The pictures attached were taken in Crouch End at around 5.15pm this evening. A journey on the W7 from Finsbury Park to the junction of Park Road and Priory Road that should have taken 20 minutes was abandoned on Crouch Hill and continued on foot on the recommendation of the bus driver who advised that it was likely take an hour to travel a quarter of a mile reach the Clock Tower! I see encouraging people to go on foot is one of the intentions of the new scheme, however this should not be at the consequence of other methods of transport such as buses.
I am a Crouch End resident and have just got in from work with my bus journey taking 30 minutes longer than usual.
A ten minute bus journey also took nearly an hour this evening.
Please please don't make our lives and travel to work on buses and tubes any more miserable than they already are. This is a terrible failure. Own it and shit it down.
There were far more traffic fumes so pedestrians have suffered.
Hi - I've been quite alarmed about the traffic chaos that has been caused by the closure. As a bus user I wonder if you considered the impact on services particularly the W7 which now just gets stuck in traffic - I had to wait 20 minutes at Finsbury Park yesterday at 4 p.m. for a W7 and the journey to Crouch End took a very long time too - if I had realized straight away about the delays I would have been quicker walking. I feel very sorry for people who use this service to get to and from work in the rush hour not to mention those who can't choose the walking option. And although the W3 is less affected there is still a delay as the bus has to wait behind cars to get through the barrier. These are valuable services for our community and anything that undermines them needs to be abandoned.
It is making it impossible to get any where. The traffic has been gridlocked all day. I use the bus. Going out I waited 20/25 minutes for a bus. On my way home I was informed by the bus app that it would be a 20 minute wait. I ended up taking a mini cab. That is worse for the environment.

<p>Yesterday I was travelling home via Crouch End, and in the time I was in the area - from 4.45 until 6.15 when I sat on a 91 bus, intending to take a W5 to my home.</p>
<p>It also took me over an hour and a half to get home last night which would normally be a 40 minute journey on the 91 bus.</p>
<p>I am writing to complain about the disastrous impact on traffic congestion that the closure of Middle Lane has had on public transport particularly the W7 route but also W3. Both Park Road and Priory Road have been at a complete standstill in both directions during rush hour. At the moment the W7 has become totally unusable in rush hour due to the long delays.</p>
<p>No 41 buses for 30 minutes or more , W5 buses crammed so you couldn't get on them When reaching crouch end finally (begging the bus driver of the rammed W5 I'd managed to catch to let me off early due to the traffic chaos) I realised all this is the result of liveable crouch end causing chaotic traffic jams and chaos so buses cannot even reach archway to make the return trips hence no 41 running</p>
<p>Apparently the queues for the W7 bus at Finsbury park went round the block, the route goes though Crouch End, no buses coming or going, very clever idea to close Middle Lane .</p>
<p>major disruption to bus travel which no doubt will result in fewer people choosing to travel by bus rather than more.</p>
<p>I'm a community nurse so need my car for work,. I sat almost stood still in traffic for 20 minutes (on top of my usual 50 min commute) on Tottenham Lane surrounded by vehicles guzzling fuel and polluting the air.</p>
<p>I wasn't aware that traffic calming measures were being proposed but now they are up and running please please can they be reconsidered. I live in Crouch End and catch the W7 to and from Finsbury Park station. The traffic has been awful and the buses hugely delayed</p>
<p>I must say I'm not a supporter of your trial scheme. If you want more people to use public transport, in Crouch End that means buses. Blocking off roads just means that bus journeys take much, much longer. Traffic is already a major problem in Crouch End, partly because the roads are narrow and your project is making it worse. I know this isn't very helpful but I think you need to reconsider. What it will be like when the flats behind the Town Hall are built I fear to consider. The Council has made the whole place congested by bad (corrupted) planning decisions over the past few years so now trying a sticking plaster of closing a few key roads is doing more harm than good.</p>
<p>The buses passing through Crouch End have been very severely delayed. There were traffic jams in a number of spots. Surely this is counterproductive. You need to talk to London Transport and get their reaction soonest.</p>
<p>busses at a standstill,</p>
<p>(and public transport is as bad with all the road closures).</p>
<p>It also appears to be delaying W7 buses with knock on issues for thousands who commute from Finsbury Park every day.</p>
<p>After a long day at work It took over 45 minutes to travel by bus from Archway to Crouch end .</p>
<p>Considering there is not one single bus lane in the Crouch End area, how on earth could you not expect bus routes to be affected by this stupid trial that is underway! Long queues and waits for buses of over 40 minutes, people arguing on buses and at bus stops, in front of upset children - journeys to Finsbury Park from Crouch End taking up to 1.5 hours - absolute madness! Bus journey from Priory Road to Finsbury Park station is now taking over 1.5 hours when it used to be around 20 mins!</p>

<p>The Buses 144 and W3 from Muswell hill/Alexandra palace are getting stuck in the queues caused by the increased traffic, this is not improving public transport.</p>
<p>How are you encouraging bus use when you are more than trebling the time it takes to use them. Stop this madness now.</p>
<p>and bus lack of mobility</p>
<p>The buses are delayed, people can't get home</p>
<p>I have major concerns about the trial that is currently taking place in relation to pollution, congestion and journey times, in particularly for the W7 bus. I summarise them below: How are you getting feedback from TFL on journey times during the rush hours on key buses, including the W7 and will this be made available to the public? It is quite clear that the W7 has suffered hugely in its target journey times this week in rush hours. This is after the roadworks were stopped. The information from TFL needs to be broken down into hourly slots so that the impact of congestion during the rush hours can be clearly seen. Average figures for a day will not show the delay in journey times during the rush hours. Between 8 and 8.30 on 10th October only two buses were able to pass the end of our road to go to Muswell Hill, when buses at that time are meant to be every 3 to 6 mins. n the same day a neighbour walked to Muswell Hill between 4.30 and 5 and the traffic was backed up the hill the entire way. An elderly lady at a W7 bus stop said she had been waiting 30 mins for a W7. · On Facebook yesterday (Crouch End Appreciation Society) a local resident posted that it took 55 mins on the W7 to get from Finsbury Park to Muswell Hill. Another Facebook post from the manager of operations for buses from TFL said how frustrated they are at not meeting their targets for key buses serving the area and how stressed the staff were because of the congestion at rush hours. Of the 700 bus routes in London, the W7 bus was, in 2017/18, the most well used bus route in all of London, with 11 passengers per kilometre (figures from TFL). This shows you how important this route is to the residents of Crouch End and Muswell Hill. Any proposals that make journey times on this key route longer are totally unacceptable, particularly given one of the key aims of the project is to increase bus use. None of the measures in the trial have looked at how to improve the W7 route. Instead, your measures have made rush hour journeys on the W7 worse, just when they are at their busiest.</p>
<p>Today I came home from Finsbury Park tube station via the W7 as usual. We were half way down Crouch Hill when the bus came to a complete halt. Several sets of green lights came and went and bus remained totally stuck in a traffic jam, the like of which I have never seen. The bus driver kindly let everyone off the bus after ten minutes it was clear that we were going nowhere. I walked to the bus stop near Waitrose and would have walked home except it was raining and I was carrying heavy shopping. The bus I'd been on hove into view so I thought I'd get on it as Topsfield Parade (towards the Post Office) seemed completely jammed and it looked as though Park Road would be clear. A big mistake. The bus just sat in traffic so I got off again and walked home. By the time I arrived at my front door the bus had not overtaken me.</p>
<p>This week wednesday I started on my usual jouney to my health club at Muswell only to find out that a road block has been set up in Middle Lane. I stopped and asked one of the men on the street what was going on. He said this is not a test situation but that it has already been passed by Haringey planning. So I timed the time for me to get to my usual 10 min drive to Muswell Hill and guess how long it took via the only main road routes available? 30 minutes!!!!!! - that means to go in my local area we have a turn around time of 1 hour to travel to a 10 minute location.</p>
<p>Not only does this make walking around or cycling wuite disgusting, it also means getting a bus home with all my shopping takes 45 minutes instead of the usual 10.</p>
<p>bus timetables no longer valid Haringey is a large borough find other options. No one in Crouch end asked to live in a fume infested car park, however this is what you've created.</p>
<p>as the buses are being held up by heavy traffic. As our doctor is in Muswell Hill and we would take the bus there, we can no longer be assured that we will arrive in time there or anywhere else. One of the factors of living around here is that we need to use the buses to get to a tube station. This scheme has stopped that being an option and as there is no parking around Finsbury Park or Woodgreen Stations, your hair brain scheme has thrown a real spanner in the works. Are we really supposed to stop going anywhere?</p>

One simple fact says it all about this trial: who runs the W7 bus route is saying openly that the buses cannot run properly and are being curtailed. For people to get out of their cars they need BUSES TO RUN!. Only a few can realistically walk long distances or cycle. Any trial to reduce traffic that prevents public transport operating rather than facilitating it has de facto failed. I had to abandon the W3 half way up Ferme Park Road at 6.30pm on thursday and walk as the junction with a jam Tottenham Lane was backing traffic up FPR and we couldnt move. The bus only caught me up at the bottom of Middle Lane despite the freedom of that road. I dont often have to travel st tgat time but some people have to do it every day.

Firstly, we use the W7 every day to get to and from school in central Crouch End. We have been severely delayed on a number of occasions due to the traffic on Park Road.

I have listend to many views and also looked at issues during the week. This is what I noticed: Buses queued up and there were long queues at Finsbury Park last night at rush hour. That is not good. I think it is vital that public transport gets through easily. I know that the W7 can get into Mlddle Lane and so has a fairly uninterrupted journey. The same should work for the W7. Somehow you need to ensure that public transport gets through at key times. Maybe there can be closures for private transport at certain times?

Many crouch Enders except those living in middle lane are exasperated by the delays resulting from this trial particularly on W5 and W3 Surely the 4.5 million would be best spent on the public transport itself to improve its performance so people want to use the public's transport instead of the cars. This whole trial is back to front. My daughters have had to wait over 20 minutes to pick up the w5 to get to school. Sometimes as I have reported numerous times to tfl it passes them without stopping. This is unacceptable if we want to get people out of their cars.

Second, all traffic is now directed onto Park Road and Priory Road. The amount of traffic means that encouraging more people to take buses will backfire. The W7 and W3 routes have come to a standstill, both ways. The wait times are now unbearable (60mins wait in one instance at 6pm rush hour). Aside from the increased noise and pollution that slower traffic causes, slow public transport into the area will significantly make our neighbourhood less desirable.

Buses need to be able to get through. Let's make some positive changes.

buses times monitorin

I am talking about Park Road, Tottenham Lane and the roads used by the W7 towards Finsbury Park. As someone who does not have a car and relies completely on public transport, I feel penalised by this project as standing at a bus stop, with traffic standing still, while cars spew out petrol fumes means that the air quality has become much worse.

and massive delays on the W7 bus route which I use daily to commute from Muswell Hill to Finsbury Park, where I teach in a local college. The buses used to be every 2 - 3 minutes in peak hours and take about 20-25 minutes. Now you can wait up to 15 minutes for a bus at either end, as they're all stuck in gridlock en route, and the actual 2.5 mile bus journey can take up to 40 mins.

Councillor Hearn was in Crouch End today and claimed to know of no disruption to the W7 bus route as it was not being monitored. It has been taking people up to 1.5 hours to get to and from Finsbury Park in the rush hour. I was at Frinsbury Park yesterday (Friday 11th) and saw queues forming round the corner as far as the Park Theatre.

Buses are held up & do not arrive when they are supposed to according to the bus stop indicators ...you can see them in the far distance Bus journeys this last week or 2 have taken 4 times as long as they should.. The scheme needs a lot more thought & sorting out.

Getting the W 7 in the morning to work, from Park Road, now takes ages as the traffic is backed up all along that road

and knowing that the journey would take about an hour and a half by bus when it would have taken about 20 minutes before.
Impact on public transport, especially buses - Public transport during the peak hours has ground to a halt. Buses from Finsbury Park aren't going anywhere fast. I understand you want less cars – but what is the viable alternative when buses cannot move? Walking in the rain with young kids isn't much fun when the buses are unable to move or get terminated, or as was the case at the start of the trial, didn't even show up as they could not get through. You must consider the negative impact on public transport of this scheme.
Cars and buses taking up to 40 minutes to get through
Well done Haringey - absolute chaos, no bus services .
What on earth have you done with the traffic in Crouch End? By closing off Middle Lane all the traffic is going on Park Road and I have spent literally hours on the bus to Muswell Hill and back taking my child to school and picking him up.
Businesses are being adversely affected and people are choosing to shop elsewhere. This is going to kill the high street
affected people coming into my shop
How can this be the future of Crouch End???? How will the shops survive?
I recently attended the Committee meeting on 2nd October, 2019, in regards to the above application where I presented my objections to the application as a local shopkeeper. I wanted to take the opportunity to write to you directly to express my disappointment that permission was granted for this application without seemingly addressing any of the major objections raised by residents/shop keepers and the local Community. It is very clear that the decision will have severe impacts on the local traffic and infrastructure network of Hornsey, something that is already at breaking point. The Local Authority have taken the approach that the unenforceable new Travel Plan and road closures will be sufficient to monitor the issue but this appears arbitrary and punitive in nature. Not to mention the negative impacts to the local businesses too. It is the first day of the road closures and I can advise you that already this has directly affected my business.
Consequently this very successful efficient company has lost a great deal of revenue today.
One of the defining and outstanding qualities of Crouch End is the high street with its local businesses. The current economic situation is challenging enough for those businesses and it is clear that there have been a number of recent closures; our high street is at risk. None of the local business owners that I have spoken to are in favour of the Liveable Crouch End scheme and are very anxious about its impact on their businesses, should it go ahead. I urge you to take their concerns very seriously indeed.
Do let me know when the report is publicly available. It would be good for the Crouch End community to know about it. I also hope that you have been soliciting the responses of the local businesses. I feel really sorry for them. On the one hand we are trying to save our high streets and on the other hand we have this traffic plan which is taking business away from them (this is derived from conversations with local businesses and I am not a business person).
Thanks for your response.
What use is this? Many shops and restaurants were devoid of customers so local businesses have suffered.
NEGATIVE IMPACT ON BUSINESS There are businesses on Middle Lane that lost out yesterday due to the closure, especially the washing machine maintenance man whose customers need, and who himself <i>needs</i> road access to transport his goods.
Also the scheme has had a negative impact on my business on Tottenham Lane.

I am very concerned about the effect that this will have on my business and some of the independent businesses in Crouch End. For example we get a lot of passing trade that while driving up Tottenham Lane towards the clocktower would turn left into Weston Park, use the pay and display bays, drop off their dry cleaning to us, buy their paper, do a quick shop and then carry on their journey.Exactly where would they park now that the turning into Weston Park has been blocked? Whatever you do with this scheme In my opinion you should work on the principle that if you remove parking spaces from one spot then they need to be replaced elsewhere.

As a business owner on The Broadway, I have seen a significant impact on the footfall coming into my shop versus last week, as customers are telling me they just want to avoid the gridlock and so avoiding the area all together. As I say, I understand the sentiment, but no due diligence has been made and no previous provisions have been made to try to reduce traffic before the trial began. So, to summarise, the trial so far is a total shambles, and would be interested to know if you are planning on compensating businesses for loss of earnings due to the trials failings!

I own a business on Tottenham Lane, and I am writing to you to explain how the road closures have effected me and my business. We take appointments for every haircut and since the road closure we have had clients arriving late, because they're stuck in traffic or can't find anywhere to park. This is ruining the structure of our day as other clients who have arrived on time for their appointments are having to wait 20/30 minutes after their scheduled time because we running behind due to people arriving late. We have very good reviews on google and I do not want that to drop because people are unhappy that we were late on their appointment time. Furthermore we have had a number of people cancel appointments because they can't get to us in time again due to the whole road being standstill and everyone having only one way to get to us. This is costing us time and money. It takes me an extra half an hour to get to work and an extra hour to get home.

am really opposed to this closure. You should hear what local businesses are saying and how it is impacting their commute.

Residents and shop owners are angry and will not stand for this.

I am a local shop owner in the community and it has caused immense issues and delays within the area. It is a terrible idea and has caused many problems and a lot of congestion within the neighbourhood, making it very hard for our deliveries to come through and for customers to come into the area

t will stop people accessing the businesses which will lead to businesses closing. It will put people off using buses because they will just get stuck in many places on their route. It is chaos that does not have residents best interests at heart.

All the shops that I went into were all complaining about lack of advance consultation from the Council and a significant drop off in passing trade. I suspect its the smaller local businesses that are least able to accommodate that impact whilst Tesco and Waitrose will weather the storm. How can that be good for the local community?

7. I suspect that increased traffic along Park Road and Tottenham Lane Crouch End will make the area less, rather than more, attractive to shop in and visit

I am a local Business owner . I have been running my business for over 3 years now and have been serving the local community with competitive rates and have barely been surviving to get my business up and going. Due to the recent economy shake ups the business has been very slow and minor impacts outside my business would affect me significantly. The recent road closure has affected my business bringing it to a halt where I have had customers not turning up to booked appointments due to the diversion. My customers coming from Hornsey High Street will need to divert towards Hornsey Station and go to Tottenham Lane which would divert nearly 1 mile extra which most customers refuse to do. I would like you to consider ending this road closure ASAP and in the future I would like you to consider local businesses and the impacts that it may cause.

Haringey have seen the mess you have made to traffic in Crouchend are You trying to put shops out of business. why didn't you just leave thing alone bad enough all the roadworks.

Everyone is suffering as a result - local businesses, schools along these roads and the public at large.

I am writing to complain about the trial road closures you have put in place until 20th October. Please note that this has had a disastrous effect on our business. The traffic is horrendous and our sales have dropped significantly since this has begun on the 7th October. Customers are unable to get to us and when they do, they struggle with their shopping bags. The high street is struggling at the moment right across the UK, and this proposed new road closures will put small businesses in an even worse situation. Please note that we fully object to these new plans. We would like to seek compensation for these closures as our business has been effected drastically and sales have dropped considerably

I am writing this email opposing your road restriction on Middle Lane London N8 We are firm based in Crouch End . This road restriction impact heavily on our office and our drivers. This caused incovinience to the drivers and our Customers in the area.

Although the trial has only been running less than a week, we have already had a number of complaints from customers regarding issues of getting in to Shop on Broadway Parade, both with regard to actually coming in to place orders and check stock samples, but even more specifically regarding collecting their completed printing projects. much of our work is packed in cartons for customer collection. The closures in Middle Lane in particular, has meant re-directing traffic into fewer available routes and, particularly in mornings and late afternoons, has meant congestion and delays for customers trying to get to us. With many of our older customers already facing issues with parking if they are not comfortable with mobile payments etc. these new, additional, problems make it even more difficult for us. With small, high-street businesses such as our own, already facing continuing problems in providing face-to-face personal service, anything at all that makes it more difficult for people to get to us has a massive impact on our business . . . and on our survival. Finally, and worryingly, at a time of the year when we would normally be expecting an increase in trade and people on the street, the exact opposite has been the case this week. As a local business we are certainly hoping this trial will be reversed as soon as is possible.

Local businesses at risk, prospect of more empty units as local businesses are forced to shut as people avoid the area due to traffic.

the negative impact on local businesses and the quite profound negative impact on residents' lives.

Business greatly affected by footfall.

Finally, I am a long-term (over 40 years) resident of Crouch End, a neighbourhood which I love. I have never thought it to be 'unliveable' in any respect, nor do I regard the traffic in Middle Lane as a problem. A few one-way streets (e.g Elder Avenue and Rosebery Gardens, Shanklin Road and Wolseley Road) would help things where I live, but otherwise, I consider that the closure of Middle Lane will only result in the displacement of traffic on to other roads, inconvenience to local businesses and residents, and not reduce emissions locally in total at all.

I work as well as live locally and see clients at my home. Anything in the daytime is fine as it always has been, but late afternoon/evening is currently impacted as some people simply cannot get to me or to class in time after school or work or coming from a long way even on public transport. Because of the nature of my work, a few of my clients have injuries or neurological impairments which makes it even harder.

Last week a 20 minute journey took me 45. As if that wasn't irksome enough, I was going to stop by Waitrose on the way home but seeing as the traffic was so bad I shopped in Finchley. Therefore not only are you creating horrendous air quality and unbelievable traffic jams, you're taking business away from the local retailers. I strongly feel if this experiment becomes a permanent thing you'll destroy the centre of Crouch End. Nobody will want to come here to shop or eat (just as we're getting some really great businesses here) as nobody wants to sit in terrible traffic or breathe the air it produces. I also don't see the logic in agreeing to the Town Hall becoming a beautiful hotel when it's going to be a nightmare to access. Madness!!

I am one of the members of business in crouch end. I'm very upset and I don't agree with the decision has been made with this trial to close the Middle Lane Road This trial is creating a lot of stress and so much traffic on the Crouch end area. The business is already quite and I'm worried I'm loosing my job. This is not good idea as the residents are not happy with the decision. We are not happy too.

Many of my neighbours and friends cannot see the benefits of this scheme and we all would prefer the money be spent on Crime, this would make Crouch End Liveable, I can see this scheme driving people away and making business lose earnings and then closures of more shops and eventually a ghost town.

I would like to put in an objection on behalf of my Business in Crouch End and also for my customers who will be adversely affected by this disruption order. The notice says the order will last for 2 weeks. However I would like for it to be postponed effective immediately. Middle lane is fast becoming a vibrant area for new businesses since we came there in 2016 and since then we have seen an increase of new business starting to take interest in the area. Closing the road for 2 weeks will be devastating to my business because customers will not be able to access us directly and this is because we are right on the corner of the roundabout nearer to priory road. This will cause all that traffic that would have seen us on the corner going straight on their way making us invisible to potential new customers. Having driving traffic is essential to our business because we have notice from our time been on middle lane that a lot of our customers say they were driving pass the area and that's how they notice the shop. Please consider my concern and I look forward to hearing that this traffic order has been dismissed.

Cancel the trial. It's clearly not working, it's hated by the vast majority of residents or people who have to go through Crouch End for work or for shopping or for social/family reasons. It's hard enough for businesses to survive in the current climate and the clear idiots who devised this scheme didn't factor in the amount of people who will avoid Crouch End now (or at least during the trial) given the chaos that happened last night. Oh, and make sure there is a phone number for the actual person responsible for this stupid idea.

Traffic looking to drive through Crouch End will be forced up through Park Avenue South or Farrer Road. They will not wait to the main intersection because Sat Nav systems will direct them to the first available alternative and they will not want to be held up at the Victoria Stakes traffic lights.

Also the junctions with Hornsey Lane - see photos are now completely blocked with long tail backs, again impacting bus routes from Hornsey Rail station and Edmonton Green to Muswell Hill. Finally the impact of this scheme was even felt as far away as Muswell Hill roundabout this morning. Again creating traffic jams, blocking buses and creating more pollution. This is completely insane.

I note that I still have not received a substantive response to any of my emails - only an automated one. Tonight Friday 18 October Crouch End central is totally gridlocked. Such that my cab (travelling with very heavy luggage from Kings Cross) could not get into Weston Park. The traffic is gridlocked on Park Road and Tottenham Lane and Crouch Hill. In respect of the Tottenham Lane there is much more traffic as Middle Lane is closed and together with parked cars the buses cannot get through. I had to phone my husband and son to come and help me carry my bags from the top of Weston Park. This scheme is a total disaster and should never have been allowed without proper planning and thought.

Your proposed solution to the rat run you acknowledge this change is likely to create, even if it actually works, results in increased costs (signs, cameras and enforcement) and again, has a negative impact on us - no left turn into Park Road meaning longer journeys an inconvenience just for us. Thanks for that. This morning is the first day of the trial. We already have a traffic jam in our street so off to a bad start. Thanks for that.

The smaller streets between Tottenham Lane and Middle Lane will also be impacted by more traffic as people try to avoid the jams on Tottenham Lane. What is going to happen to the traffic from Crouch Hall Road by Waitrose? Up to now traffic from here has been able to go up Middle Lane as well as along Park Road but there will now be a huge increase in the number of people trying to turn right immediately into Tottenham Lane.

The changes will also impact on the small area by the clocktower which is already marked out by different paving and which assists road crossing. This will become the only route for traffic from Park Road to get to Tottenham Lane which is crazy. Permanent closure of one end of Middle Lane is a hugely detrimental step to the environment. It will cause huge congestion and slow moving traffic thus increasing and not reducing air pollution. Traffic does not just go away if you close roads. It goes onto other roads and causes jams, hold ups and the potential for more accidents as drivers become impatient.

Thank you for confirming there is no sensible option. What you suggest involves considerable extra mileage, especially if my destination is only part way along park road. It also adds to congestion on High Street, Priory Road and Park Road Hornsey high. I cannot find any sensible options for some of the journeys for which I need my car. I do of course take buses where I can but I cannot walk far or cycle. Yesterday the jam on The Broadway going towards High Street was extensive, with buses being stuck.

Further to this issue of getting to Park Road from Tottenham Lane I have friends who live in Avenue Road Highgate who say that traffic in their rather narrow road has increased hugely as this is the first point for a right turn for Park Road when Middle Lane was out.

please put out a statement on tv condemning Haringey council for causing this terrible pollution and traffic jams in crouch end today its utterly terrible that they have done this deliberately to us to deliberately grid lock crouch end its sick

When do you plan to address the chronic congestion caused by cars parking along the Broadway/ Topsfield Parade stretch?

following my last email I now see the barriers at either end of Middle Lane which is good but there is no-one manning the Priory Park Gates part of Middle Lane by the Road Closed sign (near Rokesly N8). This means loads of cars are going through and having to do 3 point turns at the other end - again not good for cyclists!

Today walking down Park Road and onto the Broadway - traffic jams, toxic fumes, Haringey Park a rat run - a truly awful experience

I have just been to Crouch End Broadway and at 3.00 pm the traffic on Park Rd and Tottenham Lane are at a virtual stand still, normally at this time of day the traffic is quite light and free flowing, the congestion will only get worse as peak time approaches causing more pollution. I thought the idea was to reduce pollution not increase it ! I have lived off Middle Lane for over 30 years and do not consider it a "rat run" actually easing congestion , as I think today has proved.

I thought you maybe interested to hear how things are progressing in light of the closure of Middle Lane. I left the house at 2.15 this afternoon to go and collect my son from school. I got to the junction of PAS and Park Road to be greeted by standstill traffic tailing back from the bottom of Muswell Hill, all the way back down Park Road. This is NOT normal. The traffic around this time is quiet and free flowing as it is before school run time and the later rush hour. It took approximately one minute for me to have a chance to pull out and join the traffic going towards Muswell Hill, due the traffic not moving in this direction and then an ambulance in the opposite direction unable to get through. Meanwhile, 4 cars had backed up behind me, all signalling to turn left. The first car behind me became frustrated and started to mount the dropped extended pavement to my right, to then get past me to turn left (there was no room on my right for him to do this).

On Google Maps Park Avenue South was always 'white', in other words minimal traffic flow. Now, at anytime of the day PAS is showing green, due continuous traffic flow, and orange at the junction of PAS and Park Road - this is UNACCEPTABLE. Not only that but the drivers are aggressive, going far to fast.
I am a local resident and have just tried to get from my home to Wood Green, round trip. The traffic is in complete chaos and the roads grid locked. I am unsure of how this is "livable" more like hugely stressfu
I appreciate that you are trying to make crouch end greener but the road closures are a nightmare. It's exacerbated by temporary lights on Tottenham lane. It's brought crouch end to a standstill this evening. I hope this isn't permanent.
I live locally, the traffic today on my street has been unbelievable. It's a busy thoroughfare at the best of times but this evening I have never seen anything like it. Taking away the major route of Middle Lane has backed traffic up onto Park Road and consequently up on Wolseley Road like never before.
The traffic was backed up down towards Finsbury Park and the center of Crouch End was full of angry honking motorists, scared cyclists and pedestrians trying to cross blocked roads.
I was hoping for some advice about what will be done for the next two weeks about the Park Road issues that have happened today as a result of the Liveable Crouch End trial. The road has been pretty much gridlocked/extremely busy since mid/late PM and there are knock on effects for buses and commuting from central London. We live on Park Road and although I worked at home today,
I live locally and need to use my car for work. Today has been a nightmare. I have to exit my local area onto Priory Road and today found myself in an immediate traffic jam. The additional journey/stationary time has caused untold problems and I can't see how this situation is going to improve.
Crouch End is a total car park! Who wants to live in a car park?? What on earth is this mad plan which is going to cost council tax payers money. I have heard £1M!
It was, as I'm sure you're aware, pretty gridlocked in the surrounding streets.
arguing drivers..traffic backed up as far away as north circular
It has taken me 25 mins to go 500 yards and another 10 mins to park in my own street, which had a traffic jam in it for the first time in 15 years.
Taken me an hour and a half rather than 15 min today to do a trip to Muswell Hill from Crouch End due to Middle Lane closure. This has stopped public transport dead with buses at gridlock.
Traffic on park road all the way to Finsbury Park It took me by car 2:30 hours to drive to the station to pick up my wife and come back 😞
It took me an hour to get from Finsbury Park to park road
his morning it took me 30 minutes to reach my daughter who lives locally, a journey that usually takes 5 minutes. It must be a genius who decided to funnel all the traffic down Tottenham Lane whilst road works are happening. This evening I came home from Finchley via my eldest daughter who lives locally, near the public library is situated. Not only was I in a huge traffic jam to reach her house, but on leaving it took me 40 minutes to travel through Crouch End via Park road and then Priory Road. This journey should take 10 minutes even in rush hour. Park Avenue South is being used as a rat run, as predicted, and the idea to prevent a left turn out of the road into Park Road is yet another ridiculous notion that would prevent residents reaching the Health Centre or the Leisure Centre without having to make a huge detour.

<p>Not only was the whole of Crouch End gridlocked during morning and evening rush hour today (all the way down to Finsbury Park!) but there were cars backed up down Park Ave South – and in between hours when the traffic flowed there were cars speeding along.</p>
<p>If anything it makes it a much more volatile place, with people driving furiously down side roads trying to circumnavigate traffic jams.</p>
<p>should like to express my concern and disappointment about the closing of MIDDLE LANE today. It has caused a great deal of disruption in the area with long traffic jams, with journeys taking far far longer than they normally would. A neighbour reported long delays driving his son to school this morning. A journey which usually takes about 15 to 20 minutes took nearly 2 hours. I have spoken to quite a few friends in the area and we are all of the opinion that the Council should open Middle Lane again to through traffic and put an end to the long delays and chaos we have seen today.</p>
<p>I wanted to get in touch to share feedback on day 1 of the Liveable crouch end trial. It has caused havoc! I commute from Crouch End to Finsbury Park every day and today's commute home was hideous. An hour to make a journey that should take 15 minutes.</p>
<p>I am a resident who travels through Crouch End to work at least once a week, how can you justify the delays and increased pollution from the congestion caused by cars being backed up and stuck along Park Road and Tottenham Lane. Please consider listening to local residents, this is an ill thought out initiative which is causing more harm than good.</p>
<p>This is not going to stop those of us who work in Tottenham and have to carry lots of resources to work driving through crouch end. For one thing, which idiot decided to do it at the same time as the road works on Tottenham lane? It is totally unsustainable and with no proper thought or consultation. Anyone who has been out on the streets this evening will see the damage it is causing to Crouch End and its residents who have spent 4 times longer in the car than necessary.</p>
<p>Traffic was gridlocked in all directions in the area with stationary vehicles bumper to bumper making it impossible for cyclists to navigate and the exhaust fumes making it unpleasant for everyone. Everyone's journey, on foot or otherwise, was longer and worse than usual.</p>
<p>As you are probably aware, since the trial began the traffic in Crouch End, particularly around the roads that have been cut off, has become much, much worse. Crouch End does not have an underground station and so many Crouch End residents (like me) rely on the bus services to get to work. This journey is currently taking me between 15 to 25 minutes longer. Even more seriously the traffic jams are also creating worse pollution issues as drivers are forced to sit with their engines idling. I noticed that on Tottenham Lane this traffic goes past two schools.</p>
<p>I'm sorry it's not the first days of the trial that were problematic, Crouch End is gridlocked again tonight. I think it's irresponsible to continue this, it's upsetting so many residents and you will lose any support for this misguided scheme. suggest you pull the plug on the trial now and make Crouch End "liveable" again.</p>
<p>I don't really understand what the scheme is trying to achieve. Traffic on Middle Lane isn't particularly bad, except towards the roundabout when there's sometimes a queue in rush hour. Congestion on Shepherd's Hill and Park Road is now a complete disaster, and so whatever gains the scheme is hoping for on Middle Lane, they're completely cancelled out by chaos elsewhere.</p>
<p>You say this is to encourage people to walk, not drive. I think most people in Crouch End do walk to get things rather than drive so I'm not sure what effect this scheme will have other than to increase traffic on the main arteries where, for example, there is already an issue on Topsyfield Parade with the buses being so wide and cars parked on both sides.</p>

Whilst I enjoyed the quieter road during the daytime I would however like to point out that in fact I don't find Middle Lane all that busy during the day in general. I am up and down the road all day given that I take and collect my children from school twice a day. It does get busier in the evenings but today's closure caused so many knock on effects it was definitely not worth the quieter day!

I love the idea of a more green environment in central Crouch End however the road closure of Middle Lane only serves to push more traffic around the outside of Crouch End and then force it all down Park Road or down Tottenham Lane. This caused utter chaos and gridlock today. No one that I have spoken to has anything good to say about this. Except that this was only day 1 but I honestly can't see that this will improve. Crouch End feeds Stroud Green, Finsbury Park, Holloway, Highgate, Muswell Hill and Turnpike Lane. Massive detours will be necessary to access some of these areas as a result of the road closures and cause traffic nightmares on all routes.

Please reopen Middle Lane and stop this disastrous traffic experiment that has caused Park Road, Priory Road and Tottenham Lane to become traffic clogged,

This congestion will not encourage people to use public transport, wait for a bus and neither to walk as the pollution is worse. There will be times of the day and night when the congestion will not be too bad but Priory and Park Road have always been busy roads due to their positions as through routes and bus routes. It sounds good to your traffic department and planners or should I say non-planners, to receive a large sum of money, but spend it wisely and not on pie in the sky schemes. Things worked fairly well before your meddling with the situation began..

Whoever came up with closing Middle Lane needs to be accountable for their idiotic experiment. Park Avenue South and a farrier road badly effected by a massive increase of traffic as people use it as a rat run.

No doubt my email will land in very full inboxes following today's first day of what my family and I would call a very badly miscalculated trial here in Crouch End!!! I do expect an acknowledgement of this email as well as a response to what has arisen to be an appalling situation that you have created on just Day 1. It is a polluting car park with angry drivers

I hate when predictions like this come true but the area is gridlocked and the photo attached is at 630 on the first day of the trial showing cut through traffic backed up Park Avenue South and using street to turn around. I counted 41 cars in 10 minutes.

I met with some of you recently regarding the proposed road closures in the Liveable Crouch End scheme. While supportive of efforts to reduce traffic and green the area I had concerns about the increased volume of traffic and therefore fumes through Crouch End and past Coleridge Primary School I am writing to let you know that we have gridlocked traffic both sides of the street outside Coleridge school, down into Crouch End and back in the other direction, right now at 3.30. It is backed up right over the hill into Islington down Hornsey Rise towards Severn Sisters and along Hornsey Lane. I have never seen anything like it.

Hopefully Day 1 was just an unlucky coincidence but both Park Road and Priory Road from Alexander Palace to Crouch End was literally GRIDLOCKED between 4-7pm. Let's see how the rest of the week works out but it doesn't bode well. Will use the feedback form.

The whole area was gridlocked yesterday.

As a local resident I object to this ridiculous plan. It has made my life worse - doubled my journey time in a car that I have to use for work

Traffic flow through Crouch End used to be fairly low to my eye and we always had decent flow right through the rush hour - I don't drive at those times but know from being on the bus that everything flowed smoothly. Day one of your crackpot scheme and the whole of Crouch End is a traffic jam

<p>I have lived in Crouch End for twenty-five years and have never found the traffic a problem and has not been increasing like most areas in London, especially on Western Park which is very light. Since your scheme has been introduced there has been traffic queues on all main routes into and out of Crouch End and most of the main crossroads have been at a standstill with long tailbacks all the way up to Woodgreen.</p>
<p>I would like to register my objections to this scheme. Whatever this traffic calming programme is trying to achieve, it is only creating chaos. The roadblocks look like something out of a warzone,</p>
<p>I know the trial only started yesterday and time is required to see how the traffic filters through however there are some major concerns we must flag. Yesterday afternoon / evening, traffic was queuing all the way down Farrer Road trying to access Park Road, mainly Cranley Gardens. This is significantly more than normal as I'm assuming other routes are blocked. As you can see by the image included, because of these queues there is no way traffic can travel in the other direction if residents want to turn around and access the Priory Road or our road</p>
<p>The 2 week Crouch End road trial is not working. The entire area as been completely clogged up for the entire day. Please end this trial now.</p>
<p>I was aware that the road closure trial was starting. I had looked at the web link, which was not very helpful. I saw that the roads around the Clock Tower was closed, and I must say I was puzzled about how drivers were going to navigate on this part of their journeys. I assumed that buses would either be diverted or have right of way. What I experienced was complete chaos: the driver of my bus did not seem to know about the closures. We travelers were given no information or advice - though the driver of my 91 bus seemed think it was going to take him an hour and a half to get through the centre. We all need to get out of our cars - which is partly why I was on a bus. What we don't need is to be stuck at a stand still amid end-to-end vehicles with their engines running. I sincerely hope this trial will be curtailed until someone has dealt with its implications.</p>
<p>I am writing as one of many concerned local residents, requesting that this trial end immediately. Cars have been speeding down our road all day, getting gridlocked, going the wrong way And that is just our road. The whole of Crouch End is a gridlock, a glorified parking lot.</p>
<p>As I walked past the slowly moving traffic late yesterday afternoon, a large proportion of the vehicles were private cars containing one single individual, a driver and no passengers. This kind of behaviour is not sustainable. I applaud efforts to make our streets more liveable. However, as Green Lanes in Harringay shows, blocking off alternative routes seems to only cause congestion. Green Lanes between Manor House and Turnpike Lane has been a very slow moving road for several decades</p>
<p>I'm sure you have received an overwhelmingly large amount of complaints about this. But to cut it short, I am incandescent about what you have done to Crouch end – I have never seen the place more congested / polluted, the guards (or should I say attendants) at the heavy duty concrete barriers create nothing but a hostile environment. It took me 40 minutes to do a 5 minute journey today.</p>
<p>Clearly the scheme has had drastic unforeseen consequences and achieved the opposite of its aim, increasing gridlocked cars and thus created more pollution and misery for thousands. The aims of closing Middle Lane are frankly hard to decipher, it is a key route enabling freeflow of traffic throughout the area and closing it was completely misinformed. I would call for the scheme to be abandoned immediately rather than "trial" an additional 13 days causing untold headaches for the local population.</p>
<p>Most traffic coming through crouch end cannot go any other way and the roads are getting blocked. Additionally, a lot of cars are using Park Avenue South as a cut through.</p>
<p>Tottenham Lane is already at a standstill and buses being diverted because drivers have gone over their allowed driving time.</p>

<p>Whilst I fully understand and support the thinking behind the trial, and what it's final aim is, all I have seen so far has been total chaos and traffic gridlock. Cars and buses are stuck in jams with exhaust fumes contaminating the air, which is in complete antithesis to what the trial is trying to achieve. Cars and buses have not been reduced, all that has happened is the same volume of vehicles are now being forced onto Park Road and The Broadway, causing ridiculous amounts of traffic</p>
<p>Please come down to crouch end between 2:30 and 4pm as per today and see what a nightmare this has caused with huge tailbacks of traffic down crouch end hill and all the extra fumes of the static traffic impacting the kids leaving Coleridge school</p>
<p>all these stationary vehicles</p>
<p>Right now, as of course you know, Crouch End is gridlocked with idling traffic spewing out fumes. It is not a pleasant place. Unliveable Crouch End would be a more accurate description.</p>
<p>The Middle Lane Closure has caused major traffic jams in Crouch End, increased traffic on Coolhurst as well as on Crescent Road. I cannot say for the other side of Crouch End but I have only heard from friends living in Farrer Road who have said that traffic has significantly increased.</p>
<p>In summary yesterday we had traffic jams during the rush hours on our residential road and cars speeding between times, using the road as a rat run.</p>
<p>due to the constant gridlock is already noticeable.</p>
<p>In my opinion this project should be renamed "unliveablecrouched" as in two days that is what it has become, by 3.30 pm Tottenham Lane was at a complete standstill,</p>
<p>I would love to know who exactly is responsible for the worst traffic jam Crouch End has ever seen? In which century do you think we are currently within? Do you think there are only thirty cars in London?</p>
<p>can you please open middle lane nobody can move or get home it's ridiculous. no residents are using the road to play its a road. been on park road for 30 minutes</p>
<p>Hi, as a resident of Crouch End of many years one of the nice things about the area was its relative lack of traffic jams compared with other places in London. This insane closure of Middle Lane now sees the whole area in complete gridlock and vehicles, especially all the lorries sitting in traffic jams,</p>
<p>I am writing to complain about the decision to close middle lane for the 2 weeks, as a test period, starting 7th Octobers as part of the Liveable Crouch End programme. This decision has not only created mayhem on the roads today in crouch end</p>
<p>Whose bright idea was this. We now have traffic circling Crouch End</p>
<p>I've lived in the beautiful and sleepy urban village of Crouch End for 2 years. I have felt so relaxed here, I love the sense of community and how quiet it is. There has always been traffic on Tottenham Lane in the evening which is caused by the poorly thought out parking restrictions that prevent buses from travelling down the road, but tonight traffic was something else!</p>
<p>The plan clearly has not worked with main roads gridlocked, and videos of ambulances in an emergency situation unable to get through. That surely cannot be the aim of any plan? Why not admit this isn't working and for next week amend the plan to try different road closures. Or, a different format of closures.</p>
<p>am a local resident. The chaos experienced today on crouch end roads was unprecedented and all thanks to this project on trial. Please go down to crouch end tomorrow to see it yourself priory road and Tottenham lane On a standstill. It took me one hour to get from my house to the broadway at 5.30 pm tonight. You must put a stop to this pilot as it is a total destruction for the area and the residents. Please let me know what you plan to do.</p>

<p>1. At present there are a series of 'distributed' traffic flows through the area with some traffic along Hornsey lane, some up and down Tottenham lane, some along middle lane and some along Park Road and Priory road. It is occasionally congested but it works quite efficiently 2. What the new traffic management scheme does by effectively closing off Middle Lane to traffic except buses is to push the traffic onto the other roads. I would therefore expect heavier traffic along Tottenham Lane, Priory Road and Park road with associated higher congestion and increased journey times. (I am not discussing the impact of Weston Park closure). 3. The displacement of traffic from Middle Lane will have major distributional consequences with consequent increases in traffic and pollution on the other roads. I am unclear why you think that the residents of these roads will be happy with that. I am also puzzled why you think that most residents in the affected area will welcome the increase in car journey times the scheme is likely to generate. 4. The closure of Middle Lane and the routing of traffic on Tottenham Lane, Priory Road and Park road will result in longer journey times for many road users and possibly an overall increase in the level of clogged roads and air pollution from vehicles queuing. Hornsey Lane already often has rush hour traffic jams as a result of the large number of traffic lights by Hornsey post office, Sainsburys, the Great northern Tavern, the junctions with Tottenham Lane and the pedestrian crossing near the railway bridge.</p>
<p>every road is impassable angry drivers behaving like lunatics, mounting pavements, driving the wrong way up streets,</p>
<p>Traffic is out of control</p>
<p>traffic being at a standstill.</p>
<p>I'm giving me feedback on the Liveable Crouch End trial. We've experienced horrendous traffic jams around Tottenham & Church lane I am talking gridlocked pretty much all day round.</p>
<p>My daughter has just returned from work and got off the gridlocked W7 to walk as it was not moving.</p>
<p>It appears to me this is having significant unintended congestion consequences,</p>
<p>Day 3 of liveable crouch end . Utter chaos The concept is reasonable , if it was lesser used roads Middle lane can not be called rat run , it is a major road filtering crouch end . The consequences of closing the top end has displaced traffic around the Center of crouch end . Rather than making crouch end assessable and pleasant , it is definitely having a detrimental effect</p>
<p>Absolutely crazy idea. A journey from Coolhurst Road to the Picturehouse cinema took nearly half an hour instead of 10 minutes max because I was forced to use Tottenham Lane instead of cutting down Middle Lane. Please don't make this closure permanent.</p>
<p>More jams. More chaos. Abandoned trips, hour jams, can't get to Park Road without a 1 mile diversion. Can't get to the doctors without a 2 mile diversion via Hornsey. More traffic jammed on Rosebery/Elder/Elmfield.</p>
<p>I do not have a car but am horrified by the circuitous journeys people are making to reach their destinations and which do nothing to improve the air quality but instead worsen it considerably. The increased traffic in Church Lane directly impacts upon St Mary's Infants and the YMCA, which holds various pre school and children's activities, is likewise affected by the increase in traffic on Tottenham Lane.</p>
<p>Higate to Crouchend to Muswellhill 45 minutes insanity.</p>
<p>I am writing to protest in the strongest possible terms about your decision to close Middle Lane. As you are probably already aware this is causing absolute chaos in Crouch End and the surrounding areas. Yesterday it took me nearly 30 minutes to drive from the Clocktower to the Hornsey YMCA due to the vastly increased traffic, compounded by the temporary lights further up the hill towards Hornsey.</p>
<p>We think its not Enviromentally friendly either. The driver needs to drive extra 5mins For every journey to reach to the customer in order to pick them. Already we are witnessing the build up of traffic in the area Hope you will have another thought and cancel this rediculous restriction.</p>

I am writing about the traffic restrictions in Middle Lane, Crouch End as part of the Liveable Crouch End trial. As I expected when I saw the plans, it is absolute mayhem in Tottenham Lane and Park Road. The traffic jams in these roads are huge and barely moving from around 3 pm until goodness knows what time, and are causing utter misery.
I would just to congratulate whoever is responsible for this project, for creating the kind of traffic chaos that Extinction Rebellion can only dream about.
We got into unspeakable traffic as soon as we came down Ferme Park Road. The driver took me down Rathcoole into Middle Lane to the point where the road was blocked but being opened for cyclists and busses.
People living in the Priory Road end of Middle Lane will have increased journey routes if they need to use their cars to reach areas especially beyond Muswell Hill, Alexander Palace and Wood Green as they would not be able to turn directly into Priory Road/Hornsey High Street, instead they would have to make a long detour again either via Tottenham Lane or Park Road.
When I saw that Tottenham Lane was at a standstill I decided to go home via Park Road. In order to do this because of road closures off the Broadway to get to park road from Ferme Park rd I needed to go via Haringey Park and then the library- a much longer journey than my normal route via Middle Lane. However, the centre of Crouch end was at a stanstill as the traffic was backed up through the roadway and Crouch Hill. Park road was also at a stand still, possibly because a bus had broken down neer Park Road Pool. Though you will see from the photo attached that even the traffic, which had passed the broken down bus, going towards Crouch End was at a standstill.
This trial is not working for many reasons. 1) traffic is horrendous on the roads that this scheme has forced every car user to move to
Quiet residential roads turned into rat runs
Traffic on Priory road is now increased. This is caused by all the traffic having to go down Hornsey high road instead of some down Hornsey high road and some down middle lane. The traffic is getting stuck at the 3 sets of lights, the traffic then backs up down Priory road because the traffic that could not go down Middle lane is stuck having to get to Tottenham lane The junction at the bottom of Muswell hill/priory road/park road is getting blocked due to the increase in traffic now having to use Park road. Again I would not like to have to live on this road with the increased traffic
You have forced all the traffic onto the two main roads and created major traffic problems
we are writing to express our deep concern at the continuing gridlock around Crouch End, Hornsey, Muswell Hill and Turnpike Lane that is being caused by this misguided and ill-conceived project.
am all for calming measures, cycle lanes, but no road closures as this just move the traffic somewhere else
I have seen for myself the great increase in rush hour traffic along Park Road (like Middle Lane, a residential road), during the afternoon rush hour.
Last night I walked along Middle Lane, along Park Road to Priory Road and back to Hawthorn Road. This is a walk I do regularly. It was slightly more pleasant going along Middle Lane but all other road were totally gridlocked
I live in N22 but like to visit Crouch End.Traffic on the 'ring road' in Tottenham Lane and Park Road is now gridlocked for much of the day, making shopping and walking much more unpleasant on those roads.
The council has taken the recent decision to close numerous roads around crouch end and Hornsey. This is not working! It took me over an hour to get from CE clock tower to Hornsey high street today. The traffic only moving if a car gives up and moves into a residential area. This is not manageable for local residents.

I imagine any pedestrians / residents on Priory Road also have to endure significantly worse levels of air quality.
<p>I saw a post on Facebook offering the opportunity to email you with any concerns we might have regarding the Liveable Crouch End project.</p> <p>As context to my email, my wife, daughter and I live locally. Last year we were victims of a road traffic accident with a car driving at speed and smashing into the back of our parked car, causing thousands of pounds of damage. Bourne Road has no traffic calming measures, and Haringey Park's measures are also poor, as many drivers break the speed limit on Haringey Park to cut through from Crouch Hill to Ferme Park road.</p> <p>The current trial has significantly increased traffic flow onto Haringey Park & Bourne Road as that is one of the diversion routes. Bourne Road and Haringey Park are already on a W5 bus route, and will also fall victim to increased traffic when the new HTH development has been built and we have a greater increase of residents, many of whom will have cars themselves.</p>
I live up on the hill and regularly walk down to visit cafes, restaurants, cinemas, and the shops down around the Clock Tower. I probably won't be doing that anymore since the experiment you're running on Middle Lane has (surprise surprise) caused ridiculous traffic jams throughout the entire neighbourhood
nd traffic from Turnpike Lane, Hornsey Rise, Alexandra Palace, Muswell Hill and our lovely Crouch end all at a stand still. Surely this is proof enough that having funding does not mean you need to implement it at all costs so as not to lose it. Our lovely tree lined road on Park Avenue South is now a rat run with speeding cars from 7am, whilst children are crossing to go to the park and get to school, what have you done ?
I am writing about this crazy scheme. This scheme needs to be scrapped as things worked well before and as Hornsey residents resent that our lives have to be disrupted to make Crouch End more 'liveable'. his scheme is forcing more traffic through the centre of Crouch End
I do also worry about the length of time it will take emergency vehicles, buses and taxis to get to their destinations.
and yet it is Priory Road, Hornsey High street, Turnpike Lane, and sometimes even right up to Muswell Hill in the other direction bearing the brunt of this trial in the form of terrible traffic congestion at rush hours the like of which i have never sern (or breathed in!) for the 23 years i have lived here.
Regarding the Middle lane road closure for vehicles other than buses & cycles during 7am -7pm. Middle Lane is a very necessary "cut thru" for traffic heading for Stroud Green, Finsbury Park and beyond from a North Westerly direction especially during the rush hour. The result of its closure has had an accumulated effect of traffic congestion on Priory rd and Park rd with tail backs to Muswell Hill and beyond including Ally Pally. Traffic jams with slow moving or stationery vehicules cause a maximum amount of pollution.
<p>With reference to the road closures in Crouch End I am writing to fiercely oppose this ludicrous experiment; where you have decided to solve a problem that never existed only to create that very problem. The traffic in Crouch End is now unbearable, The traffic here flowed very nicely and there were rarely any queues or standing traffic. The only place where traffic ever got stuck was by the Queens pub on Elder Avenue/Tottenham Lane where there can be a bottleneck due to buses having difficulty passing each other. Now that much of the traffic can only go down Tottenham Lane the problem is even worse; there's almost a permanent jam. Only last night whilst walking home we had to stop and guide a bus and a van heading in opposite directions as the tailback was went all along Park Road, all along Tottenham Lane and up The Broadway right up the hill. This wasn't rush hour...it was 9pm!</p>

<p>Photo from Tottenham lane today at 12.15 pm during your experiment of closure of middle lane. My concerns are that your project ironically named liveable crouch end are putting lives at risk. 12.15 on a Sunday is hardly peak traffic hour but today as per the rest of the week Tottenham lane has traffic at a stand all.</p>
<p>We have 3 main objections to your current plans. First, as has already been mentioned by many residents on PAS, this will create an enormous amount of traffic on our street. I understand you think you can address this by obtaining a traffic order restricting left turns on Park Road. However, as we all know, many drivers do not actually turn left on Park road, but continue to drive straight ahead/turn right (eg. shortcut to East Finchley through Cranley Gardens). To avoid any debate on this, I'm sure you've noted that we have our street currently being patrolled to count traffic during rush hour. We aim to demonstrate this through evidence-based analysis.</p>
<p>Traffic has been awful. Buses at Finsbury Park have been almost non existent because they can't get there</p>
<p>For the record, the trial has been horrible, my road has been very quiet from traffic but as soon as you get to the end of the road it's a gridlock - truly awful.</p>
<p>Please please please spare a thought for the residents of Middle Lane for whom the effects of this trial are disastrous. I live locally - right down by the junction of Middle Lane with Hornsey Hight Street. The road closures brought in by your scheme mean that I have to do what at times amounts to an extra 20 minute round trip just to get round the corner from my home. This is ludicrous and completely unsustainable. Since the opening of Smithfield Square, Sainsbury and Argos, Hornsey High Street had already become far more congested. Now, with the Liveable Crouch End trial it is, at times, a total gridlock.</p>
<p>Since the trial road closure of Middle Lane and surrounding roads in crouch end there has been nothing but a build up of traffic.</p>
<p>I'm writing to request that you stop the 'Liveable Crouch End' trial with immediate effect. It continues to cause gridlock he gridlock is especially bad in morning rush hour down Muswell Hill and all the way along Park Road until Crouch End Broadway. And this is all on the busiest and most used bus route in London, as it serves a large area without a tube stop.</p>
<p>I know you have had quite a bit of correspondence about the Liveable Crouch End scheme. I also understand Haringey's aim of trying to secure a greener future. However, as a resident of one of the key roads impacted , I have serious concerns about an already busy road having even more traffic and associated pollution funnelled into our neighbourhood.</p>
<p>see many vehicles being driven recklessly in back streets with drivers trying desperately to get ahead of the jams.</p>
<p>I live locally, near the police station, and work in west London. My journey back from work last night took me extra 30 minutes from Highgate to my place as i could not drive up Middle Lane. The street where I live was (and still is now) at a gridlock. Why an earth someone would think that by shutting street to cars we reduce traffic ? The traffic gets worse if you stop cutting through road like Middle Lane.</p>
<p>The traffic build up is unacceptable Mopeds & motorbikes are exceeding the speed limits to avoid the cars & lorries.This includes Deliveroo scooters etc from Cranford Way site.Priory Park itself is being used a thoroughfare by food delivery bikes avoiding the Middle Lane closure</p>
<p>The road being blocked off at either end on middle lane is causing havoc! Getting in and out of Chestnut Avenue is a real problem due to the blockades either encourages if middle lane</p>
<p>I am writing to complain about your ridiculous traffic "experiment" closing Hillfield Avenue and middle lane to cars. It has caused traffic chaos in the area. There was no warning sign put near Hillfield Avenue.</p>

Total failure. Gridlock. High level fumes on Priory Rd., Park Rd., Tottenham Lane.
Why have you closed Middle Lane for an experiment when the only alternative route is affected by road works. Tottenham Lane is down to one lane controlled by temp lights. Yesterday was gridlock no buses could get to Crouch End. It took me 1.5 hours to get from Manor House to Crouch End when normally takes 30 minutes SHEAR MADNESS!!!!!!
I would like to raise an objection to the scheme currently implemented in Crouch End. This closure has had a huge impact on the traffic flow in the area. It is causing traffic build up and cars unable to move. It is also causing large lorries to cut through small roads. Yesterday we watched whilst an articulated lorry tried unsuccessfully to cut through Haslemere road. Eventually it had to back away on to the main road. This is unacceptable. I cannot understand how this scheme was ever approved and what its purpose is other than to cause extra traffic problems in an already built up area.
This project is causing absolute misery across the area. Gridlocks, horrible fumes from traffic at a standstill
drivers are using side roads that are not well set up for the increased traffic,
Please abandon this traffic scheme to encourage walking and discourage car use in Crouch End. It is a disaster. You are not reducing car use, you are simply pushing it elsewhere - eg down Park Road. The impact on Park Road is absolutely horrendous: it is chock full of traffic every single day for hours at a time. My choice now when coming home from work is either to sit in a bus in a traffic jam crawling along,and there will be no reduction in car use because even though Park Road is one enormous traffic jam in the afternoon and evening, the traffic is moving albeit very slowly and the drivers know that once they get past this bottleneck, their journey will be unhindered. So why would they stop just to avoid one area of inconvenience?
Increased traffic on side roads - Tottenham Lane is at the top Inderwick Road. Turning right is already banned which stops it becoming a rat run, but turning left has become very difficult in peak times due to the increased volume of traffic on Tottenham Lane. This causes massive backlogs of idling cars especially at school pick up time for Hornsey School for Girls. Whilst I appreciate you are trying to reduce car usage, the fact remains that given HSG's large catchment, there will be students who travel from further away, and without knowing their individual circumstances, it isn't fair to just say "get public transport then".
So this "liveable Crouch End" initiative has some serious consequences that I cannot believe you did not think about. My road, Park Road is constantly congested. In what world did you think that would happen, all that has happened is all the traffic that usually use those roads, have ended up on other roads. Why has this been done to us, are we going to receive tax cuts because we have to deal with all the pollution and traffic now...
I am writing to complain about the increase in severe congestion caused by the above
Crouch End. Dumped concrete blocks by council causing complete chaos
closure of middle lane, Crouch End is causing huge traffic jams in Crouch End
and Crouch End in gridlock. You were asked Not to do this - how many times do you need to be told?
I have lived in Hornsey /Crouch End for over 30 years but it has been completely ruined by the volume of noise polluting HGV's which are passing up our road every second of the day in particular the Cement Mixers. My partner and I attended one of the project meetings a few months ago and put forward our ideas, yet we are witnessing the havoc this 2 week project is causing in the area..

That is not a reply it is an automated response. I find it shocking that you are not able to respond in real time to such serious disruption. Finally I not the Library drop in times that require people to take time off work to attend. There really should be evening and weekend sessions to. It is as if you have deliberately tried to avoid hearing from those of us who work away from Crouch End and are most impacted by the traffic chaos.

Nor I think were they included in the limited information leafleting. The consultation period was much too short. I was only advised of the scheme the day it started and the survey ended the day it stopped. That is much too short a period. A lot of people locally did not know of the survey.

Your survey results should all be considered null and void. There are radio buttons instead of check boxes on your consultation form. You ask for us to check all the relevant items but it only captures the last one selected.

A hastily put together letter regarding a temporary order, through our door a few days ago, for a camera and No Left Turn as an afterthought and only should the need permit - does not make everything ok. It should be there right NOW, it should have been there first thing this morning.

Worryingly, and this conversation has been repeated many times now over the weekend, via conversations between residents and local neighbourhood websites, that Councillor Hearn is 'unaware' of any issues with the Trail. This is a little strange. The majority of social media posts are negative but I understand the Council would prefer not to take this into account. So we can then reflect on the Council's own websites set up for feedback: <https://arcg.is/10vfqS> Please feel free to click on the link. 11 Green Pins (positive for the Trial) / countless Red Pins (negative for the Trial). Liveable Crouch End Survey. I completed this mid week last week and there were approximately 400 negative comments per question as opposed to 50 positive. It was interesting to see other residents thoughts on the Trial once the Survey was completed. My husband has just completed the Survey and it seems we are no longer able to see the amalgamated results - I do wonder why - please could explain? So it does seem a little odd that taking only the above into account, and ignoring actually being in Crouch End and surrounding areas morning and evening seeing the levels of traffic and pollution, that Councillor Hearn is unaware of any issues with the Trial. I think it more a case that Coucillor Hearn simply does not care rather than is unaware

I appreciate your intervention with regards to my email on Monday and ensuring I received a response - thank you.

However the generic response from Liveable Neighbourhood was quite frankly insulting Whoever was tasked with writing the response made no attempt whatsoever to answer the questions I raised. It a situation where we have been ignored prior to the Trial it is unforgivable that we continue to be ignored now.

Printed and online information said that there would be representatives from the Liveable Crouch End scheme at Hornsey Library every day during the trial. On Saturday morning I went to Hornsey Library to offer my views; there were five others there for the same purpose. The librarian informed us that she had received an email that morning that they would not be returning. This offhand treatment of local feedback is a great concern to me. would like to know how local feedback will be used in the assessment of the trial. Many people that I have spoken to feel that since TfL has given the grant of £4million it is a 'done deal' and will go ahead no matter how strongly against the scheme local people are. This would obviously be a travesty of democracy and I cannot believe that Haringey Council would endorse such an approach. I would, however, like assurance that local views will be treated with respect and transparency and that they will be able to impact the final outcome of the 'trial'. The word 'trial' means the act of testing, an experimental action to ascertain a result. If neighbourhood forums and local views are evidence of this test, then it is clear that, thus far, this trial is unsuccessful.

<p>Actually it would be good to know what processes and systems you will be using to review the responses. Will the public have access to the responses and to the review?</p>
<p>I live locally, just off Tottenham Lane. No one consulted the residents of this street about the new scheme, which clearly affects us by driving additional traffic along Tottenham Lane. The first I heard of it was when I received a pamphlet last week. Please let me know how we can make our voices heard. We are also residents, paying council tax, yet finding that we have not been consulted over a scheme that will lead to more noise pollution and emissions in our neighbourhood thanks to a badly conceived scheme that we are told should do the opposite. I would like your assurance that this is only a trial, rather than a foregone conclusion and that we will be consulted after the trial.</p>
<p>Setting a testing period which is statistically irrelevant, 6 months or more is the norm. We would be delighted to see you take a decisive stance and would applaud a further consultation on alternative models that will get to the true root of the problem of what is the MEGA RAT race that is happening in Crouch End.</p>
<p>Hello - can you send the link where we can give feedback on liveable Crouch End please</p>
<p>Your on-line opinion survey is hopelessly biased in favour of the closures.</p>
<p>The aims are admirable – like motherhood and apple pie – but you need to bring people with you not dictate to them. It is interesting that the first listed contact medium in the pre-engagement were Haringey Council social media channels which of course are self-selecting. How many residents follow the council? A leaflet drop among all the junk mail that is put through people's doors – really? Posters in shop windows! Where were the banners on the lamp posts – or would it have spoiled the Crouch End Christmas lights? Where was the special local edition of Haringey People – we have just received the latest regular edition and Liveable Crouch End doesn't appear – on flicking through – to warrant a mention!</p>
<p>Please could you add me to your mailing list. I live within the area</p>
<p>I have tried to leave feedback on the PLC website provided on the brochure which was put through my door but it seems the form won't send as I've tried for a few days with different devices. I do sincerely hope you will engage in community feedback as this is our community, this is where we live.</p>
<p>No wonder you failed to consult two thirds of Crouch End, because no one in their right mind would have signed this off this impossibly cretinous trial, it is contempt for democracy and an extraordinary abuse of power, consult residents first then act!!!!!!</p>
<p>I just wanted to say what a shambles this scheme has been. Information to residents is very poor. Even down to the quality of the map you provide in the handout.</p>
<p>I appreciate your efforts to try, but this has been an utter disaster. Could you tell me when you will make a decision on the trial and will there be a public vote on this?</p>
<p>Please explain why the survey that local residents could complete on Monday is no longer available. When I completed the survey on Monday 7th at approximately 5 p.m there were 771 responses. The graph showed that the responses were overwhelmingly negative. A neighbour asked me today for the link and when I checked I found that the page is no longer showing. All that does show is a map with residents' comments. These cannot be added to. If Haringey is intent on foisting this ill considered scheme upon our community then at least we should have the right to comment on the disruptive effects and increase in traffic and pollution</p>
<p>I tried to fill in the survey online this evening but it just says "thank you for completing the survey" - but I haven't! Is there another way to access it?</p>

I understand that Hornsey councillors were not closely involved in its development - yet most of the road closures are within Hornsey ward. Their constituents are being adversely affected but the councillors have not been able to represent their views before now. They know their area and constituents and their needs in a way that *no-one else* involved in developing the scheme does. This whole scheme needs to be rethought and, this time, for goodness sake involve everyone who is likely to be affected - don't just impose it. What happened to participant democracy?

There are lots of families with young children on this road and it would be great to know what adaptations you have planned to ensure the traffic is calmed on Priory Road and how we are included in the Liveable Crouch End trial.

hope that you will be able to convince the Council to revise their plans and to have a proper consultation.

Lastly I would like to point out to people unfamiliar with the area that Middle Lane is NOT in fact a Lane but a main road. I find it appalling that the four people from the Trial project who I have spoken to in the local library and at the road closure of Middle Lane are not familiar with this area. They therefore do not understand the problems to discuss the issues knowledgeably, especially as the map on the trial leaflet from which they are working does not give a sufficient picture of the other roads affected by this project. Furthermore, I have lived locally for twenty five years and have only found traffic congestion in Middle Lane maybe on three occasions. It is not a road that is frequently congested with traffic unlike Park Road and Tottenham Lane which are frequently congested most evenings – the closure of Middle Lane would only make this worst.

Please stop this nonsense. As stated before everybody in Haringey should have been POSTED information about the road closures as it affects more people than just those living near the Middle Lane triangle- by displaced traffic.

You have carried out consultation with Crouch End residents but you have not consulted other residents who are more affected by this ridiculous scheme. Is the bribe of £4.8 m from TfL all you think about because it certainly isn't the quality of life for its residents.

We noted with interest that the survey results that were published on Monday and Tuesday suddenly vanished, no doubt because of the uniform negative responses - on Tuesday more than one question had a positive response of 27 and negative responses of 793 which pretty much sums up the views of the local population. We also live 2 minutes from Middle Lane and are struggling to understand why no advanced notice was given about the disruption. This lack of consideration for local residents smacks of an arrogance of Haringey councillors that won't be forgotten come election time. You can't treat local people with such disregard, no matter how much money is being offered by mayoral/TfL schemes. To achieve lasting change, you have to bring people with you. This project failed before it started because of the disdainful manner in which local people have been treated in having this ill-conceived trial imposed without proper consultation or communication. It is doubtful that the surge of negativity will be reversed and certainly not by the pitiful statements that are being released by councillors in the wake of residents' growing anger. Please pay proper attention to what local residents and businesses are telling you. This is our home, not yours and it is being made miserable by these changes. There are other solutions to creating a better environment for all than blocking off a major thoroughfare and creating the chaos that has ensued all week.

Liveable Crouch End-Please send my email to Haringey Council. Cannot believe you have gone ahead with the road closure and have consulted so few residents and businesses. I only received the liveable leaflet last week. This is such an abuse of power by Haringey.

The statement put out by Councillor Hearn strongly implies through ill-considered wording that *the trial is a done deal*. It implies that 'temporary disruption' will not be an issue as long as it 'moves the project forward'. The project '*will* create a more people-friendly environment' (no uncertainty here). There are 'emerging designs' (what? they are not specified) to which the trial will contribute 'valuable insight'. The stress on the 'tremendous amount of work' put in by the Council, which is 'determined to make [the project] work' (at all costs?) suggests that this is a project too big to fail. This kind of attitude is what makes people so mistrustful of the local Council. The level of emotional commitment apparently invested in the project by the Council seems quite inappropriate. Surely they should be objective in their views until the results of the trial have been assessed.

Councillor Hearn's demeanour at her appearance in the Crouch End Broadway on Saturday 12 November suggested that she is in denial about the strength of local feeling opposed to the project. She was dismissive of views expressed on the Nextdoor website and on Facebook as 'unrepresentative'. No criteria for determining the success or failure of the project have been published. The Council representative whom I met at one of the drop-in sessions at the Library could not tell me of any.

Is it possible to direct me to the data collected from residents, businesses, schools and other stakeholders that preceded the trial closure to Middle Lane. I live locally and was unaware of any such data gathering until the leaflet appeared through my letterbox 4 weeks ago. Many thanks in anticipation of a prompt response.

I would really appreciate it if my feedback can be shared and incorporated. I would also like to know of any public meetings that are to be organised either by yourselves or others, as I would like to attend.

Also look at local Facebook sites such as Crouch End Appreciation Society and Next Door Crouch End if you want to get an idea of public feeling about this project. Which is approximately 90% unfavourable.

2) Second, in your recent (and only) letter to PAS residents suggesting the installation of CCTV and traffic restrictions, you have also given off the implication that you have complete intention to press ahead with these plans in 2020. Instead, band-aid solutions would be introduced to appease some objections to these plans, rather than revisit the proposals and start afresh.

The results were showing that >95% oppose this scheme. Is this why you have decided not to share the results of the survey once we fill it out? This is disingenuous. Please explain why you have taken down the results of the survey.

What is the best way to give my feedback on this scheme? It is not clear whether you are gathering the feedback through this email or if there's another method?

I am glad to hear that no further road closures are 'currently planned', and that you are 'awaiting the outcome of this trial' before proceeding with your 'design development'. Councillor Hearn's statement regarding the project gives the strong impression that many decisions have already been made.

Yes, by all means, let's have cleaner air in the borough but not by making rushed, token gestures. Public consultation and monitoring air quality are essential to keep the residents on side instead of alienating them during planned urban projects. I also intend to contact local MP about this matter.

Evidence of the outcry from locals can be found in the 100+ negative comments on the [pclconsult 'map reports'](#) posted over the past week, which are pasted below and here: [Liveable Crouch End Trial - Project Centre](#) (In fact, [pclconsult](#) are the only winners in this trial.)

The links have been changed on the website but I assure you this is where they were and it included last Saturday from 8 am to ? and we all went down there. It now says as you can see The information at Hornsey Library has been closed. That's not what it said . Someone has changed it - there were a group of people all of whom had read the info on the website and then an email had been sent through to Hornsey Library from whomever was supposed to be there - the woman at the library read it out to us and is said they were no longer coming. We all showed up to have our say and clearly someone had changed the info but not on the Saturday that it was saying your team would be there.

Whose was the initiative for this experiment? If it was suggested by local residents or business, please say how many local residents and/or local businesses proposed it, together with the dates on which they did so. What exactly did they ask for? If Haringey Council claim that they did carry out consultations (albeit on a selective basis – see my comment on the passage below from local cllr) please provide details of which groups and businesses were consulted, how they were consulted, when they were consulted, exactly what they were asked; and please make public the results of that consultation in full. There can be no reason to regard them as confidential. It is odd that, if it is true, not a single person on our several hundred-strong online group of residents between Priory Road and Alexandra Park appears to have been involved in any such consultations. Hence my request above for facts and figures. In short, who exactly was consulted, how and when – and what was the outcome of that consultation?

Also the fact that it has not been correctly advertised or that the correct authorities have been informed - there is little or no information about congestion caused by this. In short this seems to me a very poorly thought out 'trial' and even worse in its execution

Like so many people, I am incredibly frustrated and angry about the way that the Liveable Crouch End scheme has been devised, consulted (or not consulted) and is currently being trialled. I've tried to call someone, but there's no contact number. And given the level of chaos that this trial has created in just one night, there should have been people around to talk to or a hotline to call.

Please Make sure this is viewable as currently it is NOT VIEWABLE. IT IS THE ADDRESS GIVEN ON THE liveableCrouch End leaflet.

Apologies for the prematurely sent email earlier.

Where there are any question marks below, I would be grateful for a formal response. None of the questions are rhetorical.

Quoting from an email below. Can someone, or 'LiveableCrouchEnd', confirm that I can be added to the mailing/distribution list for formal invitation to future events and workshops in relation to the next steps for the trial and moving forward to implementation? I assume that you have no objection to a wider invitation list, no constraints on venue sizes to accommodate larger potential attendances? I would also assume that you will be looking to engage with the full opinion range, whether pro or anti, as you proceed to the next stage? This should surely be to assure full spectrum of engagement and still to "ensure productive workshops with useful discussions and outcomes" even with different levels of support / opposition.

Please confirm your approach here in terms of community cohesion and inclusion of all interested parties, not solely people who, e.g. want only to see greater cycle usage in the area or who want only the streets in their immediate vicinity made quieter.

Please confirm that my name and email address has been added to the appropriate mailing list for the above purpose.

If not please treat this email as an FOI request for a description of the mailing list that I would NOT be added to, the nature of invitations to community engagement events in the Liveable Crouch End initiative to which invitations would be limited to the original workshop group members.

How is one supposed to commute to and from work in this? Please pass on my complaint to your management.
My son has to go to football training tonight but had to give up because the bus was too slow.
From a personal point of view, my daughter missed her weekly swimming lesson because we were held up so much.
i had to cancel work due to most 91s not servicing c.end today due the closure i cant afford another day off so have to walk to the city tomorrow as i dont earn enuf fr trains..thankyou Haringey...
It's been a nightmare. I was reassured by everything I'd seen that I'd be able to get my mobility restricted son to his health appointment on Middle Lane today. I couldn't. It took 40minutes to do a 9 minute trip. That's allowing for being held up. Even then I couldn't stop near the centre to drop him.
<p>This morning I was expecting a delivery of medication from a local pharmacy. The driver arrived much later than I had anticipated. I needed the items quite urgently. When he arrived he apologised profusely and said it had taken him far far longer to get to my home than he had anticipated.</p> <p>On Monday next I have an appointment with my GP in Crouch End. Sometimes I drive myself, or if weather is poor, I take a minicab there and back from a local company. A neighbour is a driver for one of the local car companies. That company is seriously thinking of taking most of their cars off the road while the blockage of Middle Lane is going on as the journeys are taking so long. Each time a customer calls to make a booking they are being advised of the long delays, a few customers have decided to walk.</p> <p>I had planned to visit Sainsbury's on Smithfield Square this afternoon but when neighbours told me of the problem I abandoned that idea and made do with the food in my cupboards and refrigerator. Had I been aware of what chaos the closure of Middle Lane was going to cause I would have ordered Online Grocery Shopping yesterday. It seems it is now too late to do that as so many people have opted for online shopping with home delivery that there are no more slots available.</p> <p>Unfortunately it would seem that I have no choice but to drive to Sainsbury's tomorrow (Tuesday) in what promises to be very inclement weather.</p>
My grandson was late for school as were at least another six children travelling on the w7 bus from Muswell Hill to Crouch Hill.
My daughter has just taken two hours to get home on bus. Who is benefiting from this?
As a single, full time working mum already struggling to juggle nursery drop offs and pick ups with arriving and leaving work on time, the prospect of my daily commute (Crouch End to Victoria) regularly becoming anywhere near what I experienced today truly worries and saddens me. The closure of a few roads has quickly changed a pleasant neighbourhood into a gridlocked mess of traffic and angry, stressed people. I am a local resident and commuter but I can see how the new traffic scheme will also make it impossible for children to get to school on time and deter non-residents from visiting meaning local business will inevitably suffer when the number of empty units is already rising at an alarming rate.
What an absolute catastrophe. Roads at standstill around Crouch End, increased journey times for everyone, buses clogged up so residents late for work and return. School kids stuck on buses not able to get home on time. It's made Crouch End un-liveable instantly, I think you should stop the trial and re-think this complete waste of money.
Some feedback for you - I'm now facing having to leave work 30 minutes early to have enough time to make an unavoidable car journey from Highgate to Nightingale Lane. This journey normally takes c.15mins; today it took c.40min I can't be late to arrive at Nightingale Lane to pick up my child from her childminder, and so this new traffic scheme means I have no option but to leave 30 minutes early, which in the short term with no notice will have a big impact on my job, and long term is unsustainable.

How will the W3 get to Alexandra Palace now, Pryor to 7pm? Our children use this bus route regularly to get to sports practice at Alexandra Palace (before 7pm) and I have not received or seen any information about where the route will go now.

I am a local resident . My children go to local school and nursery . My elderly parents live locally and other members of my family live on the other side of Crouch End. I walk most of the time with my family in the Crouch End area and I often travel by bus, however I do also use my car and with three children this is a necessity. Today the road closure of middle lane caused a great deal of difficulties for my family. I had to drive my children after school - we do walk often, however it was raining and I had to then collect my youngest from nursery afterwards. It took half an hour to get to the YMCA from Elmfield avenue. Whilst I am sure that this was worsened by the temporary lights on Tottenham Lane - who thought that timing was a good idea?! - the amount of traffic funnelled up Tottenham Lane was significantly increased. I then went to collect my youngest at about 5pm. After we left nursery it took 15 minutes to get from the traffic lights at the Victoria Stakes pub to Barrington Road. Once we got to the petrol station on Park Road it then took me a further 45 minutes to get from there to my house . This is absolutely ridiculous. As a local resident I feel most affected by the road closure. It means that to get to Muswell Hill I would essentially have to drive all the way up to and then down Hornsey High Street before I can even access Priory Road. If I wanted to get back to Park Road - where doctors surgery is or up towards Highgate - I would have to drive all the way up through crouch end Broadway and weave my way through the back streets across to Wolseley Road. I can't imagine the increased traffic that will cause for all those small residential roads and I bet people will shoot really quickly down those roads to make up the time!

But your half baked, misguided and total waste of taxpayer's money liveable Crouch end traffic scheme means I can't get close to my house unless I wish to sit in traffic for 45 minutes. Crouch end was in meltdown this evening. Can you advise me therefore who I should contact to get a refund on my parking permit please?

Turning cycling and walking routes like Park Avenue South into RAT runs. A street with young families running and cycling to get to the adjacent sports fields has turned into an unhealthy and dangerous expedition. Average speeds on our road are already at race track like speeds, now adding in angry motorists making strange manoeuvres is not a good example of creating a liveable Crouch End.

I was attempting to get to an osteopath appointment since I have severe pain in my back but had to turn around and drive home. The whole exercise took one and a half hours. My back pain remains.

The whole of north London affected by this non sensical closure that improves life for no one but stresses people trying to get to school and work. Everyone late at my workplace. Middle lane is not that special to be pedestrian free anyway. Please please come up with something better!

Presumably this can only get worse once you join up the dots with "Liveables" in other areas and you will simply have achieved nothing more than solid traffic north to south and east to west across the whole borough for four hours every weekday. It is all very well believing that making driving your car into a massive frustration will stop car use but it won't unless there is massive investment in public transport. Thinking that cycling is the answer is also highly naïve. I can't do a weekly food shop on a bike or even on the bus. So, early impression is that this scheme is an ill-conceived disaster that is going to do nothing but slow down everyone's commute and make the once clean air in Crouch End filthy.

I would love to leave my car at home but there is no realistic alternative; I now have to stay at home and my children will miss their activities because we can't get where we need to go I'm not sure what else you hope to discover during this trial - surely a few days will tell you all you need to know?

This morning was the same situation and I was unable to travel down my own street. Instead it took me 10 minutes to get out of the street (because of the volume of traffic). This just isn't acceptable on what is meant by to be a small residential road. It then took 30 minutes just to get to Tottenham Lane where I had to abandon my car as the traffic was horrific. I require my car to work as I work in South Mimms (not accessible via public transport) and I need to travel through Crouch End as I need to drop my children off at their nursery beforehand. We understand what the project is trying to achieve and would like to be onboard as it will improve the area significantly. However, we can't support this and will strongly oppose this section of the project if this means residents are punished because the diversion means their road is gridlocked or they need to use their car and can't get out of Crouch End. We hope the data and feedback you receive from this trial is positive but from a residents point of view, these plans need to be significantly rethought.

It is absolutely preposterous that anyone would think closing down all of the roads around the center of Crouch End for 1 day is a good idea, let alone 2 weeks!! This is totally irresponsible and quite frankly the most outrageous and stupid thing I have ever seen, it actually worries me that the people who made this decision have any control over the borough I live in. Yesterday a 10min return trip to get my daughter from nursery took well over an hour to do (the nursery had to close so my 2 year old daughter would have had nowhere to go if I hadn't just got there in time)

I am recovering from treatment for breast cancer and can no longer walk up the hill to get home. I'm sure it's not good for someone like me to have more pollution from the gridlocked traffic including busses and not healthy for any one

The traffic was at almost total standstill - pretty well gridlocked. In the end I got out and, with great difficulty walked home - I should point out that I am still recovering from a hip operation, and that it was pouring with rain.

I have heard from neighbours that their kids were late getting to school. How is this helping? Later in the week I have to take my cat to the cattery and was going to take a taxi. However now I am wondering if I will even be able to afford the fare! Also I am moving house on Friday and am seriously concerned about how the removal van will get to me. Please please please reconsider the whole project. The whole community will thank you for stopping it now

What a mess and disaster you and your team have created! I have lived locally for over 12 years and I am not able to collect my daughter from the station nor take her to her music group because of your actions with the trial closing down Middle Lane.

To add to all the above a lot I've heard that a lot of pupils were late for school due to the built up traffic.

Although I acknowledge the very noble aims of this pilot, it made me significantly late for work today while I was taking the public transport that I usually use to get to work. I fear that you are actually going to force people into driving, which is what I will be doing to get to work tomorrow morning, so that they can drive around the areas which are so terribly obstructed by traffic due to your recent measures. I know my colleagues had to take a taxi where they would normally use the 91 bus as they were going to be so late using that route. I think there needs to be serious consideration as to whether this is the most effective measure for reducing pollution and traffic through Crouch End as in my view it is only likely to worsen it.

My daughter gets the overground train to and from Crouch Hill but returning there at 620pm on Monday 7th October there was no W7 service for 40 mins as all the buses were stuck on Park Road. Myself needed to travel to Finsbury Park for the underground but in the end had to take a 41 to Archway then a detour on the wrong tube line for my destination.

With an effectively housebound mother-in-law who lives locally, who depends on being driven anywhere and whose doctor is in Crouch End, please add me to the stakeholder list.

Tonight it has taken me 1 hour and 25 minutes to get home from work instead of 30 minutes. Most of this time was after my 13 minutes tube journey from Euston to Archway. This isn't liveable Crouch End it is laughable. After an 11hr 30 day at work, now I cannot get home!!!! Please end this trial instantly,

As for my own personal experience, I am an elderly grandparent living locally. I have young grandchildren living locally. Because of the working commitments of the parents, I am at least three days a week called upon to collect from school and transport the children to a class or to do a sporting activity with me usually at tennis and squash club. It is simply not practical for this to take place other than using a car. This now is clearly an impossibility. Yesterday I was due to be collecting an 8 year old from school and I was coming from Highgate having had a previous commitment. I became stuck in gridlocked traffic and thankfully was able to make alternate arrangements. I have now had to tell the children that taking them to an activity after school is no longer feasible.

Just when children are leaving school, I would love to know the name/names of whoever thought this up, maybe the plan is to make Crouch End a place nobody wants to go to, let alone live in.

I normally walk or get public transport, but I have two young children (requiring a double pushchair) and as a double pushchair is not suitable on public transport I sometimes need to drive. It will add 5/10 mins time onto my journey time to do the detour.

Finally, I am unhappy about the road closures. I mainly walk or get public transport but with two small children (in a double pushchair) public transport is not always suitable and so we sometimes have to drive. But the detours will add at least 5/10 mins onto our journey (probably a lot more if it's gridlock on Tottenham Lane). Have you considered allowing residents free access into Middle Lane so we can actually get to where we want to go? If buses are allowed access plus the people who live here and need to park?

As me and my partner both work my 70 year old mother often kindly looks after our young son - she comes to the tube at 8.45am and I pick her up and bring her back to our home. This is no longer possible and as I can't expect her to take 2 buses that will sit in traffic jam for hours, making us very late for work, we'll have to try and find alternative childcare, so my Mum is really upset and I've no idea how we're going to pay for it. One of many hugely detrimental effects this insane idea is having on local residents - does anyone involved with the scheme actually live in Crouch End?

Crouch End is a very communal place and so placing these restrictions, especially in the main high road and for such a long period of time is causing severe issues for myself and for everyone else in the community. This affects the neighbours too, as traffic delays are creating restrictions for transport and preventing people from getting to and from home and work. Please revise what you have set up in place. The community is already petitioning and requesting for the work to be stopped so please understand the problems it's caused.

How am I supposed to do my job caring for patients in the community - which I need my car to do. If I do not have a car, I can see fewer patients which means that they're at increased risk and adds pressure to an already struggling service. There is already a nurse staffing crisis in London, and this is just another right wing example of making it more difficult for the working class to live and work here.

Meaning that I have missed my children's bedtime and been late in to work. Keeping commuting time to a minimum is absolutely vital for maintaining some sort of family life and if my commute extends I don't get to spend time with my young children. This makes Crouch End far less liveable in my opinion. Thousands of people are commuting in and out every day on the buses and if we spend our time in or next to traffic jams surely it means more pollution and a horrible environment on the Broadway and Park Road as well.

This scheme is having real effect on the people who have to commute with their cars and everybody else because of the amount of traffic it's causing. I personally use public transport but public transport around Crouch End is unreliable at best, and over all in London expensive. Trains into London and Crouch End from outside are prohibitive, if public transport was more affordable and at the same time more reliable there might actually be a real increase in people using it.

6. It will take much longer for residents who live in the area bounded by Middle Lane, Tottenham Lane and Hornsey Lane to get home. It would seem, for example, that a resident of Hillfield Road may need to go all the way down Tottenham Lane and into Rokesley Avenue to get home rather than simply turning off Hornsey Lane. In addition, some parents who wish to drop off children at the Rokesley Avenue School using a car may find that they too have to go all the way round. It will affect the working lives of families with school age children.

Hello ... Concerned LBH resident to say this trial is causing chaos and great inconvenience during busy periods to those who need to travel either to or through. Nearby/surrounding main roads high-on gridlocked during the rush hour with possible threat to life if the emergency services needed speedy access to get a patient to hospital. I've seen the latest update from the Cllr Kirsten Heath and disagree. The trial is way too long, (a day would have been enough).

I have filled out the survey and left comments but I need say what an awful decision it has been to try this trial. I know you are aiming to reduce traffic and pollution and create safer roads but this trial just after 3 days shows what a disaster it has been. I live locally and try to walk around Crouch End as much as possible. It's very hard and expensive to park in Crouch End so I never drive anyway. The times I need to drive to get out of Crouch End you have made it impossible. It's like Crouch End residents are prisoners within our own area. My wife has missed hospital appointment as it took her well over an hour to get there. My children have missed swimming lessons and after school activities as we cannot get there

There were numerous buses in a row impacted by the heavy traffic. She said she has never felt so sick walking in this area, the pollution on Park Road and on the bus itself was dreadful. I will be travelling on the buses tomorrow during rush hour and I am concerned that this will have a serious impact on my health. The traffic is the worse I have seen in this area with only 1 exception in the almost 30 years I have been here, which is when Alexandra Palace have their fireworks. Please do not introduce a scheme which turns the main roads into no go areas for those of us with breathing problems. We cannot use the buses if the main roads are overcrowded and polluted.

Thank you for replying, I am not sure how I can adjust my commute other than to realise it will take much longer on public transport and to take my inhaler before leaving the house and periodically through my journey!

Where it took me five minutes to get my mum's, it took nearly an hour! It's chaos designed by load of hipsters who don't even live in the area. Middle Lane is not busy and it's a main artery. Now all that traffic simply is pushed through Hornsey. It's a hair brained, ill thought out idea that has isolated people in a small area. We are now longer residents of Crouch End, but we have been annexed. Also what took 20 minutes to get to the M1 now took over an hour!

Since you closed the roads there's no where to park! I was half an hour late to work today because I was stuck in traffic trying to park in Crouch End!

Some two weeks and five days ago I had four hours of heart surgery. Yesterday was my first day out. I felt extremely exhausted and unwell and took a taxi to take me home from Finsbury Park Station to my home in North View Road. If I had been well enough I would have been on a bus!! But I couldn't walk from the bus stop to my home. I begged someone to let us through. I just needed to get up Nightingale Road into North View Road. There was a gentleman, I wish I had his name, who was extremely kind. But the person in charge was so rude to me I am going to make a formal complaint. I was helped out the taxi and the very kind man I have just mentioned held me up as I was about to keel over. Another person drove me home. A lady did ask if I wanted an ambulance. I just needed to get home!!!! They opened the barrier and I am so grateful. I am ringing the man's supervisor time to praise his kindness, compassion and also talk about the kindness of the other gentleman. As soon as I am sufficiently recovered I will be finding out who is responsible for this action!!!! And to formally complain about the behaved of the gentlemen who seemed in charge of the operation. When did we become a society that doesn't take illness into account???? do not have a car. Normally I can walk. If you would like details of my operation I will forward them to you but it was very obvious to anyone that I was unwell. I very much hope that I will receive a reply to my email

Monday 7th October 4p.m –. This journey usually takes roughly five minutes however, on this day it took over an hour due to increased traffic and a much longer route I need to take. The reason for this was when I noticed that the traffic in Tottenham Lane was at a standstill, I decided it would better to go via Park Road home. However, due to the road closures going from Tottenham Lane/ Crouch End Broadway to Middle Lane, I was unable to drive directly to Park Road from Crouch End Broadway. Instead I needed to drive to the top of Crouch End Hill then I needed to go via Crescent Road, Coolhurst Road and Shepperd's Hill in order to reach Park Road. In Park Road I then encountered heavy traffic almost at a standstill. would also like to point at that the traffic was at a standstill all the way through Crouch End to the top of Crouch End Hill and possibly beyond.

I do not think this is a solution for a 'Liveable Crouch End' Tuesday 8th October 5p.m to 6.45p.m – traffic observation in Priory Road and Hornsey High Street.

I observed the increase in traffic in Priory Road. From just after 5p.m the amount of traffic gradually increased until it was almost at a standstill. as a local residents, a turning off Priory Road, I am not happy about the increased amount of traffic in Priory Road which has come about due to the closure of Middle Lane. Again not a solution for a 'Liveable Crouch End'.

Yet again I am writing about the Trial closure of Middle Lane. Today I needed to use my car to take my son who has mental health problems somewhere. However after dropping him home in it took me an hour to get home to my house - a journey that should take 5 minutes!

2) 4 days in it is still horrendous suggesting that people are still using their cars. There are many reasons why people drive in London, work related ie heavy equipment, work related ie time constraints due to childcare not starting early enough to have the time to use public transport, exhausted children returning from healthy swimming lessons at 6pm, people with asthma who when they have a cold can't walk further than 300m without wheezing but obviously don't qualify for a disability allowance. New supermarkets being built in the area with huge car parks obviously encouraging people to drive to them, therefore people do when they need a weekly shop. These are all reasons that my family use a car.

Crouch End and surrounding areas turned into a horrible place to live for anyone who has to commute, get to school I've been late for work 3 times this week and have now been given an official warning meaning I'm at risk of losing my job. I can't leave earlier as the nursery where I drop my son each day doesn't open till 8am. Did I mention I'm now late to pick up my son every day too - really the nursery should be charging me a late collection fine but thankfully they have waived it as they understand that it is a result of this ridiculous scheme which is also adversely affecting them! This is simply making the daily lives of everyone living and working in Crouch End really stressful! If I lose my job, this trial will be to blame. You are playing with people's lives and mental health here. I could lose my job because of this!! Shame on you for not bringing the trial to an early end when the feedback and evidence is so damning.

Please listen to this feedback and strongly consider halting this trial so that the real residents of this area can get back to their daily lives and routines that don't include sitting in traffic for hours at the end of a working day doing goodness knows how much more damage to the environment because of the gridlock-induced fumes.

There is no need for more non pedestrian areas, outside the Town Hall is grassed is enough for residents, Priory Park and Highgate are great open spaces. You propose to close the less used road of Middle lane. We need to get to and from work, you have just created a car park during rush hour. You should not be allowed to do this

I would like to register my objection to the current traffic restrictions taking place in and around Crouch End. As a local resident, for the last 23 years, I feel the disruptions that they have caused around the whole area have been horrendous. The Priory Road and Hornsey High Street area have been particularly affected and has certainly, in my opinion made life less liveable. I do drive to Holloway most days for work and usually go down Middle Lane. I have tried to find alternative routes, all of which have taken me twice as long. Surely this means twice as much pollution.

How do I give feedback on this trial? I want to make sure that my opinion counts as it does impact my daily life.

I am disabled and often unable to walk to the Queenswood medical centre. With the current closures, I am not able to access Park Road easily by car. There is no right turn in Crouch End, which means that with Hillfield closed, access to the surgery in Park Road is extremely difficult. I think that this should be taken into consideration, as there must be many older people like me who will find it impossible to access various places.

As our local MP I would be very grateful if you could liaise with the Council to see if they have thought through this road closure scheme. It's all well and good to think about cyclists and pedestrians, but there is no tube in Crouch End and everyone commutes to and from Crouch End by public transport, far more than cycle or walk. Also the increased traffic along Park Road must be detrimental to the environment, let alone to any properties such as ours. I feel our local council is making some very strange decisions. They don't limit parking along Park Road, but they are more than happy to double the flow of traffic. There is also the strange decision to build a bus shelter outside our house which must be one of the quietest stops on the W7 route. (We have written to you about this latter issue and you have very kindly replied.) I am prepared to walk to Highgate tube in the mornings if this traffic chaos persists, but you will appreciate that as the days shorten I don't want to be walking down from Highgate tube in the evening and many other people, especially women will feel the same way.

Today I finished work early as I had a dentist appointment and I surprised to see how few people were around despite it being school pick up time, this is the effect the trial has had on the local area. It is so difficult to get into Crouch End that people have stopped coming, this will impact directly on the local High Street and I am sure that by the end of the trial their takings will be significantly reduced. If this is to become permanent this will be the end of our High Street negating the 'Liveable Crouch End ethos. Whilst I appreciate it is looking at ways of improving the area including air quality, pollution and safety it has had the opposite affect. My normal 20 minute commute has turned into an hour long, tripling it. The schools that are very near to Crouch End Hill, Park Road, Tottenham Lane and Hornsey High Street's pollution levels will have dramatically increased because of the queues of traffic. With this email I am expressing my objection to this becoming permanent.

I live locally and took my 14 month old son to an emergency Doctors appointment yesterday (10th of October) via car. The journey home, at around 4:50pm, which normally take approximately 10 minutes, took in excess of 30 due to the increase in the volumes of traffic along Park Road / Priory Road / Hornsey High Street. 'Changing the way I travel', one of the stated aims of the scheme, would have been pointless, as I was behind a 144 bus which took just as long to travel along Priory Road / Hornsey High Street. As a Haringey resident and taxpayer I sincerely hope Haringey council wastes no more money on this ill-concieved and poorly implemented scheme and that it is discontinued at the first opportunity.

and it being so hard to get to classes and home at the moment even on the bus, we are having to just cancel some important lessons and activities.

I live locally with my husband and 3 young children. I thought you would appreciate reading my experience of the trial one week in. Crouch End is certainly not feeling very liveable for us and I would go so far as to say that should the situation not improve, we will consider moving. I am fully supportive of the aims of the Liveable Crouch End scheme. I am a planning and highways solicitor (for TfL incidentally) so totally understand what you are trying to do but please bear in mind the impact on residents like us. We already feel left behind due to the existing rat running on Farrer Road and the fact that we are one of the last roads in the area to be excluded from a CPZ meaning that we suffer parking problems so the effects of this scheme have added insult to injury. I very much hope you will consider my experience and make the necessary amendments to the scheme. I would be happy to discuss my views further if that would be helpful.

Initially when I received the pamphlet of what was proposed I was shocked! I immediately went on to the offensive as a car user, who needs his vehicle for work purpose and for my young family needs (non-disabled). I then stopped myself and at least give it a go understanding that many cars users should consider whether it is necessary for i I livelocally on a busy road that does have buses going by each day. We also have many trucks, cement mixers etc passing by. We have a primary school. ts use, school runs, shop runs etc. So, as you understand our life, we have two children both attend local's nursery and school, both are walked to these sites by either myself or my wife, never driven. We walk a lot; we have food delivery and if need be, we walk to our local supermarket at Sainsbury's. Day one my wife (Non- driver) called me as she had been out all day with our 2 year old son and then collected the older one to go swimming from school, all walking. It was raining, the little one was crying and asked whether it was possible for a lift home. I was just finishing a meeting and could be there under normal circumstances. The whole trip took over an hour, mainly stationary on Park Rd returning to Church Lane. Third day I normally collect another child to take both boys to football training that has now moved to Hendon as there is no venues available in N8, N10. This boy lives locally. I cannot get access to collect him other than going through all the traffic on Tottenham lane and turning if possible, on to Hillfield, then Hermitage Rd. Collection done, now I have to navigate back through the traffic on Hornsey High St before eventually getting away from Crouch End. The return journey similar. Fourth day between 5.30 and 7.30pm Church Lane is gridlocked with lorries, 4 buses, cars all waiting for the lights to change and then only a few managing to get out onto the High Street. Church Lane and Tottenham Lane fought against increased cement lorries 3 or 4 years ago and won. Now this is worse. Teachers and pupils late for work/school, deliveries to local business being affected, nice residential streets now been turned into alternative routes for the traffic. It will not be long before there is an accident. Traffic will take alternative routes such as Wightman Rd, A1 but this will also have a knock-on effect to these areas and in some cases, it will not resolve this issue for residents trying to get home to their family in Crouch End. Middle Lane and Rokesly are imperative to the flow of Crouch End, Not Weston Park. Remove the barrier at Middle Lane and Rokesly next week and monitor. I am all for helping the climate and getting more cars off the road but there is more and better ideas to improve this but not with 4 million £. improve this but not with 4 million £. London is full up and when this City realises this the quicker you will resolve these issues.

I live locally. You have the audacity to charge me over £100 for a parking permit where it's virtually impossible to park outside of the pointless 11-1 restriction. Now I cannot even drive down my own road and it takes me considerably longer to get to and from work.

I am housebound for two weeks apart from my dial a ride to Sainsbury's once a week. All the disabled residents are in the same position as me. I would love to be able to walk and cycle to Crouch End (I live locally) you don't make any allowances for us it is disgraceful.

People unable to make appointments or collect their children from school - absolutely ridiculous.

The closure on park road hornsey area is effecting our daily life in worst way. I heard that council may close the road forever in the future. By closing that road 7 minutes journey by car now turned into 25 minutes. Spending more time and money for fuel. What is the benefit for local people like me? Hornsey high street is always congested now. I advise you to open the road and let people use it as it was before. There was no issue about the amount of the traffic before closure and now we have massive amount of cars idlilling on the roads. This decision does not makes sense. There was a traffic pattern which worked very well but now by changing something that works into a nightmare.

The trial traffic calming measures are causing a misery to residents. Our commute has increased from roughly 45 minutes to over an hour and a quarter. This has a huge impact on our family life and makes it difficult to see our children.
He was an hour late and despite leaving much earlier I was very late picking him up and we were then nearly two hours getting home! Who thought this was a good idea?
Also I am a carer for my sister who lives in Holloway. If I drive to hers I have to go through Crouch End or Green lanes/Whightman road. Green lanes is already horribly congested and a high pollution zone.
First day of the experiment and disappointingly I can see cars using Middle Lane despite the Road Closed signs. You need staff there to stop this happening. Some of the vehicles look like delivery vans not residents. I'm just about to cycle to Crouch End and not looking forward to the even faster speeds vehicles will approach when faced with a clear run!
. I am totally behind trying to stop people using their cars, but this isnt the way to do it. They wont stop using their cars! They will clog up other roads and pollute the atmosphere instead. This a a misguided idea. Please put this feedback wherever it needs to go.
Middle Lane is just about the most important thoroughfare in this area. It connects Hornsey easily to Crouch End. If I need to visit my GP Surgery in Crouch End, I start the drive on Middle Lane. It has been widely publicised as LIVEABLE Crouch End. I live in Hornsey, close to Crouch End. It has always seemed to me to be extremely LIVEABLE, so have no idea why this plan has been brought in to action.
I am generally at work during the week; I was, however in Crouch End on Monday during the day and the previous weekend and there was very little use of the Middle Lane area by pedestrians and at times it was empty.
Thanks for yours of 2nd inst re the experiment. I do not think it is going too well in view of the chaos this evening, but let us see. But a (significant) side issue. Could you pass on a complaint about the flooding at the top of PAS, at junction with Park Road? True, in my experience it was only once impossible to enter PAS from there on foot or by bike (June 1976, I think), but at least twice a year things are difficult for pedestrians and cyclists, not least from splash-back. The flow could surely be taken off into the drains in PAS, given a minor bit of road works; the narrowing of highway undertaken in recent decades has merely exacerbated the problem.
Why weren't waze and sat nav providers warned?
You have also allowed developers to build more houses in Crouch End, some in ridiculous places, which means more people will live in the area, how can you then think closing roads will help? Also it just so happens this is the same 2 weeks that the Extinction Rebellions 2 weeks of mass disruption is on, I can't help but think that this is not a coincidence and someone needs to look at the person who made this call to see if this was the ulterior motive, which is not acceptable!
Motorists are not all people who are just too lazy to use alternative transport or go on foot. They include people who have to transport elderly family members, young children, heavy shopping, tools or equipment for businesses and hobbies. They include people who have to get to medical – or other appointments – with little time to spare, and who don't have the luxury of time to take a pleasant stroll. Others have mentioned the impact of this scheme on buses, on the emergency services and on council refuse collections. do think this was probably well intentioned but unfortunately it has caused chaos – and bad feeling.

I think people will respect those who hold up their hands and say that they have made a mistake and will try something else. Ploughing on when matters clearly are not working will only create more animosity I am sure that you have seen that this scheme has resulted in the various factions if Crouch End's residents having very heated and sometimes abusive conversations. Please see the various Facebook groups for numerous written evidence. Crouch End prides itself on its community feel and right now that is being negatively impacted by this scheme. The net result of the current Scheme is negative and does not work. So whilst in your trial period, please amend and try something else to see if it works. Luke, you always are extremely helpful and I hope that you and fellow councillors have noticed the issue this has caused.

I'm a local resident. Id like to say that whilst it's reassuring and encouraging that the council is thinking about ways to improve on environmental issues I also really don't believe this scheme is the correct way to do it. Crouch end is already a fairly affluent area which over all is "doing alright". Haringey council comprises of a number of other areas that I think could benefit more from the 4.8million that have been awarded to the council.

Secondly the idea of blocking off part of middle lane and some of Weston Park has created an enormous amount of traffic making walking around crouch end a really horrible experience. Whilst I appreciate change takes time, I don't believe the blockage particularly on middle lane will bring any improvements. At the moment there's two or three sadly misplaced benches and plants, none of which can be enjoyed as were heading into winter and the perennial rain doesn't inspire much sitting around outside. It's also not actually made a difference to pedestrians in the sense that Middle lane is still used by cars just not for a small stretch which is causing more traffic as it was one of the only ways to reach Park road. The choice of roads is poor, they are both two big arteries that connect different sides of crouch end to one another and other areas whilst not burdening the traffic on the main roads. I'm sure there are a lot of better ideas as to how this money could be put to use. Over all it hasn't made middle lane any quieter, certainly not the stretch I live on which is closest to the road block. We're still woken up everyday at every hour by the bin collection trucks coming to pick up restaurants trash.

Thanks so much for taking a stand in relation to the emergency vehicles issue. That is just one of many and, as I pointed out to Elin, I'm sure we are all in favour of fewer cars/greener spaces etc but this scheme seems to promise delivery of the opposite.

Unfortunately, people do need to use their cars at times. Although there are some bus routes in these directions, people will still need to use their cars if they need to do big shops, when making purchases at local garden centres or Do It Yourself centres or they need to travel further where existing bus routes do not provide an easy option. The proposed closure of Middle Lane would therefore make Crouch End less 'Liveable'.

People are very angry as you can see from comments.

Just to say that I'm strongly in favour of the liveable Crouch End initiative. I have a small baby who I take out in the pram a lot, and I very much support the creation of some traffic (and exhaust) free areas. However when I took my baby to Priory Park in his pram yesterday I found that Middle Lane is still full of cars and buses! The ends seem to have been shut off, but the road itself still has plenty of traffic. So it's just as difficult for crossing as it ever was, still has narrow and busy pavements, and is presumably just as polluted? This half measure doesn't make life as a pedestrian any easier, and I can't imagine that it reduces the volume of traffic very much, since Park Road and Tottenham Lane seem to be the busiest 'through' roads.

I agree we need to reduce traffic. Of course- indeed ironically i have spent a chunk of this week as part of the red brigade for XR - but this kind of project cannot be planned in isolation. Traffic reduction needs a wide approach including addressing the reasons people need to travel eg reduction of social and affordable homes as wrll as the lack of subsidy support and infrastructure for electric cars; the public transport limitations in an area not on the tube and with a limited range of bus routes and frequency of buses.

I fear this trial will be pushed as a success and implemented despite the fact that it is clearly a failure because I gather TfL have offered a grant that requires road closures. Our council has a history of trying to push through unpopular, unworkable measures without proper consultation and adequate thought (HDV anyone?), in part because of the need for funds and also to try to do - and be seen to try to do - something about the profound, endemic and seemingly intractable problems we do genuinely face. But these big picture issues need big piccture solutions. Maybe tgat is harsh, I appreciate its easy for me to say and hugely difficult to do - but its clear that in this case tinkering with roads and making many lives less liveable as a result isnt the answer - even if those lives are not in Crouch End.

Best

<p>The rights of cyclists and pedestrians should not be given priority in this way. We live in an urban area where traffic did flow fairly constantly until this trial. Please consider other options before making this chaotic and stressful situation permanent. Have a look in crouch end appreciation in Facebook or the next door neighbour app to see the strength of feeling.</p>
<p>As a cyclist I am really feeling the difference (in a bad way) along crouch hill, Tottenham lane and Hornsey high street.</p>
<p>Finally, there is the colossal waste of money. What exactly will / has the £4.8m grant from TFL been spent on? All I can see are a few diversion signs and some benches and plant pots on Middle Lane, and an unnecessarily large number of people paid to stand around all day manually opening and closing gates. Please stop this trial now and come up with effective and workable solutions to improve the traffic levels / flow and pollution in the area.</p>
<p>The simplest solution would be to relocate the Cement factory and storage premises and meat factory outside the residential area on the one way system of Tottenham Lane to an Industrial Estate which does not have houses flats and schools.</p>
<p>I received and read your letter with dismay. The Council's policies over the years have had a progressively negative impact on our street. You may not be aware of the history. The Council's approach to parking is causing us real problems. Your restrictions have spread from the centre of Crouch End up to Barrington Road, the street next to us. This means we get overspill parking from Crouch End, the Park Road Pool and Fitness Centre, the Park Road Medical Centre, Palace Motors, additional cars from neighbouring streets, etc. Thanks for that. Neighbours have, understandably, responded by converting their front gardens to parking spaces. As you will be well aware this has negative environmental consequences both in reducing biodiversity and increasing water runoff and flood risk. We often get blocked drains and flooding at the intersection of Park Avenue South and Park Road following heavy rains. Thanks for that.</p>
<p>What normally takes me 5 mins at 10am just took me 40 mins. You would have thought with all these closures you wouldn't have road works on Tottenham lane, it's not even funny I missed my appointment now have to wait a week for another</p>
<p>Given all the other people who will have to do the same it is very retrograde. There are also four schools at least along that route who will be affected by increased traffic. For no benefit. No-one is going to spend time hanging around the bottom of Middle Lane in a pedestrianised area. Why would you</p>
<p>day one. I'm a resident and car owner locally. It's now very difficult to get out and around due to Middle Lane closure. The journey is now forced around onto the main roads as the trial is meant to do. However, local residents are being treated as the commuter drivers are who use ML.</p>
<p>I can't walk for this journey, due to a hip injury, and even if it was an option for me the school and nursery are too far apart to get the children there on time. I missed important work meetings this morning and I imagine it will be just as bad for the rest of the 'trial'.</p>
<p>don't know what possessed someone with too time on their hands to come up with this farcical plan. I live locally. I have an elderly father in Muswell Hill and teach in Finchley Central meaning access to priory road is crucial. Tottenham Lane is a mare at the best of times and now there's twice the amount of traffic. How does that make any logical sense at all?!! It's been total chaos today - please rethink this ridiculous plan.</p>
<p>please open up the roads u closed down in hornsey n8 right now we cant have this for two weeks I had a walk round hornsey today its utterly appalling what you have done by closing roads</p>

We took a long time to decide to move to this road as we have two little boys and wanted to be confident we were moving to a safe and quiet road, which we did. From today it is no longer that. As I am sure your monitoring will show this road is seeing a massive increase in traffic. As if this isn't bad enough the traffic is driving too fast and there are many commercial vans, trucks and lorries, something we do not usually have. These drivers are aggressive as they now have to take a longer route and we are bearing the brunt of it. This project is flawed through and through. This is meant to make Crouch End more 'Liveable'. That almost makes me laugh. What it has succeeded in doing is making Crouch End, Park Road, Tottenham Lane, Crouch End Hill and Priory Road like car parks. It now takes double the time to get from A and B, great for air quality that one, which is meant to be at the heart of this project. And it has made a quiet and residential Road into a nasty and dangerous rat run - great again in light of families walking along this road to go to Priory Park and cyclists using the Greenways Cycle Route. I am so happy that the Council deem the closure of Middle Lane to make my Road more 'Liveable' - if that means dangerous, polluted, and impossible for residents to get anywhere, then I applaud you - great success!

I would like to congratulate you all on the most irresponsible and stupid scheme Crouch End has ever seen. The congestion caused outside my shop and house on Park Road has given me a headache and made life near unbearable. Ironic given your email I can not even begin to comprehend the mindset behind the people that consider this a good option. I find it laughable and yet ironic that you have created an email name of liveable Crouch End, I have found today the total opposite. Should this continue I will have to close the shop and move away from the area. The patients have well and truly taken over the asylum.

Plans really need to be re-considered as this surely is not a feasible solution to encourage walking and cycling, you have cut off key roads for residents and in particular Middle Lane is of great importance to easing the traffic on Priory Road. This proposed system needs more thought as it's an absolute nightmare for residents.

To suggest that placing the measure of banning left hand turns from our road onto Park Road will mitigate the effects of the road closure seems ridiculous and punitive to those of us who live on the road, making our journeys longer and causing more pollution. I hope you will reconsider these plans. Traffic on Park Road was much busier than usual today so the whole idea seems thoroughly counter-productive.

Today has been the first day of the traffic calming measures in Crouch End and I have to make complaint that this has been poorly executed and considered.

You all need to wake the hell up, get out of the office and see what you're doing.... I would forget the trial and take out the road blocks... you're going to be known as the stupid council.

As expected, utter chaos 😞

This council's plain disregard for any common sense is frankly astounding. "Livable"? I think not. Do hope this scheme is inundated with complaints and cancelled.

Well, I know it's day one of this trial but I urge you to scrap this scheme as soon as possible. It is absolutely not logical or workable for local residents. I'm sure other locals will be echoing this sentiment. For the sake of all us locals and the ease of movement, please, please, review this trial immediately and open all surrounding roads.

Whoever brainchild this was needs to not sort this sort of thing ever again..absolute chaos..great idea poorly executed.

I intend to undertake a further review of this application to consider grounds for further objection once I have had time to collate other feedback from the local company and the like, but I wanted to bring to your attention my frustration in advance with the procedural manner with which I think this application has been handled and rolled out without proper due consideration being given to the impacts it will /is having as a whole. I like to believe that common sense will prevail and the act for further road closures have suspended forthwith.

Crouch end was entirely 'liveable' until you started this ludicrous trial Please reverse this trial ASAP - there is total chaos in crouch end	This is utterly untenable.
complaint to roads department haringey council	
Don't see how this is livable, it doesn't promote public transport, it creates more idling engines and stops people getting home to their families. It has made it harder to live in Crouch End not easier. And not to say what will happen when they close off Wolseley Road and Shepherds Hill. Don't be surprised when it's all good by the end of the month; half term will have naturally stopped most journeys.	
Please avoid Unliveable crouch end I should say Better as it was please	
All in all, today seems to have been disastrous.	
Horrific unliveable Crouch End!	
Can I just say what a huge upheaval closing the ends of Middle Lane has caused today? If this is your idea of making Crouch End more liveable I am not impressed. Waste of manpower and finances. Also the traffic lights on Tottenham Lane are altering any results you may have hoped to gain from this fiasco. I'd love to be given rationale for how this is improving things but I don't think that's possible.	
Logic behind the madness? Haringey Council is allowing building like there is no tomorrow. They issue parking permits not for the existing cars but to collect revenue. They then subtract parking spaces for bicycles, constant house removals, utility diggups etc. Now they have thought of something new. Car free roads for which we pay road tax and parking permits in order to create maximum gridlock. They will then say its a success reduce parking spaces even more double the parking permits then introduce licensing for owning a car. In the meantime Uber has unlimited growth in terms of cars just as property developers. Climate change is about corporate big business who Haringey Council works fo	
We all have to deal with traffic on a daily basis in London but this is joke.	
Today's Middle Lane road closure has been an utter joke. Claiming to make Crouch End more liveable (when, by the way, it already is) by closing down one of the main (but not busy) roads in the area, and then forcing all traffic to choke up all the surrounding roads instead, is yet another example of what happens when a council decides to fix something that doesn't need fixing. To create gridlock and trap cars, letting them spew out fumes while they are going nowhere fast, does not strike me as making my neighbourhood more liveable. Please cancel this joke of an experiment as soon as possible, as I can't bear the thought of Crouch End being gridlocked like this for the next two weeks, let alone permanently. I drive an electric car and am annoyed to be lumped in with petrol car drivers, as me and my family are doing our utmost to live a low carbon lifestyle, and have done for years.	
All in all, having seeing what has happened on the first day of this EVENT maybe the Council should seriously consider cancelling the plan to close Middle Lane off from cars, thus making life easier for the local residents, it is obvious that closing Middle Lane for a day has caused nothing but problems and in no way could it be called a benefit to the community.	
I cannot believe this is a serious initiative by Haringey, did anyone go out onto the streets this morning, from the council, to see the chaos caused?	
I read your green leaflet 2 weeks ago, and replied to the ideas then, saying it would just make Crouch End Unliveable which the chaos today bears out. I know chaos was expected and the hope is that things will settle down, but I am mystified that access to Middle Lane and the roads around it all seemed to be closed to anything but local traffic. This is NOT what your leaflet implies. The only closures mentioned are both ends of Middle Lane, Hillfield and Birkbeck. How come every other road has no entry signs? No wonder it was chaos, the council could not even carry out their own plan in the way it had planned. I have been to every meeting possible and was told at one advice session access to Middle Lane would be as normal except at ends where it would be possible to leave but not enter. We even came up with the compromise idea of closing Middle Lane from south of Rokesly Avenue, allowing other traffic to follow W3 bus route from priory road only. Most of the day traffic is negligible along all these routes, but without it as an escape route as you can see creates chaos. Instead of punishing those of us who live around Crouch End/ Hornsey why not come up with a scheme that will stop the non residents from using our roads. A one way system along Park Road, priory and Hornsey High st, and Tottenham lane?	

Although I'm sure it was based on good intentions, the scheme is clearly a failure, as the overwhelming majority who have taken the survey agree, and I urge you to bring it to an end as soon as possible for the sake of the residents and business owners of Crouch End.

The closure of Middle Lane has caused chaos in the surrounding streets and has turned Crouch End into a gridlocked mess. There was no problem - this is a pointless and thoughtless exercise. Do we have to endure two weeks of this trial? It is obviously a failure and I hope you will respond to the anger and negative responses of local residents.

The start of this trial was badly timed, especially for us with the construction in Tottenham Lane, which has already caused long queues of traffic for the last week or so. This lack of planning does not fill me with confidence that the scheme has been properly thought through. I get the distinct impression that someone has been given some money which now needs to be spent (it feels a bit like when all the pavements are worked on as we approach the end of Haringey's financial year...)

I can no doubt add to the list though expect many in the community will be equally disappointed in the lack of foresight our council is showing. We all sincerely hope you will call this trial a mistrial and go back to the drawing board.

I should like to understand the reasoning behind a scheme that appears totally nonsensical and counter-productive. I can't see a single positive thing about it since it has caused total gridlock from the top of Crouch End Hill, where I live, all the way to Muswell Hill. Kindly explain. Is it meant as some kind of joke on the hapless residents of the area? I beg you to bring a premature end to this futile experiment.

Today, 7 October, is the first day of your so-called 'Liveable Crouch End' endeavours. We don't know who came up with this scheme - and who or what exactly 'Project Centre' is, but we, residents of Crouch End, ie people who actually LIVE here, hope that you realise what a complete and utter disaster this is! Closing even part of Middle Lane is a totally insane and stupid idea. The entire area of Crouch End was gnarled up with buses and traffic stuck for HOURS since the closure of Middle Lane was instigated today. I am sure you will have riots on your hands if you persist with this crazy scheme. We DO NOT give our approval and will take this to our MP, Catherine West and far beyond if this scheme - in fact even if the trial period - is pursued. Please let me know who has come up with this idea and, presumably, is being paid a lot of money to produce this completely crazy scheme.

I am writing to request that one of the people responsible for the implementation of the trial call me - a resident in Haringey - to discuss this scheme. I was one of the hundreds caught up in the chaos that ensued as a result of the stupid, thoughtless and unannounced closure of Middle Lane. Given the depth of anger towards this action it is hardly surprising there is no contact number given on your website, neither is there an indication of even which department this falls under, no names of people involved, and neither is there an option to talk to the team when going through the horrendous automated system on calling the council.

Do you want to change people's behaviour and stop them from driving? Firstly, it's not the council's job to do such a thing. Sort out the bins (might I add that the rubbish collectors leave the place an absolute tip after they've been), keep the roads moving and clean, and allow us mere mortals to just get on with our days without having to compete with whatever scheme you're trying to push! Secondly, no one in London drives because they want to. We drive because we HAVE to. The buses don't cater properly for all routes and are not entirely fit for purpose. I have heavy equipment to cart around. Other people have children. Not everyone is able to fulfill a utopian vision of happy citizens hopping on and off buses on quiet roads on a nice sunny day. We have to live in the real world. I suggest that you take a look at the carnage outside that you have created and stop this nonsense immediately. Yes, I am furious. And I am insulted. Insulted, because of the highly offensive and aggressive tactic of heavy-duty concrete barriers enforcing your decisions; insulted because of the sanctimoniously self-righteous rhetoric with which you promote such an idea; and insulted, because you are just going ahead with this without any actual thought for the people who live and work here. Middle lane?! Why? Nothing happens there. It's a quiet road where cars can find an alternate route, and people live. There was nothing wrong there. But now, everywhere is a mess - cafés on Tottenham Lane are now avoided due to the added pollution and noise from the congestion; Park Road is a death trap for buses, and may even be a literal death trap if ambulances have to get through there at certain

times now; every alternate route is closed down, so all traffic is being bottle-necked, stalling in traffic and causing far more pollution than ever. But I see what you're doing. Move all the fatty foods onto one shelf of the fridge, and then talk about how clean-eating and healthy the rest of the fridge is. Your tactics for this 'wonderful change of behaviour'? Bully the populace into taking part in your scheme; because, indeed, this is bullying. Although I'm sure the traffic will ease up, but only as people will have to find another way. Displacement of people and traffic is not a solution. You want the grant. TFL have no idea what they're doing (oh, did you know that the materials used in those car batteries are actually 'conflict materials', and that fossil fuels are used to create electricity to charge the cars? But I digress.), it's just one tick-box after another, and we're just another little bit of collateral damage.

Some pertinent other quotes from a local discussion site are below too: "I have just come through crouch end and it is utter chaos." "Day 1 and Tottenham Lane is at a standstill. Buses are being diverted and the air is thick with fumes. Fantastic!!" "It's just one big joke... the roads are all blocked, traffic going all the way back to Turnpike Lane, high st is packed, park road is packed, Tottenham lane is packed, Broadway parade and the Broadway, business are not able to run on time as staff and shoppers are stuck within the traffic. It's a choke hold and they know it. Noting in or out just slow moving traffic all day long."

OK it is understood that the Council is trying to reduce traffic flows through the borough, but arbitrary closures are not the solution. The council should apologise to its citizens for the massive disruption it has already caused.

We do not want this idea. We do not need this idea. We are fine without it. We are unanimous about this. Please listen to us and spend your time and funds where it is wanted and needed.

How much money had been frittered away by someone who clearly has no concept of traffic management, let alone pollution levels. What exactly did they think would happen? Utter nonsense. I bet those concrete blocks are a pretty penny also. Please consider an end to this tragic idea, and strongly consider sacking whichever bright spark came up with this mess. This is a complete failure on all fronts I doubt I'll get a reasonable response, as this event just highlights simply how out of touch Haringey Council really is. Please end this madness. Think of something worthwhile to do with our money. If you can forward me an email address of the hero who came up with this toxic nightmare, I would be grateful..

Now I've lived here twenty three years and yes traffic has increased but what you have done has made things worse not better. So I presume you took pollution readings before this exercise. Pop out again and see if it's NOTICEABLY better. You've certainly increase inconvenience so that's a success. More irate drivers on the road

There were four young guys hanging around at the Middle Lane barrier - presumably policing it. Why does it need four? Four of them drinking coffee and generally observing the spectacle and some of them co-incidentally giving motorists the wrong advice because they were telling a number of them that they couldn't enter (whereas, as I understand it, they should have said there was no through route but parking on Middle Lane was still OK subject to normal parking restrictions). I have no idea how many others there were floating around at other barriers. Lastly, you should expect to see some of your residents contacting TfL and the Mayors office to alert them to this crass stupidity and asking them to investigate whether Haringey are making best use of £4.8m of their money

he situation is simply appalling! We demand that you call an end to this madness, the pictures attached don't even beginning to describe the misery that you are putting people through, we can't even get out of our streets, we are literally being held hostage in our homes!!

Am sure not helped by the fact that Haringey council in their infinite wisdom have approved maintenance lane closure to go ahead at same time as the trial starting. What a disaster. Does no one at Haringey council talk to each other and plant pots by the road closures? What an enormous waste of public funds.

Please please stop the hell you have created in Crouch End. You've cut the people off who live on or around Middle Lane. We didn't want it. It's not wanted. It's a waste of time.

I am a Haringey resident, and I was pleased to read that Haringey Council has declared a climate emergency. I am, however, baffled by your approach to tackling it. The Liveable Crouch End project is a sticking plaster, and gives the appearance of tackling localised symptoms of climate change and its consequences, while ignoring the cause and leaving the structural problems that have caused climate change entirely intact. The human population of the planet has doubled in my lifetime. Simultaneously, human activity has caused climate change, the sixth mass extinction, and the anthropocene. Setting aside the fact that around 90% of emissions come from 100 companies - something the rhetoric of individual responsibility conveniently ignores - the single best thing an individual can do to tackle global warming is to not have children. Selling your car, going vegetarian and flying less are way, way behind this in terms of impact. If humanity is going to get out of the hole it's created for itself, we're going to need a lot less of us on the planet. More info at Population Matters and for a summary try this article [With all of this in mind, local traffic management schemes are window dressing at the very best.](#)

As you must be aware, Park Road, Middle Lane and Tottenham Lane are the three main arteries going south to north and vice versa. I am trying to fathom why anyone thought closing one of these was a good idea. Perhaps you thought that the traffic would naturally find other routes, but this could only be through residential side streets, and that as we know is not a good idea in terms of both safety and air quality. The trial layout needs to be changed urgently, as it is causing distress, increased air pollution and potentially dangerous situations when drivers are feeling tired, angry and frustrated.

Sticks like this don't work - if we are serious about reducing pollution then the only way is to develop carrots, i.e. such an effective emission-free public transport system that people will no longer want to use individual means of transport. It would surely have been better to spend the £4.8m. on looking at ways to do this? Find out where the gaps are in the public transport system and how to fill them, so people will be able and happy to use buses rather than cars.

What a mess - awful for locals whether we drive, walk, cycle or use the bus - no one is benefitting from this at all!! It has been like this for hours - terrible for those of us living on this residential road.

Please stop this crouch end trial NOW.. It's a terrible disaster.. Should stop before lives are lost.

Please stop the Crouch End travel chaos and reopen Middle Lane. What idiot thought this was a good idea? Unbelievable.

I also saw the pathetic public space at the top of Middle Lane. Do you really believe that anyone would want to spend any time there? When I received a leaflet through my door this morning and read that this trial has cost the London Tax payers nearly £5 million I was so shocked I felt I had to appeal to you to really think hard about this trail. I would also like to add that I consider myself a laid back person who rarely complains about anybody or anything but you need to realise this whole mess has been a massive mistake.

I saw that you have also closed and said to the public that Western Road is blocked from the 7th to the 20th of Oct - and now I understand this is not true - it's a fake sign to shut the public - you at planning and have now chosen to block off routes that make the local area really local - really viable - really easy to get around. So speaking to one of the people on the road representing the council they said we aim to make this a bicycle route and good for children - that is not the case - your shut off the Western Park option of getting of the Broadway and keeping the traffic flowing and the next alternative rat run will be Cecil Park or any of the roads along that route up Crouch Hill - so you cut off more and more flow and create more and more rat runs. In the case of Middle Lane - the entire residential section that is already inaccessible all the way along to Alexandra Palace is a hive of small roads already cut off so the only option is once again to go on main roads which are at key times already chock a block traffic and Middle Lane being the ONLY MAIN ROUTE OUT OF CROUCH END BESIDES THE MAIN ARTERY SYSTEMS means now creating a local fume factory of cars single filed driving miles out of the way to get to a 10 minute destination. Horrible congestion and fumes for the little children. I have been told that the residential blocks which are now not through fare are sealed and is it happy families walking and cycling but the reality is thats not the case. The local scene is already happy. The locals are now dealing with unbearable pollution and traffic jams . At what point did you ask the residents how they felt and what they wanted. You have a lot of children in the area so parents driving their children to school now have a real problem. In truth their are not that many cyclist in Crouch End to make that an acceptable altenative plan.Obviously you do not live here otherwise you would be able to see that visibly that the roads are not overcrowded with cyclists. It is outrageous that you have not done a survey to see how people felt towards this. It is a joke that the name is Livable Crouch End. Its more like unlivable Crouch End. I am therefore putting in a huge complaint and want some guarantees that you will look at this matter more in depth and speak to the residents before you continue with this crazy plan.

It is proof this is a fundamentally flawed plan. Spend the cash affectively, closing our roads is not the answer. We don't want an unliveable plan, it services no one. It's not about residents walking, cycling and using public transport to Crouch end, it's all about the funding, we're grown ups and know how this works. There's no need to attempt selling us a plan based on environmental issues which we knew was a failure prior to the trial. Other traffic and passengers will still drive through Crouch end to arrive at their destination, how is it you are unable to see this ?
Crouch end is already liveable, residents love it, visitors always comment on how pretty the area is. Why is it being tarnished by Haringey Councils need to spend the funds ? Middle lane's closure has affected so many of the surrounding areas, it is not serving a purpose. Give the locals back the place we chose to live in and spend the funds affectively.
By the way, I happen to agree that the Archway project was an excellent example of one that was conceived, researched, and implemented well. It was a brilliant re-routing which did not reduce the options that traffic had previous to it. You can still go up Highgate hill, you can still go up the A1, you can still go straight across to St John's. Drivers (and buses) are able to use the junction in the same way without affecting flow negatively, whilst pedestrians had an open space to walk across to the pub (IF the Tavern ever opens again!). Compared to this CE scheme it was on another level.
I very much hope Haringey will quickly announce following the trial that the significant congestion and inconvenience created, and the increase in vehicle pollution in areas like Church Lane, Hornsey, means any idea of permanent scheme will be shelved.
Please can you add me to the mailing list for this project and where to object.
I am a Crouch End Resident. The Project that is called Liveable Crouch End makes my life unliveable. Could you please let me know about complaint procedure as soon as possible? Neither the web nor on the leaflet provides complaints option.
Please let me know how I can give feedback on the trial road closures currently under way. I am a local resident and am appalled by the impact on our street and the surrounding roads and would like formally to register my opposition to the scheme.
Today, I have experienced higher noise levels while sitting in my living room throughout the day and we can only live to tell the tale of what the evenings are going to be like!
and traffic noise than before!
Increasing noise
is no better and the cacaphony of honking car horns I can hear from my home is not liveable either !!!!
Traffic noise (particularly beeping and noisy mopeds and motorbikes) has an enormous effect on residents' wellbeing
Return journey was Ok, at around 18:30. But, then I've come back to nose to tail traffic on Priory Road in both directions. Picture attached.
Noise pollution from constant beeping in traffic jams
The traffic siting on Priory road is now stationary outside people houses. Not nice for these residents having to suffer the noise and fumes
I live locally and yet have had no information regarding the implementation of this trial at all. No leaflets through the door or via any other method. Please add my email address to your mailing list.
Did you approach Hornsey residents in the proposal? I do not believe I saw any written information.
I have just received the information leaflet on the trial.

<p>this was advertised incredibly poorly. I live locally, behind the town hall, so as central as you can get, and we received no information at all. None of my neighbours knew about it until this morning. I found out on Facebook. I hope people will be properly consulted about their experiences during the trial.</p>
<p>Why were not all the properties in areas affected leafleted?</p>
<p>I refuse to understand or accept that a Council can decide to close a main Road in a busy area without any prior consultation to residents or more importantly any foresight / safeguards for our Road?? How could you have overlooked this? How could you not foresee traffic using PAS as a rat run - it is as clear as day</p>
<p>What right does the Council have to IMPOSE a Trial on residents without prior consultation and in addition to turn a quiet road into a dangerous and polluted rat run? How laughable that a Trial designed to improve an area has made our road worse. I fail to see how you think you will ever gain our support when we have been ignored and overlooked? Or maybe that is of no concern as I am guessing the plan is to push through a permanent closure regardless.</p>
<p>As a local resident I am writing to express my disappointment and annoyance at the lack of consultation regarding the closing of Middle Lane to traffic and the resulting effect on our road.</p>
<p>when did the workshop and survey take place? I have no knowledge of any such event.</p>
<p>Finally, I don't know how this scheme was publicised, but as an active community member living in the immediate vicinity of the affected area, I had no idea this was happening - it's frustrating to have such poorly thought-out experiments imposed on the community without sufficient consultation or communication, and I would encourage you to drop the scheme ASAP.</p>
<p>I'd also like to know who you consulted with to imagine that this scheme could work? What a ridiculous idea, the council should be ashamed!!</p>
<p>Lack of consulting the residents in directly affected and surrounding areas</p>
<p>LACK OF SIGNAGE/WARNING Local road-users have <i>not</i> been warned in advance about this closure. If Project Centre has in fact attempted to give people warning, then the information has not been clear/obvious enough or distributed far enough. Everyone seemed totally surprised and up in arms about the closure and its impact on traffic. I live locally and am down in central Crouch End on a daily basis and nothing was put through my door and no visible announcements/signs were erected in the centre. In fact even yesterday there was no notice of the closure anywhere at all in Couch End except at the mouth of the road itself - by which time it was too late to consider using public transport or taking a more circuitous route.</p>
<p>Finally - no choice, no warning (your website is a black hole of frustration, and no one looks at it!). Just borderline dictatorial decision-making, whilst putting on a smiling and 'For The People' façade.</p>
<p>This experiment has failed. The point that Councillors need to recognise is that the arbitrary closure of roads without consultation is ill-advised.</p>
<p>We don't need two weeks to see that this scheme is unworkable, Hornsey residents should have been invited to consultation meetings as it impacts us the most.</p>
<p>As a local resident I received zero information from the Liveable Crouch End Project and Haringey Council about this ridiculous venture. Needless to say I am now fully aware as to what's going on, fully engaged and fully prepared to fight you every step of the way, as are, I am sure, many, many, many other residents.</p>
<p>Middle Lane closure - I live locally and I have not received any information about this. Why did you not contact the residents? I should have been consulted and I wasn't. If you weren't bothering to consult on it, you could have told us at least! Instead I find out about it on social media. To not bother to tell the residents by letter or flyer through our door is unacceptable.</p>

First, I live locally, and was never consulted, or told, about the road closure. I cannot believe you did not think it appropriate to put something through our letterbox, at least. Instead I found out about the closure on social media.
appreciate that the council believes that it needs to see this trial through to the end, however I fundamentally believe that this action is an imposition and one that only a tiny percentage of local people have fed into.
8. There appears to have minimal to non-existent information and consultation with local residents. I live locally and have received no information about proposed scheme. My impression is that the scheme is one which Haringey council wish to impose on local residents for ill thought out traffic management reasons and with minimal consultation. .
Complete nightmare. Whose idea was this? Why was there no signs or consultation. It is ridiculous completely ridiculous.
We demand the gates go. They are NOT wanted. Don't inflict or impose your unwanted ideas on us without any consultation what so ever!
As Haringey failed to make any effort to notify residents or traders of the intended disruption the least they can do is keep us properly informed now and to allow us the right to reply.
<i>Hornsey residents have not been involved</i> in the consultations about this project at all - the traffic displacement it is causing affects us very much, in terms of increased traffic along the High Street and Priory Road. Nor, to date, have they been given any official information about it. The first most Hornsey people knew of the project was on Monday morning when there was total traffic chaos.
I don't remember hearing anything at the focus groups and see no mention on the leaflet posted through the door.
I am writing to you to complain about the trial closure of Middle Lane N8, including the lack of notification to local residents about the nature of the road closure. I am a local resident . junction of Priory Road and Middle Lane where the road has been closed. I do not feel that sufficient notification of the nature of the road closure has been made to all residents. Although I was aware the road was to be closed by the sign at the end of Middle lane, I presumed it was for road works and not for a 'Liveable Crouch End Trial' as I received NO notification at all about this trial. In addition, I understand from people living in neighbouring roads that they also did not receive any notification or they received a leaflet after the trial had started. This is not good enough.
Bringing this in without proper consultation and contingency for public transport is a disgrace, not to mention your failure to suspend the start date until the temporary lights on Tottenham Lane had been removed.
To compound matters, having received no communication about this project whatsoever from Haringey, to have the information leaflet put through our letterbox this evening after 5 days of misery is arrogant to the extreme. Your leaflet states that workshops and surveys were conducted earlier in the year. One has to question how these workshops were set up and who was invited. No-one we know, and we have lived here since 1985.
The lack of appropriate local consultation. Many people only realised that Middle Lane was about to close in the week before it happened. The fact that I as a local resident received two leaflets from the Council <i>after</i> the trial had begun suggests a degree of panic on the Council's part.
I am a Crouch End resident living on Rosebery Gardens. I have only found out today about this trial despite it impacting on me in a significant way. I am appalled that Haringey Council have not informed any of the local residents about this trial before its commencement. I hope that Haringey Council will be more open about any future trials concerning the area and ensure that they inform residents of their plans.

As a resident I received no notification of the current road closure trial (a leaflet was finally pushed through my door yesterday 11th Oct)
1) First, no one adversely affected- as far as I'm aware- was ever consulted about closing middle lane and other surrounding roads, and
I wanted to give you my feedback and experiences of the trial so far. Firstly I live locally and I was never given a flyer to warn me my Road was closing 24 hours a day. Secondly I was never made aware of any consultation or public meetings. This gives me very little confidence that the council appropriately consult in such projects. It leads me to believe the council plan as they see fit without taking into account residents feelings.
I am really concerned about the impact that the Liveable Crouch End project is having after the first week of its trial period. As a resident of N8, I had no idea the project was taking place until it started and I saw the signs for the road closures. I live locally and received no leaflets about it. I am also surprised that Haringey council has not consulted with residents of affected areas. As a council tax payer I object strongly to the way this project has been carried out without consulting residents in the area and potentially plans to misuse public money at a time when every penny is essential for basic services not for the glorification of the council's green credentials.
Dear Kirsten, I understand that you are the Cabinet member involved regarding the current road closure trial, I live locally, my gripe is that we never received any notice of this and only received the leaflets after the trial had started.
I note the statement of response from Haringey Council to the outcry this project has caused. The main gist of it seems to be that lots of people in the Council have worked hard on this project, and they don't want to have wasted their time. This is not a reason to keep going with something that clearly isn't working. (I also note that this statement now seems to have been retracted as it is no longer available via the Google link.) Almost nobody living in the area likes this project and the consultation wasn't extended to areas where there would be most impact.
If it was proposed by Haringey Council, why were local residents not consulted in advance? Consultation here does not mean posting a notice of intention on a website or inviting selected individuals or businesses to comment – it means writing to every household and business in the area in advance of any implementation, to invite comment, then publishing the findings of that survey and acting accordingly. That is local democracy and accountability. Haringey Council have my email address – as I imagine they have thousands of other email addresses of local residents who opt to receive their publications in soft copy – so the cost of paper and postage is not an issue.
You claim that the leaflets have been distributed in the weeks prior to the trial. This is absolutely untrue. Many leaflets have only been delivered today (Saturday 12th October).
There is no mention of it in October Haringey PEOPLE. We only received the A2 leaflet today Monday the 7th when the trial was already begun. The A5 leaflet looked much like a lot of business fliers and I only found it in our house because I had looked at it by the loo in a friend's bathroom so I had an idea what I might have missed. I did receive the A4 letter about Farrer Rd and Park Avenue South.

I'm sure you, colleagues and Council employees are fielding many enquiries on this matter. All I need is web-links, past publicity etc. used to raise awareness of the trial. I'm guessing these are (should be) easy to hand from one of the lead council staff involved in the trial taking place. Please consider this a Freedom of Information request

I consider myself someone who goes out of their way to find out what's going on locally through many channels, internet/forums, browsing council website announcements / press releases, posters in neighbourhood centres. talking to neighbours etc. However, the first I became aware that there was to be an experiment was on 22nd September, the central London car-free day when Middle Lane was partially closed. I'm not personally opposed to the principle of exploring & implementing methods to change traffic/driving/commuting habits and I believe that, after initial resistance to change, people adapt and accept a new way of getting around. If non-essential car journeys can be reduced, I would be delighted. Anything that reduces congestion, fossil-fuel usage, pollution, dependence on car travel whilst also enhancing health and fitness through exercise must be a good thing However, this looks like you MAY have merely paid lip service to the process of communicating this initiative out to and engaging with residents. There will therefore be a strong whiff of a pre-determined outcome justified by a prior conducted minimal box-ticking consultation exercise. " ... the trial is based on months of information-gathering and engagement with residents, beginning with a survey on what changes the community would like to see in the area; meeting with businesses, schools, community and disability groups; and a series of workshops with residents discussing their prior feedback and formulating suggestions on how to improve Crouch End".

I'm emailing because I can only imagine how many irate emails you've received today. It must have been really soul-destroying! I just wanted to say thank you for trying something new. Without bold steps nothing will ever change. I really hope it works out and that people try new routes and modes of transport. There is a better way, but it takes vision and determination to get there. Don't be put off by all the haters!

Thank you! I hope this trial will be a permanent fixture to our roads. As a resident in Crouch End, the Weston Park restriction has already made a significant difference to the management of the road thus far. There is now only resident traffic It is now far safer for children, and mothers alike to walk, and cross the road, without the risk of being run over., and no cut through for cars in a rush to go no-where fast. I am a driver, so am not anti-car Keep up the good work.

We need to find ways of persuading people to give up their cars. The current traffic scheme isn't enough on its own. How this can be done is the question. I'm no expert. But I expect that you have actual experts upon whom you can call to figure out ways of decreasing car use and increasing public transport and cycling/walking. It needs to be done.

I've been told that you are responsible for the road closures in crouch end today. I implore you to not crumble under a single day of Facebook pressure. I believe in this project and how important it could be to the area. Just a few days could be the difference between a nicer place to live and the same old smog. Thank you and good luck.

Thank you for introducing the two-week trial closure of Middle Lane. For full disclosure, I live locally, the Middle lane end and am directly benefitting from your efforts to reduce car traffic, but even if you next closed Tottenham Lane next and everyone piled down my road, I would still applaud your efforts. You are being bold and concerted and that is what needs to be done to tackle climate change. Motorists will adjust to using other modes of transport more often, such as legs and public transport, congestion will ease and their neighborhood - and their health - will be a lot better for it.

It may seem impossible but closing Crouch End Broadway to private traffic is the significant measure we need - like central Oxford and many other liveable towns. Best wishes with reducing the use of private vehicles. I fully support this great initiative in going much further and at scale.

Hi there - I just wanted to say what a brave thing it is for the council to close down Middle Lane. Not just because I live locally and am enjoying the absence of road noise, but it looks like within two days people have started using the little space you created - they're sitting on the benches, and there are bikes locked up to the bike racks. Gone are the days of cars racing up to the pedestrian crossing, blocking the crossing or traffic jams on the road in the morning. And the traffic in the surrounding roads seems to have calmed down after just a couple of days. I have heard many comments from people saying that they're no longer taking car journeys that they could do on foot. Well done for tackling this and I hope it turns out well and will become a permanent feature. The only way we can tackle traffic in inner cities is by reducing car traffic, and this is a great step forward.

Really support the trial and want to see a balance of views are included.

I would like to comment on the current trial of road closures in Crouch End. I walk, cycle and (occasionally) drive into CE from my house. I use the W5 bus too which is terrific. I approve of making CE more liveable and more pedestrian and cycling friendly.. I'd like parts of the centre to be closed to traffic with buses allowed through. I'm not sure about the current trial - a lot of opposition seems to be surfacing - but PLEASE carry on the process of investigating ways of making CE cleaner, less polluted, less congested and safer for children, older people and cyclists.

am a resident, travel through Crouch End daily and my son goes local school. I am delighted and proud to be a resident of Haringey when positive and forward thinking steps are taken to make it a better, healthier place to live. I have spoken to the guys manning the road blocks and heard how they have received often negative feedback from commuters. It saddens me that despite all the coverage reporting pollution levels and climate change, that people are still being so short sighted and living in the today with out any regard for the future generations. After an initial traffic bulge in reaction to the road closures, I have already as a public transport user, witnessed a reduction in traffic through Crouch End on day three. A big thank you for being an active council in this area, it means a lot and I have a large amount of respect for the people who are ensuring that traffic adheres to the trial all day and still have a smile on their faces and are polite despite what they are sometimes dealing with.

I live locally. The trial pedestrianisation at the top of Middle Lane (feeding to Park Road) has been in place since Sunday. The change has been fantastic! The noise levels before the change were sometimes unbearable. Middle Lane was busy in the day sometimes with lorries. At night motorbikes, scooters and taxis would rev their engines as they headed down Middle Lane from Park Road throughout the night and the noise was particularly bad in the early hours of Saturday and Sunday (my bedroom is close to the road). In addition, crossing Middle Lane was always very hazardous from New Road as vehicles sped round from Park Lane and vision was minimal due to all the cars parked on the side of the road. It's now much safer to cross the road and makes the area so much more liveable. Furthermore, the trees and benches at the top of the road add a lot to the area and I can already imagine they will be a lovely spot in the summer and encourage more businesses to be established on the road. In conclusion, I fully support the changes on Middle Lane as they are achieving exactly the objectives set out in the Liveable Neighbourhoods Programme as set out on your website. All the best

Just to say that I'm strongly in favour of the liveable Crouch End initiative.

I want to express my appreciation for your initiative and the way we are informed. Action needs to be taken, and this is a start. I'm in Weston Park so obviously I'm not unhappy that my road is closed, its a cul de sac anyway.

I've no doubt you will hear an awful lot of stupid moaning from my neighbours about how much longer it takes them to drive ½ a mile in a car after 7pm but I would like to say stuff them. The W3 is suddenly on time, without the bottleneck of Middle Lane, and if the supposed hassle encourages a few people to use a bus, get on their hind legs, or even give up on a car, then excellent. We have a climate emergency to face and these people have been killing the planet for years; now comes the 'payback,' or else we hand on a poisoned chalice to future generations. So, in short, as a local resident, I say please make this arrangement permanent, and indeed extended the trial further. Thanks

<p>However from my point of view I feel its going ok as far as the middle lane closure is going, the W3 bus is able to get through Middle Lane, Rokesley and Elmfield without being held up which I think is or has been an issue. do not see any issues for the W7 going through Crouch End and I travel through regularly. I think anything that makes lifes for pedestrians and people who cycle is all for the good. Kind regards</p>
<p>Dear Kirsten, thank you for your quick reply, I now would also like to add that my husband who went on public transport today in the rush hours and found the W3 and 144 buses were no slower than usual, he went to finsbury Park on the W3 and came home via the 144 from Turnpike Lane tube, he normally will cycle but went by public transport today. He goes on public transport usually if the weather is bad so he knows what it can be like. Thank you</p>
<p>Why is one area being prioritised over another? Why improve Middle Lane to the detriment of Farrer Road</p>
<p>welcome any initiative to take cars off our roads. However the trial scheme that has started has raised a number of questions What assessment was done to look at the impact of extra traffic on Tottenham Lane and surrounding streets? Will there be a live able Hornsey scheme when this current one finishes?</p>
<p>I know that the thinking behind this scheme is admirable but in practise it is totally illjudged.</p>
<p>Can you please give me some information regarding the planned road closures around Crouch End for the next two weeks? What are the reasons and hopes for it?</p>
<p>I, and a number of members of the Local Community felt that that application for road closures was granted with no thought to the imapcts on sustainability and the protection of local business which are enshrined within the National Planning Policy Framework, and that the stringent planning tests have been overlooked due to this being an application made by the local authority which is in the interest of no one, with no consideration for local impacts. This was clearly reflected in the manner to which an issue was discussed and dealt with at the Committee meeting today – it felt like a foregone conclusion with no discussion, that road closures come into effect.</p>
<p>Over the past days, I have spoken to many of my neighbours from across our community and although we all support clearer air and your attention to create a better environment, this is clearly not the way to achieve it. We appreciate that TFL funding (£5m) does not often come by but grabbing it for the sake of it and quickly implementing a rather statistically irrelevant trail over just two weeks shows in our view incompetency of what is already a council with a very poor track record. Something the corporate shareholder would clearly not entertain and see Directors having to seek new employment quickly. Testing (I presume you have access like we do) to operational modelling software which could have predicted this gridlock, why proceed?</p>
<p>Regarding the above, I, and many other local residents are questioning the sense of this action.</p>
<p>Why Middle Lane? As a thoroughfare, it has never been overly busy and I can't fathom why it should be selected for closure when the two roads adjacent to it have always been high pressure zones for north-south traffic. If anything, you should consider making the roads running in between Middle Lane and Tottenham Lane one-way, which <i>would</i> improve conditions for residents and road users. Since the aim of the project is to encourage people to walk or use public transport (in principle, a sensible aim), you ought to consider how much worse the bus journeys of those were of those stuck on the immobile 91 or W7, who sat frustrated at a standstill in traffic on the grossly overwhelmed Tottenham Lane and Park Road yesterday.</p>
<p>It's now abundantly clear the closure of Middle Lane is a failure. We do not need two weeks of this. Curtail the trial as soon as possible Trying to reduce through traffic by closing a road that has none and is only used to service local residents was an idea doomed from the start.</p>

Hillfield Avenue, where I live, has extremely low traffic normally. I'm not sure what difference the proposed/trial reduction is meant to be achieving here..? And traffic queuing at the junction of Tottenham Lane and Ferme Park Road has been insane in the last few days. The blaring of car horns during morning and evening rush hour is like nothing I've ever experienced in the 10 years I've lived here. What's that about?
ou have closed the road access to reduce traffic on Middle Lane. I overheard a member of the traffic control telling an annoyed car driver this morning that 'we're doing the trial because this is a residential road and there shouldn't be traffic on a residential road'. This is a ridiculous statement. Of course cars will - and should - drive down a residential road. Unless it is pedestrianised of course. A main road that has houses on it - even the north circular! - can still be defined as a residential road.
I thought the point of this exercise was to deal with traffic congestion and pollution. What is the definition of an 'exceptional space', and on what basis are areas assumed to need them?
As a closing remark, I'm all for developing pedestrianised areas, cycle lanes and finding ways to reduce traffic. However unless I'm mistaken the proposals are not reducing traffic, just dispersing it onto residential side roads close to the Crouch End Broadway without full assessment of the impact to those roads and the families who live on them. Are you able to share examples of other similar projects and what impact they've had on residents in neighbouring roads to the changes?
What is the rationale for effectively blocking north-south transit between Tottenham Lane/Church Lane and the junction of Priory Road and Park Road, given the congestion which has inevitably resulted in both Priory Road and Park Road? Whatever the supposed merits of the experiment, the way in which it has been implemented is high-handed and inept. The statement from Councillor Hearn reproduced below appears to consist of little more than a string of non-sequiturs and well-meaning generalities. (Am I really meant to believe that closing Middle Lane to traffic is going to help to address the climate change crisis? How, pray?) I hope that your enquiry on my behalf might elicit a fact-based response from those responsible.
Therefore can you please provide: evidence of where these workshops (above) were held and publicised? how and where were residents invited to contribute to the survey referred to? where the results of the surveys and workshops are located in the public domain, showing what specific measures - and the support/opposition numbers - were recommended, stemming from them? How were these validated to reflect a wider level of support rather than just a small sample cross-section of just a few hundred people who may be merely single issue enthusiasts?
Now these buses using elder avenue n8. Side roads where kids cross. This is a mess
What happens of course is that drivers turn round on the main road instead of the side roads as you suggest. There are schools in Rokesley and Elmfield of course. I recently saw a large lorry backing into the exit of the Texaco petrol station to turn back to the Broadway rather than go round the roundabout. It was highly dangerous, prevented the bus I was on stopping at the nearby stop and was just one of several risky manoeuvres I have seen since the trial began. Forcing a situation where traffic has to turn round is unwise.
I saw road rage from people hooting to tell off other drivers for letting people cross the roads - and each crossing was packed with people not able to cross. There will be an accident due to this thoughtless chaos.
the drivers are going to be angry being help in traffic jams due to your road closures so they will drive faster when out of the traffic jams thus making it dangerous for other road users n pedestrians like me and I saw cars nearly crashing into each other when doing u turns in middle lane by your barrier u put in the 999 emergency vehicles cant get through quickly due to the traffic jams u have caused by closing down streets
What impact assessment will be made in relation to the health and safety of children at schools affected by additional traffic in the Hornsey area?
This is DANGEROUS AND AGGRESSIVE and I fail to see why, because of a complete failure of the Council to take into account PAS in this mad Trial we now have to endure this. This is not making PAS more 'Liveable'!

<p>I have lived locally for over 12 years and today have experienced some of the worst traffic and abuse from drivers who are not only driving over the speed limit to "skip" the traffic on Priory Road but also swearing at me for taking these pics that I enclose to show you the level of traffic passing through my street in the last hour. It is still this busy as I write to you!! This street is no longer safe for my children and no longer quiet and pleasant to live in. I can't get out of my off drive to get my daughter from the station. It's a joke!</p> <p>The council need to address this. I don't believe for one second there has been any consideration or duty of care process put into this trial for any of the residence, the elderly and the children.</p>
<p>This congestion makes Wolseley Road and Park Road more dangerous for pedestrians and cyclists, this afternoon the road was so congested a cyclist decided to cycle at speed on the pavement instead of on the street almost colliding with my son in his buggy. This type of risk is a direct consequence of what has happened with the road closures</p>
<p>I am a cyclist commuter who lives in Crouch End. Tonight, for the first time ever, I had to walk my bike through Crouch End as it was too dangerous to cycle due to the traffic created by the Middle Lane road closure.</p> <p>I think you need to call off this trial immediately and reasses the options otherwise there will be accidents</p>
<p>t 5pm - there was an ambulance trying to get through to no avail. Then when cars see a gap they are driving unsafely.</p>
<p>With cars idling constantly around pedestrians and children walking home from school</p>
<p>saw an on call ambulance trapped in gridlock traffic with nowhere to move on Park rd..hope the person requiring it was ok. children taking 2.half hours to get home due to this...crossings dangerous due to said gridlock</p>
<p>Well, as a cyclist, the trial has caused me a great deal of trouble today. I have nearly been knocked off my bike three times and nearly hit two pedestrians crossing the road between stationary traffic. Weaving between the cars and buses and lorries so as to be able to make any progress has been dangerous.</p>
<p>My husband has just returned from work in central London on his bike, his normal method of transport. We live off Nightingale Lane. This morning when he cycled onto middle lane the gate was opened for him and at the park road end there were concrete blocks with a gap for cyclists to exit. Tonight, traffic was unusually queued back up through crouch end to the top of the hill, making it very dangerous as pedestrians were crossing between stationary cars and into the way of cyclists. On reaching the entrance to middle lane, a right hand turn, the gap for cyclists had been blocked. Leaving my husband further exposed. On getting off and getting to the other side, middle lane had pedestrians walking across without looking as they seemed to feel it was a pedestrian area and vehicles using it as a rat run from elder avenue down, to get ahead of the queuing traffic on Tottenham Lane.</p>
<p>It's turned Park Ave South into a dangerous through road and is totally unacceptable. I know this is just a test – so please confirm that this won't be going ahead.</p>
<p>He was delivering prescription medicine widely in the area, some to Senior Citizens in need of medication and some to families with small children in need and was very very concerned that the delay in getting medication to the recipients could have caused them severe health problems.</p>
<p>You are also now also risking the safety of children, which is unacceptable.</p>
<p>Gridlock on Park Road all the way to n circular and Finsbury Park; buses stuck. Emergency vehicles not able to get through</p>
<p>and stuck emergency services that are all blocked across our neighbourhoods. Emergency vehicles right of way – Park Avenue South is not only gridlocked so is Park Road both ways, no fire service vehicle is able to move, nor an ambulance</p>
<p>ambulance on emergency call completely stuck and buses unable to move.</p>
<p>Removing parking in Middle Lane from the mini roundabout up to Rokesly Avenue would facilitate traffic flow, especially for the W3, frequently unable to move when oncoming traffic blocks the route</p>

What is equally troubling and extremely worrying, in the evening whilst the junction was gridlocked, in the 5 minutes we were watching, two mopeds came through the No Entry <u>on the pavement</u> to go down Farrer Road towards Priory Road. Luckily there were no pedestrians but obviously this is extremely dangerous.
I also saw a number of emergency vehicles not being able to move in the traffic with their lights flashing, which means our community will not have access to the emergency services, which is our given right. I would hate to think of any fatalities that could have been prevented if the emergency services could have got to people in time, if that is the case then the liability falls on you!!! Absolute disgrace! I am embarrassed that I live in a borough that is run in this way!! Serious questions need to be answered about this council. Very happy to come and discuss this in person if needed.
Emergency services Most distressingly, an ambulance with its sirens flashing, presumably responding to an emergency, was unable to advance down Park Road towards Ally Pally during rush hour (approx 4.45pm) despite traffic - already at a standstill with buses and commuters jostling for space - attempting to move out of its way. Park Road is too narrow to allow for an emergency vehicle to fit in-between two busy lanes of traffic. As traffic attempted to make way for the ambulance, some cars mounted what is already an incredibly narrow pavement, causing a dangerous obstruction to passers-by, many of whom were children. I was a pedestrian watching all this and trying to keep my own children out of danger. All the ingredients for a horrible accident were in place; it's just luck that nothing happened. It seems utterly ridiculous to me that emergency vehicles shouldn't be allowed down Middle Lane during the trial. I only hope that the person awaiting the ambulance was OK in the end.
I live very close to the Fire Station, goodness knows what would happen were they to be called to a fire.
There is a risk to life by emergency vehicles not being able to get through.
And with a bend in the road this makes it even more unsafe Are you really willing to take responsibility for the safety of children trying to cross such a road as this has become today? Do you even want it to come to that? How can an ambulance or fire engine or police car get through these roads in case of emergency? Plus, I believe there have been at least three car accidents today! It's great that there is such a generous grant to be spent but really I think this is not the way to spend it. If you want to improve the quality of life for the people of Crouch End, I can't think of a worse idea, because it's obvious that this going to achieve just the opposite: more noise, more pollution, less safety, and more stagnant traffic giving out fumes, unable to get anywhere. Crouch End is not livable like this.
I have today had abuse from a driver for taking the pictures, had to listen to some very loud music in video attached and have the constant aggressive horn blowing from drivers trying to get home. How are the fire engines meant to get through? How are the children in the street meant to feel safe when the cars a sprinting down our road to beat the congested traffic and get onto Park Road?
Incidentally on an hour long marathon this afternoon (a journey which would usually take 15 minutes) I have just witnessed a white van drive on the wrong side of Park Road at the junction with Muswell Hill (which I never seen in 11 years), almost run over a pedestrian and then cut back left across the traffic to head up Alexandra Palace Way. This is just the type of incident I mentioned in my first note to you.
Incidentally, there was an ambulance stuck in Park Road yesterday sirens on for some 15 minutes. I hope no one died as a result!
Park Avenue South, has a fire station on the road so requires there to be no stationary traffic on the road Is a two way road, but as it is no entry at one end drivers assume it's one way, this is dangerous for residents trying to drive/cycle out to priory road; and Has an exit from priory park at a blind bend with no traffic calming measures in place is a serious accident waiting to happen You are now on notice of these three serious hazards. Please cancel this trial which was poorly thought out before a serious accident occurs
vulnerable children being left stranded whilst they wait for delayed parents/carers/buses to pick them.

I'm sure the school children are thrilled to be walking though all that constant idling traffic which has nowhere to go. Not only on the way to school, and the way home, but now, all day long! Busses, ambulances, all struggling to move. Surely you can see how terrible this idea is??? Good grief!
, even ambulances n police cars are stuck. just open the road please
Had 2 Ambulances trying to get past a stationary line of traffic one when I was coming up Tottenham Lane and then the other trying to squeeze through 2 lines of stationary traffic at Park Road near the Oxfam Shop that continued all the way to the traffic lights at the bottom of Alexandra Park
Buses were stuck, there was nearly a crash and thank god there wasn't an ambulance coming down, there is no way they would have got through!
Some of the delivery lorries dropping off goods in Crouch End were forced to reverse back down roads to exit. Strictly speaking this is illegal and very dangerous but I don't think they had any other option thanks to the ridiculous new restrictions.
As you can see the google maps attachment shows there have been 3 collisions today so far in Crouch End, if you want a fatality or serious injury on your hands then you are certainly going the right way about it and you will be held fully responsible!! There is also no physical way for any emergency vehicles to make their way through Crouch End, people have witnessed Ambulances completed blocked and unable to move in the gridlock, what on earth are you playing at, you've turned Crouch End into a car park of idling engines!! I would certainly hope no one requires and ambulance or a fire services at this moment in time!
Nearby/surrounding main roads nigh-on gridlocked during the rush hour with possible threat to life if the emergency services needed speedy access to get a patient to hospital.
and added dangers being caused by the traffic.
have observed several Ambulances having significant difficulties during peek times I would really urge you to reconsider your plans.
Emergency service vehicles could not get through on Monday.
People will not (and most certainly not immediately) give up using their cars and take to bikes (or non-existent public transport), so it means that displaced traffic will ,continue to increase in volume in the High Street, <i>passing three school buildings, and increasing the amount of pollution breathed in by the children in those schools: two St. Mary's buildings and Greig City.</i> Furthermore there is a diversion to the main diversion, so that residents of Lightfoot Estate will have to use Rokesly Avenue to get into the bit of Middle Lane from where they can enter their roads - <i>this and the traffic increase in Tottenham Lane runs past yet another school: Rokesley Primary.</i> I find this outrageous. Other boroughs are trying to take traffic away from schools, not add to it!
I have also just read on the Crouch End Appreciation Society Facebook group that a young person was mugged at knife point in Middle Lane the other day. The assailants apparently said they felt they could get away with it as there was no one around anymore...of course, I don't know if this is a true story, but one can certainly see that without through 'traffic' this kind of problem may well be more likely.
Is the Middle Lane closure making Crouch End liveable? No I don't think so. It is making it far more dangerous for pedestrians and cyclists and causing more pollution.
Cyclists taking to the pavement and at risk from fed up drivers doing sudden u turns. People don't feel safe walking on Middle Lane Disruption for local and emergency services.
And that is without even mentioning the problem with emergency services access
The feedback that is being expressed on local social media groups and the project feedback page is 95% negative, with very real concerns expressed about ambulance the 'no-go' area that Middle Lane is becoming following at least one assault on a teenager on Monday,
You are currently endangering life, as the emergency service could be affected
It was particularly upsetting watching a fire engine trying to get through the chaos on Park Road. The cars simply had no room to move and I felt the the frustration the driver, of this emergency service vehicle, must have been feeling in what could have been a life or death situation.

(Acutally as I look out of the window, lots of cyclists no doubt frustrated by the traffic jam, are cycling along the pavement which is extremely dangerous.)
Yesterday was a disaster. Drivers frustrated, emergency services compromised 28 cars piled up last night, this would've been a potential hazard for the fire brigade had they needed to attend an incident, however, good luck if they had even attempted to turn left on Park Road, a possible fatality could've been the result. 3 ambulances in Crouch end attempted a journey which was a headache and stressful for drivers mounting curbs. Stop this nonsense. We don't need two weeks of this.
I have a teenage daughter whose safety i always worry for, but with Middle Lane so quiet early evening and the park on one side (im sure you are aware of the recent mugging as a result)
The trial and its purpose has created, during rush hours a maximum traffic build up with the consequence of potential health hazards on the subject roads and nearby areas.
As you can see from the photo an ambulance was at standstill as it was not able to proceed today to its emergency. These two photos were taken at 5 minute intervals. Delay costs lives which are at risk as a result of this experiment
Third, plans to close roads make them extremely unsafe at night. It will not be safe for women, seniors, and teenage children to walk after dark and I would imagine burglary, car crime and muggings in the closed roads would increase substantially. Indeed, I have had to change a walking route to avoid unfriendly encounters. I do not feel as safe anymore. Have you measured what these plans to do creating a safe neighbourhood for women and children? That seems like a first-order definition of 'liveable'.
I have seen 4 ambulances that have stuck in standstill traffic for long perios. People are at the end of that and it seems no provisions have been made to accommodate this. I am all for encouraging people to walk but this is very short-sighted and I realy hope you reverse this asap
Middle Lane and the surrounding streets are now not safe to walk along at night, as they're so quiet and creepy. It's a mugger's paradise Finally, people in need of emergency services are unable to be reached in time because of the vastly increased traffic on Park Road, Priory Road (near the fire station), Tottenham Lane and Hornsey Lane.
emergency departments at certain times will not be able to navigate through the funnel effect this scheme is having
The concrete barriers on the street are also very dangerous as might stop emergency vehicles to go through
Very unsafe with young children,pets etc..Our own SNT team in Hornsey are busy being abstracted at protests so not even on our ward to witness the fiasco,not to mention road rage incidents..u
Stuck polce, fire ,ambulance services. am unable to get the 'trial ' websight to work.
And Middle Lane is now intimidating to walk through.
2) drivers are using side roads that are not well set up for the increased traffic, that means more accidents, and greater risk to life to pedestrians and cyclists on streets where protections have not hitherto been required. 3) drivers are taking risks in order to avoid the queues, this includes turning right from left lanes, unannounced u-turns and left turns, all of which I have witnessed this week, all of which are very dangerous for cyclists.
Safeguarding – have you considered safeguarding in this trial? As a woman, getting kicked of a bus which now has decided it isn't going to the destination it is supposed to, in the dark, in the rain, far from home, puts you in a vulnerable position when you're then forced to walk down unfamiliar roads (which you never walk down as you normally get the bus!). The last bus I was on that kicked us all off included young people/teenagers who looked visibly shaken and were not really sure the way to walk home or what to do next.
Absolute chaos. Ambulance jammed.

here was nothing about the arrangements for emergency services Ambulances, Fire Engines, Police Vehicles. I have encountered vehicles coming in through the Park Road entrance to Farrer Road in the past
I hope you witnessed what was happening today in Crouch End when even Police cars and Ambulances could not get through as a result of this ludicrous scheme.
CPZ. Farrer Road is the first road without it and it severely exacerbates any traffic problems. The road is always full of none resident cars left on a daily, weekly or monthly basis. Cars are parked and the drivers then get on the W7 or W3. It is already becoming increasingly difficult to navigate Farrer Road with double parking from delivery vans, builders, refuse collection etc – this trial will make the situation intolerable. I would look to the Council to understand when the CPZ issue might also be addressed?
If you have a budget to improve Crouch End why don't you spend it on more obviously beneficial things like improving walkways and signage, planting trees and other greenery (and maintaining it) introducing street art and more places to sit (covered as well), events and street entertainment, etc. Think about how you can help retailers, restaurants and local businesses with their issues - access, etc
urely a fairer way is to keep ML open for us who live off it to use for access and egress and prohibit commuters? Or keep one side of each end point open for access/egress in some way? Or just prohibit cars during the rush hours/school hours? Outside of the busy times I can't see the point of closing ML totally - who is going to use it who didn't before as an open road?
It MAY have worked during the summer holidays but not now.
Maybe you could spend the money on a bus service to Highgate which local residents have been requesting for about 20 years.
My recommendation would be to pause the trial and review logistics to be able to re run the trial with greater thought for other routes that people will take as a result and making journeys better for those not in cars.
I don't think these sort of very localised measures are the way to reduce congestion, it should really be done on a London wide, or any least borough wide basis. If any thing it'll put people off cycling or walking.
please invest the money from TfL in installing a zebra crossing half way along on Middle Lane to help our children cross safely.
If you deem this a success (based on lower car counts), I ask you to deal with the RAT runs like Park Avenue South and turn our road and others into dead ends with gates for the emergency vehicles
The timing is an ill-thought decision to say the least; mid summer holidays would have made some sense. Removing parking in Middle Lane from the mini roundabout up to Rokesly Avenue would facilitate traffic flow, especially for the W3, frequently unable to move when oncoming traffic blocks the route
such ideas have to be workable and practical. Ideally, they should incentivise people to use alternative methods of transportation, rather than imposing a set of measures that turn local residents' lives upside down.
Speed cameras of 20 mph at the clocktoweras traffic races past way too fast. 2. A new zebra crossing in between the clocktower and Elder Av crossings as so many people dice with death and cross the road without using the crossings to save time. 3. At the moment,because of the residents parking, cars driving into Crouch End to work in the local shops all park on one side of the road in the morning and at 12 o' clock ...everyone jumps in their cars and moves them across the road causing more pollution and traffic. The cost of a business permit is way to high at around £400 pounds and doesn't allow us to park in residents bays..only a few amount of business bays that are always full as residents park in them. Why not lower the price of the permits to say £100 and allow them to park in the residents bays? This would bring in revenue, and avoid the 12 o clock fiasco. 4. Re arrange the parking somehow on Tottenham Lane and the Broadway to reduce the evening rush hour gridlock WITHOUT permanently removing the parking.
I only wish you were doing it for longer to give people more time to change behavior!

I would urge you strongly to abandon the plan to close Middle Lane but instead improve the flow of traffic on the main roads whilst preventing short cuts on residential side roads.
I do not mind adjusting my day to day routine at all if it benefits the community at large and if it makes some kind of logical sense - well-thought out one way streets, freer-flowing buses, etc. The current situation does not do this.
The other roads have their junctions closed 24 hours. I believe the Middle Lane access closure should be extended to 24 hours BUT only if residents are also allowed to access the road freely (ie same level of access as the W3).
I am aware we need to reduce pollution. So bring in greater subsidies on hybrid and electric cars (don't forget electric cars need battery replacement after about 3-4 years. with a similar price point of £3k-£4k There is also another major problem at this point in time how do we reuse the batteries materials ?). Have a Government scheme where just take a car when we need it from a car pool.
If you want to be more 'green', invest in recycling, incentivise recycling, get a boris bike station, create cycleways, more cycle storage containers, stop the buses getting caught in traffic, conservation projects, allotments, invest in greenery and parks, ensure the trains aren't cancelled, electric vehicle charging stations, subsidies on renewable energy schemes, discount bike schemes. There are so many good ideas, but this is not one!
If you want to improve air quality around Crouch End then surely getting rid of the parking bays on one side of Crouch End Broadway so buses don't get stuck and encouraging people not to drive into the centre would be the way forward?
I'm a pedestrian, so I write from a neutral perspective. Middle Lane does need traffic calming, as it is a race track with cars and lorries shooting down at silly speeds. However, the traffic calming should be in the form of street furniture and those square humps which really make traffic slow down. To close Middle Lane at both ends, to all except buses and cyclists, from 7 am to 7 pm was always going to be a disaster.
I am a cyclist and the majority of my journeys to the shops and library in Crouch End I do on my bicycle. Whilst I welcome any action to improve the safety of cyclists, the route by bike or by foot from Priory Road to Crouch End is already relatively safe and pleasant as one can already walk or cycle to Crouch End via Priory park and through some of the roads that back onto the park and Park Road where there is already restricted traffic provision and so few cars. I therefore do not feel the closure of Middle Lane is a necessary action to improve the cycling and walking infrastructure in the area of Middle Lane. A better solution would be to improve cycle paths elsewhere – see Outcomes below for my suggestions. I would like to see road and pavement surfaces improved. There are numerous potholes which are dangerous for cyclists and uneven pavements which do not lend to pleasant walking especially for people with pushchairs. I would like to see improved cycle routes for example: where pavements are wide enough the pavements could be split into shared pedestrian and cyclists' paths. The Pavements in Priory Road are adequately wide enough for this to happen and it would enable people to cycle safely along Priory road through the park to Crouch End. As mentioned previously increased traffic in Priory Road due to Middle Lane closure would make Priory Road more dangerous for cyclists as well as pedestrians. The cycle markings in Tottenham Lane for cyclists need to be improved and made into designated cycle paths where cars cannot drive. Just marking a section of the road for cyclists with paint is not sufficient to make it safe – in fact I find it more dangerous as cars are often parked on these markings or the markings only go a few hundred yards. Where pavements are not sufficiently wide enough for shared cycle and pedestrian paths, one side of roads the pavements could be for pedestrians and the other side for cyclists. Surfaces need to be suitable- at present many pavements in the Crouch End have very uneven surfaces.
I ask because I feel strongly that pedestrian crossings are needed on the south and east sides of the Ferme park road / Tottenham lane roundabout (even more so if traffic increases on the latter) but I'm not sure if this is being considered under the scheme (I did state this during the consultation but I'm not clear if the suggestion has been over ruled or whether it might still be included)? An additional suggestion is that the

pavement is widened by the bus stop outside the small Coop supermarket / garage on Tottenham lane as this is always impassable at 3.30 when pupils from Hornsey school for girls are waiting to get on the bus. This often forces people to walk on the road, including parents with school children trying to get round the crowds. Many thanks for taking these suggestions into account.
Proper ideas that may ease traffic flow - also known as 'doing your job for you'! Make Rokesly Avenue and Elmfield Avenue one way to ease W3 route Remove a few parking bays/ make double yellow lines on one side of the road where traffic tends to bottle neck because roads are too narrow for buses such as: - Park Road between Cricket Ground and junction with Cranley Gardens - Middle Lane at junction with Grove House Road - Tottenham Lane outside the Queens Pub (always a disaster on Sundays when parking restrictions are relaxed) Remove all of the dumped, untaxed cars in the area, especially at the bottom of Middle Lane!
If you want to improve public transport and cycling down middle lane the simple thing is to remove a length of parking near the mini roundabout that causes a pinch point, this is already a problem for the buses
If really want to reduce traffic, look at Park Road and Tottenham Lane. We need good public transport to encourage people to abandon their cars.
I'd be in favour of an extension of traffic restrictions in crouch end, but it's got to make a meaningful difference to pedestrian experience and the pollution levels that we know harm children in London.
more consideration for disbaled or elderly
2. The council to explore the idea of putting better traffic calming measures in place on Haringey Park and Bourne Road to limit any future accidents as a result of increased traffic flow from drivers cutting through from Crouch Hill to Ferme Park Road. 3. Research and forecasting into the impact of increased traffic flow caused by the new HTH development combined with the proposed Liveable plans. The two projects should not be thought of in isolation, particularly as it appears they have similar construction timetables.
Secondly, the traffic on Farrer Road has worsened. I note that a temporary traffic order will ban left turns onto Park Road. I don't think this will help as very few of the vehicles coming down this road are turning left. From what I have observed, most cars are heading straight over onto Cranley (using Farrer as a rat run as they always have done much to residents' dismay) but due to the heavier traffic on Park Road, they are backing up on Farrer Road. I note that if Haringey consider the traffic on Farrer Road to warrant it, you will enforce a traffic order closing the junction with Park Road. I urge you to consider this option
Maybe there can be closures for private transport at certain times? Maybe one way traffic can be used? There must be solutions that work. This one needs amending, as it could end up that more CO2 is expelled by people doing longer journeys and spending more time travelling.
How about simply re-addressing the parking restrictions? Put some red lines down? The cost of this experiment must be eye watering, when instead attention could be paid to the patchwork uneven pavements which are hazardous and no doubt hell for the disabled!!!
How about other options such as school streets that are closed at certain times, speed cameras, removing parking from junctions, turning some dude streets into 1 ways.
ntroduce segregated cycle lanes but don't block any roads, it just moves the problem elsewhere.
Closing smaller roads like Glebe Road, Farrer Road (well known rat-run), Hermiston Avenue (safer for school kids) may be more the way to go.
The actual problem for Hornsey High Street is the new traffic light outside the new Sainsbury, this creates awful tail backs during the rush hours of the day at both ends of the day.
Surely this money could be better spent on improving public transport and/or essential council services
I'm assuming that a controlled exercise has already been run on these two roads to allow for a calculation as to the impart of the Middle Lane trail – please could you share any data already held.
f you think there is a traffic issue, do a thorough traffic study and share it with us.

I understand you might be able to send me a map of the traffic counting points for the traffic survey that is going on as part of the project? I would very much like to find out about where the counting points are.
It meant Shepherd's Hill was also much busier. Yet there was no traffic monitoring on these and many other roads adversely affected
I'd like to know how the findings of the Liveable Crouch End trial are going to be reviewed, particularly due to the timing of roadworks on Tottenham Lane. Surely this will invalidate any time results because you won't know if any traffic reduction is due to your road closure or the temporarily traffic lights.
the temporary traffic lights here at roadworks causing traffic jams now as only one lane of traffic this means that liveable crouch end road closures on middle lane results wont be accurate as the Tottenham lane temporary traffic lights cause more traffic jams thus affecting results of your road survey closures
I have noted a temporary No Left turn signed has been put at the end on Park Avenue South leading onto Park Road. Please can you confirm as a matter of urgency how this sign is being enforced? I ask this question as both myself and my neighbours have been watching this morning and unsurprisingly the majority of vehicles are paying no attention to it whatsoever (those turning right were more than likely planning to anyway). Is the camera there for enforcement of the No Left turn? If so the camera should be clearly visible to drivers and an additional sign needs to be in place to confirm Camera Enforcement. Furthermore at the junction of Park Avenue South and Priory Road a sign should be in place to highlight there is No Left Turn at the end of Park Avenue South
This Trail has completely ignored the impact on Park Avenue South. It is impossible that it was unforeseen Park Avenue South would become a rat run. Either someone is not telling the truth here or just complete incompetence of those planning the Trial - the latter I suspect. Again, I want to know WHEN a camera and No Left Turn will be put on the junction of PAS and Park Road? Please do not insult me with 'if it merits it' or 'we are monitoring' the situation. The fact is the camera and No Left turn should have been in from Day One, not when you deem it necessary or get around to it The Trail is 'meant' to make the area better, more 'Liveable' if you like(!), not worse and that stands for EVERY SINGLE ROAD IN CROUCH END
I'm sure you've been contacted with regard the impact the first day of the road closures trial today has had on Crouch End, and the roads beyond. One of your objectives of the scheme is to promote health and improve air quality. Can you let me know where the air quality tests will be taken and how often they will be sampled and reviewed. If data is already available please let me know how to obtain that.
I'm not sure if any one from the council was on hand to witness the bedlam but it was dangerous, polluted and totally unlivable.
please can you confirm that the traffic on Park Road is being monitored to see the effect?
Daily monitoring of the Plan is insufficient and only acts to review issues after the event and further leads to understate this plan to be unworkable and the direct impacts this is/will have on all concern.
I am aware that traffic sensors have been placed in Rokesly, Elmfield, Roseberry, and Elder Avenues, as they were not there before how can you make any comparison? I await a reply to this and my previous emails, thank you.
This is contradictory so I would be most grateful if you could clarify the situation. Thank you for your kind reply, it's very good that the environmental impact is being assessed. It seems like Haringey council representatives are not up to speed with this project
Can you please confirm exactly where the pollution monitoring is taking place in relation to Rokesly Infant & Junior School during this trial. I strongly resent children being used as guinea pigs in this chaotic experiment and would like to know specifically what your plans are to monitor pollution at Rokesly, and indeed at St Mary's, which sits further down Tottenham Lane? The Mayor has been vocal about a desire to prevent increased pollution around schools in London, even giving children pollution-monitoring backpacks: yet in this 'experiment' the children of Crouch End's schools seem to be given the lowest consideration.

We have also received notification that extra measures are to be put in place for Farrer Road and Park Avenue South which is positive but we don't think they are tackling the issues.
hope you have some of your representatives out monitoring the traffic scheme put into action in Crouch End.
I hope that all affected areas will be advised of the results of the trial. We suffered through another awful day today.
Will you be monitoring the change in air pollution levels? Where are the monitoring stations located? Will the data be published online?
I'd like to see some impact analysis on increased pollution? Who is monitoring this fiasco?! I'll conceived and crazy. Who also allowed roadworks with lights near Hornsey police station whilst these closures take place?
Can I ask whether the air pollution levels in central Crouch End are being monitored by you.
The overseeing department must take immediate action to get this resolved. It is a farce. If you have local pollution monitors, you should check them as a matter of urgency.
Also, the impact on Alexandra Park Way, which many drivers are using as an alternative, needs to be monitored together with any other alternative routes. A map of where air pollution monitors are located should be available on line as does proper measurement of Traffic volumes. If this scheme is to have any value at all residents need to have access to all the relevant data.
I have just walked back from Crouch End and of course, Middle Lane is wonderfully quiet. Meanwhile on Priory Road the traffic is bumper to bumper. Can you reassure me that you are monitoring pollution levels too and if yes, where are the air quality measurement points?
The fact that emissions are <i>not to be monitored</i> renders the exercise largely pointless. Traffic displacement is, presumably, to be measured, but not the change in air quality due to idling vehicles.
This despite the fact that there are ways of capturing this from the volume and speed of traffic. The volume can be captured from the road strips they have put in on the roads and the speed can be obtained from mobile phone GPS data or possibly from TFL's own data from buses. You have £5.8 million for the project but won't spend a small part of that to show how the changes have impacted on the pollution levels of the main roads. This seems to me an astonishing decision given that one of the main reasons for carrying out the trial and the bigger project is to tackle pollution in the area. Despite this, you are not measuring it! How can this be justified or explained?
From what I can tell during this trial, nobody appears to be monitoring the increased traffic flow down Haringey Park and Bourne Road and I've not seen any discussion on what impact these proposed changes will have to Crouch End when the new HTH development is completed. This concerns me deeply. As a resident of an already busy residential road, I would like a number of points to be addressed: 1. Traffic monitoring set up on Haringey Park & Bourne Road to get data on the impact to our road as a result of the Weston Park & Middle Lane closures. 4. Finally, what studies have been done to understand the combined pollution impact that the proposed Liveable & HTH Development will have on Bourne Road and Haringey Park.
I hope you will be auditing the increased pollution in surrounding roads such as Tottenham lane, surrounding schools such as highgate woods pre, and during trial.
I understand you are not monitoring air quality, which doesn't make sense. What is the trial for if not to show a decrease in traffic over time and therefore an improvement in air quality.
Thank you for this reply. It's a pity that the data to be collected from the trial does not count emissions or air quality. This would have given it far more significance.

Really confused and concerned that air quality levels are not being monitored during the trial period Also - why aren't bus journey times being monitored? Both these issues are central to the idea of 'liveability' It feels less like a genuine trial and more like a council imposed done deal as Haringey is monitoring its chosen parameters.
I agree with cleaner air in the borough but I think this project is not thought out properly or investigated with relevant data, particularly monitoring air quality during the length of the trial. NOT in Middle Lane but in adjacent areas, like Park Road where the traffic tail backs since the start of this ill conceived trial have been more than an hour long.
I understand that there's is no monitoring of the air quality during the trial. I cannot comprehend why not, when one of the reasons for the trial is to improve the air quality for the residents of Crouch End. I have seen no evidence of anyone "carefully monitoring traffic numbers and movements" on our street (Park Avenue South) which I believe has at least doubled in the first week of the trial. Indeed, anyone who carefully monitored the traffic numbers and movements anywhere in Crouch End would be able to inform you of the lamentable service now provided by the W7. Please tell me when and how I can access this carefully monitored data.
Is there also a plan to close Shepherd's Hill as part of the Liveable Crouch End project, and if so, why hasn't it been included in this trial?
I have a quick question. If the new traffic arrangements do go ahead permanently, will there also be additional aspects to the scheme that aren't included in the trial?
Can you kindly inform me what road closures, other then those currently being trialled in the Liveable Crouch End project, are being planned? Rumours are circulating that Shepherds Hill and Ferme Park Road are on the list. Given the lack of proper consultation regarding the closure of Middle Lane, it would be as well to be informed in advance of what lies in store. As a local resident I am extremely concerned.
Are there places for vehicles to turn round where they are unable to exit at the ends of such roads as Hillfield Av and Middle Lane?

WEEK 2

Many people can't cycle or walk
This is not practical and is not safe. There are a large percentage of over 50's in the general population who cannot jump on a bus or walk very far or cycle and they need transportation in cars. There are also many families with children and need cars to manage work and general living requirements which need cars. Business needs cars and vans. All is obvious.
A near neighbour with disabilities who has to use her car when collecting her four-year-old from primary school – can't now do it. On Monday she had to use her mobility scooter and she and her four year old daughter both got soaked to the skin.
Many of the older demographic in our community are unlikely to cycle up hill with shopping but may take a local bus rather than drive.
Numerous local people with disabilities are now highly inconvenienced or cannot go out, as testified on Crouch End Appreciation Society Facebook page.
2) Ill-considered road closures that did not take into account the impact of closing Middle Lane for the elderly and anyone with mobility issues who live in Hornsey. Getting into Crouch End now is much harder without the direct route. Please be aware of the number of GP surgeries, dentists, Orthodontists, vets that are much harder to get to now.

I have had a disabled bay for many years, but other non-resident come and use the disabled bays leaving their cars all day and go to work. I know it is not for my sole use but I am severely handicapped and it is a very serious issue for me. Other resident bluebadge holders have the same issues. Also obvious to everyone that people are using blue badges here fraudulently and aggressively turn on residents who complain
It is not feasible for everyone to use their bicycle.
again often by vulnerable groups.
We are longstanding residents of Park Avenue South and are writing to give you comments on the current trial closure of Middle Lane; these are in addition to our completed survey. We take it that the aim is to improve quality of life in the area (particularly by reducing air pollution and by cutting down the use of private cars) and that the means chosen is the closure of one significant road as a through traffic route. The objective of reducing air pollution is one we strongly share but we believe that the objective of reducing use of private cars needs modifying. Walking or cycling distances is not an option for us or many others ; we use public transport increasingly frequently but need a car for many purposes eg in relation to caring duties for grandchildren, often under time pressure.
My partner who is 77 lives locally and I need to use my car to help with her mobility.
I am writing to you to express my deep concerns about the Liveable Crouch end project and the closure of streets. I am disabled and have no other option but to use my car to get around. I feel that these type of measures, which aim to limit driving opportunities for people, encouraging them to not use their cars, indirectly discriminate against disabled people. I fully agree with the aim to reduce traffic in London. I see all the people in cars and think, why do you need to be driving? If I could walk, I wouldn't be in a car. And I really like the initiatives that the mayor of London is putting in place on this. However in regards to Liveable Couch End, I already feel incredibly constricted driving in London. There are already so many one-way streets, closed roads & 'no left/right turning' in this area. Not to mention the constant road works. It's already very hard to get around. More punitive road closures are completely the wrong way to go. They disproportionately impact disabled people. I write to you as my three local counsellors hoping that you will recognise that this is more than just an issue for able-bodied people in Crouch End. There are many disabled people in this borough, who need to be able to drive though it. And under current antidiscrimination legislation measures should not be put in place which discriminate against us.
and some of the least well off people, who do not have or cannot afford the expense of owning cars, bicycles or motorbikes, whose livelihoods may be jeopardised if they cannot get to work on time those who need to get home to care for children or vulnerable older people.
Most people use cars because they need to. It's too expensive and inconvenience to drive in London and most young people have already been priced out by the cost of renting or buying property in London let alone the luxury of a car. So many of those who do use cars do so out of necessity: Moving the elderly; providing services; the health and care services; delivering shopping; emergency services etc.
dread to think what the pollution levels are!
Some roads e.g. Park Rd, have more residential buildings than Middle – so are suffering more pollution and difficulty. I have heard parents say their children are suddenly suffering from asthma
Would this not increase the pollution levels due to cars sitting stationary with engines running? There is also a primary school (St.Mary's) on Priory road and the raised levels of pollution in this area would have an affect on the children attending this school?
and impacted air quality on pedestrians. What your plans have done creates traffic barely crawling and belching out petrol fumes - all of Crouch End is suffering from this
If you are trying to create a more 'liveable' crouch end wouldn't you be measuring the emissions near to all of these well populated locations in the area? Also as a parent of three young children I'm sorry but I would have no plans to sit at the top of Middle Lane if the road was closed, and breath in fumes from the main road. If I want to sit outside I'll go to our lovely local park.
the very thing it is looking to improve - co2 emissions and traffic will have been made much, much worse as cars all round the area sit in traffic jams churning out fumes

I would like to feed back to you concerns about traffic related issues in your recent trial, in particular, but not solely, linked to Crouch End Town Centre.

One of your key aims is to encourage walking as well as to promote active and healthy lifestyles and improve air quality. In your pre engagement survey traffic levels and air quality in the centre of Crouch End were cited as key concerns. People wanted a reduction in traffic levels, especially on the busy key routes through Crouch End.

However, your trial has shown that closing Middle Lane has done the very opposite of what you state to be your objectives for people shopping and going to cafes and restaurants in CETC. The small seating area at the top of Middle Lane is right next to all the traffic on Park Road and so is neither attractive nor healthy to use, and thus serves no purpose. And of course, these A roads that you are pushing more traffic onto have several schools on them, such as Highgate Woods (which has its main pupil entry on Park Road) and St Mary's Infants School. Park Road has vital facilities for local people such as health centres (The Queenswood Medical Practice is a very large one with a lot of facilities), a gym and a swimming pool well used by children and adults. People walk to these (or come by bus) and thus will have to use Park Road to access them. And of course, there are shops at the top of Park Road, where it meets Priory Road, also much used by local people, where pollution levels are already above legal limits. Increasing these is clearly not a good thing. This is a fundamental flaw in the scheme, as it fails to consider the nature of Crouch End Town Centre in its design, the roads it is overwhelmingly situated on and the number of people using these key roads to walk along and access services. People want a reduction in traffic levels and pollution when they come shopping, not for them to worsen! My suggestion, as your interactive map is not available any longer, is to not shut Middle Lane, as this is what caused the pollution and congestion for pedestrians.

There is no 'evaporation', only 'displacement'. This trial / project will make pollution worse

I write with considerable concern about the Liveable Crouch End trial ending today which has had a significant adverse impact on the air quality and pollution levels on Tottenham Lane. I do not own a car and rely solely on public transport, mainly Great Northern services from Horsney Rail Station. My walks to station in the mornings during this trial have been very unpleasant. The levels of traffic in what is essentially a fairly enclosed corridor due to the streets being lined on both side by property means there is no escape from the fumes that one has to breathe. It has been horrible. Furthermore I have been horrified today during a regular clean of my flat to find very high levels of grey and black dust everywhere - skirting boards, picture frames, window ledges, book case shelves, lampshades - even my knife block in the kitchen! I have lived in my apartment block for 5 years and I have never known anything like it. I am actually really quite upset by it. I am seriously concerned about the level of increase of pollution and degradation of air quality as a result of this trial and the impact on Tottenham Lane.

I write to you in utter despair at the complete chaos caused by the ill thought out traffic management scheme in Crouch End. Pollution: There are hours of gridlock on Park Road, Park Avenue South, Muswell Hill, Cranley Gardens and Shepherds Hill/Wolsey Road. Apparently, the jams extend all the way back to Finsbury Park and all around Muswell Hill. The pollution is just foul and can be tasted and seen on these roads. Park Road has a primary health care centre and another major sized GP surgery. Both have elderly patients walking through this mess and both have baby clinics. Babies in buggies are being pushed to these centre through the pollution. Park Road itself has social housing its entire length, as well as private housing.

These 2 streets get more congestion resulting in more pollution, not less as the traffic does not flow, it gets congested.

Walking along Priory Road and Park Road as I do, at the moment is awful with nose to tail traffic giving out fumes.

If they spend longer on roads, there is effectively more slow moving traffic on the roads, more congestion, more pollution, more illness and more irate residents and motorists (including me).

full of pollution on Park Road particularly in the mornings when all of the Highgate Wood students are walking past. It is environmentally terrible.

I support cleaner air but stationary traffic where there was little before does not create cleaner air. I work in Finsbury Park and can taste the pollution daily. I never feel that in Crouch End.

<p>Since the road test began there has been a visible detrimental effects to Tottenham Lane & Park road & the impact stretches right up to Muswell Hill & other surrounding areas. I'd say today (Wednesday 16th) is quieter – certainly than most of the first week. I expect we'll be choking again by around 3PM through to 730PM though as seems to be the pattern.</p>
<p>with consequent huge increases in pollution,</p>
<p>The additional pollution caused by this increased rush hour congestion should not be ignored, nor should the negative impact on daily life.</p>
<p>Increased pollution has been caused by more cars on Tottenham Lane and Park Road moving more slowly, hence emitting more fumes</p>
<p>The pollution from queuing traffic is appalling and will stop people shopping or walking along Park Road, thus it will become even more an arterial road</p>
<p>Apart from this there are environmental issues with the amount of fumes that are transmitted from stationary vehicles.</p>
<p>and a lot more fumes emitted by vehicles stationery & stuck in traffic.</p>
<p>MORE POLLUTED, angrier (with constant road rage) and a much less pleasant place to live</p>
<p>and pollution. As an asthma sufferer I am very concerned about the impact this will have in my health and the health of other vulnerable people</p>
<p>Apparently the aim is to improve air quality but as a resident with children I am concerned that the effect is a tail back along the Broadway and more pollution than ever.</p>
<p>A parklet with seating that will never be used as those seated would enjoy all of the car fumes from the busy roads nearby in an area saturated with glorious green spaces, such a priory park, incidentally on Middle lane, is a particularly choice example of a misconceived idea. How anyone could imagine that sitting on a bench by the traffic of the Hornsey High street or that approaching the clock tower would be preferable to a seat in the park right there is hard to grasp, at the other end of the road the green space outside Hornsey town hall surely again better serves?</p>
<p>pollution to the diverted areas not helping</p>
<p>I'm sure you have had a lot of comments about the livable Crouch End Scheme! I would like to add mine. I really applaud your closure of the smaller roads as thoroughfares: particularly Hillfield Road, Birkbeck Road and Weston Park. I really have a huge problem, however, with the new arrangement for Middle Lane. It seems to created a ring road around Crouch End. I am particularly concerned about sending more cars past schools, most notably St Mary's, which has already been hit hard over the last few years with concrete factory, which has had a huge impact (proved by research) on the pollution levels in this area both with dust particles and the large vehicles that move up Tottenham Lane and down Church Lane. Sending more traffic this way to get to Muswell Hill now is causing much longer waits at the lights at the bottom of Church Lane, and stationary cars with engines running can't be a good thing.</p>
<p>which makes pollution worse.</p>
<p>Attached is a photo of Topsfield Parade yesterday at about 3pm when there are normally never queues like this unless there are roadworks. Children were walking on the streets ingesting fumes from the traffic jam , despite a shared email amongst councillors that ' the traffic is now settling down,' that was sent yesterday This road has been like it every day of the scheme at this time of day, ie when children are leaving school.. Children were everywhere and buses were lined up in the jam spewing out diesel fumes in the faces of the children. We were told things would 'settle down after 4 days.' It has been 2 weeks and these roads are blocked every day at certain times.</p>
<p>My issues are whilst walking to and from the bus, the backed up traffic and congestion is causing heavy pollution and it's unbearable. There are many schools in the area so it's not good at all having this increase in polluted air.</p>

Bear in mind that key objects of the scheme are to improve air quality and road safety. The closures failed on both counts in the roads mentioned above. The pollution levels have been hugely increased as a direct result of the closure of Middle Lane. Far from making the area safer this one closure adds to the length of journeys which results in more pollution.
By forcing all vehicles into one area this will create a higher pollution rate when we are fighting to stop pollution I completely oppose any of these changes and do not agree with any of the proposed road closures..
It cannot have been much fun for drivers either with longer journey times, more stress, and more pollution to be breathed i
The pollution levels outside the scheme have rocketed
This has made the air on Muswell Hill awful, you can smell the fumes of the stationary cars
nd poor air quality in other areas,
. Usually I walk to Crouch End for shopping and if I then have a heavy bag, take the bus back home. For the last two weeks this has been made difficult due to unpleasant walking conditions around Crouch End due to static traffic and the bus journey taking too long, again due to Park Road being one long traffic jam. I now take the car to further away shops instead, thereby negating the whole point of the scheme.
pollution,
The proposed scheme is counter productive as by causing more traffic on existing roads it will slow it down causing more pollution from idle vehicles and causing extra time. A nuisance to all service vehicles in particular.
As a pedestrian there is a huge increase in idle traffic through the Broadway and Tottenham lane, meaning the air pollution is awful.
This trial has had the effect of clogging roads and causing more pollution ... School children in schools including the Greig Academy and St Mary's Primary Schools which are on Hornsey High Street will be subject to the inhalation of more noxious fumes if the Council and TfL stubbornly persist which this ill conceived plan.
simple count of car numbers does not in any way convey the extended periods of time cars sat with engines idling in the gridlocked roads at rush our. Nor does it give any sense of the air quality being breathed in by children going to the 5 schools (4 of them primary schools) affected by the morning rush hour gridlock.
and the air and fumes were overpowering.
2. Air pollution The main objective of the scheme is to lesson the air pollution, in fact it has had the complete opposite affect, with traffic at a standstill on park road and Tottenham lane all running there engines and people having to take longer routes to avoid the gridlock to get to there homes completely defeats the object. With winter coming this is only going to increase the risk of pulmonary and lung functionality to those already suffering I'll health due to colder weather. From a resident of Crouch end of nearly 30 years, that has lived and worked here and seen many changes in this time, your scheme has done little to enhance the local community, you have achieved nothing more than raised the likelihood of increased Ill health and premature death.
and an increase of pollution due to so many stationary vehicles, please don't put a permanent scheme in place that leaves local residents with this unacceptable situation on Park Road.
with traffic fumes multiplied AND
What about the extra unnecessary pollution caused? I read on Haringey Councils website that residence wanted more greenery. At the top of Middle Lane the is a brick built area (located outside Anthony Pepe). Perhaps the council should NOT have removed the original shrubs and plants from that area and left it as it is. That is the reason it is there!

There are two nurseries, a primary school and a secondary school on my most frequently walked routes and if more traffic is having to use Priory Rd, what is the impact on young lungs? Recent scientific research has pointed out the impact of fumes on the young. and many parents were coming to St Mary's school to drop children and many had young ones in buggies. It was a cool morning and the fumes were visible and clearly at baby height for those in buggies walking along the high st. I do not suffer from asthma but I was definitely very wheezy when I got back home. This has never happened before.
this scheme cannot go ahead the pollution is horrendous
with heightened levels of toxicity in the atmosphere of the roads towards into which you have forced traffic -
This means the cars are on the roads longer as their journeys take longer and therefore are churning out HIGHER levels of pollution and emissions overall. While I agree that we need to do more to reduce pollution and vehicle emissions I do not believe this is the answer.
On similar topic, the bus lane on Muswell Hill is now 24 hours, it-was 3. Now at weekends when I walk or cycle , the car traffic is the whole way down the hill, the pollution is terrible and on a hill they press their accelerator every movement. I am sure the idea was to help buses but it has in reality increased local pollution..
which I believe to be fundamental to future climate and pollution issuesand exhaust pollution at the best of times.
A disgraceful spin off is the pollution-spewing jams outside Coleridge Primary School where 900 children are in the playgrounds every day.
It is an ill thought out scheme with absolutely no concern for residents who live here
I agree with the sentiment but not sure why some roads have been favoured over others and what plans have been made to accommodate the impact this trail then has on other roads.
As a result of the changes to Crouch End, Hornsey has become a nightmare which is neither fair for their traffic nor their community.
except in a tiny haven of well-to-do side streets off Middle Lane, and even then only for those who have no need to leave the area, e.g. for work.
However, I should not go on as you will have heard this. My point is that we need your help to halt this idiotic scheme and really work together to come up with something that achieves the goals. At the moment it has resulted in 'unliveable' Crouch End for many and a rather nice environment for the few. Not what was intended.
If closing Middle lane to cars makes Crouch End more liveable do you not care about the rest of the area. Maybe closing Middle Lane to traffic has made Crouch End more liveable but it's made Hornsey a lot less liveable for ordinary working class residents who have no options but to walk along side traffic jams or stand in the cold waiting 5 times longer for buses. Why is Middle Lane's health more important than the rest of the area
The consequence of quieter streets in one part of Crouch end is that it has displaced the problem somewhere else and whilst some may see the benefit of the scheme it is having extremely adverse impact on others which is not fair. If the scheme is being organised by those with the loudest voices and this is not a democratic fair process And while the idea of public spaces and clean air is a great value to strive for, this scheme has caused the opposite effect where we live and should not be implemented on a permanent basis.
We feel like the scheme has been designed to satisfy some people in one part of Crouch end while displacing the problem somewhere else and created more risk for us both on our street, and in particular all around the Alexandra Palace lights junction which is extremely dangerous. While creating open spaces and safe spaces is clearly a good idea, the current plans are extremely shortsighted and need significant further consideration before anything is implemented as they pose both a safety and environmental risk to those impacted by them and for which the Council is responsible. Please can you take these concerns seriously before anything is decided.

It appears that these closures are for the benefit of cyclists and bus lanes and not for the benefit of businesses that trade in the area.
I would hate to feel that Crouch End's air quality has been improved to the detriment of others. As you say this is a global issue, I believe it needs a global response, not a shift of the issue. Shutting one road is a drop in the ocean response Overall I am really disappointed by this clumsy and ill serving trial, I am definitely not in support of this solution and urge you to democratically represent the voices of all those who believe this is not the correct solution by seeking a more appropriate way to improve the area and make it more liveable and sustainable for all areas of the borough..
This current implementation of road closures is not working. It is making things worse by simply concentrating necessary traffic onto roads left open, making life hell for the people living or working on those roads! Thousands of people live along Park Road and Tottenham Lane, for instance. Have you given them a thought?
3) The trial claims to be a solution to a climate emergency. All this scheme is doing is pushing traffic onto other roads outside other schools and affecting other people's children who don't live in Crouch End. That is not a solution that benefits society. 7) Climate change is a priority for all of us but needs to be tackled collectively, not by a few local officers imposing a flawed plan on the whole community by stealth.
If you close one road you just push the traffic somewhere else - it doesn't just magically disappear.
s a resident of Hornsey/Crouch End my egress/access has been restricted due to the closures at Hillfield Avenue and Middle Lane. I suggest that the worsened journey times are also a result of these closures. If road closures are to become permanent I would question why local residents are treated as commuters
Out of interest will the TFL grant be spent in Crouch End or will it be spread around the borough? As a long standing Haringey and Crouch End resident I object very strongly to the closure of Middle Lane in particular and hope that after consultation with local residents, Crouch Enders, not people who don't live in Crouch End the idea of closing Middle Lane will be scrapped.
Crouch End is one of the most desirable neighbourhoods in North London and certainly in Haringey! Why else would so many celebrities choose to live here?! What I'm struggling to understand is WHY this pot of money has been secured and designated for Crouch End, in particular: an already leafy, friendly, community-orientated area, where politically aware, responsible, environmentalists already cycle, walk or take their children to school by bus and meet each other in the area for café lattes - when there are far more deserving parts of the Borough that could genuinely benefit from the investment??
I'm horrified to see the implementation of a terribly poorly thought through project that seems to jump on the bandwagon of the desire to pretend to be forward thinking and progressive while actually doing incredible harm to our community, especially our children The closure of Middle Lane does nothing to address any of the issues raised by the council that it is trying to achieve, its primary effect is to divert the polluting traffic onto routes more used by local children: All it does is divert traffic to routes school children use daily Children can be seen in large numbers daily on Tottenham Lane as they travel to Hornsey Girls School and to Rokesly Infant School and nursery (a timed zone where non-residents could not drive through at school drop off and arrival time would be much more effective here) and on Park Avenue has a large number of children walking through the cut to Highgate Woods school. Not to mention Little Crickets Nursery further up Park Ave. Hornsey High street's Grieg City Academy St. Mary's CofE school and Rudolf Steiner School will surely be similarly impacted. Locals on Middle lane, Hillfield and Lightfoot roads are incredibly diverted to pass closer to Rokesly..
I personally think that closing this road only benefits the handful of people who live on it: certainly not the residents of Lynton, New and Palace Rd, nor the businesses that won't be seen by passing traffic. Thank you very much for trying to make Crouch End a nicer place to live. But don't forget that we don't live in isolation - we are part of a larger community called London, and we have to be able to move through and around the area to get from place to place, ideally on public transport, but sometimes cars are necessary.
I live locally, and the traffic is now unbearable. Why should Tottenham Lane residents suffer? This scheme is completely unfair.

It is precisely this area which is frequented by pedestrians, including children, babies in prams, and other vulnerable people. I cannot understand the logic of focusing efforts on improving the air quality on specific residential streets at the expense of a very large number of pedestrians in the high street - the very people we should be encouraging! This is almost an elitist approach - I expected there to be a sharing of any inconvenience caused by attempts to improve things.
It is a good that Haringey is looking at ways of reducing traffic flows through the borough But the arbitrary closing of certain roads is not a good idea, because it disadvantages people in certain areas eg those living north of Priory Road, and makes life nicer for those living south of Priory Road. Ie traffic becomes calmed for generally richer people and worse for generally less well-off people. This may not be what you intended, but it has that effect..
affecting the environment of the people who live there.
5. Why are we spending so much money (again) on the wealthy part of the borough which has easy walking access to Alexandra Park, Queens Woods, Highgate Woods, Priory Park, Shepherds Cot fields and the Parkland Walk? The poorer parts of Haringey are much more deprived of trees and green space and those residents already feel that the West constantly benefits from services eg better health services in better equipped buildings. Life expectancy in the East is shamefully lower than in the West.
all with little compensating benefit other than in a relatively small way in Middle Lane. The choice of Middle Lane for the experiment seems an odd one ; the triangle between Priory Road and Park Road is bounded on north and west by extensive, largely roadless green and park land -- with no scope for relieving the area of traffic diverted from Middle Lane ---- up to now an effective relief road for the area. Why close Middle Lane permanently when any benefits are more than offset by increased problems in adjoining roads ? For the reasons set out above we strongly oppose the current plans on the grounds that any benefits to the community at large are serious outweighed by the disadvantages and that there are other ways in which, after appropriate consultation, public money could be spent to improve the living conditions of us all.
Why has Crouch End been targeted when it performs well as a neighbourhood? Tottenham and Wood Green should have benefited.
I am away and wish to make my comments on the trial scheme, it seems that one group of residents has a quieter life at the expense of another area so one area is calm while the cars are driving up through the Highgate side of the area.
We have read the aims, objectives and what is being measured and also Councillor Hearn's statement. We are fully in favour of actions to improve the quality of life in Haringey particularly in line with the Extinction Rebellion movement <u>but</u> not solely for an affluent area like Crouch End to the severe detriment of other Haringey residents.
I have of course completed the feedback survey. However I feel that so often the disabled voice gets lost and the consideration of disabled people just doesn't happen. (Witness the parking restriction measures for the concerts in Finsbury Park which protect everyone's parking space, except for disabled spaces outside our residences. It's finally being addressed after many years of complaints). These traffic limiting initiatives, however well meaning, have not been considered in terms of the impact it would have on disabled people. They have been designed purely with able bodied people in mind, who are assumed to be driving purely by choice. Neither is it reasonable to say that the measures while painful for several months will eventually result in reduced traffic, therefore eventually the roads will be quieter for disabled people. How are we supposed to manage for those several months? It would put us at considerable disadvantage and distress.
I do not think that is fair for people who live or walk on those roads.
I would love to see more effective electric or alternative fuel public transport but its of no use if they can't get through the traffic. Haringey have closed off way too many roads in Muswell Hill as it is - concentrating car traffic on the main routes which prevents free flowing public transport. I can only assume the fans of this scheme never get buses - for many people (including those who cannot drive or afford a car or super expensive bike) its an absolute necessity. Who thought about the impact on people with disabilities, older people, children, students, and poorer members of our community reliant on bus transport? Who cares about them? I have submitted my views to the Council's website where its clear that 97% of the responses to the scheme are negative. For the few who did respond in favour they appear to be either cyclists or those who do not need to leave the area on a regular basis. They show no concern for other people who have to travel outside of Crouch End and assume they are all car drivers which is simply untrue and deeply selfish. 'I can cycle or walk so I'm okay'.

So as a non driver, doing my best to be environmentally aware I cannot understand why anybody would go ahead with this ridiculous scheme so that people using the most environmentally sustainable travel methods will be penalised! I feel outraged The resources given to this scheme are a great privilege when so many public services have been reduced drastically and are on their knees. Please use those resources Wisely to help areas in north London that really do need to become more 'liveable'. Poorer and more deprived neighbourhoods. Plenty of those in inner London. Don't try and fix something that ain't broke.

Dear Councillor Hearn- aside from obvious concerns about traffic backlogs, changing rather than reducing the number of car journeys made, etc, I would be interested to know why the £5m made available to Haringey is being spent in Crouch End rather than in environmentally less well-off parts of the borough e.g. Tottenham. Surely there are areas of Haringey which are more in need of this kind of scheme and funding than Crouch End, which must be more 'liveable' in than any other part of the borough.

You have not directly answered my question but have told me about how to intend to proceed in the Crouch End Trial. I appreciate you are busy, but my question is about Haringey and why the trial is taking place in Crouch End and not another part of Haringey. Your response is a cut and paste from your website, which I could have read without writing to you. My concern is the welfare of people outside of middle class affluent Crouch End. Is this not clear from my email to you ?

My concern about directing more traffic to Park rd which is a very narrow rd, means that traffic becomes gridlocked, and a key bus route the W7 cannot move as there's no bus lane (nor could there be, due to width of rd).

Buses are being held up – particularly W7 and 41.(speak to TfL)

I am also surprised to see that it takes three men sitting at the north end of Middle Lane to lift the barrier for the W3. This is not an improvement as far as I can see and I urge the Council not to proceed with this initiative.

My friends journey by bus through Crouch end, usually 10 minutes, took over an hour.

Please consider this as an objection to any future proposal to close Middle Lane on the grounds of its adverse impact on buses: The recent trial shows the closure of Middle Lane has had a major adverse effect on local bus performance and should not be considered for any permanent proposal.

The Mayor's 2018 Transport's Strategy states that "public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets".

TfL's Liveable Neighbourhoods Guidance states that it will be important to improve bus journey times to make travelling by bus more attractive, and Liveable Neighbourhood proposals must support a high-quality bus service and meet the objective of increasing bus use. This is reflected in one of the key aims of the Liveable Crouch End scheme, which is to encourage the use of public transport for residents, businesses and visitors. There is also a commitment to commuters that improvements made as part of the Liveable Crouch End scheme will help to reduce bus journey time and ease congestion.

Despite the above commitments, there were significant delays on the bus routes into and out of the area during the trial period. We are aware that TfL significantly failed on its target travel times for the major bus routes into and out of the area, and that this delay occurred not just in the initial days of the trial but throughout the entire period between October 7 – 20th inclusive.

For example, take just two of the affected buses—the W7 and 91. Figures from Transport for London show that, on average, both failed their key targets on almost every single day for the entire two-week period, as can be seen by the numbers in red in Table 1. This was due to the increased traffic congestion on the A roads in and around Crouch End—a consequence of the overspill from the closure of Middle Lane.

Table 1 – Excess Waiting Times for 91 and W7 bus routes The table shows performance for the two buses for the two-week trial period against their TfL targets. The Excess Waiting Time (EWT) is the average time passengers wait over and above what would have been expected if the service was running exactly as scheduled. Days in red show failure to meet TfL targets and in green show targets were achieved.

Different bus routes have different targets.

Indeed, route 91 failed its targets every day of the trial. The W7 failed on 80% of all weekdays. As these are daily averages, it is without a doubt that the failings during the peak periods, when the bulk of passengers actually use the buses, were even more severe.

In the trial, during peak hours, a single trip to Finsbury Park on the W7 was often taking well in excess of 60 - 90 minutes, sometimes longer. The average scheduled journey time for the W7 for a complete round trip is around 36 minutes, with a 5 minutes layover at Finsbury Park.

(cont.) In the period preceding the trial both buses had been achieving their targets. For example, Route 91 was averaging an EWT of 1.15 and Route W7 was achieving an EWT of between 0.50 and 0.78. So when comparing these targets to the periods before and after this trial period, these buses were exceeding their targets. Really, then, the numbers in red should therefore be compared to, not the EWT target of 1.0 or 0.8, but rather to how well they were exceeding their performance in the weeks prior.

Yet because of measures taken by bus managers, these figures mask the true performance. For example, because of the severe congestion on these bus routes, some journeys were shortened. However you look at the numbers, the performance figures show the huge detrimental effect on public transport commuters of closing Middle Lane.

This is categorically unacceptable. In a scheme that aims to improve bus travel you have, in fact, achieved the opposite! The trial has clearly demonstrated that the closure of any section of Middle Lane should not even be considered, given its massive impact on buses, let alone the effect on pollution and congestion on the main roads that are the heart of Crouch End Town Centre.

A further failing is that you have not taken into account just how public transport friendly Crouch Enders are, and you have failed to understand what they use buses for. Your proposed 'solutions', therefore, are wholly inadequate.

Of the entire 700-strong bus fleet in London, the W7 bus was, in 2017/18, the most used bus route in all of London, with 11 passengers per kilometre (figures from TFL). This shows you how important this route is to the residents of Crouch End and Muswell Hill.

Most commuters from Crouch End and Muswell Hill are travelling to central London during peak working hours. They do not work in Crouch End and rely on an efficient bus route to get them to Finsbury Park and then to town. They need to know they can get to work on time.

The impact of the trial most heavily and negatively affected local residents who already rely extensively on buses to get to work. People were abandoning the buses because of the severe congestion. And of course, any local people trying to use the buses for local journeys at these times were also affected.

The vast majority of people driving in the area at peak hours are not local people. They live outside the area and are not ending their journeys in the area. Closing Middle lane to reduce the number of vehicles passing through the area comes at an unacceptable price to the residents of Crouch end because of the effect on buses, on congestion, pollution and as a result residents health.

The Liveable Crouch End on-line trial survey has a major flaw – it does not ask respondents how they get to work, only how they usually travel around Crouch End. This is a significant failure in the way the survey was constructed as it totally fails to recognise that Crouch End is an area where, in the absence of an underground station, people rely heavily on buses to get to a station to then get to work in central London. These residents, who are already using the greenest and most environmentally friendly form of transport, have been totally ignored. The popularity of the W7 bus reflects the significant number of commuters who are already using public transport.

Further consultations/surveys need to capture how people use buses to commute to work and the impact of any changes on their commute. This should be separate from any questions about how they travel within Crouch End, as otherwise the importance of bus travel is being undervalued. At present the trial survey is flawed as it misses the most important impact of the trial on Crouch Enders.

We look forward to receiving similar performance information from you for the other buses that serve Crouch End and we trust that you will be requesting this from TFL with the same level of detail so that the full impact of the trial on buses can be assessed.

It is quite clear from social media, resident posts and comments from a wide range of people, as well as photographs, that there are issues with bus travel times in rush hours, in particular on the key buses that service Crouch End. The W7 is a particularly vulnerable route with Middle Lane closed, as you can see from the post below from the controller of the W7 and 41 bus route - there are no alternative routes they can use. I appreciate you coming back to me on this issue, so I can then put people's minds at rest in our residents group. Hopefully it is just an issue with information not having yet got through to Councillor Hearn, and that the design team are fully aware of these issues. Any scheme you propose permanently must not make journey times worse.

<p>From neighbours I heard that on the morning of 12 October you said in Crouch End that there were no problem with buses associated with the Middle Lane closure</p> <p>I would be interested in hearing your response to the comment below from Ariva Buses "As you may or may not be aware average schedule journey time for the route is around 36 minutes complete return trip with 5 minutes layover at Finsbury Park, I'm not sure buses are making it into Park Road from Muswell Hill during this time, and a single trip to Finsbury Park is taking well in excess of 60 - 90 minutes, sometimes longer. The route has no alternative route to avoid, we are unable to intervene and run short services ie split service both ends as the only turn around point is Crouch End which as we all know has been shut off!</p>
<p>You say that TfL buses were involved at all stages of the project. Given the statement from Ariva buses below it seems that the advice being given by them was ignored. How can we have any faith that reports back from TfL from the trial period will be listened to. " it is unbelievable that this trial has gone ahead without any consideration for passengers, residents and drivers."</p>
<p>If anything, it will encourage bus users like myself to switch to cars. The W7 bus, the busiest and most used in London, is still taking nearly twice as long as usual on day 6 of the trial.</p>
<p>Kids who come from the east on the 41 and from locally on W7 are having to be excused for being late to school. The W7 is a major mode of public transport for people working across London, people taking their kids to school and just trying to have a life! People working long hours can really do without a two hour public transport journey from Finsbury Park to Muswell Hill at the end of the day, imposed upon them by individuals who in some insulated mythical bubble where pushing all the traffic on to other routes actually improves 'liveable' Crouch End . However, some on Middle Lane will be pleased if their house prices go up, pity about everyone else.</p>
<p>I have lived in Crouch and and Hornsey all of my 60 plus years. I do not own a car or drive so my journeys are on foot or public transport. I have found the buses to be so more more unreliable and the journey times so much longer in the last 10 days compared to normal. As I live locally, a lot of my journeys invoke middle lane or priory road, when I'm going anywhere. Going to Alexandra Palace on Thursday evening I waited 40 mins for a W3 by the fire station as the traffic was barely moving</p>
<p>Park Road is so full of traffic that I couldn't take the bus.</p>
<p>Last Thursday, I was coming in to Crouch End on the 91 bus along Hornsey Rise and the bus took 20 minutes from Hornsey Lane to the Broadway due to traffic caused by the trial. This usually takes 5-6 minutes. The driver said it had been worse the day before and her journey took 45 minutes longer than usual. She was furious!</p>
<p>Are there a change to the journey time on the buses, yes there certainly are the journey at worst has taken 3 times as long and best 5 minutes more, the waiting times especially at Finsbury Park in evening rush hour are considerably more.. TFL have report to be frustrated by the trail and bus drivers are exasperated as they cannot leave the station with a full bus.</p>
<p>congestion, public transport delays ...Please do not tell me you have had no complaints or notification of problems with public transport from TFL. I use the W5 bus nearly every day after walking down to Crouch End centre to do shopping. I take it to go back home up a steep hill with my shopping trolley. The other day 11th Oct, a 3 minute journey took 20 minutes to go from one bus stop in Topsfield Parade to the one at the foot of Ferme Park Road. The young daughter of a local friend waited unsuccessfully for 40 minutes for a bus, during which time an older man hung around and then propositioned her</p>
<p>6) Please be aware of the massively increased congestion on Park Road with consequential impact on the W7 route and much slower journeys.</p>
<p>Please note reference above in Subject line in context of the two week trial for LiveableCrouchEnd. Can I ask that the following is taken into account in your review of the trial and be included in any further consultation and decisions regarding future actions arising from the trial and consultation. The road closures have worsened journey times between Finsbury Park and Crouch End and onwards to Muswell Hill for the W7. As a frequent user of this route in both directions my experience is a average delay of between 15 and 30 minutes during rush hours in morning and afternoon. i also use the 144 route from Hornsey High Street and Muswell Hill and have experienced delays of a similar amount of time - upto 30 minutes. Delay timed for both routes are in excess of the normal journey time. Though I seldom use my car between Hornsey/Crouch End and Muswell Hill journey times have worsened along similar times.</p>
<p>Slower bus journey times due to congestion Longer queues to get on the bus, and greater times between buses</p>

I used to work in Walthamstow during the period they were implementing their traffic scheme and whilst aware of the anger this caused believe this was much more sensible as it only closed roads in the Village and didn't effect major roads as the Crouch End closure has. Walthamstow is also different to Crouch End in that it has a tube station and 2 Overground stations, Crouch End has neither and residents are dependent on buses which are being delayed by the increased traffic due to the road closures.
Furthermore, as you will see from the picture evidence below, taken today, the congestion was clearly not a factor only of the early stages of this trial but remains a clear consequence 9 days in! I usually get the ya to Turnpike Lane to get to work. As I approach the 41 bus stop on Tottenham Lane, outside the Texaco garage, at between 7:50am and 8am, I usually have to look past the post office to see if there is any need to start running for my bus, so calm is the road usually? Absolutely no need to run at present, as you can see, as the traffic is going nowhere fast due to huge and out of the ordinary congestion!
The W7 bus route has also been impacted with journeys during rush hour taking a lot longer.
The W7 and W3 buses going to Finsbury Park are taking much longer to get to their destination.
To make matters worse there is only a bus as an alternative and no train station! (this is if I was using public transport which I don't) . Now crouch end will be completely undesirable to live in because people who use their car will not want to live here
The houses on the Hornsey estate rely on Middle Lane as a key route into Crouch End. There is not a bus which takes this route - the W3 skirts round the edge of Crouch End as it heads to Finsbury Park.
Public transport has suffered avoidable delays.
Additionally, it has severely affected the bus route (W7) to Finsbury Park. By the way, what I have said above also applies to Alexandra Palace Way (in crouch end direction) and bus W3. I hope you will take these very negative effects into consideration, especially the fact that both the W7 and W3 routes (which my family use to commute to school and work) are no longer reliable at rush hour. I fear this will actually make people get in their cars to maybe get to Highgate tube or Alexandra Palace Station as the route to Finsbury Park becomes unusable.
9. I understand that the W7 controller was not informed at all about the trial and the bus service has been severely affected. I assume you by now have his comments about the reduction in buses which used to be valued and widely used by residents.
delay of buses and essential services in Park Road, Priory Road and Tottenham Lane (and in rat run roads such as Park Avenue South and Farrer Roads)
To attempt to reduce domestic car use and therefore pollution by closing roads and clogging them up to such an extent it's preferable to take public transport might work but not in a place like Crouch End which has no tube and the main form of public transport is buses. Buses run on the same road network which is being deliberately clogged up. How can road closures encourage bus use? This is completely flawed logic. Buses have been massively delayed during this trial. Councillor Hearn claims not to know this. Train services stopping at Haringey/Hornsey have been reduced and the service is hopelessly unreliable with train frequently cancelled due to an inadequate amount of staff. If only this were a priority for TfL.
<u>Public transport.</u> The gridlocked road have severely affected the running times of the buses in the rush hour particularly the W7. We are retired but the stress for commuters has been enormous often adding over an hour to already stressful journeys to work. The statement from the W7 controller makes this amply clear. As one of the points of the exercise was to move people out of cars and on to public transport, this has been a total failure.
During the trial traffic was often so bad we had to get off gridlocked buses
as a resident on Crouch Hall Road I would like to express my views on this temporary decision to close Middle Lane. It was the worst thing around Crouch End as traffic on the Broadway/Tottenham Lane could not cope with bus delays

he impact of this scheme on public transport - buses - the impact therefore on non-drivers commuters
All my commuting is by public transport. I get the W7 from Muswell Hill to Finsbury Park and back again 5 days a week. During the trial this experiment added at least an hour and often more to my daily travel time (which is already 2 hours a day). On the first day it took 1 hour and 25 minutes from Finsbury Park to Muswell Hill. The queue in the bus station was round the corner and into Clifton Terrace on many days. The roads were absolutely grid locked, I can't believe that the jammed traffic did anything to reduce car pollution - it must have been horrendous for cyclists and pedestrians. In the end I had to divert to travelling to and from work via Highgate - adding an additional 20 minutes to my journey each way with long queues again caused by the many commuters who had to abandon the Crouch End route How did this scheme incentivise the use of public transport? What thought was given to all those people who need to pass through Crouch End to get to and from work? Or to vital work in the area? Crouch End is not a village or an island.

During the trial period, I was shocked at the traffic jams from Finsbury Park all the way to Muswell Hill. It did not ease at all during the trial and the cost to the environment must have gone up 10 fold with engines running as they got stuck in the congestion. It added approx 1 extra hour to my travel time to work. Not a joke!. Queuing at the bus station at Finsbury Park for both the W3 and W7 was the worst I've seen in the last 30 years. It was shocking.

Delivery people only get paid for a proven delivery – they are being held up so may make all jobs

What you have done has increased the stress levels of residents and visitors and businesses in Crouch End to an extra ordinary degree. We certainly do not need even more stress at this time in so many ways as the nation is politically already at a high level of stress It seem there is some idea that you want to impose on the people of Crouch End so that you can spend the funds, but what you are doing is negatively impacting the area and this will LOWER the business / house prices / air quality / health / community atmosphere etc.

These A roads are not just roads for through traffic – they are the beating heart of Crouch End! You will only discourage pedestrians from shopping in Crouch End if there is a higher level of pollution and congestion than now. This will also damage Crouch End shops as less people will come to Crouch End to shop and eat. Shops have reported less business in the trial as people. You have failed to take into account the fact that Crouch End Town Centre is located overwhelmingly on the A roads. These roads (Park Road, Broadway Parade, Tottenham Lane, Crouch End Hill and Crouch Hill) are the heart of Crouch end. These are the roads with the shops, cafes and restaurants on them that pedestrians walk to and congregate round. Middle Lane, by contrast, has very few shops on it, and only on one side. Shutting it created a very unpleasant environment for Crouch End Town Centre in terms of pollution and congestion and thus negatively affected a very high number of pedestrians. This is a huge price to pay for improving air quality on Middle Lane, a road much less used by pedestrians and much less polluted already. As your own survey points out, the majority of people coming to Crouch End walk – they do not want a congested and polluted environment when they get there!

contacted the team in September Since the closure of Middle Lane I have experienced a dramatic drop in business, up to 50 percent. We have been cut off and isolated from the rest of Crouch End and I have grave concerns for my future If this becomes permanent. I would like a member of the management team to visit me so that I may explain to them what has happened to my business and the parade since the closure

The closure of Middle Lane going into Hornsey Hight Street between 7am and 7pm is having a detrimental affect on my business. The plumbers who use my shop are unable to navigate to my shop without some difficulty. I have had adverse comments from plumbers who call into my shop to purchase plumbing goods from 6.30am. My business has been in this area for over 30 years and I have paid business rates to the Council. If I am unable to trade and plumbers stop using my shop and go elsewhere for their goods, I will not exist as a business. Delivery drivers are also experiencing difficulty with these road closures as they are unable to get to my shop on time for trading purposes.

his is essential for the local shops. I believe the trial/scheme will negatively impact the great local shops and turn Crouch End in to a ghost town. I know that many of my friends who live in other parts of Haringey such as Tottenham or Harringay regularly come to Crouch End to shop. Not now, with all the bad traffic and inability to get here easily!

We want a cleaner environment, or course we do, but we also want a thriving town centre not one starved of customers who cannot get here. How have shop keepers been consulted, especially those on Middle Lane who struggle at the best of times?
I wish to make you aware that I object to the current situation with regards to the traffic management around Middle Lane. I understand that measures need to be taken to look at ways of reducing emissions. However, I want you to understand the impact that this is having on local business. I would ask you to visit the shops in the area & talk to owners, like me My bigger concern is the impact on my business & others as we have fewer customers over this test period. My customers from Muswell Hill have almost stopped coming altogether. Business suffering on the high street – me & my neighbours many of whom have been here for years. Many of the businesses in Crouch End are independent & live on the edge – me included. If these roads are made intolerable I guarantee that you will see business's close as a result.
Have you been along to speak to the traders of Middle Lane yet? Could you please add xx onto the stakeholders email list. have been on Hornsey High Street for many many years and sponsor a huge number of local events, they have been directly impacted by these events and have much wisdom to share.
Can you therefore confirm you have spoken with a member of the team xx Store?
my main concern from a business point of view was the block off of Weston Park. Apparently research was carried out and a conclusion was made that vechiles use Weston Park as a " rat run" to get to Ferme PK Road. I asked for the breakdown of the traffic movement in Weston park and elder Avenue that I was shown while at the library...I have yet to receive this. Please could you forward this on to me. I cant stress how important the entrance to Weston park from The Broadway is for mine, and other neighbouring shops.
Businesses I have spoken to in Topsfield parade had no idea why the traffic was so bad, no information whatsoever about the scheme or the road closures – that's how poor your publicity is.
the great local shops will suffer commensurately
I'd be interested to know what the financial cost has been to local businesses?
Closing these roads will affect business and move the traffic to alternate routes.
and all the shopkeepers are worried that it is negatively affecting trade.
While the thinking behind the inception of the project is to do good, the delivery risks a health disaster in our children's futures and damage to local businesses ability to find staff.
Access to our business is massively hindered, we are in & out continuously 5/6 days per week. This closure adds 10-15+ minutes to our journey.
Furthermore, regular and new customers are complaining that it has now become unreasonably hard to get through North London to reach the independent stores in Crouch End and Muswell Hill that they wish to support. As I see the effect of your proposal on trade and my personal life, I have no other option than to start thinking about moving my business out of the area to one that nurtures trade and sees the value in independent businesses as part of their high street. I want to make sure I'm kept in the loop on this matter as it is essential to my survival as a business. Please can you let me know what the best forums are to ensure I don't miss any official communication or opportunity to oppose this senseless project. I hope to hear from you soon regarding this matter.
Thank you for trying to make Crouch End a ' greener place.' This is what we all want and are striving for. However, many of us residents are trying also to make sense of the new scheme as we are not convinced it is the solution We are concerned about the following; 1.We take buses and during this trial, it is taking about 30 minutes longer for us to get anywhere, which is affecting our business.
2. Shopkeepers in Crouch End are reporting reduced footfall as Park Road is so jammed with traffic that people are going elsewhere
Half of my staff laid off by the end of the first week owing to total inability to reach and attend properties where works and maintenance in and around Crouch End were scheduled for Tenants with normal roads gridlocked.

This last week has been an absolute nightmare for traffic in Crouch End. Please revert back to before this trial.
I have lived locally for over 30 years and sadly have never seen the traffic so congested. Obviously there have been times when something in the surrounding area has caused a knock on effect but has been every day
Saturday night even at 9-10pm the traffic was gridlocked on Tottenham Lane, blocking cars from being able to get out the side roads from Middle to Tottenham Lane. Friday from 3pm all roads started to block.
Other issues remain unaddressed – speeding cars down Priory Rd, always in excess of 30 miles an hour, why can't a speed camera be introduced there has been a number of deaths already, that would at least generate an income and also improve safety. Traffic is always bad at Turnpike Lane, almost no matter what time.
You will have had many responses about the HUGE increase in traffic – here is mine in a very simple form. I think the project has been a disaster for these reasons. Middle Lane is an artery road with residential and businesses on it. Taxis are struggling
I live locally and have noticed a considerable increase in traffic on Park Rd since the 'Liveable Crouch End' initiative was introduced. The congestion continues up the hill (and no doubt beyond.)
As a resident of Hawthorn Road, N8 and a self-employed gardener I am regularly travelling across Crouch End. The recent closure of Middle Lane has been adding anything between 30-45 mins onto my day due to sitting in queues of traffic on Priory Road, Tottenham Lane and Park Road. As you are conducting a trial I wanted to give you feedback on the impact to a local resident. There appears to be slow moving/stationary traffic regularly and for sustained periods on the main roads now being used
I am fully supportive of environmental improvements in the area and agree that there should be measures to reduce pollution in the area however I am not convinced that this closure will be helping this issue. This will be adding to the traffic on Tottenham Lane which is already congested. I am aware you are in a consultation period and will be taking feedback on board, so I ask you to reconsider your approach where traffic congestion will be exacerbated.
The recent closures for Middle Lane and other street proposals in N8 have created horrendous traffic congestion. It makes no sense to block off one of the most major roads (Middle Lane) which KEEPS traffic flowing? Crouch End is like a HEART with the Clock Tower in the centre. Four major roads - like the arteries feed the chambers of a heart - flow into and out of the centre. Your plans have basically caused a HEART ATTACK in the centre of our community! It is FATAL - unless you stop and rethink how you can help a whole area which does include motorists. No matter how much you might want to turn all transportation into bicycles and buses. Since the road closed last week even at 9:00 pm at night, the Broadway Tottenham Lane was packed bumper to bumper and took me 40 minutes to drive one block! By the time I got home I could still hear the horns blaring from people stuck and frustrated in their cars.
I have found that the blocking of both ends of Middle Lane has made it increasingly difficult to access the amenities I need for my children and has made my journey times in the car significantly longer. I generally do walk with my children but there are times when I need to use the car. Tonight being one of those times. It was 7pm and I had to drop two other children home. They live locally. In order for me to access - a journey that would usually take me 2 minutes in the car - I had to take a massive detour and it took me half an hour. I was forced to go straight through central Crouch End (surely not the point of this trial) and get stuck in traffic. I was then forced to take a left at Avenue Road and access Coolhurst Road in order to weave my way back to Wolesely Road. I was then stuck in more traffic in smaller roads. The return journey saw me again come right through central Crouch End and get stuck in traffic on Tottenham Lane - as the traffic was so great that the road became unpassable by buses due to the parked cars on either side of the road. All traffic trying to access Priory Road or Hornsey High Street is being funnelled down Tottenham Lane. The traffic had reached a standstill such that I turned around and weaved my way back round Haringey Park and Elder Avenue to then access Middle Lane. Re-routing the traffic has also led to more traffic being pushed to the areas adjacent to; Rokesly School, St Mary's Infants and Junior School, Greig City Academy, Queenswood Medical Practice, Park Road Leisure Centre.
I have avoided the area at all costs since but the traffic is backed up on Victoria Road, Muswell Hill and all round Alexandra Park.

I attach some photos (Wednesday to Friday) of some of the traffic - a range of days and morning and evening times (dates are embedded in photos). I assure you, this level of traffic is quite atypical. I have lived in the area 23 years and have never seen anything like it before! I also attach some screenshots from Google maps (Wednesday 9th evening, Thursday 10th morning, Thursday 10th evening, Monday 14th am, so you can see the traffic delays on key roads.

There are new traffic turning restrictions on both Park Avenue South, as well as Farrer Road. None of the residents were consulted on this, and they serve no purpose than to make driving even more convenient than it already is! These roads don't add to traffic, they actually provide a nice alternative route, and to only a few people too.

the main problem last week was the temporary traffic light on Tottenham Lane. But, I find absurd that to reduce pollution and make the area more 'liveable', you close one of the 3 major routes from south crouch end to north (Middle Lane), but diverting more traffic on Tottenham Lane and Park Road. This is also because if you want to drive from east to west you were able to do that by driving down Tottenham Lane, into middle lane and then up Park Road. Now this is impossible!

have recently been in discussions with some people from the council in Hornsey library regarding a trial traffic road blocks, more specifically, blocking Middle Lane, N8 at both ends. They seem to believe that roadblocks will reduce traffic congestion and pollution From what I have noticed, this is one of the most barmy ideas to come from Haringey Council yet. Closing this semi-main road displaces traffic onto:- a) nearby Hornsey High Street, which is already more heavily congested due to the recent construction of a new large supermarket, b) Park Road, which already suffers from heavy congestion between the Clocktower and the Victoria Stakes. c) Crouch End Hill/ Crescent Road, where Standoff's regularly occur (traffic unable to pass in two directions, therefore backs up, causing further congestion. I have seen it all with my own eyes! The result is that motor vehicles spend at least 5-10 minutes longer on Crouch End roads if traffic flows, but far longer, say 20-30 minutes if congested.

I am writing to share my concerns about the impact of the Liveable Crouch end scheme. We live on Farrer Road and have experienced a significant negative impact from the scheme. We have noticed that traffic is constantly congested ...It is too crowded to even cycle and unpleasant to walk along. There have been some mornings where it has been so crowded that we could not even get out of our street by car or take the bus due to the congestion.

The road closures in middle lane in Crouch End is a nightmare, making difficult to get anywhere, directing all the traffic to a complete standstill. Trying to get to virgin gym from my home in Muswell hill to teach is a nightmare. I can't wait for this stupidity to end. You can plainly see that it's not working. Can't wait for two weeks to end.xx

I have lived in Crouch End for over 30 years and it has never been as trafficky as during this trial. I live locally. I often drive to Muswell Hill and beyond to shop, socialise and eat out. What was a 10 min journey took 25 mins on Monday as I can't get to the bottom of Muswell Hill via Middle Lane to Priory Road. Absolute shambles.

I am contacting you in response to the Liveable Crouch End Trial and the statement you made on the 8th October As a Crouch End resident I gave up driving 25years ago in favour of public transport and a cleaner planet. I take my contribution to a more liveable environment very seriously and would love to see some innovative ideas by my local council and improvements to our borough. I feel however that this trial is naïve and falls woefully short of delivering that. The ideas put forward have diverted traffic, not improved the environment. (in fact it could be seen to have delivered just the opposite by creating more pollution as people drive longer distances or sit in traffic for much more time)

Choked roads – not always but often. Certainly where I am way worse than before.

<p>I'm following up my short meeting with xxx and her colleague at the library last week. Apart from the horrendous escalation of congestion in Crouch End because of the trial My own knowledge of this road tells me that this is not correct. In fact I have spoken to a lot of my clients that actually live in Weston park and they have agreed that it is a fairly quite road mainly used by residents. They were all against the blocking off of Weston park.</p>
<p>re. Liveable Crouch End road closures ref. T46, I am very upset about the result of the closures of Middle Lane, Weston park and other roads in the area in which I have lived since 1977, and I strongly object to these closures. The closures have caused intolerable traffic jams on the roads left open, including Park Road, Topsfield Parade, Tottenham Lane and The Broadway</p>
<p>I am writing to strongly object to this road closure. It's just thoughtless as it is now creating standing traffic along nearby roads and slowing down the bus which I rely on.</p>
<p>Increased congestion at times when pedestrians are using these roads - including children attending Hornsey School for Girls and Highgate Wood Increased traffic on Bourne Road caused by traffic trying to find its way round the jams and due to the diversion that has been put in place which asks traffic to use Bourne Road. Bourne Road is single file traffic only with a high number of primary school aged children and younger, and unsuitable for the increased traffic caused by the diversion that has been put in place</p>
<p>I would like to comment on the trial that is taking place with the closure of Middle Lane. It is causing absolute chaos with traffic diverting on to Park Road which is already jammed. There is parking on both sides and there is not enough room for two buses or lorries to pass. With the additional volume of traffic there are hold ups in both directions.</p>
<p>As a Hornsey resident who mainly rides a bike, I've found the closure of Middle Lane counterproductive to its aims of making crouch end more liveable. Diverting traffic to nearby roads - especially Park Rd - has hugely increased cars etc using these roads. This has lead to more congestion,</p>
<p>There has been talk (because we do already talk to each other here) that the trial is being regarded as only having impacted traffic negatively in the 'first few days' of the trial: whilst the roadworks were in place on Tottenham Lane and people got used to the road closures. This is not the case. I left my home in central Crouch End, on Friday 11th October to drive out of London, at 11:30am. My route planner directed me to head towards Muswell Hill, which I would normally approach via either Middle Lane, towards Hornsey High Street, or Park Road. Neither of these options was possible, due to the closure of one and consequently the inaccessibility of the other. I was forced to drive up Tottenham Lane, joining an insane queue of traffic therein adding to the already much increased emissions being produced by the idling line of vehicles; up Crouch End Hill and into doing a U-turn, in order to be able to drive back down Crouch End Hill and enter Park Road near the clocktower! 17 minutes after leaving home, I was still in Crouch End! I wonder if you could help me understand your thinking around how central Crouch End residents were supposed to access Muswell with the current set up; given the huge delay in bus journeys that has developed as a result of the massive increase in weight of traffic and congestion on the main bus routes out of Crouch End.</p>
<p>I am writing to express my concerns about the impact of the closure of Middle Lane in crouch end. As a resident on Park Road this has had a very negative impact in terms of increased traffic</p>
<p>Here is my objection to the scheme involving Middle Lane. I live locally and the traffic has definitely increased as has road rage. Also drivers are exceeding the 20 mile an hour speed limit as they are frustrated with the traffic delays.</p>
<p>The trial closure of Middle Lane, Weston Park etc is causing horrendous traffic congestion in the area.</p>
<p>I am writing to dispute the decision that was made to close Middle Lane for a period of 2 weeks, this is unacceptable its a main road leading to all surrounding road and having it closed has:- Increased traffic onto surrounding areas spreading the build-up of traffic / congestion &</p>
<p>We decided against living in Hampstead because traffic through the centre is gridlock and it would be impossible to drive through- this is now exactly what is happening to crouch end.</p>
<p>As a result we end up caught in short car journeys to Highgate and Highgate tube station. These journeys have been increased twofold by the closure of Middle Lane so we've spent a lot of time sitting in traffic</p>

I am writing to express my serious concern with the liveable Crouch End project and the traffic chaos it has created since the scheme started.
2. On Tuesday I went down Hornsey High Street to try to get home and there was a terrible traffic jam at the slightly later time of 3.30
gridlock for hours. I demand a refund of my taxes due to this poorly thought out action.
The trial of closing Middle Lane has caused chaos in Crouch End. Traffic congestion on Park Road, Priory Road and Tottenham Lane. Congestion has occurred at times of day when the traffic usually flows freely and at busy times it has been gridlock. Clearly most of these journeys are necessary rather than discretionary. Middle Lane is a vital tributary road to help the others flow, especially at peak times. The trial must not become permanent.
I have been out on the road where the closures are with a PCL employee who has been the only source of information and has exceptional customer services. From all the residents, visitors and staff from the area that I have spoken to you whilst being in the road blocks they agree that the roadblocks are causing immense traffic, distress and upset.
I submitted comments on the project before it started, and I certainly agree with the aim of improving air quality for those who live and visit Crouch End. However, I am very disappointed with the recent trial which, from my observations, simply shifted traffic from Middle Lane and Weston Park onto the main roads running through the centre of Crouch End. As a result The Broadway and Park Road were completely clogged for large parts of the day and evening.
with the jammed up traffic. This scheme is hare brained.
I wanted to give some feedback on the Liveable Crouch End traffic changes which are being tested. I live locally, and while I've seen a reduction in traffic, I didn't feel like it was over-used before the high street end of it was blocked. I feel that the traffic jams which have been created on other roads are much worse than the benefit from the traffic reduction: The traffic light at the end of Church Lane gets jammed for left turners because there's another traffic light right after you turn, so only a few cars can get by with each cycle of the traffic light. Same thing with Park Road and Priory Road near the traffic light at the base of Muswell Hill. Tottenham Lane around the intersection with Elder Avenue was already a mess before with buses routinely not having enough space to pass between stopped traffic coming in the opposite direction and parked cars, and is now even worse with more traffic channeled through it. So overall I prefer the old setup where the traffic could be distributed via Hillfield Avenue, Middle Lane, etc. instead of creating these traffic jams on the few through roads which remain.
I am a local resident. I have lived locally for more than 20 years I would like to let you know that the recent 'livablecrouchend' trial has had an unfortunate effect on Muswell Hill (the long hill, not the neighbourhood) The lane of traffic going down the hill towards Crouch End has been severely affected, with permanent standing traffic at morning and afternoon rush hour. .
<p>I am a resident in a road running parallel to Middle Lane. The proposal was ill-planned, not well thought through and looks like it could destroy someone's political career. If traffic is diverted around Middle Lane, it will have to go down parallel roads. This would mean: Vehicles driving further distances in the Crouch End area, I estimated this could be 100 litres/day added to bus and car journeys. How would this make Crouch End more liveable?</p> <p>It puts extra traffic on Park Road which operates well when each vehicle is about 50 meters apart. Because Park Road has several points where two large vehicles cannot pass at the same time, any additional traffic with less than 50m spacing causes a gridlock quite quickly as everyone has seen. Traffic Counters were installed on Farrer Road after the scheme started, so they can hardly gauge the additional traffic.</p> <p>I have no issue with extra traffic on Farrer Road, providing it does not create a problem. Making Farrer Road left turn only onto Park Road to prevent rat running would lead to additional driving distances. Turning round on it might be a bit unsafe due to the bend obscuring visibility.</p>

<p>Unfortunately closing Middle Lane has resulted in far more traffic using Farrer Road to get to Park Road, causing even more traffic hold ups at its junction with Cranley Gardens. Park Avenue South is also used far more, again resulting in more traffic jams in Park Road. Closing Middle Lane to traffic has also caused problems for people living in the adjacent roads, who also have to make detours.</p>
<p>I have completed the survey but would like to give additional comments which the survey had no space for. 1. Not only does Park Avenue South have more traffic, it tends to be faster traffic which is daunting when I'm trying to exit my drive off</p>
<p>Middle Lane is an old traffic carrying route, bearing some traffic which would otherwise use Park and Priory Roads. The effect of the closure so far appears to be increased traffic, congestion This leaves the particular problems that the proposal gives to Park Avenue South. These relate to its current position as a rat run and as a street just outside controlled parking zones used for free parking by non residents of the road. The closure of Middle Lane is likely to increase the rat run effect</p>
<p>My partner who is 77 lives locally and I need to use my car to help with her mobility. Traffic has increased and is busy most of the time but that is not a problem. Pollution is a problem but should be dealt with as part of a big picture rather than trying to target one area as it clearly won't work. 4-7pm sees heavy traffic. Blocking Middle Lane makes things worse forcing extra use of Park Road and Tottenham Lane/Church Lane as it will not deter users seeking alternative routes or making the journey Traffic flows ok in Middle Lane even at busy times such as Mobility and navigation is considerably hampered without Middle lane available. Example - say you want to travel from anywhere bounded by Park Road and Tottenham Lane to Park Road (e.g. you may want to go up Shepherds Hill or Cranley Gardens). Maximum distance is up to ½ mile at present using Middle Lane access. I estimate this could put up to an extra ½ mile to your journey taking you either West through Park Avenue South or through the Broadway reversing via Christchurch Road. Both very impractical. I have seen trades drivers in particular doing 360-degree turns in the Broadway. There is no right turn from Tottenham lane into Park Road. Surrounding roads will suffer from increased traffic. weekends.</p>
<p>After two weeks of the traffic diversion trial, I'd just like to comment that the scheme clearly isn't well thought through. It's been an awful two weeks for both pedestrians and drivers. As a driver, I have to drive much longer to get where I need to go to avoid road closures etc I understand the need to reduce the traffic in the area and boost businesses around Crouch End, but simply cutting off roads in the area isn't the best way to go about this. Hopefully this trial would have made you realise that the plan needs far more thought than you have currently given it, and you go back to the drawing board.</p>
<p>as traffic grinds to a standstill, backing up to Muswell Hill and Finsbury Park....Please have the humility to accept this scheme is ill conceived and drop it. As well intentioned as it was, this is not the way to reduce domestic car use.</p>
<p>The closure of Middle Lane has, of course, created a reduction in traffic on that road which is already partially lined by a sizeable park. Ways of improving the passing space for the W3 bus at the north end of the road need to be explored but closing the road to traffic has had very serious consequences.</p>
<p>Tottenham Lane - traffic</p>
<p>I live locally. I have to drive out of crouch end for my work, and any time I can and also on the weekends I cycle. There has been a long standing problem on this road in that when parking is allowed on street it narrows the road so that cars and buses often get stuck, causing traffic and frequently noisy hooting and arguments outside my home. I know I am not the only person who struggles with this. The closure of middle lane has forced even more traffic into Tottenham lane making this problem far far worse. This is now often backing all the way up onto park road.</p>
<p>Park Road now at certain times of the day is gridlocked, with public transport unable to get through, frustrated drivers hooting,</p>
<p>I am commenting on this scheme late in the day having been abroad until 17 October. In the couple of days I have been back it is clear this scheme is self defeating - the effects of passage of traffic on the roads available compared to those closed off has been so much worse including density of traffic particularly on Park Road Increased lengths of journeys to get around the closed off areas..... Where was the common sense - these are pretty obvious results - prior to the implementation. Can you not have come up with some better ideas of spending some £4m ??</p>

Secondly, there has been more congested traffic on Park Road in both directions
The other morning I walked down Hornsey High st to get some shopping at around 8.45. The traffic was bumper to bumper ... I am concerned about displacement of traffic from the streets in the project resulting in other streets receiving higher levels of traffic and fumes. I noted that Tottenham Lane was more jammed than usual and backed up where traffic turns right to Turnpike Lane at the lights or left to Hornsey High St, creating more potential impact on residents there as traffic from Middle lane may be using that route more. If one of the outcomes is to make Crouch End more pleasant, I noted more traffic from Park Road going through Crouch End (as opposed to going left down Middle Lane).
Triangle Watch ,our lives have been made an absolute misery over the past 2 weeks with a huge increase in traffic The traffic gridlock around Crouch End was the worst on the latter end of the trial 16/17/18th of October
Well done - you have certainly outdone or 'surpassed' yourself this time. Total and utter chaos in Crouch End.... such as Park Road where my 100 year old resides with no alternative filters to ease traffic to manageable levels. Your failure to co-ordinate with road works in the immediate vicinity of the experimental zone CAUSING THE MOST CHAOTIC BLOCKAGE ALONG TOTTENHAM LANE running therefore way back through the town centre and impacting on the heavy flow forced down Park Road. Just unbelievable that you could not have taken this normal precaution of checking scheduled road works that would adversely affect the flow of traffic along alternative roads.
would like to bring to your attention just how preposterous the idea of closing middle lane to traffic to improve pollution/emission levels is. Closing this road is not going to lead to less vehicles on the road; as us locals have seen during this trial it has led to increased traffic on surrounding roads which in turn has led to a buildup of traffic and huge traffic jams.
I do not think closing Middle Lane is a good idea. If I go to Crouch End, I walk or cycle, when going south by car I drive and use Middle Lane. Closing Middle Lane will not change my car use, I will just have to drive via Hornsey High St or Park road. I like your motivation but do think closing Middle Lane will reduce traffic at all, just move it.
and horrible congestion. access to Hornsey High Street was extremely long and yet more traffic and congestion leading to more pollution and traffic. I hope this will not be repeated and that we get the traffic situation back as it has always been.
I am not a car driver except at the weekends and rarely through Crouch End. I live locally but- not the most accessible of areas to the underground and for travel to work in central London. The area suffers from high levels of congestion
As a Crouch End resident, I am writing to let you know some of the impact that I felt by the Middle Lane closure trial and ask a few questions. At present, the area around the clock tower, Tottenham Lane and Park road is much more congested, polluted and noisy than it ever has been during the last 20 years that I have lived in Crouch End.
Please can you tell me why the survey results are no longer visible, has this been done deliberately. Please can you tell me why you have removed the survey results.
IF you do take note then we will see that the plan will not go ahead as the negative feelings about it have been overwhelming. IF it goes ahead - well, I and others will know you have not taken any notice --
Please can you keep me updated with regards to future plans/changes to the local area.
However, please stop this unnecessary planning and open your thoughts to <u>ALL</u> of the people in Crouch End and what would be a much more intelligent use of the £4.8 Million funds that have been given to this borough from London Transport

<p>We saw from Councillor Cawley-Harrison's post on the Crouch End Appreciation Society that you have extended the date to complete the survey and submit comments to the 10th November. This doesn't seem to have been publicised in any other way that we know of. How are people being made aware of this? Very disappointing that the Liveable Crouch End website is still showing that the survey closed on 20th October and this does not match what is showing on the survey website. We attach two snips from tonight showing both websites. It seems quite pointless extending a survey that nobody knows has been extended. Clearly they cannot find this out from the Liveable Crouch End website and would have no reason to look at the survey website having been told it was closing on 20th October. This does not present Liveable Crouch End in a very positive light. What steps will you be taking to put this right and publicise the extension date?</p>
<p>I do remember being invited (by email) to take part in a survey about our community and dutifully completed it and sent it off. Air quality and traffic control would have been issues I was concerned about. I cannot now remember who sent the email or exactly when but it was within the last year. I assumed it had gone to all residents. Regardless of the pros and cons of the trial itself, the management of it is questionable.</p>
<p>I don't know who to contact anymore, as a) it's unclear, and b) there is little to no information, albeit hidden in a labyrinth of a website. Rhetoric, mantra, and copy-paste is not an answer (not that I'm expecting one any more). If you would care to discuss these with me, then I'm all ears.</p>
<p>I am all for reducing pollution and encouraging people out of their cars, but the 150+ negative comments in the attached feedback from PCLConsult's 'map reports' illustrate that this project is not the way to do it.</p>
<p>I spoke to representatives of the traffic scheme on site who did not seem particularly interested in the point I was making and told me to write in.</p>
<p>I went to the Library today to talk to the staff at the liveable crouch end information desk only to find it was closed this week.</p>
<p>I've filled out the feedback form on the trial page, but I can't seem to put a pin on the map directly to comment on specific sites. It doesn't seem to offer any way to do it. I'm using Chrome. Is it working properly or is it just me?</p>
<p>Also, I have heard that the comments submitted on the liveable crouch end page (overwhelmingly 95% against) would not be counted when deciding on whether the scheme was a success or not. Is this true and if so why are the comments invited? Also I would appreciate a point by point response to all of my e mails , or a visit to see me rather than a computer generated response.</p>
<p>4) Anecdotally, we have heard that Councillor Hearn is disputing the level of negative reporting. That view, if it is true, is in direct contrast to the survey results that were published last Monday/Tuesday and then disappeared. We know because as a family we decided to complete the survey at different points in the week to see if the congestion improved, which it didn't. By Tuesday, positive responses to the scheme totalled 29 with negative responses totalling 793. That is quite a gap and needs to be formally acknowledged. By Thursday, the survey results had been removed. That is not an open and honest process. 5) Liberal Democrat councillors have been actively collecting feedback from all residents, positive and negative. Please do consult this group who take a broader, more representative view to that expressed by Councillor Hearn in her statement last week.</p>
<p>s there is a survey/questionnaire that I can respond to? I want to know that my complaint has been registered. It is the craziest scheme I have heard of and does not appear to benefit anyone.</p>
<p>Not to mention the psychological cost to the area's residents, a huge number of whom feel their experiences are NOT being properly addressed I urge you to reconsider these unnecessary changes. If it ain't broke, why try and 'fix' it??</p>
<p>Hi, I am writing to voice my thoughts on the Middle Lane closure experiment. The web site provided as part of the public consultation is not function able. I have tried to use this over the last two days. You can complete up to question 8 and then when you click to go to page two, it stalls . I have brought this up with the developers, PCL, but to date they have not resolved this. I am sure many residents' opinions have therefore not been obtained in just the last two days. It may be that this problem has existed for more time, so the value of local input has been frustrated.</p>

<p>Your online form for comments is not working. I have filled in the form twice now and each time the Send button freezes my phone and it does not go</p>
<p>Previously there was a number of 6000+ complaints listed on your website as to the amount of complaints that you had received and there has also been over 95% of residents are not in agreement of this. Why has this been removed from the website? I am fearing that this has been done so that you can go ahead with the road closures and try to ignore the amount of complaints that you have received in relation to this.</p>
<p>I hope in future that the Council will engage with the community in advance, in a meaningful way. as for next steps, the initial consultation prompted lots of good ideas and I hope that - after proper consultation - the Council can turn its mind to them.</p>
<p>Decision making and local democracy It seems that decisions are made by the Lead Councillor and the Project Board so there is no representation of local interests and no accountability. The Lead Councillor appears to pass correspondence onto the project office for someone called Alice to reply to. This is a shameful abrogation of responsibility. I have seen one email to Alice from an angry neighbour which was very patronising and aggressive. I suspect she has had to deal with many more like this and putting her in that position is tantamount to bullying. We have not been informed how decisions will be made but would argue that the unprofessional manner in which the trial has been conducted provides no relevant data on which decisions can be made. There needs to be a rethink of the whole project and any future plans need to include: adequate consultation; clear measurable objectives; comprehensive monitoring arrangements and representative decision making.</p>
<p>I am sorry to communicate in this way. I found the survey unhelpful as it forced me into single answer responses when one needed more than one answer.</p>
<p>I trust you will seriously hesitate with any further plans or 'greening' of our neighbourhood until you have made quite sure that you have a very broad consensus of opinion as to whether we here in fact want any of this 'enhancement'.</p>
<p>I live locally. Your form does not work on my iPad.</p>
<p>I make four journeys a day from Weston Park heading up to Hertfordshire via Highgate and I'm finding it very difficult to. get from my side of Crouch end over to Highgate. I am having to perform a three point turn four times a day on the Broadway just to get across to Highgate. The other route out of Crouch End (Middle Lane) also appears to be closed down.</p>
<p>From a personal perspective, spending 2.5hours and upwards of additional time driving in my car is a substantial burden as a sole trader.</p>
<p>I am a local resident , that sits between Middle Lane and Tottenham Lane in Crouch End I take public transport to work Monday to Friday and use a car to get around on the weekend . I am keen to support environmental improvements in the area and agree that we should be doing all we can to reduce traffic and pollution in the area. However, I've been dismayed and frankly appalled by the road closures and plans that I only learned of last week. As a resident of Crouch End for close to 5 years, Tottenham Lane has always been a terrible road for traffic and to walk by caused in part by the parking on either side of the road and the double decker buses passing down this narrow road head on. To close Middle Lane therefore, which offers salvation from the Tottenham Lane traffic, is supremely counter intuitive and unhelpful. There has to be an open and realistic acknowledgement of the fact that Crouch End is not well supported by transport or any tube station as anyone who lives and/or commutes from the area is aware. Accordingly, residents and local businesses need to rely on cars and closing the few roads that serve Crouch End does not help the situation. It seems a real shame therefore that money has been spent on something that makes the area (and the lives of those who live in the area) substantively more difficult. Please reconsider this as soon as possible and remove the stopping up apparatus at Middle Land and the surrounding rounds.</p>

am a resident, that sits between Middle Lane and Tottenham Lane in Crouch End. I drive to work Monday to Friday to Hertfordshire and also drive on the weekend to visit my family. (I did used to commute on the train from Hornsey to Welwyn but after the train lines updated their timetable, the service is indirect).I have been struggling with the current road closures which have added approximately 20 minutes onto my journey. This has been impacting my quality of life and well being, and adding time to my already long commute.

I am the minister. Our church is right in the middle of the road closures. I'm based at Muswell Hill which means I've got to go the long way round (Tottenham Lane) to access my own church. What would happen if we had a funeral at the church? We are not in control of deaths. Do expect funeral directors to go the long way round? We are trying to be more involved in the local community. However, I do strongly support measures to reduce air pollution. I look forward to hearing from you. I don't like sending these emails because I am thankful for all you do. However, you need to know how people from Middle Lane feel. Our numbers were very low yesterday and remember our members don't live locally.

I have lived locally since 1984 and am furious that you have made these alterations in the name of making Crouch End more 'liveable'! Your plans have meant that EVERYONE here who drives now has to add at least and extra half hour or more time to any travel they make (even in a bus!) to just get a few streets out of central Crouch End so they can make their necessary journeys to work or hospital or where ever they need to go in everyday life. Any one who needs to drive through Crouch End has to endure these horrendous traffic jams and delays to get to where they need to be.

As a resident of Crouch End and Middle Lane the impact on my family of the road closure of both ends of Middle Lane has been significant. It was raining, dark, late and cold. I had 5 children in the car with me and I was not about to walk. Had it been the summer then I probably would have. But this road closure is not going to change the habits of local people needing to make short local journeys. All that is happening is that Middle Lane is completely quiet - a road that I don't think of as all that busy in any event and the rest of Crouch End is a complete disaster zone. You can't change these local habits by closing roads. This is impractical and unreasonable. We must be allowed to go around our daily lives without journey times taking significantly longer. I cannot access Park Road now without going through central Crouch End and through the back roads. This is ridiculous.

On Monday my daughter goes to football practice in Highgate Wood, she catches the bus there and I pick her up at 7pm. This journey usually takes 10 minutes, it took over an hour and I could not get to her, traffic was completely blocked, so she was waiting in the rain and the dark, luckily another parent brought her home once we realised that I couldn't get near but it took them over an hour to get from Highgate Wood to our house. I think this trial has been a complete and dangerous disaster and think it should be aborted. I meant to write this email on Tuesday but life has got in the way. I am sure I am not the only one who has complained. I hope urgent action will be taken to stop the trial.

Child Care: I know of two couples working in town who are late collecting small children from carers. Working full time and caring for small children is as I remember stressful enough. People doing it, work to fine margins and to have even more stress put on them is just unacceptable.

This morning I wanted to drive to a class in Muswell Hill and the traffic was so backed up down our street that I couldn't go and had to cancel.

We have also been prevented from returning to our house some evenings due to the traffic at rush-hour which is totally unfair and i've had to walk long distances in the rain with older relatives in their 70s because there's been no other way to get back.

Hillfield Avenue, Birkbeck Road and Weston Park closures are having an adverse affect on my staff being unable to get to work/get home on time to collect children, hence incurring extra costs and having their wages docked because of late arrival at work.

I need to drive as my time is limited as a carer and I often do a big shop so can't carry the shopping back on a bike or bus. Closing off the end of Weston Park at the clocktower is ridiculous. I walk along Weston Park to the Broadway up to 3 times each way daily and it is never trafficky. Bikes and pedestrians are in abundance already (including me!). I never feel unsafe. Usually, you can only enter it from Tottenham Lane driving south due to restrictions already in place. As such, it is not a rat run as you can't really get anywhere that you haven't already been as a driver trying to get South to Finsbury Park or Hornsey Rise or Highgate. Drivers turning in to Weston Park at the clocktower are mainly looking for parking They are a bit trafficky at peek times (which is to be expected) but not bad at all. And most of us already use bikes, public transport and legs to get about. As someone approaching my 60s and a carer, I sometimes need my car and the ability to get around quickly. Don't stop me. Leave Crouch End alone. It is already highly liveable for an area in London so close to inner London.

I wish to complain about the unnecessary disruption to my environment due to the council blocking off middle lane and other roads. It is 19:00 and the traffic is static outside my house. I think it is a scandalous waste of money to spend £4.8m and clearly cause additional traffic and therefore pollution. The traffic outside my house is never like this normally.
Having ridden my bike a few times up Middle Lane I've not seen enough people/pedestrians using the closed off areas to justify the massive inconvenience to the bulk of residents & commuters in the area. The sooner the scheme is abandoned the better.
Rather than to <i>take</i> to the streets more, all I want to do is get inside and find some peace and tranquility! As someone who shops regularly in Crouch End for groceries and gifts, uses the services of the chemist, opticians, banks and post office and who takes almost daily advantage of the EXISTING community feel, café culture and social opportunities, I am aware that my desire to participate in this way has been significantly impacted these last two weeks
Members of my family have suffered very long and difficult journeys home from work due to this road closure trial. I hope you will take this into account and chose a different method of reducing pollution in this area
This trial has been an absolutely disaster. What used to be a 5 minute journey for me to drop my son to nursery has turned into a 30 minute round trip. This is not feasible. We decided to move to crouch end because of its location and the fact that I could drive to work and my family could reach me. I am a GP and it is a requirement for me to have a car for work purposes. This means I am able to drop my son to nursery on the way to work. However since these road closures the journey time has increased significantly. To the point where we are thinking we may need to change my sons nursery and also possible in the near future move homes. Please do not add extra stress into our already busy and stressful lives
I'm writing to you in response to the current "Liveable Crouch End" project that has seen several roads being closed in the area. I'm a business owner and drop my son at nursery in Crouch End on my way from our home. The journey time for me has almost tripled as a result of the road closures and it's clear to me that the volume of traffic isn't suited to the remaining open roads.
This scheming is awful for those of us who live in Crouch End outside the scheme. My journey times for daily routine have been doubled
In fact, my daughter commutes that way and has now had to make alternative arrangements for travel since she cannot get to work on time.
3. A shop worker told me that she has had to take Ubers (which can dodge through side roads) rather than sit on a bus and be late for work
Car usage is self-limiting. People get to know the best time to travel and routes. Weekends are busy and for working people and families this is the only time they can get around so I reckon other driver types know this and keep out of their way i To conclude we do not need this interference in the community, which was not asked for, would be damaging to the infrastructure causing more jams, pollution and making travel around the area more difficult.f possible.
<u>Public stress.</u> The objective of finding out what it feels like to have a low traffic area in Middle Lane may have been achieved for that, in our experience, reasonably quiet road. However the stress for residents, however they were moving about, caused along Park Road, Tottenham Lane, Hornsey High Street and Priory Road has been intolerable. In our area alone, traffic has stretched at rush hour from Muswell Hill to beyond Hornsey High Street.
To illustrate: although I live in N4, my doctor, dentist and swimming pool are all in Crouch end. I can only get about by car but can only drive for very short periods. I am no able to drive more lengthy roundabout routes or risk getting stuck for long periods in traffic jams. For fear of getting stuck in the reported traffic congestions during the trial, I've had to cancel my doctor's appointment. I haven't been able to use the swimming pool during the trial nor visit friends on the there side of Crouch End. Please consider there will be many other disabled people impacted in this way travelling by car (not necessarily their own: could be in Dial-a-ride or taxis). In discomfort, in need of a toilet, paying for a longer taxi ride etc.

I am a resident of Crouch End and would like to tell you how awful the closure of Middle Lane has been. Firstly, there have been more cars parking on my road due to no entry on Middle Lane. I pay hundreds of pounds every year to obtain parking permit for the vehicles registered at my property. A usual 20 minute drive to work has been taking me 1 hour 15 minutes every day. This is unacceptable. Middle Lane is and always has been a road that has easy access from all directions. The temporary closure has been a disaster.

Furthermore, you have decided to make a 'no left turn' on Park Avenue South. Again this leads to a 'right turn only' on a road that is already congested. I now have to drive an extra 5-7 minutes every day as I need to drive round the block in order to get to my road.

The Middle Lane Closure is catastrophic and completely unnecessary. I want Middle Lane to re open and function as the road it has always been used for. It has always been there and there has never been a problem. As a resident I am outraged of this temporary closure and I vote to open Middle Lane with immediate effect.

Much early morning traffic is for multiple reasons. I spoke to a shop assistant who dropped children at local schools and then went to work. When my children were young I did the same making a detour en route to work (in my case a journey that would have involved two buses and a tube and impossible to do with young children at home if I had needed to leave earlier. Luckily that is not my problem now but it is a common one.)

Usually trials of this nature and decisions are made by those who do not live in the area and do not have to go through the consequences of disasters like this. The purpose might be good but the increased journeys causing more pollution, more traffic jams and more delays for commuters cannot be justified. Unlike Weston Park closure which has always had restrictions on the junction with the Broadway, Middle Lane is an artery that links Crouch End to Hornsey High Street and the congestion created by the closure caused a lot of stress and delays for drivers and bus passengers on Park Road. I do hope this Committee will think long and hard before making the wrong decision for residents and road users.

the impact of the scheme on those people who travel through Crouch End or to Crouch End for work

I have lived in Crouch End for nearly 30 years. I chose it because it was a very 'liveable' neighbourhood and part of the reason it was and still is such a pleasant place is that it never feels overcrowded. It's a very desirable area as is evidenced in the cost of housing. I do not drive and I travel by bus to Finsbury Park to work. From there I jump on the tube Sometimes I walk To Highgate tube, a more pleasant route, but weather dependent and definitely more time consuming. I do this 5 x week. I work in Central London. If I go to Crouch End I always walk. Usually crossing through Priory Park, walking up middle lane or along Park Road.

Secondly i'd like to notify you that both weekends this scheme has taken place i have had people urinating in my doorstep because the road is so quiet, its disgusting. This has also happen to my neighbours

I work in Tottenham and the journey back at 6pm will take in excess of an hour, but 25mins on a bike. I usually cycle to work but again cycle lanes are sporadic and you can park in them along Tottenham Lane defeating the point & at Tottenham they have disappeared in the building works that are happening, as cyclists don't matter.

Builders who need vans for equipment get help up Time is money for many workers Meals on Wheels can get held up Our public transport is the most expensive in EU – too much for some with lots of children Cars are an inevitable part of life (we would not go back to washing clothes on a washboard now).

More generally I do wonder whether a couple of weeks in mid October was an optimal time . The area at the end of middle lane with seats and trees/bushes is rather promising . However that might be better Able to be appreciated in the summer . Likewise the schools /unis are back now making this time of year particularly busy . These factors combined with road works, the days becoming shorter and the rain made the last couple of weeks at times particularly challenging

I live locally, since the Liveable scheme began has suffered from displacement parking, after the resident's parking ends at 12 the road becomes full of cars owned by residents of roads on the other side of the Palace Road barrier and from residents who live in Park Avenue South and who now cannot turn left out of their road. This is something which I am sure was never considered, if indeed many of the problems caused by the scheme were, but it is annoying and unfair especially as we already pay large sums to have residents parking.

Simply closing roads will not drive people out of cars. Until there are adequate and safe alternatives this will just make peoples lives miserable and is already doing so. Please register my objection to the scheme and note that this is a view shared by everyone that I know in Crouch End. The local councillors should be aware of this when they seek re-election
Seriously bad parking daily here; parking on top of mounded roundabout, parking on grass, double parking so others cant get out, parking on pavements, parking at lowered kerbs which is an issue for wheelchair disabled people who live here. Every parking violation is here on a daily basis. We have complained so many times but nothing is done.
The park road also contains the Vale practice and the health care centre, those wanting to access healthcare, especially those with respiratory illnesses being forced to inhale more pollution doesn't seem a positive outcome.
3. Where these schemes have worked [ie Walthamstow Central] there are tube lines. This means that there is another viable access to public transport. Otherwise, people rely on cars or buses and the build up in other roads of traffic increases pollution tenfold which I think is what you are trying to decrease. There is no tube in Crouch End. Not is there one in Muswell hill, which is linked to Crouch End through families, businesses and friends and always has been.
I live locally: notorious short cuts to avoid the congestion of Muswell Hill itself and surrounding blockages; they are also residential roads with a high density of family housing. Parking is unrestricted, which narrows the roads, as well as attracting vehicles from elsewhere, and speeds are often frighteningly high. Many vehicles accelerate aggressively when turning into Cranley Gardens from the Park Road end and seem to enjoy treating the bends near Wood Vale as a chicane Please can you let me know the results of any impact assessment on this part of the borough.
6. I realise that this money is ring fenced for roads but can't help thinking that it would be better spent on adult social services and community groups who are suffering from years of cutbacks.
unrelated????? A polluting Firework display. A conservation scheme which is causing chaos to travelling workers - an anti-pollution Pilot! Both are funded from the same source - the taxpayer. Full marks to those who don't use the dreaded reciprocating engine...? We do - responsibly...?
Also unfortunately Crouch End is on the way to Finsbury Park and Islington so other than making all cars use Archway / Holloway Rd and Green lanes there rarely isn't much one can do.
We would like to reiterate that we are not against change and improvements, especially in air quality, for everyone but it cannot be dealt with in this piece meal and shortsighted way. We sincerely hope that this trial will be carefully evaluated despite the flaws in the data gathering and earlier poor communication with relevant communities and solutions found that will benefit <u>all</u> the residents of Haringey.
I am writing to protest about the road closures in crouch end I am a car owner but only use it when I ah e to work outside of London for all work in London I cycle or use public transport For as long as I have lived in crouch end the traffic issues have occurred at after 1830 when the parking restrictions are lifted and cars can park on Broadway parade this blocks busses and causes huge traffic disruptions which leads to cars booting and often people getting out of vehicles and shouting at each other, Please think about the bigger area rather than just the centre
I live locally and am a frequent visitor, as a pedestrian, to Crouch End. Occasionally I travel by motorcycle and park in the motorcycle parking bay on Weston Rd. I was surprised to find this parking bay closed during the trial as this is the only motorcycle parking bay in Crouch End - there is simply nowhere else to park a motorcycle.
You need to think of how to get more people walking, cycling or using public transport rather than displacing car use. I can see I am not giving you ideas only objectives but I am sure you will find them. Sorry to be negative but doing something laudable but not practical is not a good idea.

Surely with the extended ULEZ scheme expanding soon an awful lot of cars will be no longer viable for driving anyway so that I'm sure will have a major impact on road users. How thoughtless of Haringey Council to cause so much stress to huge amounts of people in the guise of pretending to care about the climate when everyone knows it's about the money TFL are offering!

Please abandon the idea spending money on convoluted ideas that are blatantly designed to be utterly against motorists, residents and visitors and who bring (life blood) business and work into our community. You DON'T HAVE to shut down major roads to accomplish beneficial improvements (i.e. Liveable) to the residents and visitors of Crouch End. . These road closures have made myself and everybody I know in Crouch End very UNHAPPY! I have NOT met a single person or business trader who is happy with this ridiculous imposition. I live locally and can hear the outrage of residents complaining loudly about this with the Councillor representative who is stationed there everyday with his Security Body Guard (no less!) Do make the right changes not just the ones that are designed to only help cyclist and buses...cars ARE part of transport for London as well and should be included in the use of the funding by TFL. Motorists should not be excluded or penalised in any plans for Crouch End.

I have really had enough of this contempt for car-owners. And I have had enough of the ham-fisted butchery of Crouch End's infrastructure. It worked, it was livable and it's quickly becoming hostile and frustrating. Remove these changes. In fact, just leave the place alone – it was fine as it was. As an aside: I miss the Town Hall, which was sold for a quick buck, the bins are left in disarray whenever they're collected, all manner of tree-cutting is done at rush-hour

I have made enquiries with the council's representatives in the library, who operate ironically under the name 'Liveable Crouch End'. I discussed the proposals, curious to find out if there was some strategy I had overlooked or misunderstood which would change everything. I'm afraid to say my cynicism was satisfied when I heard the familiar ill-conceived idealism from Haringey's young representatives with naive claims that the resulting mayhem would somehow persuade motorists to leave their cars and get in public transport. If only ...! They really do not have a clue. I think they appear to have decided on their conclusions based on their ideal outcome and before they have genuinely done the research. It should be the other way round. My brothers and I grew up on busy, polluted Inner London streets. We have all had serious health issues as a result (asthma and theoretically, reduced lung capacity, including one tragic fatality). It is a travesty that successive government took several decades to realise the harm to children's health and well-being caused by traffic exhaust. Believe me, there is nothing I would like more than to see reduced pollution and roads reclaimed. However, blocking some roads will only make matters worse. How do I know this? I have already seen the disasters of other areas caused by these schemes, Leyton being one example where journey times are increased several times locally as a result of one ways and blocked roads. It does not stop the car journey, it simply makes it longer, displaces traffic to the next best route and results in more traffic overall.

Please find attached my objection and concerns of the Liveable Crouch End project. I have already contacted Ms Hearn and feel this project needs to be reviewed taking into the consideration concerns shown by many

The benches at the junction of Middle Lane and Park Road are not being used at all.

As a long-term local resident, we have seen these trials before which despite vociferous local objections still go through. Let's look at the closure of Grosvenor Road, N10, which took place over 10 years ago. Firstly: All the local shops all went out of business – despite vacuous assurances from the Council that their research indicated otherwise. Secondly: Most importantly, the closure pushed more traffic into the adjacent roads increasing congestion and therefore pollution in the adjacent Alexandra Park Road and Colney Hatch Lane. The scheme smacks of "nimbyism", Not in my back yard. With little regard to the larger impact to the local area or residents. From where I live, getting to the Health Centre in Middle Lane is also much more difficult and lengthier, with more road miles and therefore pollution. There is an issue with traffic levels in Middle Lane, but we live in London and the roads are there for all to use and this scheme merely serves to export the issue causing greater pollution and congestion over a much larger area. Thirdly: How is this going to serve the residents in Middle Lane and the adjacent Streets. They cannot access their own homes from 7 a.m to 7.00 pm. Really how daft is that. I whole heartedly object to the scheme.

I will most definably be complaining, & thanks again for your assistance yesterday.

Haringey council have spent a lot of time and money moving the pedestrian crossing on park road nearer to the middle lane turning what a poor thought out design, this has created so many near misses with pedestrians. Because of the near proximity of the two crossings to each other, the traffic backs up and cars stop on the crossing waiting to turn into and out of middle lane, you widened the road and did nothing but cause pedestrian mayhem, rather definitely not the cleverest design that was available. As for the little pedestrian seated area proposed at top of middle lane between monkey nuts and Florians, well that's just ridiculous, we had a communal space in front of the town hall, you May remember it, the public space the council neglected for years and ran into disrepair and then sold to the highest bidder from under Crouch end. Your desire to spend money before it's taken away from you just for the sake of it is ludicrous much like your proposals.

My group of companies has been providing housing from time to time to local boroughs and to Asylum Seekers Sections to assist both Haringey and Islington over the past decade and more notwithstanding the loss factor of over 30% on LA rent levels against our private sector tenancies. Recently we provided an emergency fund to the local Boxing Club just over Hornsey Rise after a water tank and roof failure incident badly disrupted their activities in keeping the youth in the area interested, occupied and entertained. However, this kind of absolute incompetence by Haringey convinces us to withdraw from any positive support input to do with the Borough and its "responsible" employees. Furthermore, we assume that any further interference with the ability of residents to move around their borough will be through full consultation and this includes the pedestrianization which no-one has been asked about.

I am writing to you as my Councillor (and as a fellow party member) to express my objection in the strongest terms to this ludicrous scheme, and ask you to represent my views on the Council. Given that this is such a febrile local issue I'm sure where you stand will very much matter to your constituents in any future elections. My objections are based on 4 main points which I would like the council to prove were taken into account when evaluating the feasibility of this scheme:Planners must know that any time they close off roads they simply divert traffic elsewhere. If you read highlights from the responses on the website you will see the impact it had on doctors, nurses and carers trying to get to vulnerable patients. Quite a few rightly argued that the money would have been better used paying for social care. The Council have clearly opted for a tokenistic scheme which does nothing to further the cause of environmentally friendly road use or meet the needs of the majority of their residents. Many of us do deeply care about the future of the environment and climate change for ourselves, for our children and for our planet. However, it will take more than closing a few roads to achieve real change; - This scheme was neither sustainable or effective. It impacted negatively on the majority of residents and can only have worsened air quality.

My wife and I are anxious to assure you that the pilot plan closing Middle Lane is a dismal failure. Traffic is now seeking rat runs through narrow residential streets and is backed up around the Clock Tower. We welcome environmental measures aimed at lowering pollution but this is not one of them.

I would like to register my strong feelings against this trial becoming a permanent fixture. It has been a failure. You only have to look at the votes 'against' the scheme on the 'liveable' website to see how unpopular it's been. So I really do hope those running the scheme listen to the people who live in Crouch End.

Please advise how and where I can formally complain about this very poorly thought out scheme which is causing a huge headache to local residents trying to commute every day.

In addition please advise what I need to do further to formally register my objection to the trial.

I believe that if Haringey had given consideration to any of these issues they would not have decided to press ahead with such an ill-thought out plan. It may be that residents will need to seek judicial review if the Council does not take on board the responses to the consultation and cannot prove that they have considered the impacts outlined above.

noise,

As I have already stated on your questionnaire, my experience of this trial is that Crouch End, usually a fairly navigable area at most times of day, compared to the rest of London, has ground to a halt! It is noisier

Therefore any road closure to ensure a traffic free environment in one area will inevitably cause more traffic, noise

I received your leaflet about this project today, Friday 11th October. Presumably the same is true of other residents in my street, maybe also surrounding roads. Why was this information not forwarded well in advance of the initiative rather than 5 days in to the project?
Just to say I was a little disappointed that nobody from Liveable Crouch End contacted me as minister or the church about the plans. Middle Lane is on the route and I can't believe nobody from Liveable Crouch End could pick up the phone to contact me or invite to meetings. My contact details are on our outside church sign. Is that what people think of us as a church? The majority of our church members don't live in the local area. Nobody contacted me as the minister. My number is on the church outside sign. We are meant to be a community church and council didn't even let us know. Not all our church members live locally.
I'm all for reducing emissions and traffic but wanted to email you about the road closure in Crouch end. I believe this to be a two week trial to think about closing the road in the future? This closure has caused widespread disruption to the surrounding area. I was in Crouch end on Saturday and Sunday but saw no signs to say this closure was about to happen, nor did I see any notices on social media. It was a complete shock. This trial has not been properly thought through, no alternatives given, no notice
It seems strange, if this is the survey the results of which they are basing their trial on, that I was not leafleted in advance of the trial but only after it began.
Please can you advise why leaflets explaining the trial were not delivered until several days after the trial had started? I thought it might have just been me but I see from neighbourhood social media that this is wide spread.
Many local residents are only getting leaflets through their doors after the closures have been implemented.
I am writing to formally express my objections to the road closures caused by the Liveable Crouch End Trial, and particularly the closure of Middle Lane. My objections are as follows: 1) Lack of communication We live 2 minutes from Middle Lane and received no information about this trial until 5 days after it began. The leaflet claimed widespread consultation prior to the trial which doesn't appear to have included local residents. We have lived in the area since 1984 and nobody we know knew anything about it.
It is also outrageous that this is suddenly imposed without any consultation.
Also due process has not been observed: I received no advance notice of the changes and was not consulted. I only received information about the trial after it had started
Having been resident in Crouch End for 20 years I am dismayed by the trial road closures in Middle Lane, Weston Park and surrounding roads. Having talked with business owners on Middle Lane it is clear that, despite information to the contrary, none of them were consulted prior to this move.
When were we consulted? When will be consulted?
6. We are very concerned no locals lobbied for this. There has been no request for it. This has been imposed , not done democratically or with sensible planning and consultation from residents. Please ensure there is a survey or similar so you can see for yourselves how strong a feeling there is amongst residents against the scheme in its current form.
Open the roads or cut the taxes on people affected by all the extra traffic. I would also like to know why I as a resident of crouch End was not consulted
am writing to complain about the trial of the road blockages in Hornsey/Crouch end. I am a resident in the area in which these road closures effect. Firstly as a resident I was not notified of the public consultation on this, therefore do not feel that residents have been included sufficiently in the plans of these road closures that have significantly disrupted the area and distressed residents. I am appalled at the lack of communication and advertisement of any proposed public consultations. You are ruining a perfectly fine area and all you will do is force residents out of the area, I don't believe that enough consideration has been given to what the residents want and what will happen to the local and national businesses in the area. Also there has also been a person placed on Park Ave South stating that we are not allowed to turn left on to Park Road. This was not a part of the original project centre scheme and therefore is still not and has not been under public consultation, however the road is still closed.

<p>We have completed the on line survey on the Middle Lane trial but strongly believe that the council as a whole needs to review the way in which this trial has been conducted. I attended a meeting of local councillors before the trial started and it was stated that Haringey needs to be able to spend the money it has been allocated and that it has a poor reputation for delivering on such projects in the past. The experience of the last few weeks shows that nothing has changed. CONSULTATION Councillors and others have stated that we were consulted at the beginning of the year about the Liveable Crouch End project but we and many neighbours do not recall any leaflets. From the information on the web site there seems to be have been no demand for the closure of Middle Lane in the responses to that consultation but someone, who appears to have no knowledge of the local area, obviously thought it was a good idea. There was no consultation about setting up the trial and no explanation of how the decision was reached. We are horrified to learn that local bus controllers were not even informed of the trial commencing, never mind consulted.</p>
<p>7. Where did the pressure come from for this scheme? I can't remember the residents of Middle Lane forming a lobby group to press for this action.</p>
<p>I want to let you know why I feel so strongly about this proposed scheme: We were not consulted on it. The first I heard about it was from Nextdoor app. The council have no mandate for it. It has never been mentioned when the Labour Party canvassed at the last local elections. Kirsten Hearn says this going ahead in the long term regardless of what local residents think, it's just a question of which roads will be closed. This is probably grounds for a judicial review. What a massive waste of a vast amount of money if the so called 'trial' is no such thing. I object to the complete unaccountability of this Council.</p>
<p>I have filled in the Trial response form but find that few of the questions have any relevance to us so I would like to make the following comments: As residents of Park Avenue North we were not consulted about the trial though it would affect us and all other roads on the periphery of the scheme greatly. The late posting of information appears to have acknowledged this mistake.</p>
<p>Consultation? prior - where was that? Please do NOT go closing off roads ever again. All the roads in this densely populated area are desperately needed.</p>
<p>I write with regard to the Liveable Crouch End trial. I live locally and have lived here for over 40 years. I was taken aback by the two week trial as we had received no information through the door. A leaflet arrived towards the end of the first week of the trial.</p>
<p>No consultation whatsoever beforehand with affected residents or enquiries as to what specific traffic problems actually do arise in the area on a regular basis. It is highly likely that the boneheads in Road Traffic Management or Planning do not even live in the Crouch End area and know little or nothing about its characteristics as we residents do only too well. Your habit of ding things without consulting the Residents who pay you lot is amazing. I have had to take this up in the past with Nick Walkley who used to be the CEO at Haringey.</p>
<p>12,000 leaflets yet I haven't spoken to one of the colleagues, neighbours and residents of this central area who recall those leaflets or even noticed the signs of the coming appalling inconvenience that you have caused.</p>
<p>Question 3. If this is a trial, who is it for? We, the residents of Crouch End were never consulted before hand. Will we be consulted at the end of the trial?</p>
<p>I wanted to contact you to say that I think its a great idea that you are looking to make improvements and address climate change and pollution issues in the borough of Haringey.</p>
<p>I am aware that you are keen to receive feedback . I was less clear how you wish to receive this feedback. Do feel free to pass this on to the salient authority. I wanted to write broadly In support of the initiative.</p>
<p>I have been unable to plot feedback on your map. The low traffic area created around Hillfield Avenue/Glebe Road/Harold Road is BRILLIANT! Before the closure of the Hillfield junction this was a ratrun that attracted very, very fast traffic down Hillfield Avenue. Now it is so, so much better. I also can't understand how people can argue this particular closure has increased traffic on the main roads - the volume of traffic down Hillfield was never high - it was just that the quality of it was terrible. Please make the junction closure permanent - and do it with a CCTV camera to keep the fast mopeds out too. Please add this very positive feedback to the map.</p>

BTW I fully support the LN proposals. I would like the trials to be extended for a longer period, in order to observe traffic pattern and travel behaviour changes more thoroughly.
Personally, I feel that the buses haven't really been affected. I use the bus at peak times and have no issues.
I wanted to let you know what a massive difference the Liveable Crouch End pilot is making to my life. I commute daily to central London and so cycle the length of Middle Lane twice a day. This used to feel dangerous and unpleasant with cars often turning into Middle Lane from the side roads - oblivious to cyclists which made me fearful and apprehensive about cycling along the road. The Liveable Crouch End pilot this has transformed the start and end of my commute into a pleasant and peaceful experience. Similarly when I am cycling along Hillfield Avenue it feels much safer. Walking into Crouch End has also become safer and more pleasurable. I particularly like the addition of plants at the end of Middle Lane - thus adds to a relaxed community vibe I really hope this is rolled out permanently- it's made such a positive difference.
I've never written to a local councillor before, but now definitely feels the right time to do it! The Liveable Crouch End pilot is a huge step forwards for our area. I live in Hornsey and cycle daily through the top end of Middle Lane. It's usually completely clogged up as the buses can't get through – for a cyclist means trying to squeeze through small gaps. It's one of the most dangerous parts of my route – which is saying something as I work in central London. The space in in the southern end of Middle Land looks great and has huge potential – in the summer this is going to be a fantastic, relatively quiet and sociable space right in the centre of Crouch End I'm conscious a large proportion of our residents rent property and use public transport to get around. They may not be as vocal as car owners but that does not mean they're not a critical part of our community.
I appreciate the initiative to create more pedestrian spaces in Crouch End and to target air quality, and think it was really helpful to have conducted the two-week trial. The trial has brought up some obvious significant issues and I would be grateful if you could take a moment to look at my suggestions how to counter them below.
I livelocally in Hornsey. I think that you have received quite a few aggrieved emails from our neighbours, protesting the closure of Middle Lane. I am therefore writing to let you know that my wife and I, who regularly cycle and use the bus, and only occasionally use our car, fully support Haringey's efforts to create more liveable neighbourhoods. I have made the point on our residents' association email group that we all need to share the road space, and it does not exist only for the benefit of car drivers. I very much hope that the opposition to the temporary closure of Middle Lane will not discourage you in your efforts to introduce more liveable shared streets in the borough. Good luck with you efforts, and regards
I'd like to sign off by saying a very big thank you for all the hard work I know you are doing for us.
I am genuinely in favour of a more liveable neighbourhood in Crouch End, and hope that my feed back to you helps us all come together to achieve this.
OBJECTIVES The objectives of the trial are very nebulous and difficult to measure: 'Feel what it's like to have a low traffic area that makes it easier to walk and cycle to school, work and the town centre. See the potential of two public spaces. Learn what impact these changes might have to traffic movement'.
The permanent closure of Middle Lane would, we believe, cause many unnecessary problems and contribute little to achieving the perceived objectives: - It does not appear that there will be any significant overall reduction in car traffic in the area following closure --- nor could there be unless car usage in the area decreases. Is this really likely to happen? Is there any evidence that it will ?
At this point I would like to know the cost of this trial. There has been 2 road barriers at the bottom of Middle Lane along with at least 3 security men. Is this not a waste of public funds?? Is this where my council tax is going? This is unacceptable.
Question 1. Are the planners of this scheme aware that the traffic that has been diverted is piling into the centre of Crouch End where there is the highest concentration of pedestrians and more pertinently school children?
And last monday a child was robbed by knife point in middle lane, we all think this is because nobody is about and its too quiet.

emergency services struggle
I have witnessed many minor road traffic accidents on this road and I am sure the road closures will unfortunately add to these numbers.
This also includes buses and of course no bicycles are safe either in this kind of congestion. Road rage was pouring out all day as well.
My friends child was mugged on Middle Lane on Monday night as a gang of kids realising the road was shut and no one was around took their opportunity to mug younger children walking home. The unforeseen dangers of a deserted street which led to my friends child being mugged had also not been thought through.
there are few (if no) police walking Middle Lane in order to deter mugging on this now almost deserted street, and the "Liveable" scheme is still a mess, and the website (as with all .gov sites) is a black-hole of confusion.
I am very upset by the negative impact this scheme has had on our road. Cars are now racing down our street in frustration and it is very disconcerting and dangerous.
Furthermore, cars have been driving down our road at speed as a cut through and it is both frightening and a real health and safety risk.
I am astounded that no-one appears to have tested the route access into Middle Lane from Park Rd for cyclists whilst the barriers are in place The right hand filter from Park Rd guides cyclists directly into the concrete block placed across the entrance to Middle Lane. To make the turn from Park Rd through the gap either end of the concrete barrier one is obliged to cycle directly across the traffic flow either before or after the right filter on the road. This is extremely dangerous, indeed I have already avoided a near miss twice since the obstruction has been in place Surely one of the major points of the implementation of the scheme is to make roads safer for cyclists. You have achieved the opposite of your intention - well done!
and hold ups for emergency vehicles, let alone the cars and commercial vehicles. I have personally witnessed emergency response vehicles desperately trying to negotiate traffic at a standstill, one eventually driving down the wrong side of Park Road round a blind corner
I am not a car driver, and I either take public transport or walk to my destinations. I live locally. It is very usual for me to walk up Middle Lane from Crouch End to reach to my home, often late at night. This is the most obvious way for me to come back to my house. I am 73 years of age and try to stay active. However, I now feel that the complete reduction of traffic on Middle Lane is affecting my freedom of movement in the evenings and at night. I no longer feel safe walking up Middle Lane because it now feels lonely. Even standing at the Palace Gates bus stop feels intimidating late at night. There has been an increase in crime in the area, including violent muggings and stabbings, and the huge reduction of traffic has made me feel vulnerable on what is now an almost empty street. This is exacerbated by having to pass a park for half the journey home. I do not understand why Middle Lane has been closed off as it is the obvious route to reach Hornsey and my home. The journey back on the W7 to Park Road traffic lights would involve a substantial walk at night to my area. Please consider opening up Middle Lane to traffic moving from Crouch End to Hornsey.
I am writing to give my views on the Liveable Crouch End Scheme which is currently being trialed. I have lived in Crouch End for over 34 years and during that time have seen a lot of changes in the area, some good, some not so good but this current proposal to permanently close Middle Lane at the Park Road end is the worst I have seen. 24 years ago with a new baby I didn't want to push the pram along Park Road due to the traffic, now I am horrified how much more traffic is using Park Road following the closure of Middle Lane and the re-routing of traffic. Park Road is now far too busy and is dangerous as drivers queue from end to end and crossing is becoming very hazardous I very rarely drive into Crouch End or into London preferring to use London Transport and often getting off the 91 at the YMCA late at night, however now with the closure of Middle Lane and the lack of passing traffic I am as a lone female uneasy to walk this way and home. .
I cycle a lot around crouch End but in order to get into Crouch End at the moment I have to cycle carefully between the stationary cars and the curb. For me it has made cycling more dangerous and less easy. Please can you confirm that this lunacy will stop and will not become a permanent change
I have also seen emergency vehicles impeded by the congestion

I also don't think Middle Lane is particularly well lit at night. I often walk back along this road and it's very quiet and it doesn't feel particularly safe, especially by the park
5. Middle Lane has seen an increase in muggings of late. You are now making it more deserted, and especially at night, with a badly lit park and many dark corners. We have no local police station any more. We have gangs and drug related crimes up the road in Tottenham. You are asking for trouble. We have seen so many times in South London when roads were pedestrianised, how quickly they become a ghetto.
The increased traffic has made it more dangerous for cyclists. Public safety has been put at risk due to potential delays to emergency service vehicles.
he congestion also presented difficulties to the response times for emergency services which is a major concern.
Safety is made worse. I have spoken to people in Middle Lane and they say it is not safe to walk there as it is at night. Taking away the traffic activity will make it worse as it will appear isolated. Cycling in London is dangerous unless there are cycle lanes. Those that are fit and able do it already. Not an option of course for elderly and disabled who feel they are being ignored with cycling and walking promotion. Access to Middle Lane from both ends need to be open for emergency vehicles Surrounding roads are narrow and approach roads can be busy with traffic. As I have said Middle lane is comparatively free moving.
I have witnessed dangerous driver behaviour, heard reliable examples of road rage and listened to the distress of parents trying to get their children to Church Schools which are further away from home. A couple of quiet roads cannot make up for this.
I appreciate the reason behind trying the road closure scheme out but I'm afraid I'm my opinion it has failed for the reasons listed below 1. Safety Many near misses between cyclists pedestrians where traffic was at a standstill trying to squeeze in and out of cars, this was witnessed on Tottenham lane on a Friday afternoon. Also when walking home at 9.30pm Friday evening the traffic was so bad on Tottenham lane an ambulance couldn't even get through, it was chaos. he few residential side roads that are still accessible, now have speeding cars and the dreaded Uber type mopeds speeding with no regard for anyone's safety, just to try and escape the jams the road closures have caused. Crime is on the up, almost everyday a car windows glass is seen on the pavement, twice now we have witnessed men in black balaclavas at 3 / 4am in the morning climbing over fences in residents gardens and car break ins, seen from our top floor window on Elder Avenue and nothing is done too tackle or try and prevent this, give us more security, with cctv and number plate recognition on street corners and more police presence on the streets, a safer place to live, not a pedestrian seated area blocking a main through road bringing traffic to a standstill, lovely place to sit and breath in the carbon dioxide from the traffic jam it's coursed.
have sent my completed survey back to you but I didn't include my feed back about the increased cars speeding down my Road , one reason was I knew you already know about this from other residents, but secondly the no left turn sign at the bottom of my Road hadn't been in in use at the time I completed my survey. I just wanted to say I do want my voice heard on this and I have noticed that there is still an increased level of cars speeding down my street , I'm not sure the no left turn has had much of an impact on this I also hadn't mentioned in the survey that there are many Highgate wood school children who are reliant on Park Road to get into and out of school, they are always crossing that Road.
serious speeding offences, it is only a matter of time before a serious accident occurs.
the impact on vital services - fire, police, L124doctors, schools, nurses and carers and those who need to get home to care for children or vulnerable older people.
I believe that this scheme, although well-intentioned has not been at all well thought out, for both pedestrians and for drivers who have to use their cars, I can only say that it is a nightmare. I have in the past had to use the emergency services for both my children and I shudder to think how they would get through today. I appreciate your consideration and would appreciate it if you could forward my complaint to those responsible for this scheme.

I agree with the overall of trying to reduce traffic in and around Crouch End, but in order to do so , then alternative transport solutions have to be more attractive. For example bus lanes are sporadic and therefore you are still subject to traffic problems, if bus lanes were 24 hours a day then this would allow greater flow of traffic.

I have recently been to Amsterdam and although much smaller & flatter they took a brave decision many years ago that driving would be discouraged, cycle lanes are a reality, its more expensive to park, I imagine obesity is less common than here too. Its got to be thought of as a whole, for example Hornsey train station will be under more pressure when all those flats beside the track are finished, what plans are being made to accommodate this or the increase at Turnpike Lane, people will always use their car if there's no other viable alternative.

Yes – they need to run on something other than polluting fuel and it IS being worked on. It would be better to put the money into such things as more electric charging points. Personally, I would think of a smaller electric car if I knew where I could charge it easily – there are only 3 in my area.

However I do wonder if there are a couple of areas/issues that may be worth considering . I do wonder whether one might want to look at suspending parking on one side of the road on Topside parade.

Invest in better transport please but don't make things more difficult for those who live in the area and contribute to its success.

Keep the main roads open - let the Heart of Crouch End breathe - and why not use the of £4.8 million funding to make the streets better? Make the side walks better? They are shockingly patchy and often dangerously irregular. Yes, and plant more trees and design and up-keep beautiful planter boxes - clean up the area to give it a well needed fresh cared-for look Sort out the dirty rubbish bins which litter the streets and hinder the side walks. Have more clean recycling services. This would certainly help business and community to run more harmoniously and be a more pleasant place to be truly more 'Liveable'. Add places to charge electrical cars which is definitely needed in the future as more and more motorist will be buying electrical cars....where are they going to charge them up?

What might help in keeping the traffic flowing is only having parking on one side of the road at the bottom of Middle Lane and Priory Road as this always causes problems in rush hour. I think a zebra crossing at the Middle Lane and Elmfield Avenue would be brilliant as currently parents and children dodge the cars to cross the road. And speed bumps would help slow the traffic. Perhaps more money could be spent on the park and the children's playground instead.

It would be very useful to have a further period of time for comments and suggestions after the end of the trial. This would enable residents to be able to look at the information that has been collected and published by liveable Crouch End as a result of the trial and make comments on it before further proposals are put forward for consultation. It would also allow residents to give input on the traffic and bus flow following the end of the trial. Has it improved, stayed the same or got worse.

would suggest using the £4.8m to resurrect the old train line from Muswell Hill to Finsbury Park instead. Please also be aware that there is already a great cycle route in the area in the form of Parkland Walk from Highgate Station to Finsbury Park via Crouch End Hill (ie along the old disused railway line).

one advice I can suggest is to make some areas of Tottenham Lane double red line. Driving from the clock tower to the YMCA is always challenging as 2 busses coming from opposite directions cannot drive through at the same time creating congestion near the Queens pub where the street is much narrower. It would be enough to stop car parking on both side of the road by putting a double red line from approximately the YMCA down at least 200 mt to the direction of the clock tower, say more or less just before the Halifax. By stopping cars parking, busses would be able to drive by easily and that would avoid congestion in that area of Tottenham Lane.

I would like to see something done to reduce traffic pollution, but not sure what the answer is. Perhaps the way forward is to increase tax on fuel, including aviation fuel, or actually licence all journeys based on needs. Perhaps let's close roads around schools during playtimes and school closing times. But for sure, let's not make matters worse by blocking roads during rush hour.

Certainly, add trees, plants and extra greenery near the Town Hall and other areas but don't mess with the roads.

Dealing with the heave created by trees or the wheelie bins that are on the pavement all week as households have nowhere to store rubbish, would make it a better place to walk. Creating low level planting areas along the kerb would contribute to cleaner air and make roads more pleasant to walk along. A hopper bus serving the area north of Hornsey High street and up around the outskirts of the Hills surrounding Crouch End would encourage some not to drive for shopping purposes or because they cannot manage longer walks etc.

Also , a controversial suggestion for TFL and Haringey and the London Assembly, Unfortunately I can remember Fares Fare the Labour GLC policy which brought in a flat London wide transport ticket system which was affordable for all . This proved so successful that the Conservative government of the Day abolished the GLC and removed this policy . This policy " Fares Fare " removed cars from the roads and made no sense of any car user travelling to central London.

I'm certain that your goals ...however misguided...can be achieved with a one way systems in Elder Avenue and from Weston Park up to where it meets Elder Avenue. Rather than blocking off the road and shops and thus losing those valuable parking spaces, a one way system would insure that no traffic could use Weston Park as a short cut to ferme park rd

In my opinion, carrots work far better than sticks. REDUCE THE COST OF PUBLIC TRANSPORT TO AN IRRESISTIBLE LEVEL and single use car drivers will change their habits. Make a single fare reusable in any one direction £1.50 for any bus, train or tube for a 1.5 hour period. That will get them out of single use cars.

Whilst it is sensible to reduce commuter traffic in the longer term would it not be better to allow local residents egress/access if not for the whole day (rush hour restriction only) then for most of the day outside commuter time's. Signage and camera technology would allow control of this including access for the W3 rather than a gate, prevention of commuters (coupled with fines for offenders) but freedom for local residents. Cyclists would also benefit from the route along Middle Lane. Some restriction to parking on one side of Middle Lane at the Hornsey end would prevent delay to the W3.I suggest this would garner more local support for a scheme rather than a blanket one size fits all closure/restriction. It would help those who require a car whose mobility is restricted and when it's necessary due to work or shopping - but only for local residents. I'm confident local businesses would be supportive. A similar, targeted and nuanced approach would also benefit residents along Park Road South and Farrer Road who would not be able to easily access Park Road if forced to turn only right at this road. Please consider carefully the restrictions you may visit upon local residents when a targeted solution backed up by camera technology would achieve similar overall aims.

Middle Lane was never a busy road, and speeding issues could have easily been dealt with by speed humps, cameras and pinch points, in fact I think it has become faster as cars speed from one end of the open section to the other no longer restrained in their speed by the danger of other cars. I am not adverse to some road closures but believe very strongly that Middle Lane is the wrong road to close, I think the Weston Park Closure is less of a problem indeed with time could become an asset and I think possibly closing Crouch Hall Road at Waitrose would cause less issues if indeed roads have to be closed in order to get the TFL grant.

https://amp.ft.com/content/d4fb89b0-ee61-11e9-ad1e-4367d8281195?shareType=nongift&__twitter_impression=true Interesting story in FT today about how Nottingham has improved air quality - by taxing business parking and investing in buses and trams.

Zone parking very good idea. Non-residents coming (mostly workers from parliament) and parking all day 8 till 5. Zone parking from 8 to 5 would stop them.
Ultimately if you wish people to travel and work in Crouch End they will need to be able to reach the Broadway, an area with notoriously poor public transport would be much better served by additional buses travelling at peak hours to alleviate use of personal cars or school buses to collect children so they don't need to walk past polluting cars are other potential solutions. Cycle lanes down Middle lane then pose a similar threat to car traffic to children travelling to school. An additional zebra crossing near the entrance to Elmfield would be more effective for safety.
I fully welcome any initiative to reduce pollution and encourage greater use of public transport and walking however the problem for those of us living off Priory Road (I live locally) is that there is insufficient public transport between Priory Road and Crouch End centre and Highgate. The traffic light settings at the end of Park Road and Tottenham Lane would need reviewing to cope with the increased levels of traffic at these junctions. This might help alleviate the congestion created.
A couple of suggestions to improve air quality and reduce congestion All the CE 2 hour CPZs to be 10-12. This would stop the many thousands of zone hopping journeys each week 2 roads off Middle Lane, Elder Ave and Rosebery Gardens could be one way in opposite directions.
What can be done? it is a difficult problem and may not be easily amenable to change at local levels. Congestion charging was generally a success and we should look at that for the borough but it would need to be co-ordinated London wide. and that would need a change in the Westminster Govt. One can but hope that will occur soon. Before we act, we need to have some vision of the future. Here is a link to some dreams of what a car-free city would look like. https://theconversation.com/extinction-rebellions-car-free-streets-showcase-the-possibility-of-a-beautiful-safe-and-green-future-124924
8. Middle Lane would be easier to navigate for everyone if parking was only allowed on one side of the road at the Northern end.
Surely spending money on incentivising and facilitating the use of electric cars and improving public transport (and in the case of buses reducing or eliminating air pollution) is a better use of public money than closing roads --- and more likely to achieve a more liveable environment.
Better to slow traffic in middle lane. A reactive 20 mph sign would help. Speed cameras work.
<p>1- The regular rush-hour grid lock on Tottenham Lane was potentially partly the result of road works in Crouch End. Proposed remedy: If roads are closed off, they should be able to be reopened during road works, and road works should be conducted much faster.</p> <p>2- The severe congestion on Hornsey High Street is partly the result of the new traffic lights for the Sainsbury's development (Smithfield Square). Proposed remedy: the phasing or perhaps even the presence of that set of lights should be reviewed.</p> <p>3- More cycling might help with the congestion but it is difficult for many people to store a bike at home. Proposed remedy: make it much easier for residents to have a Cycle Hoop installed.</p> <p>4- Most importantly, the congestion on Tottenham Lane significantly worsened the air quality for residents on and just off Tottenham Lane (including for my family in Ribblesdale Road). Residents on and off Tottenham Lane have already suffered from a step-by-step deterioration in quality of life over the last few years because of the cement lorries, Funky Brownz night Club and the railway maintenance sheds. Added to this we have regular night-time idling of lorries near the entrance to Cranford Way and night-time parties outside Funky Brownz with blaring music from car radios. Proposed remedy: Address these issues and redress the balance in quality of life between residents in these areas and those in the quieter Streets further away from the main road. It sometimes feels like our little area is seen as the dumping ground for Crouch End where all unwanted noise and pollution can be diverted to. If you are to divert some more our way, we will need some serious improvement on the other issues. London Concrete pledged to use the railway line to transport cement - why not hold them to that? Funky Brownz signed up to various conditions as part of their licence - why not enforce those? Do parked heavy-goods trains really need to idle their engines for so long at night - why not engage with the operators? I would be grateful for any feedback and would very much like to take part in any meetings you might call regarding the project or any of the other issues mentioned.</p>

<p>Suggestion for Tottenham lane which suffers with cars allowed to Park on both sides of the road, making it very difficult for double decker buses trying to pass each other, would be to either only allow parking on one side of the road or alternate times for either side of the road to allow for a better flow of traffic and busses to pass more easily.</p> <p>If a liveable Crouch end is your aim, why not help the community by giving a start up incentive of Lower business rates, free for the first year then half price for the next two years, to encourage creatives / smaller independent business's rather than turning crouch end into every other town with the chain of multinationals posing as local shops, because they are the only business's that can afford the rates & rents from taking over.</p> <p>, give us more security, with cctv and number plate recognition on street corners and more police presence on the streets</p>
<p>I am not in principle opposed to the idea of pedestrianising parts of crouch end. It could be a good thing. However it needs more planning than just closing a roadThe parking along Tottenham lane should be restricted - the amount of pollution and noise pollution it causes is huge and there is a large number of people living in this area.</p>
<p>I think the road closure is a mistake - what should be done is turning it into a red route apart from the designated spaces so it stops cars coming in all together, closing of certain roads will just makes the traffic issues worse ...</p>
<p>I would ask, therefore, that if the closure of Weston Park becomes permanent provision for motorcycle parking in Crouch End is made</p>
<p>If you want abled bodied people not to drive then there are other things you can do that will only affect them. Limit their parking opportunities. Put in more disabled parking spots. Tax second car ownership / all those huge SUVs. Invest in cycle lanes, public transport and electric vehicles.</p>
<p>On the plus side, the W3 buses going along the lower end of Middle lane passed more easily but could that be helped by different parking policies?</p>
<p>The no left turn at the end does absolutely nothing because 99% of the traffic goes in the other directions. We have conducted a survey of the residents with an overwhelmingly vote in favor of making the whole road a cul-de-sac because nothing else will stop the excessive rat running.</p>
<p>investment in multiple options for public transport, car sharing, electric cars and charging points, opening up of all roads to ease free flow of traffic (eg. the roads to the north of Alexandra Park Road), road and congestion charging, charges on multiple car households - all would be of value if pulled together in a long sighted strategic plan</p>
<p>I have no idea what possible gain there is in closing Middle Lane - a road that has worked well for as long as I remember and has never been a problem except when 2 buses try and pass each other and cars parked, selfishly on both sides, stop this being a straightforward action, ultimately causing a blockage. Do something about that if you want to keep our buses running smoothly.</p>
<p>believed that this was temporary but have just found out that this is not a temporary scheme and may be made permanent and I am in disbelief. Is anyone is properly monitoring traffic jams caused by these road closures? Or looking at Google Maps traffic congestion data to see what's going on? I certainly cannot see any traffic monitoring/observing going on around Crouch end or any Haringey Council representatives outside in Crouch end during rush hour monitoring the situation for the local residents on a day-to-day basis caused by this arrangement.</p>
<p>I have been told that the emissions have not been measured during this trial. I do not understand why. If you are trying to create a more 'liveable' crouch end wouldn't you be measuring the emissions near to all of these well populated locations in the area?</p>
<p>See that the no left turn sign went up at the end of our road today. There is one sign on the left pavement but none on the right pavement where drivers look to see the approaching traffic going south on Park Road. Be good to have a second no left turn sign there plus a sign saying that CCTV is in operation. Also a notice on the Priory Road end of PAS to say that there is no left turn into Park Road. Thanks for letting us know. We have informed those residents on Park Avenue South who are on our circulation list.</p>

Can you let me know what progress you have made with the issue of monitoring pollution? You did say, over two weeks ago, back on the 12th October, that you would discuss it with the design team. As you will be aware one of the key objectives of the Mayor's transport strategy is that "Streets will function more efficiently, with less congestion and pollution. Public transport and essential commercial journeys will run more easily and there will be more space for people". Also for Liveable Neighbourhood projects the Mayor/TFL have stated that it "will be essential to address pollution at borough level in local air quality hotspots and at sensitive locations such as schools". (My bolding). Projects should be taken forward alongside or integrated with other programmes including Local measures in local air quality hotspots and at sensitive locations, such as schools, funded by the Mayor's Air Quality Fund and Low Emission Zones. Mayor/TFL. Pollution is rightly seen as a very significant issue by the Mayor and TFL and I trust that Liveable Crouch End will also be giving this a similar priority. Particularly as TFL has stated that they have the right to withhold or reduce funding in cases where projects do not meet the requirements set out in the TFL guidance.

Can you clarify that you will be getting feedback on a regular basis from TFL about any bus delays and problems doing the trial, including the rush hour? I am concerned that the information is not getting through to the Council or your project team as when I spoke to Councillor Hearn on Saturday (after you and I spoke) she said she *is unaware of any delays on the W7 route or of lengthy queues and waiting times to get on a W7 bus. She has not had any reports from Transport for London of overlong or irregular journey lengths / waiting times for the W7 route. She said: The inordinate delays on Monday were due, pretty well exclusively, to the roadworks on Tottenham Lane. Now that these roadworks have been completed traffic flow is more or less normal.*

What did the TFL bus manager say about rush hour traffic Wednesday to Friday? Do you have another meeting with him this Friday?

I am glad that you are collected valuable data such as the attached. I do not see how the Council could consider itself to have a mandate to go ahead with this scheme in light of the comments attached here.

Thank you for your replies to my email. Please find attached updated feedback from local residents on the scheme, at almost the end of the trial. I have downloaded this feedback as I'm not sure if it will still be visible online after today. There are over 280 comments here, and only about 10 of them positive. I hope you will take the strength of local feeling and opinion into account and not implement this scheme

Can you also advise what objective criteria is being measured as a result of the trial, including what baseline measures any change will be compared with?

Can you please provide the baseline measures? And are traffic counts the entirety of the objective data for which you have baselines and will be used to assess success?

How pollution and air quality on Tottenham Lane is being formally assessed as part of the Liveable Crouch End Trial? Details of the baseline measurements taken before the trial (including locations and dates)? When details of the measurements from the trial will be available, and the locations and dates these measurements were taken? How do these compare with legal limits? More broadly how is air quality and pollution being taken into account when assessing the Liveable Crouch End Trial?

I believe from those stationed in Crouch End to answer our questions, that there is no air quality monitoring taking place either in Crouch End or areas such as Wightman Road and Green Lanes where traffic is displaced to. Nor, for that matter in Stroud Green and Hornsey, where traffic has been brought to a standstill. Is this so? The trial is measuring various aspects, which appear naïve and amateurish – the first measure a reduction to the number of cars on Middle Lane, well of course that will be achieved, it is closed at both ends, but will this deliver a more liveable Crouch End, unlikely? If the council has a real commitment to encouraging people to walk, cycle and use public transport, they would also be measuring journeys on foot and number of cyclists and bus journeys, it seems this is not being done. If there is a commitment to getting people out of their cars, how about addressing the pavement on Middle Lane?

Could you answer on whether air quality and traffic displacement is being measured on other roads not directly in Crouch End please. As I mentioned I'm really concerned we are at risk of simply 'shifting' the problem rather than solving it

4. We have been told no one has been measuring the air quality. This should have been done before and after, as if it had, the council would know the fumes on roads like Topsfield Parade, Tottenham Lane and Hornsey High Street are far far worse at certain peak times of the day than they ever were in Middle lane or the surrounds.
I would also like the air quality readings for Park Road as it has been awful
I would like to understand what measures are being taken to assess the impact of this scheme on the wider area
I hope you are going to make all the information public, including the before data
I also look forward to seeing your report on the survey results, including on traffic volumes and air quality in the areas affected.
clearly that no pollution meter is needed.
The arrangements for monitoring the trial are woefully inadequate. I raised this with Cllr Hearn before the trial started but got a reply from the project team saying I should raise my concerns in the survey. The first objective makes the assumption that the trial area will become a low traffic area and the survey seems to be the means of monitoring how it feels 'to have a low traffic area'. We can't comment on that because the traffic has increased in our road, Park Avenue South, and surrounding roads. The second objective is also being monitored by this survey and we fail to see any attraction in the space where Middle Lane meets Park Road. There has been an attempt at quantitative measurement of the impact on traffic movement but this is severely limited in its usefulness. Measuring average daily traffic fails to capture the intensity of traffic at peak times and the resulting congestion and pollution. As far as we are aware there is no measure of traffic speed so the data is likely to be very misleading as, when traffic is at a standstill, the figures will show a lower volume. In addition we have been told that pollution will be measured by extrapolating from traffic volumes. So when traffic is at a standstill or moving very slowly pollution levels will be shown as low when in fact they will be much higher. The data from the traffic survey will not show the actual impact of the trial. Traffic along Park Road, Tottenham Lane, Hornsey High Street and Priory Road has been severely congested and this has a detrimental effect on pollution levels which affects pedestrians. At least four school sites are on these roads and many school children have to walk along them. Buses have been severely affected and journey times are significantly longer. The impact of climate change is being exacerbated, not ameliorated by the trial.
Pollution levels were not monitored during the trial which seems to defeat the objective of it. Presumably the aim is to reduce pollution? This seems particularly inept given the amount of TfL money spent.
<u>Air Pollution</u> . We were astonished to see that despite Councillor Hearn's words about climate emergency, taking measures to protect the most vulnerable in our society and gathering data to facilitate this, there has been <u>no collection</u> of data before and during the trial of possible increases in air pollution
Now retired, most of my travel in the area and to and from Crouch End is on foot plus bus to tube stations and occasional use of a car. I have a number of concerns about the trial and I have voiced some to Haringey officials at both ends of Middle Lane. On each occasion they were courteous and helpful. I walk along Priory Rd frequently in both directions and to the Tesco and new Sainsbury's for more than a pint of milk so, although my observations are in no way scientific, I hope that my observations may be added to the evaluation of the project in some way. So: - I was unable to ascertain whether any air quality surveys were being undertaken during the survey period. So the big question is "does this alleviate one problem and create others elsewhere"? I don't know as I am in possession of imperfect information. From the results of your work, I suspect you will be too. I am concerned, therefore, that decisions about this becoming a more permanent arrangement in the future may also be the result of imperfect information. I would like to see a great deal more scientific evaluation with air quality etc added to the body of knowledge.
I would also like to know what pollution measurements have been taken prior to and during this trial in and around the surrounding areas to monitor results.

Thank you for your response, can you confirm which surrounding roads have been monitored for pollution in 2018/the trial?
I hope you will take on board these views and those of many of the local residents and vote to halt the scheme. I have sent a similar letter to my MP Catherine West. Please will you also let me know what efforts you made as a councillor to experience the impact on bus users for yourself during the trial and whether you voted for the scheme in the first place.
Question 2. Did the planners record the noise and pollution in the affected areas before the trial started ? and will they record the areas (including around the clock tower and central CE) towards the end of the trial? Question 4. Would you please take the time to experience what is like in the area I mentioned between 3 and 4 o'clock when schools are out?

POST TRIAL

Walking along a road congested with cars and lorries emitting car emissions as they are stuck in traffic is clearly unhealthy.
fumes just pumping away in our "liveable" crouch end. I had to get out and walk . I'm fortunate that I am fit and healthy.
2. Slow moving, congested traffic creates more air pollution than flowing traffic, so by creating congestion the trial increased air pollution - again not livable improvement.
There is no possibility that pollution could have been reduced during the course of this gridlock and I imagine it was made much worse.
That means my car was polluting the roads of Haringey twice as much more than usual. Engines were idling in traffic for long periods
with nothing to do but to sit on benches on Middle Lane inhaling fumes from the traffic jams all around us! As residents on Tottenham Lane, we have been suffering from enhanced levels of pollution as cars have been sitting in heavy traffic outside our house.
Scientists seem to be pretty unanimous that stationary vehicles cause much more pollution than moving traffic and it cannot be right that at least two schools (St Mary's in Church Lane and St Mary's in Rectory Lane) now lie in the path of some of the worst backlogs, added to which (in order to avoid the congestion or access the roads in between Park Road and Tottenham Lane) cars are turning into Rokesley Avenue past the school there. cyclists are subjected to even worse fumes from stationary cars and vans.
Minus: difficult for local residents to get to priory rd without a long detour causing more pollution
My three main concerns from the scheme trial were: Increased queuing traffic in Crouch End, Park Road, Tottenham Lane and Priory Road, resulting in increased pollution for pedestrians, cyclists and residents. Crouch End was not improved.
Please be so kind as to inform me as to how this helps to prevent pollution ?
Pollution. The trial led to significantly more traffic on the main roads in the triangle around led Crouch End. I hope pollution has been monitored on these routes as I suspect it will show significant spikes before during and after the trial. I believe that there are significantly more schools, playgroups, nurseries and Church groups for children along these roads than inside the area of the closed roads. Therefore added pollution is a serious concern
, As a pedestrian however, I am most concerned about Crouch End Hill which is so bad polluted at school drop off and picks that most adults I know have some difficulty in walking in the area due to breathing problems and we can only live in fear knowing how this affects the children, in an age where asthma and breathing difficulties have clear links with high pollution. As the children should be your most pressing concern, I think your next plans must take note of this situation as a matter of urgency.
The pollution in central Crouch End was appalling during the entirety of this trial.
The contribution to air particulate pollution caused by stationary or slowly crawling vehicles trying to navigate their way through the closures and restrictions in and around Crouch End must be exponential. At a time when there is such acute awareness of this type of pollution and the damage it causes to lungs and hearts of young and old, it is beyond comprehension why Haringey would chose to embark on a such a disabling experiment as exemplified by these road closures and restrictions.
consequently greater pollution

<p>I am writing with regard to the recent 2 week Middle Lane closure trial and what a complete disaster I feel it was. It in no way makes Croun End more liveable My experience as a resident of Park Road was increased, if not gridlocked traffic causing more pollution.</p>
<p>causing a huge increase in pollution, noise and stress for all – pedestrians, cyclists, residents (of whom there are many thousands along those roads left open), shops, school children, buses, emergency vehicles, essential vehicles (maintenance, service, deliveries) and of course private drivers.</p>
<p>The trial of blocking up roads is misconceived. It creates more congestion, more static cars creating more pollution.</p>
<p>I hate to think what the increased levels of pollution were in this area due to the diversions</p>
<p>where stationary traffic with engines idling causes far more pollution than moving ones.</p>
<p>but as a resident on Park Road, the levels of pollution during the trial with stationary traffic belching out fumes from exhausts was totally unacceptable. Plans to implement this scheme on a permanent basis must now be abandoned as it has resulted in making Croun End far less liveable. I believe that if anyone had tested pollution levels along Park Road they would have been at dangerous levels – in fact, these kind of tests should have been factored into the scheme. I support the notion of discouraging unnecessary car journeys – however, penalising pedestrians and residents along a main thoroughfare is not the answer</p>
<p>I am writing to advise that - as a local resident - I was left unhappy by the closure of Middle Lane and its effect upon some of the surrounding area. I would like to mention that I live on a road that is very busy traffic-wise anyway. Of course, if I had the option of living on a (much) less congested one, I would take it. However, I do not have such an option. Therefore, this means that I can only have the windows to the front of my abode, which is the vast majority of them, open for any amount of time that would allow air to circulate properly either very early in the morning or rather late at night - weather and temperature permitting. Sadly, it is rare that can make the decision to open them - even for a few minutes - as busy times for traffic take up such a large chunk of any given day. (One also has to factor in the weather and the temperature as I mentioned.) Therefore, a vast majority of the year, I open my windows to the front of my abode during the day only when I really have to do so and only very briefly. This is because of the build up of pollution inside is often so bad when I do so. (The smell of the fumes - in particular those from certain heavier vehicles - being quite noticeable after only a few minutes of having the windows open at peak times.)</p>
<p>I wish to present an alternative perspective that I imagine will not be new for you to hear, but I hope it will be taken into account. I'd like my elected representatives at the council to consider what it is like to live with mental health issues and the impact these kind of changes can have on people's wellbeing. This proposed scheme disadvantages the vulnerable and profits only a few, who are fit and well enough to cope with the pressures of daily life. It does not take into account what it is like to live with crippling anxiety and the only way you are able to leave your house is to drive. Without it, the agoraphobia takes over. It does not hold in mind autistic children who are bombarded by sensory overload and traffic, buses, people and noises, all of which terrify them, so they have to be driven everywhere. It overlooks those who suffer with chronic pain and are having to get up even earlier to attend their appointments on time as the traffic is so bad. Or parents working 10 hour days and just wanting to get home in time to see their kids before bed. My godson has been bullied and threatened by gangs since he was 15 years old. The only way he will leave his house is if his mum or dad drives him. He is otherwise a recluse. He doesn't feel safe on foot. I have new mums suffering with post natal depression, struggling just to get through the day. If they need to drive to a supermarket they shouldn't be penalised for this. Life is hard enough for such people. Why are you looking to make things harder for them? I truly believe that as a borough we are conscientious, caring and invested in our local community and environmental health. Increasingly people are buying electric cars and cycling for shorter journeys. However, cars are a reality. You can't avoid that. People drive if they have to and life is far more complex than suggesting people just "should get the bus or walk". We have to get traffic moving and make buses appealing again. Please prevent this from becoming just one more strain in peoples lives who can least afford further disruption and inconvenience. That is not a success. It's an unnecessary conquest for the most vulnerable. Please be a borough that listens to its residents. This is not the answer.</p>
<p>3. To avoid the congestion, cars found little side roads (rabbit runs) to use and residents we know in these streets said they'd never experienced anything like it, no livable improvement for them.</p>

I think the insensitively worded title of the scheme, *Liveable Crouch End*, probably sums up all that is ill-thought out, divisive, excluding and, frankly, unfair and ineffective about this scheme. Liveable for whom? Crouch End may have resulted in a slightly lower traffic levels (although this was not at all obvious to me as a pedestrian there last week) but many of us living around the so called 'town centre' of Crouch End, certainly did experience much worse traffic (which of course, meant worse noise and air pollution levels) and a *lowering* of our well-being and our livability in our streets. Essentially, this is an unfair scheme as it privileges one part of the borough over others. Of course I would support meaningful and carefully planned attempts to encourage and support residents to make fewer car journeys and to use public transport/walk/cycle more where this is possible for them. But, such a scheme must not be for one area in the borough at the expense of another. There must be many more imaginative and effective ways to improve the 'liveability' of Haringey residents rather than simply to close junctions to main roads and divert traffic to other busy roads. The concept of 'liveability' is not even defined transparently in your scheme. Again, I ask, 'liveable' for whom? Our borough is not just made up, for example, of young able bodied cyclists? Although I realise that the gates that blocked traffic to roads such as Middle Lane were temporary, I would also ask the Council to think very carefully about the visual impression that any new gates and barriers on main roads gives to those of us living the surrounding areas to Crouch End. The impression is one of a gated community for the more 'elite' area of Crouch End. I am sure many people would like their streets to be gated enclaves but is that a fair and realistic way to manage traffic on London's roads and it the type of urban environment that Haringey wishes to design.

choking poorer neighbourhoods outside central Crouch End. Instead of polluting surrounding neighbourhoods to save the lungs of some fortunate residents, why not do more to incentivise people to switch to electric vehicles? We have already put down a deposit for a hybrid car given our continuing need to drive across Haringey every day. But already we're concerned about how hard it will be to charge it as we don't have off-street parking at home.

Are we less important than the people of Middle Lane? Are we to be the collateral damage in this scenario?

Poor(er) v Prosperous Why should a significantly prosperous area like Crouch End be considered for enhancement to the detriment of poorer areas like Hornsey. Great strides have been made on improving Hornsey High St all of which was set back by the endless tailbacks down the road which make it a much less Pleasant place to shop and hangout.

I am writing to add my voice to the growing outrage with respect to the 'Liveable Crouch End' trial and future proposals.

The overarching aim of reducing traffic and pollution is commendable, but at what cost and to whom. The road closures simply displace traffic to other roads. The trial created 'rat runs' in many, up until now, quiet residential back streets, as drivers tried to avoid the traffic chaos at the Broadway and beyond I, as a Crouch End resident for 25 years, do not see these road closures as either necessary or effective. I feel embarrassed by the conceit that Crouch End should be 'liveable' at the expense of the lives (and lungs) of those living in the rest of the borough. Cars are getting greener. If transport were to become more of a viable option for trips north and east, then we'd get to where we all want to be without the need to frustrate, alienate and impoverish the people of Hornsey and Woodgreen.

Pity those unfortunate enough to live on or near it. What about their health? In any event, Park Road is too narrow to be an arterial road and certainly too overused to take the extra traffic.

It pushed traffic on to the surrounding areas spreading the build-up of traffic & congestion + pollution to the diverted areas, not helping the people who live there have a greener space? The very people you want to make the area greener for, are the Children who were at school the whole fortnight the road was closed, & everyone else is at work. Thus having a major road simply sitting empty for no reason when Crouch End has 424.5 acres of green spaces to utilise..

while one area gains another suffers. Within this area there are also 4 nursery schools who do not deserve to breathe such air. I really hope that further discussions and considerations are being made as this seems a scheme that is not going to work for everyone

<p>I would like to reinforce my comments in the survey I completed in the early days of the trial. I too support improving air quality, however I do not believe that the closure of an important road in the centre of Crouch End, namely Middle Road and surrounding roads, achieves this aim.....I very rarely drive, I normally take the bus, the W7 to work, or for short journeys when I am carrying a lot of shopping. Otherwise I walk from home to Crouch End, where I do most of my shopping. The impact on my journeys of the trial, as a pedestrian and user of public transport, was very negative...The impact of the trial on bus services where their journey followed one of the impacted roads, in this case Park Road, was extremely detrimental to the service for many hours during the day (ie 8-10am and 3-7pm). Often I would see three W7 buses stuck in traffic along Park Road heading to Muswell Hill. Getting to Finsbury Park in the morning in order to catch my train to get to work became a lottery as the time it would take to get to (or home again) Finsbury Park increased significantly - in fact by multiples of a normal journey in some cases. Surely improving public transport is one of the key leavers to improving air quality, whereas impeding buses is counter productive.</p>
<p>I walk to the Finsbury Park in the morning, but get the bus home as I have to get back quickly. The queues for both the W7 and W3 at rush hour are not acceptable. On Monday I managed to get on the 3rd bus as the queue was so long it extended beyond the bus station. Buses are stuck in the same traffic as all the other cars that are now too being delayed. What used to be a quick journey is now massively delayed. There is now no incentive at all to get travel this way. You can only incentivise the bus users if there are bus lanes to keep them moving. Likewise, I tried to get the bus to Muswell hill rather than driving after work. It took 40 minutes from Finsbury Park to Hornsey health centre. I was so frustrated that last week I chose to drive to Muswell hill, as it was quicker than the bus. This seems totally at odds with the aim of the scheme, to improve air quality and mobility. I had to drive via Highgate and East Finchley, using more petrol than I would of otherwise used.</p>
<p>I could see about 7 buses not going anywhere so I had to walk home.</p>
<p>Bus journeys have become a nightmare</p>
<p>Significant increase in traffic on Park Avenue South Significant increase in journey times on buses, particularly the W7. This really does impact our lives when getting about on public transport becomes impossible. Not only were buses delayed and took much longer, buses stopped short of their route, meaning that people could not finish their journeys</p>
<p>This has produced v. v slow moving traffic along park road and therefore far fewer buses</p>
<p>and bus delays</p>
<p>My experience as a W7 user - huge delays in service owing to the gridlock on Park Road. Over an hour from Finsbury Park to Park Road is not acceptable for what is normally a 25-30 min journey max W3 bus routes were also affected around Tottenham Lane/YMCA and no that wasn't just because of the road works on the first couple of days. The delays went on over the 2 weeks</p>
<p>People are being deterred from coming to Crouch End unless they have to. We have an increasing number of empty shops and restaurants, which is already harming the Broadway shopping and eating experience, so I have no idea why you would want to make it less appealing for people from neighbouring boroughs to drive to Crouch End.</p>
<p>Consider the experiment from the 1980s in which market towns in other parts of England had 'town centres' pedestrianisation, often with the result of contributing the demise of vibrant shopping High Streets, not saving them. My experience of walking down Middle Lane to Crouch End last week, for example, was of an eerily subdued main street - actually missing the not unpleasant bustle that characterises a 'town centre' - and then a busier and nosier than normal Park Road with angry and confused drivers. Not a single shop owner I spoke on Mlddle Lane seemed happy about the scheme. Who are you actually helping with this scheme?</p>
<p>Nor does it benefit the retailers. The local shop owners are already suffering due to the greedy landlords extortionately putting up rates, now you are denying them out of town footfall. Soon we will have a deserted high street and we will be a poorer community,</p>
<p>This will also have a direct impact on local businesses unable to attract visitors from afar.</p>
<p>In addition, local businesses will be suffering hugely from the loss of customers who, in despair, will have chosen to go to other parts of London to do their shopping, rather than endure the hell-hole gridlock of Middle Lane and surrounds caused by this lunatic policy.</p>

Drop in footfall for local businesses
<p>I am writing to you as a member of the Middle Lane Traders Association. I have been in business nearly twenty years. The two week closure of Middle Lane from the 7-20th October had a very serious impact on trade for myself and the other businesses. Closing Middle Lane at both ends cut us off from the rest of Crouch End and we were isolated from any passing trade. This resulted in a 50 percent drop in trade for me. I had phone calls from customers who were stuck in traffic and could not reach me. This is totally unacceptable. At no point was any consideration given to any of the businesses. On the 16th October I sent you an email on behalf of the traders association requesting that you send a member of your management team to come and see the impact that the closure is having on us and to answer our questions as we were very worried and had serious concerns, but nobody came, just a reply saying complete the online questionnaire. Again totally unacceptable. We have been left worried for our future if this disaster of a trial is introduced permanently.</p>
<p>traffic was hardly moving, angry drivers beeping</p>
<p>The trial is now over. As a resident for over 30 years the 2 weeks of the trial made crouch end the least liveable I have ever known it. 1. If there are 3 major arterial routes north out of crouch end it is fairly obvious what will happen if you close one of them (middle lane)- all of it traffic will divert onto the remaining two. And this is exactly what happened - on the first Monday we had grid locked traffic on the Broadway - and it continued with rush hour traffic conditions in the day and at rush hour gridlocked traffic with queues southbound stretching from the clocktower back up into Alexander Palace Park. Crouch End felt like the West End, not livable improvement at all.</p> <p>4.The signage was a farce. it took 4 days to move the Road Ahead Closed sign for middle lane from where it was originally placed, way before the clocktower, and therefore misleading drivers as to which road was closed, park road or middle lane - consequently sending all traffic down the Broadway.</p> <p>Next to to Petters was a large sign saying Diversion Ends and a few feet further on another one saying Diversion with an arrow pointing straight ahead.</p>
<p>When I finally reached The Broadway, not one 41 bus had passed me. I started to cross the road in order to catch the W5 or W7 outside the CoOp but quickly realised Park Road was also at a standstill</p>
<p>In addition, it is utterly disingenuous to claim (as your leaflet does) that these roads, such as Middle Lane, were still usable. Of course they weren't. Middle Lane is a main road that has connected two parts or High Streets within our borough for a very long time. If you stop that connecting function you are, effectively, closing a main road with all that that entails. Be honest about the impact of road closures. Surely, Council planners should be helping those small streets that get used 'rat runs', not closing off main roads with moderate traffic.</p>
<p>PLEASE ANONYMISE IF PUBLISHING. Hello I missed your deadline, but would still like to submit my comments. I have no choice but to drive across the borough from east to west every day. We'd move further west if we could, but it's not affordable. There are no fast public transport links between Hornsey and Highgate. A journey that takes under 15 mins by car (20-25 in rush hour) is around 1 hr by public transport. The trial closures in Crouch End almost doubled my journey time. In particular, there were serious implications for Priory Rd, Park Rd and Tottenham Lane.</p>
<p>I think you should reconsider the closure of Middle Lane - the diversion of traffic into either Park Road or Tottenham Lane at rush hour has caused gridlock on these already congested roads.</p>
<p>Following the recent trail of road closures in Crouch End, I am writing to voice my opinion as a resident and business user. Whilst I am for a greener environment, the proposed road closures have and will have a huge impact on local traffic. The current infrastructure of the area's roads are not suited to these proposals. The re-route of traffic has only made the area more congested, causing major frustration to residents and visitors alike</p>
<p>I was disappointed to find that the consultation feedback period closed just as the trial period came to an end. This missed an opportunity to reflect on the impact of the trial. I had wanted to say that the temporary closure of Middle Lane appears to have contributed significantly to traffic congestion backing up considerable distances in both directions. I am of the opinion that other options are available to deter through traffic, and ensure local drivers and pedestrians can navigate the Broadway and Park Road with ease.</p>
<p>You succeed in creating huge traffic jams, long tailbacks, and gridlocked side streets.</p>

.I livelocally and cars were (probably diverted by an app ?)becoming backed up in our residential street.before the experiment it was a fast moving excellent road(and maybe it has become so again at the moment ??) Many thanks .
Displacement v Evaporation This seems to be the premise behind the trial, and I have not seen a single piece of evidence that can make this claim. Even if it can be, surely measures that impact all motorists and road users need to be implemented across all of London and not in pockets, that benefit specific areas to the detriment of others. Nimbyism Adding no right turns from Farrer Road and Park Road South was deemed to be at the request of the local residents. But that cannot be driven on a street by street basis. Any residents association would obviously vote to reduce traffic, but where that is just shifting the traffic is just Nimbyism. As the wider feedback seemed to prove those roads were just experiencing there fair share of the traffic.
It seems to me that there was no overall plan, in terms of a bigger picture of how to deal with pollution and the issue of living better and healthier in the area. Apart from the severe traffic congestion and higher pollution levels from sitting traffic as a result of closing Middle Lane it did nothing to deal with any of the traffic issues in any of the other areas -
I found that to reach the Whittington Hospital, heavily pregnant, it was still quicker at 40 minutes to walk there than to reach it by any public transport routes! It would transform our area to have these bus routes! And would do a much better job of reducing traffic than closing roads does, which seems to simply lead to heavier traffic on other roads.
I observed severe traffic
I have lived near Crouch End since 1977. I love the area – the relative peace and quiet, the architecture, the parkland areas, the local community spirit. I walk into Crouch End centre around 5 days per week and I was appalled by the consequences of the recent road closures trial. The traffic was utterly horrendous on the main Crouch End roads left open, with cars idling stationary, caught up in terrible delays,
I saw this in Brighton. The arterial roads become congested and those living near them suffer a worse air quality and amenity. Don't let that happen in CE. Park Road is already pretty horrible with too much traffic and poor air quality.
The buildup of traffic caused by this trial more than doubled the pollution . So much for traffic calming.
Now that traffic has returned to its normal pace, I felt compelled to write tomake the point of how much traffic accumulated at the Park Road Priory Road junction. Im a local resident at this junction and during this trial the level of traffic was unbearable,
I am writing to register my strong opposition to this project. Closing Middle Lane to through traffic has resulted in gridlock in surrounding roads - Hornsey High Street, Tottenham Lane, Park Road,
The long queues of traffic along Park Road (not to mention the utter logjam through Crouch End) as a result of the Middle Road closure could easily have been foreseen
I am writing with comments on the above trial of main road closures 7th - 20th October. As your online consultation also ended on Sunday 20th (allowing no reasonable time for residents and road users to reflect on the impact of this trial), I am writing to this address on your leaflet. I would be grateful if you could acknowledge receipt of this email. However, no mention was given that the end date of this online consultation would be the same Sunday 20th that the trial ended. Nor, did any of the people I spoke to who were staffing the Middle Lane gates mention that the consultation was very short and ended on the 20th. I was, therefore, unable to contribute my comments to your online consultation when I logged on this morning, Monday 21st. This seems to epitomise the lack of genuine public consultation that The Council has provided for a scheme that appears they simply want to rush through.
I hope there will be other opportunities to discuss long-term measures to enhance the area
I have responded to the survey about the recent trial including the closure of Middle Lane but there was very little space to provide any comments or suggestions for improvement.

<p>I have just gone online to leave my feedback on the Trial and have been astonished to discover that the form is already closed on the morning after! This just about sums up the whole process. How on earth are we supposed to give proper, considered feedback if the form closes the moment the trial does. There is no clearer indication that you simply don't care what residents think and want to stifle all possible objections. The uncaring arrogance of the whole process has been breathtaking. Really, what was the point? Why even pretend to be giving lip service to consultation?</p>
<p>I was shocked today when I tried to provide feedback on the Liveable Crouch End trial via Haringey's link to the survey, to find that the survey has closed! I had previously emailed Cllr Pippa Connor to detail the unsatisfactory consultation with the residents (I live locally and only received a leaflet about the trial AFTER the roads were closed and the trial had begun). My email to Cllr Connor is attached for your information. A copy of this has also been pasted below. I trust the concerns of the residents will be taken seriously by the Council and that the feedback on this trial will be published in full for all to access.</p>
<p>Did you personally check that residents living in the streets off Middle Lane received any of the " over 12,000 leaflets were sent out 2 weeks before the trial," because no one on Lynton Rd seemed to have received them on the weekend prior to the trial starting. We had a street meeting for neighbourhood gardening works which is where most of us found out. Consultation is not the same thing as notification by a street sign. Advance consultation was secretive and absent</p>
<p>Please add me to the mailing list re- Liveable Crouch End.</p>
<p>I was surprised to see the feedback questionnaire also closed on the last day of the trial which seems very strange, but perhaps not in the context of the wider communications around the liveable Crouch End project.</p>
<p>I would urge you to think again about it and properly consult before taking any further action</p>
<p>I hope this isn't too late for the survey. I wanted to wait until afterwards to reflect on the changes (and see what it was like when it went back to 'normal').</p>
<p>Can you tell me how this is being judged. Is anyone who actually lives in the area being listened to as from what I can see/hear at the moment - the answer is No. I would love to know any feedback from yourself, Haringey Council and TFL</p>
<p>I live locally, not far from Park Road. I would have given feedback on your website but it's not user friendly at all. More thought and resources needed on web design, please. It wasn't entirely clear how far you were planning on blocking the roads as the map was too fuzzy to decipher.</p>
<p>I've tried several times to discover where to write my comment/submission on your site. I managed to put a pin on the site, but then I'm constantly returned to an empty address/details page which I've filled in umpteen times. I tried entering a submission under 'other', but still got returned in various circles back to another empty address page.</p>
<p>Is this supposed to show distribution in the few weeks leading up to the trial? Or leafleting a year ago and in January 2019? The resolution is extremely poor considering the file is 1.2MB! But even if it were much more legible it would still be next to useless as a record of properties leafleted. A reliable tracker would show a blip or a slight swerve on the line for every front path the leafleter walked down. I know this from the free tracking app on my phone.</p> <p>And some of the lines don't even follow roads or paths but seem to cut across houses and gardens. The single thin and absolutely straight line that probably represents (the top half of) Hermiston Avenue is a case in point – there are diagonal lines cutting across it where no road or path exists. Hardly evidence of leafleting activity.</p>
<p>just missed the deadline for the survey but would like to add my personal observation. Firstly, I ALWAYS use public transport - I do not drive so this is really important to me - especially for work. On Tuesday 8th October I got off the train at Hornsey station with a very large, heavy suitcase at about 4.30pm in order to catch the 41 bus into Crouch End and then W5 or W7 to Wolseley Rd, my nearest bus stop to home The traffic outside Hornsey station was at a standstill so I decided to walk into Crouch End in case it cleared whilst I walked. It did not and I walked past many bus stops with some 30 to 40 or so people waiting at each. This was a big problem just trying to get home. If I had been trying to get to work (I often work odd hours) this would have potentially been a disaster for me. Reconsider this crazy scheme. The utopian vision of a few pedestrians and cyclists with the occasional bus passing by is pure fantasy. This trial made things considerably worse for all users of our beloved Crouch End.</p>

<p>On one occasion it took my daughter well over an hr to get back from an after-school sports club and she had to stay up past her bedtime to complete homework. With short winter days approaching, there is already a known negative impact on children's health and fitness as they are able to play outside much less. Increasing traffic at these times risks children's access to indoor leisure activities too.</p>
<p>I had left providing feedback on the trial till the end of the trial, which unfortunately the ran into the half term holidays. I found the trial to have a significantly negative impact on my and my families quality of life.</p>
<p>Please leave the Crouch End traffic flow as it was The scheme of road closures is ill-thought out: it's added an hour to many local's commutes and increases traffic on roads my children walk to school.</p>
<p>I am now responding to your email regarding recent events including road closures in crouch end. I have been very disappointed following the recent events - the local community has been clearly very distressed at the road closures you put in place, which had the effect being that traffic and pollution levels were even worse than previously. It seemed an ill-thought out plan with very disappointing results.</p>
<p>I believe the journeys that are being made are necessary for small businesses, tradesmen, carers, local commuters and residents travelling north and east of Crouch End. We have a sketchy, at best, transport system here. Multiple buses are needed for even the shortest of journeys. Crouch End is a natural cross roads (I believe it's where it's name comes from!) and has been for many hundreds of years. It is why it's thrives. Cutting off its lifeblood in this way is nothing short of idealistic madness.</p>
<p>I wish to object in the strongest possible terms to the hair-brained scheme that has been introduced recently of closing off or restricting traffic flow through major thoroughfares such as Middle Lane in Crouch End, and surrounds. This "experiment" has made life a misery for drivers wishing to navigate their usual routes in and around Crouch End, with huge traffic log-jams and frayed tempers aplenty resulting from the introduction of the policy. Please restore the road and street systems in and around Crouch End/ Hornsey to their previous open condition so that reasonable traffic flows through the area can be maintained, pollution levels lowered, and businesses harmed no more.</p>
<p>I live locally and closing Middle Lane , " to help the local residents " , was probably one of the worst decisions Haringey roads has made . This totally blocked all the other surrounding roads with gridlocked traffic and made it almost impossible to drive in or out of my road . My mother was unable to come by car from East Finchley as the roads by car were impossible to use and the buses stuck unmoving . One day I had to abandon my car on the road side and walk home Middle Lane even in rush hour is not too bad on a normal day . Unbelievable that such a scheme would go ahead . hope this will not take place again ??? I have no idea if this is the correct place to email so if not please let me know and I will send accordingly .</p> <p>Thank you</p>
<p>I write to you to complain about the closure of Middle Lane that took place earlier this month. I am aware the x2 weeks it was closed was a trial, but that trial hindered my coming & going to work massively adding 20+ minutes & a huge amount of stress to my journey each day I live locally & work in crouch end. I need constant access to Priory road & Park road, & the closure of Middle Lane impacted me personally for x2 weeks, it was unacceptable that such a major road was closed for the following reasons. As mentioned access to my office was massively hindered, as I'm in & out of the office 9hrs per day x5 days per week & this closure adds 15+ minutes to my journey each time Priory Park is located on Middle Lane & has 6.5 acres of Parkland green space. Alexandra palace boasts an impressive 196 Acres of Parkland green space & is 7mins / 1.7Miles away from Middle Lane Crouch End Playing fields is located 1 mile & 4 minutes away from Middle Lane & has 100 Acres of Green space. Queens wood is located 1.4 miles away from Middle Lane & has 52 acres of Green Woodland space. Highgate Wood is located 1.8 miles away from Middle Lane & has 70 acres of Green Woodland space. Therefore as there's no shortage of Green Liveable space in crouch End there is no need to close such a major road. I ask you scrap plans to introduce the closure of Middle Lane again & find another way to access funding the government want to give the borough. Perhaps investing it in a local arts centre where children, the young & the old can meet have fun & learn skills etc?</p>
<p>5. The word in Crouch End is the government is offering the council a lot of money to improve liveability, which we all want. But the resulting trial idea created exactly the opposite affect. The most unlivable 2 weeks for 30 years.</p>

Just writing to add our voices to the general outrage at this "liveable" Crouch End scheme. The whole thing was a shambles. You are creating a problem where one didn't exist before because you got 4.8 million pound signs in your eyes. Traffic, on the whole, runs smoothly and is no more than one would expect from living in quite a central London enclave. We do not live in the countryside so don't expect to have a traffic free centre Please scrap this scheme. We don't want it. We all have our own ways of trying to help save the planet - this is Crouch End - we are pretty woke to these things already but enforcing a non-liveable scenario on us which will ultimately have bigger consequences than a normal level of traffic will is not sensible.

I became trapped in the road trial so thought I should feedback. Signage was poor. I drove into Elmfield Avenue from Tottenham Lane, passing a sign which said no access to Park Road. So I turned right to find Middle lane blocked off at the end. Staff there explained the situation and said I needed to do four left turns to get to Park Road pool. So I set off round Hornsey and turned from Priory Road into Park Avenue South. At the Park Road end there was a small temporary 'no left turn' sign with a handwritten note on it saying 'beware of camera'! So like the two cars in front of me I turned right and then did a U-turn/3 point turn in a busy road to head back to Crouch End! So I think the test was badly set up and badly signed. It had unintended consequences and caused extra traffic in other roads. And before you say 'don't use your car' - I am a regular cyclist and bus user who sometimes uses the car. So please reconsider the plans and be sensible with them. Its a bit like the stupid Archway junction now. If you approach from St John's Road you cannot drive sort up the A1, which is just daft

In view of this feedback and that of the numerous neighbours and friends that live in Crouch End and Muswell Hill, I urge you not to waste the money available for 'improvements' on a road closures scheme which the trial has shown to lead to the exact opposite impact to the desired impact. In addition to my email below to Cllr Connor, I wish to draw to your attention an article in the Ham and High written by Sue Hassle which sums up nicely the issues raised by this trial. Here is a link
https://www.hamhigh.co.uk/news/ham-high-column-sue-hessel-three-quarters-of-medicines-administered-in-the-uk-enter-from-the-eu-1-6332732?utm_medium=email&utm_source=eshot&utm_campaign=newsletterlink

And this was the most dangerous roads experiment I've ever seen. In one lane streets with very limited passing opportunities. Unfathomable how anyone could have considered this safe!!

Think about the people waiting for help. Think about the people, full-stop. That is the gap in your thinking. Ideals over real lives as lived.

As a resident and owner of several properties in the area affected by the trial scheme I would like to register my disapproval of this scheme which was counter productive and pointless and badly conceived and implemented I saw no benefits Please put it to the people or the people will not reward you come election time

• Is it the case that one of the stipulations for receiving the TFL grant is that road closures should be implemented unless other measures can be taken that result in the achievement of the same aims? I watched councillor Hearn's video and was deeply dismayed. She claims she will deliver a better environment, a liveable Crouch End – indeed a 'Loveable' Crouch End! During the road closures trial, Crouch End was turned into a hell hole for local residents using those main areas that were still passable. It was the opposite of 'loveable'. There has been strong reaction in the community Facebook pages of which I think you need to take note :

Crouch End - Appreciation Society

The Real Crouch End Appreciation Society. The minority in favour express opinions along the lines of 'something' needs to be done, as though anything – even something that causes deterioration – is better than nothing. Others even state that things need to get 'worse' as though punishment will teach us all to get out of our private cars, a bit like saying you need to smoke 4 times the amount of cigarettes you normally get through to realise you need to stop. No! Not when you impose your 'smoking' – in this case pollution and traffic chaos – on others. • If you really want to get people out of single use private cars, you need to lure them with concessions and rewards. I think that public transport fares should be lower (subsidised) and the lower fares should include bus, train and tube during rush hour. After all, one of the professed aims is to get people using public transport more, for which frequency will also need to be increased. At the very least, even giving local residents a (subsidised) concession for the bus journey to Finsbury Park might help.

When not (frequently) walking, I invariably use public transport since I got my Freedom Pass, for which I am hugely grateful. I went by public transport with my husband to Chiswick recently, in the evening. We saved ourselves petrol cost. In many instances, people who are younger and do not enjoy the Freedom Pass, find it cheaper to drive than to take public transport. That is not a good outcome. Why not spend some of the grant money in greatly increasing this provision for cyclists? By the way, I rode a bike from aged 8 till I was 60 (and got my FP). There are numerous routes on quieter roads for cyclists to avoid traffic without closing the roads that were closed during the trial. Because of decreased safety, many parents still want to take their one or two (or three) kids to and from school by car. Mini-buses collecting kids from pickups (either individual homes, or children gathered in one neighbouring house for collection) would be a good compromise. A friend of mine drove one such minibus for years, thus taking multiple cars off the roads. I am deeply concerned and upset that this current (Un)Liveable Crouch End scheme will actually wreck Crouch End. I and many others strongly object to the road closures recently trialed. Crouch End was already a relatively peaceful and quiet area regarding vehicular traffic. I will be both angry and sad if this changes due to badly thought through measures being pushed by people and bodies who do not live in the area, and will not have to suffer the consequences. The photos attached show 3 images taken yesterday 28th Oct, and 2 images taken during the trial period,

I'm against the recent closure trial. Losing Middle Lane, results in a much longer final leg of any journey returning from beyond the North East quarter of Crouch End to the residential areas leading off Wolseley Road . There's no direct access from Tottenham Lane to Park Road, other than the simple dog-leg via Elder Avenue (or similar). It's the easiest and shortest route - one is off the main roads and home very quickly, and therefore with minimal pollution. The trial leaves no sensible way available from Tottenham Lane without driving either 2-3 times the extra distance along Priory and Park Road (more petrol usage, time and pollution) or having to head unnecessarily way up through CE itself until there is an available right turn in to those residential areas (more pollution for them) and thence across to Wolseley Road.

I, along with others, was surprised about the lack of consultation before the trial. I hope that the Councillors responsible for Liveable Crouch End give local residents the respect we deserve by listening to our views, as we have to live with the consequences of their actions every day.

I am a Crouch End resident and have been for about 15 years now. I work both locally and in South London. I am writing to provide some feedback on my experience of the recent road closure trials that began on Monday the 7th of October. I'd like to begin by saying that in all the time I have been a resident, I have never come forward with letters of complaint or dissatisfaction. I contribute to the local area, shop there and work very hard in order to be able to afford to live here, to which I feel very fortunate. Regretfully, the recent road closures of middle lane and surrounding roads have caused me to write in. If Haringey would like to do something to help the residents, perhaps it is better to consult them properly and ask them what would make a difference to their lives. I never received any literature about this closure through my door, I only found out about it via Facebook and I'm sure many would have only found out about it once the roads had closed. I have waited until the end of the trial period to see if my opinion has changed, but it has not.

<p>Lastly, but importantly, I must complain about the very poor level of proper public consultation on this scheme. As a local resident living very close to Middle Lane, I was given no official advance notice from the Council of the local road closures. A leaflet was posted through my house door mid way through the road closure period with the online consultation address</p>
<p>CommunicationsHere the council have been appalling. I was not aware of the trial before it started and there was no engagement from the council on social media, which quickly became the modern 'town hall' meeting environment. And for the council to not engage with residents on these channels is outdated We only received the leaflet on Sunday 13th, one week into the trial. Where I observed the leaflet drop on Southview and Northview roads. Please take the decision to investigate alternative London wide schemes and terminate the Liveable Crouch End project.</p>
<p>I had not even received any flyer or any information that this was going to take place .</p>
<p>We had no notification, no consultation and no retail impact assessment.</p>
<p>I'm writing to express my objection to the recent Liveable Crouch End trial. Not only was there no consultation with residents most likely to be affected,</p>
<p>I have been living in Birkbeck RD. for 20 years. I have been very impressed with the trial and I hope it is something that will become permanent. Our road has been used as a rat run for drivers who speed up and down the hill. Closing off the road at the bottom has been fantastic. Please continue with this fantastic initiative</p>
<p>I'm a Crouch End resident and a cyclist. I thought the changes to Middle Lane were brilliant. Much improved both for cyclists and pedestrians. I use the W3 bus frequently and closing Middle Lane to cars made the bus route much smoother, speedier, - and safer when the bus turns into Middle Lane from Elmfield Ave. I like the seating and planting area at the junction of Middle Lane and Park Road. Shame the same wasn't done at the closed section of Weston Park. I understand that there is a lot of through traffic using Crouch End. Anything that discourages this is to be encouraged so that we can improve the air quality of our streets.</p>
<p>Plus: quiet and safe</p>
<p>Unfortunately I missed the survey cut-off, but I would like to let you know that I and the other five members of my family thought the road closures around Middle Lane really improved the whole area. For the first time ever we felt able to allow our 11 year old son to cycle on his own on the road in Crouch End. I'm sure you will have heard opposition to the scheme, but after the first couple of days, the traffic surrounding the area seems to have been flowing well. Please consider making the scheme permanent.</p>
<p>As a Crouch End resident, cycling advocate and bike share specialist I was really excited to find the liveable Crouch End initiative leaflet recently.</p>
<p>I am writing to you as a local councillor who I believe is interested in the responses to the recent traffic trial. I would just like to add my voice to the Liveable Crouch End debate.</p> <p>I was saddened by the strident and self-entitled response from so many car drivers who 'shouted' loudest on Facebook, and made it feel impossible for anyone to put an alternative view without receiving numerous argumentative and provocative responses. I live just off Middle Lane. I have lived in London for nearly 40 years, for 30 of those working in the centre of London. Yet at no time have I owned or driven a car. I have relied solely on public transport. I shop locally and support local traders wherever possible. The trial has proved a welcome reprieve from the many drivers who speed along Middle Lane at way over the 20mph limit. I also noted on walking our dog up and down Park Road, that at times when traffic was bad during the trial, I saw hardly any cars occupied by more than one person. These, I presume, are the same people complaining about traffic queues. Another observation was that many drivers seemed to completely ignore road signage. I was amazed by the number of cars I saw blithely ignoring a series of signs telling them clearly that the road ahead was closed and sailing past them, only to have to turn round at the barrier and retrace their route.</p> <p>I also saw mopeds and motor cyclists weaving through the pedestrianised area at the bottom of Middle Lane, even when children were playing with the games provided.</p> <p>I personally have known about the Liveable Crouch End initiative for ages! I have received plenty of info about it. I do believe that a large proportion of those claiming not to know anything about it may have simply not looked at the leaflets that came through their doors. I know friends who just bin any leaflets without reading them, so think this may explain some of the ignorance.</p> <p>I hope my views are of some help/interest to you.</p>

I'm all for this - get more people on the buses and out of their cars.
Just like to say how much I enjoyed the trial. I love that cars thought twice about travelling in Crouch End and that areas were cleared for cyclists and pedestrians to use. I felt happier riding with my small children to Priory Park and Ally Pally and by the end of the trial I could see no detrimental increase in traffic on Park Road or in the Crouch End area. It was a shame that the first few days of the trial were marred by public backlash to the combination of the roadworks on Tottenham lane and the road closures – this negative reaction should be ignored. Well done
I've had a chance to reflect on the trial. I fully support the aims but wonder if you could do this instead:
<p>Dear Kirsten, I'm writing to give my strong support for the trial traffic scheme . As a resident, driver and user of public transport I support your experiment. It has resulted in a drastic reduction in traffic in Hillfield Avenue where cars regularly speed down the road. I am sure that we can adjust to changes which will improve the quality of life for us all. I am sure the scheme can be tweaked and improved and you will take all views into account.</p> <p>I am sorry that you have had received so much abuse about this.</p> <p>Please do let me know if and how I can help.</p> <p>Best wishes</p>
<p>We have been invited, by our neighbours in Crouch End, to express our views on the recent traffic pilot. 1. We like anything that reduces traffic and pollution in our area. Even if it causes inconvenience. We are in favour of change.</p> <p>2. We want decisions to be evidence based (i.e. based on whether pollution is being reduced), and not determined by a baying crowd of car lovers putting their convenience above everyone's health.</p> <p>3. We firmly believe that public transport is a key part of the solution, and car ownership/use in London should be reduced.</p>
<p>Doubtless you're swamped with emails from angry or happy Crouch End residents regarding the Liveable Crouch End trial! I'm very active on social media, especially Facebook, and I'm dumbfounded by the barrage of anecdotal nonsense about the trial.</p> <p>It should be obvious to anyone that the objective traffic data and bus usage stats are the primary inputs into any analysis of the trial.</p> <p>The residents of Crouch End should have access to this data, so that we may also be allowed to understand the impact of the trial, and then generate informed comments rather than anecdotal rants.</p> <p>Please could you let me know how and when I can get access to the data collected during the trial?</p>
The traffic as a result of this trial, has been awful. I saw ambulances and police cars unable to pass through Park road as it's been gridlocked. This is a truly frightening future prospect.
<p>Your answer about the "Camera operated gates" does not allow for mechanical failures, and I would ask you to take seriously the danger of a fire engine failing to get access to Middle Lane, and roads off Middle Lane. My husband told me after I'd sent my report that he'd seen cyclists avoiding the traffic jams on Park Road during the road closures, by cycling along the pavements during the school and workers' rush hours, thus endangering themselves and the pedestrians, especially the groups of schoolchildren.</p> <p>This is neither good for pedestrians nor cyclists.</p>
for eg, that Crescent Road, is used as a through-route for traffic at rush hour which makes it very dangerous for children going to school, and that traffic sitting on Crouch Hill creates terrible pollution levels for our children at Coleridge Primary - and other similar stories on surrounding roads in the area. I think your plan created some anger also as it seemed to sacrifice the rest of Crouch End for the benefit of a very small area of improvement - the residents of Middle Lane.

<p>know a lot of residents in the surrounding area are unhappy and some may well have already contacted you. They and I support a Liveable Crouch End but don't think this trial has helped in any way. If anything made things worse. Apart from my personal experiences I know the following has also been experienced Delays in emergency services</p>
<p>Middle Lane was turned into a dead road. In the evenings we had a couple of muggings and the residents were afraid to walk home at night.</p>
<p>The W7 route in particular used to be amazing. It was quick, regular and reliable. It's such a shame it's none of these now. The traffic on Tottenham lane is now worse than usual, and it was bad enough before. If you want to get the traffic moving there, why not make one side of the road only for parking and the other red route. It is not wide enough for two sides of parking and two lanes of traffic. Buses get stuck and now there are no side roads you can use to get around this. I'd appreciate if you could please reply to me via email or letter, and include me in any future communication about this issue</p>
<p>Why not use the TfL money to subsidise bus/tube fares for lower income families or create more bus/cycle lanes. Or, you could provide more electric car charging points or provide an educational campaign about the impact of air pollution. Traffic calming measures, such as on Wightman Road, would also be a less drastic method to try. I would suggest that any of these methods could well achieve more, and be more inclusive, in terms of 'liveability' for Haringey with less disruptive impact for your residents.</p>
<p>incentivise people to switch to electric vehicles?</p>
<p>There might be a good case for closing Hillfield Avenue as this is a rat run and the space between parked cars only allows for one vehicle to pass at a time, which leads to a lot of frustration and potential danger for all road users but I do not think there is any good reason to close Middle Lane.</p>
<p>Answer: close southern end of middle lane but keep north end open install traffic calming bumps or chicane after bus routes and on Lightfoot rd. And if you still have a little cash left over teenagers need somewhere to go and the southern end of middle lane is great. Like the benches but add a rain shelter and some trees Big thanks</p>
<p>May I suggest some alternative solutions? Make Rokesley Avenue and Elmfield Avenue one way, following the W7 route, reducing traffic and freeing up the bus route.</p> <p>Reduce parking spaces in the areas where the buses get stuck on Middle Lane (at the junction with Priory Road) and also at congestion spots on Tottenham Lane.</p> <p>Consider traffic calming measures on Middle Lane and other roads to reduce speeds without closing them to traffic.</p> <p>Traffic management in the centre of Crouch End might also help improve residents experience in the centre of Crouch End and help improve the sustainability of Crouch End.</p>
<p>I would really appreciate if you could use some of the Liveable Crouch End budget to install lots more Bike Hangars in the area. Compared to our neighboring boroughs we have very few, I have been on a waiting list for one for 4 years! In the interest of traveling more 'green' and sustainably I think it needs to be encouraged by the council and easy, secure bike parking is a good place to start (I live on a 3rd floor with no lift so lugging a bike up and down is not fun). The bike hangars are not very expensive in the grand scheme of things but I think would make a great difference!</p>
<p>Improvements should instead be made to public transport links, school transport and investment in electric cars infra-structure.</p>
<p>Even if the scheme does not provide a restriction on Middle Lane travel eventually, I do think that some traffic calming measures would be welcome, like speed cameras or speed bumps.</p>
<p>and consider the vast range of options that could be available to create more practical answers for a liveable neighbourhood indeed one-way system around Crouch End and Crouch End Hill that my reduce traffic congestion around the School at rush hour - parking restrictions around the school area for non-residents to cut down on school run traffic - and some pedestrianised areas in the centre of Crouch End if at all possible. It certainly seems of absolute certainty that if you want to get traffic moving more quickly also, that all the parked cars on the major through roads such as Park Road need to be addressed - often the buses and cars are blocked due to this common problem which creates more congestion, and more fumes.</p>

<p>I wanted to ask about the possibility of solving some of our traffic problems with better bus routes. I live locally. we would benefit hugely from a bus to the Northern Line (Highgate or Archway) and one to Crouch Hill Overground. With those routes available I would certainly use my car much less.</p>
<p>If you really want to get people out of single use private cars, you need to lure them with concessions and rewards. I think that public transport fares should be lower (subsidised) and the lower fares should include bus, train and tube <i>during rush hour</i>. We also need lots more bike stores / hangers in local streets. There is only one in my street, despite many flat dwellers who most likely cannot store bikes in their homes. Even if they can, they would probably prefer the convenience and safety of a store. • I think it would be a good idea to promote (private or council owned) mini-buses (rewards, subsidy, concessions re. parking etc.) taking school children to school.</p>
<p>I agree with the suggestion of removing parking on both sides of the road to reduce car use and free up traffic but what about turning Crouch End into a ULEZ. Get rid of polluting SUVs. Put up signs on roads telling drivers not to leave their cars idling on pain of being fined. More electric car recharging points?</p>
<p>I would welcome more closures to private cars – how about Wolsley Rd as per one draft of the plans – or....Park Road which is criminally dangerous for non motorised users between the petrol station and the Leisure centre. – What if this were a traffic light controlled one way section, or if travelling over 20 mph triggered a red light further up the road stopping the offending user (common in Italy).</p>
<p>I live locally, please keep me updated about the works and updates. I missed the consultation in Spring, what I would like to propose/suggest is to install some kind of devices or actions (like reduce speed signs, zebra crossing, or speed hump) on the section of Park Road between the Park Road Pools and 'The Maynard Arms', because now that the road is refurbished cars are going very fast, there is a lot of speeding, loud cars, and also it's dangerous because there isn't any zebra crossing and there are literally hundreds of kids walking on this section of the road when the school is out, and also in the morning. I think these speed reducing actions could significantly reduce noise levels here.</p>
<p>keep both ends of Middle Lane open but locate a single bus gate after the Rokesly Avenue junction to prevent through traffic and locate a series of filters along Tottenham Lane junctions with side roads. - allows much simpler access to their homes for residents - they would just leave via one end of Middle Lane according to which side of the bus gate they are.</p> <ul style="list-style-type: none"> - keeps Middle Lane as a safe cycling route because all traffic would still be local and in many cases local cars would actually spend less time on Middle Lane and surrounding side streets than they did during the trial. - allow Tottenham Lane junctions with Elder and Roseberry to be filtered too and turned into continuous pavement along Tottenham Lane. -possibly allow Tottenham Lane junctions with Rokesly Avenue and Elthorne Avenue to become bus gates and hence much safer for school children at Rokesly. - give Tottenham Lane a bit more relief than it got in the trial because it would no longer have the local traffic on it and it would have fewer vehicles turning off it into side streets and vice versa. You would still close Hillfield Avenue at the junction with Hornsey High Street and I <i>*think*</i> the only other thing you'd need to do was to say no entry to Hillfield Avenue from Rokesly Avenue to prevent Harold/Glebe/Ferrestone being exploited. <p>disadvantage:</p> <p>you'd lose the pedestrian/bike area outside Monkey Nuts - i can live without that.</p> <p>Anyway, I'm not a traffic engineer but it just struck me that there were other ways to close middle lane to through traffic.</p>
<p>Trial monitoring</p>
<p>Could you tell me what date the results and data from the trials will be available? I'm particularly interested in the pollution readings before and after the trial and also for the traffic numbers for Weston park, the Broadway and Elder Avenue during the trial period.</p>

<p>Thankyou for your reply to my e mail, however I would appreciate the courtesy of a proper reply rather than a computer generated standard e mail to look at the liveable Crouch End site. I have been looking at that, but it does not answer my enquiries...so I am asking you again: Please tell me what date will the data that you have gathered be available to Crouch End residents and businesses regarding the following:</p> <ol style="list-style-type: none"> 1. Air quality and pollution levels opposite The Broadway N8 before and during the trial. 2. Traffic volume of The Broadway N8 before and during the trial. 3. Traffic volume for Weston Park, Elder Avenue and Felix Av during the trial.
<p>4. We live locally Traffic definitely got a lot worse during the pilot, esp in the early days. We don't want our road to become the 'sink' as other roads in our area are closed. Are you monitoring air quality in Park Road? Are you considering our needs? This is very important to us. 5. The Middle Lane brigade appear to be all upset that their road was closed. We would be delighted if you were to restrict traffic in Park Road (not necessarily close it completely) and encourage people to use Middle Lane instead.</p>
<p>Will the pollution levels and traffic count results before and during the trial be released, as well as the locations where such measurements were taken</p>
<p>However, I'm still a little unclear on the trials or actions in the area of encouraging more and safer cycling in the neighborhood. Are you able to provide me any detail about the proposed initiatives, and whether bike-share or cycling infrastructure investment is a part of that?</p>

POST TRIAL WEEK 2 (EXTENDED)

<p>5. Scheme fails to take into account needs of elderly and disabled who cannot walk or cycle, and who are thereby subject to more air pollution. 6. Scheme fails to acknowledge needs of health and social care workers who need to reach housebound patients / clients and already have only very limited time for each patient / client. 7. Scheme fails to acknowledge needs of other people for whom car, van or lorry usage is essential, including builders, plumbers and other similar workmen, and delivery vehicles (increasingly numerous due to on-line shopping).</p>
<p>When a disabled friend of mine asked for a lift from his flat on Inderwick Road to the Health Centre on Park Road it took me over 30 minutes to get him there, as we had to divert on a longer route to join the constant queue on Park Road - causing even more pollution!</p>
<p>All roads affected are residential and Hornsey Community Health Centre is on Park Road. This is a building visited by very vulnerable people of all ages throughout the day.</p>
<p>There seems to have been no consideration given to those elderly or disabled who are unable to walk. Equally the problem of carers getting to their clients on time, such as in the sheltered housing complex in The Grove is exacerbated. They are on a very tight schedule and the extra long journeys required, as well as adding to pollution, make it even more difficult.</p>
<p>On one occasion a near neighbour of ours who has disabilities had to abandon her car when collecting her four-year-old from St. Mary's infants and come back for her mobility scooter because of the jams. She and her daughter got soaked.</p>
<p>Thanks for the extra noxious fumes.</p>
<p>Furthermore, (Park Road as aforementioned) was far more polluted because there were more cars on that road due to the middle Lane being closed, and Park Road being one of the only roads leading out of the area. In conclusion this experiment was a complete and utter failure. I also lodged a complaint with liveable Crouch End over the phone.</p>
<p>3. As a result, no significant reduction in air pollution overall.</p>

Monday through Friday making the air pollution much worse than normal.
the pollution was higher than usual and there seemed to be more cars
One of the key aims of the trial was purportedly to encourage walking as well as to promote active and healthy lifestyles and improve air quality. In pre-engagement surveys, traffic levels and air quality in the centre of Crouch End were cited as key concerns. People wanted a reduction in traffic levels, especially on the busy key routes through Crouch End. The W7 journey above (N10 3TH to N8 9EA) would be, on foot, about 25 minutes as the most direct/quickest route on the same main roads. Therefore transport/traffic planners might argue the slower bus journey would get people walking (and therefore exercising). However, walking along that stretch was an unpleasant experience due to the standing - or very slow moving traffic - pumping out engine fumes. As you may know, the pavements are particularly narrow along much of that route on both sides of the road, so there really is no escape for those wishing to take the healthy option. Shutting Middle Lane created an unpleasant environment for much of the Crouch End town centre in terms of pollution and congestion, affecting a large number of pedestrians. It may have briefly improved air quality on Middle Lane but made it worse for all the other roads listed above. Therefore the small number of retail premises between 2 and 34 Middle Lane (maximum 18 public-facing, street-level businesses) may have benefited in terms of quiet and calmness but very possibly suffered through less traffic for custom. Middle Lane is also a much less used road by pedestrians anyway. The small make-shift seating area temporarily installed at the top of Middle Lane for the trial was right next to the backed up traffic and congestion on Park Road and was therefore not an attractive prospect. I would suggest a major re-think and return to the drawing board following the trial. I'm sure residents welcome the prospect of £4.7 million to spend on improving traffic flow, reducing unnecessary private car journeys, improving air quality but the above trial has been a disaster in this regard. Please confirm receipt and that comments received will be used for planning next steps with the Liveable Crouch End scheme next year.
nd pollution, pedestrian risk and overall inconvenience were all ratcheted up.
pollution and upset caused by the trial alone should be enough to show you what an ill thought through and unpopular action this would be.
In spite of the short experiment, the build up and extended congestion of traffic around Priory Road, Park Road and the base of Muswell Hill made road movement impossible and pedestrian movement unhealthy and extremely unpleasant. (The signs indicating no left turn at the Park Road end of Farrer Road and Park Avenue South during the second week were removed by a member of the public.)
Judging by the trial, the traffic chaos that this will cause will have the opposite effect than intended. I fully support making our city a greener, more pleasant place to live and work, but I genuinely do not think this is the way. The effect of the closure caused tail-backs on all the surrounding roads, roads which are also residential. Surely this is just pushing the problem around and keeping traffic moving is better than it sitting outside someone's window chugging fumes into the air?
Increased pollution (three-fold) in school playgrounds (as measured by FoE) as a consequence of the stationary traffic
The traffic queues caused more pollution as traffic was backed up & idle for long periods of time.
As a local business we do not consider the implications of the recent trial closure of Middle Lane were fully thought through prior to its implementation. Whilst attempting to improve air quality in the Middle Lane area there was no consideration given to the deterioration of the same in Tottenham Lane (or indeed Park Road), with traffic at a standstill due to the increased flow using Tottenham Lane as the only through route to Crouch End from Wood Green/Turnpike Lane/Harringay. We do not consider the trial was successful and would request it is not therefore implemented on a permanent basis.
increased pollution levels
Walking into Crouch End which I normally do daily (to avoid driving) during these periods was horrible, the pollution from near stationary traffic was appalling. Park road has an outdoor Lido that I use regularly and the smell of traffic fumes was bad in there - Swimming is supposed to be good for your Health - not give you breathing difficulties. The children who go to local school were also complaining about the stink.
I'm all up for saving this planet but I don't think that closing Middle lane and various other roads was the way to do it. It caused so much MORE traffic and pollution
and resulting in significantly greater air pollution as vehicle engines were kept running in the queues on Park Road, Priory Road, Crouch End Broadway and Tottenham Lane. While we are all in favour of creating greener environments, this trial was a disaster and caused greater air and noise pollution

The increased pollution on Park Road and Tottenham Lane alone should be enough to make the decision makers realise that this trial was unsuccessful and definitely unwanted by the majority of people who live in Crouch End
and consequent pollution. Drivers were forced to take longer than usual routes, creating more pollution, but the increased pollution from the stationary / crawling traffic on the overloaded roads would have been much greater.
and extra pollution due to the stop-start low speeds of the vehicles.
I'm asthmatic and walk when possible but walking along the main roads the traffic fumes were awful. I do not drive.
and pollution created due to these traffic adjustments. We believe this change will damage our well being and quality of life and will continue to object to it.
noticeably increased kerbside pollution
Based on the chaos and extra pollution that we suffered during the trial this cannot go ahead. I normally walk into Crouch End to shop but during the trial it was extremely unpleasant due to gridlocked traffic and pollution This must have increased pollution on the shopping street where there are more people. It makes no sense. It's achieving the opposite of the stated objectives. What is the use of an empty road that relatively few use at the expense of gridlock and pollution all around?
I am writing as a long time resident of in order to endorse all the excellent and valid points made to you and LCE by our neighbours - both on their own behalf and as representatives of the Park Avenue South Residents' Group. (My husband and I have already separately completed your on-line survey.) The proposed Scheme is madness as it will result in a LESS liveable Crouch End! It is hard to understand why pollution levels have not been monitored as part of the LCEnd Trial. Pre-trial levels are available for all areas and addresses in London from info@addresspollution.org . This website shows, for example, that pollution levels are already 'significant' in our side residential street of Park Avenue South (3 on a scale of 1 to 5). This street is used as a rat run for commuter traffic travelling from Priory Road to Park Road and the evidenced traffic increase in PAS during the recent trial will have increased this further.
Having experienced the trial closure to Middle Lane I would like to express my views on it. Far from making my part of Crouch End liveable it made it much less liveable. I have asthma and the pollution and congestion on Park Road was greatly increased during the trial. Park Road is very much part of Crouch End and as a pedestrian I use it on a daily basis. I have to walk along Park Road to get to the Health Centre, my local shops and the Church as well as to catch buses to Muswell Hill and Crouch End. During the trial period the atmosphere was more polluted, and the road was noisy and very congested. The congestion in the Broadway and along Park Road was such that the W7 bus was sometimes terminating at Crouch End, or I got off the bus between stops. Park Avenue South was used as a rat run. It turned a quiet and pleasant neighbourhood into a busy polluted one.
I have written, taken part in the consultations and had several meetings as part of the Clean Air for Coleridge School group. I think you already have feedback from me that will be factored in. But, in case you don't, I couldn't be more in support of initiatives that reduce traffic and improve air quality in the Crouch End area but have always had major concerns that the scheme you proposed would increase traffic and poor air along routes in the parts of Crouch End with most footfall, as well as next to many schools that are built on or close to the main roads. Unfortunately the road blocks that happened were not supportive to this outcome at all. The traffic was shocking, the air was thick with fumes, tail backs went over the hill from Crouch End towards Severn Sisters. In fact it was so terrible we skipped classes and play dates in Crouch End to avoid having to deal with the fumes. I have asthma and my 6 year old son has just been prescribed a Ventolin inhaler so increases in poor air really hit us hard. So, in conclusion I'm sorry to say the scheme has not been targeted in a way that creates a positive outcome, despite the good intentions. I hope another option will be developed to achieve the outcomes we all so desperately need. And to prevent so many single drivers getting in their cars to get from a to b.
nd increased air pollution significantly. This trial had the opposite effect of making Crouch End more liveable.
And pollution was worse. Its not Enviromentally friendly in any context, as every driver needs Extra 5mins to get around especially to reach to our customers. It's simply disastrous to the enviroment and the economy.
noise, more pollution stress and chaos and it will no longer have that leafy suburban village feel that makes people love Crouch End and attracts people to it. I hope you can take into consideration some of my points and reconsider closing Middle Lane,

and pollution during that time.
We have a 2 year old with possible asthma and a baby on the way and are <i>extremely</i> concerned about the prospect of this becoming a permanent closure, given the increase in traffic and pollution outside our hom
<p>I am writing in regard to the trial scheme introduced in Crouch End on 7/10/19. I am really struggling to understand how this scheme got beyond initial planning before someone pulled the plug because of its effects on surrounding communities. It really does smack of the already entitled seeking to make themselves more so. Effects:</p> <p>Pollution: There were hours of gridlock on Park Road, Muswell Hill, Cranley Gardens and Shepherds Hill/Wolesley Road. Apparently, the jams extended all the way back to Finsbury Park. The resulting CO2 emissions can only be guessed at. Why anyone thinks it is reasonable to close Middle Lane to through traffic (a road much wider than Park Road), and funnel yet more through traffic to Park Road (a much narrower road, and narrower pavements) is frankly beyond comprehension. Park Road itself has social housing its entire length, as well as private housing. Conditions in the rush hours are difficult at the best of times but became worse than impossible. It is worth pointing out that there are two doctors' surgeries on Park Road, as well as Hornsey Health Centre. It is almost laughable that Park Road has on it the Park Road leisure centre. During the trial small children were having to walk to their swimming classes in the morning while traffic was belching fumes in the gridlock. Adults were suffering a similar fate during the afternoon "rush hour".</p>
We also happen to live on Park Road and do not appreciate seeing traffic nose to tail along it in the rush hour belching out fumes.
long queues of vehicles which became stationary causing more pollution and abject chaos.
Due to not being able to turn right out of Tottenham Lane, if you close Middle Lane people have to drive further to go around – this is again more traffic and more pollution. What is your response to this?
I wish to add that my experience of walking along the roads which were full of stationary or crawling traffic with my two grandchildren was dreadful. The toxic fumes and noise just appalling.
I am writing to voice my concerns over the so called "Liveable Crouch End", which caused severe pollution,
Also Tottenham Lane, as you may know, was completely rammed during rush hour and the air on the pavement was terrible, you could smell the fumes in the shop!
The queued vehicles caused a lot of extra pollution. Avoidance action after the first few days simply means that drivers had to use longer routes, merely displacing the problem and causing additional pollution. I can see absolutely no benefit from the proposed scheme.
You mean liveable middle lane Everywhere else was crap. Esp Priory road near me.
This would allow the traffic to flow freely (especially buses) and not back up spewing out car fumes for us poor pedestrians and residents.
I understand that Haringey has been given a grant by TfL to help promote a scheme such as this. Crouch End is one of the most affluent areas in the borough - surely there are more deserving areas than this? Once again those with money automatically reap the privileges. What about helping to make the lives of residents who don't have a lot, who can barely make ends meet let alone even think about living 'more green', just that little bit healthier? It all smells a little off if you ask me. Every person that I have spoken to in the area are in complete agreement that this proposed scheme is an extremely bad idea. I very much hope that for once, you do not ignore the feelings of the local residents and users of the area. I think if this scheme goes ahead despite the overwhelming evidence that it is not a good idea, it will seem very much like a vanity project for the council. Put the money where it is most needed for once.
I have a fully electric car and need it for work. I need to carry expensive camera equipment, tripod and a laptop ... sorry but I'm not lugging 30K worth of gear on the bus/tube. This trial was ok for people who's only pressing deadline is a pilates class or a coffee with friends but for the hard working north Londoner who's trying to make a living and juggle two children ... no.
It impacted on flow of traffic in every direction and seems to have extremely limited benefit to some people but cause massive disruption to tens of thousands of others.
To subject hard working people to this abuse is sadistic. Like it or not Crouch End is an artery between London's zones. It will hurt those without the flexibility of choice.

<p>People working long hours can really do without a two hour journey from Finsbury Park to Muswell Hill at the end of the day, imposed upon them by individuals who care not an iota for anyone but themselves, in some insulated mythical environmental bubble. However, they will be pleased if their house prices go up, pity about everyone else.</p>
<p>I am contacting you to raise concerns over the closure of Middle Lane in Crouch End during 7-20th October 2019. Every single day of this trial was complete chaos from morning until night. Every bus on Park Road was extremely delayed due to traffic caused by this closure. The bus stop I use on Park Road had ten times the amount of people waiting at them to catch the transport every day because of the infrequency of bus arrival.</p>
<p>2. Buses significantly delayed.</p>
<p>The buses couldn't run properly and there were long queues for the W7 especially. The W3 and W7 are usually very reliable and evenly spaced All in all, it seemed to be a disaster and I do not want Middle Lane closed as a permanent fixture..</p>
<p>This severely impacted the W7 bus journey such that north-bound route had traffic jams tailing back all the way from the Park Road/Priory Road junction (, London N10 3TH) through Crouch End Broadway and back as far as Crouch Hill (, Crouch End, London N8 9EA). On this stretch of the W7 route, a journey which might normally take 10 to 12 minutes, including the stopping time between, was of a minimum duration 45 minutes for the trial fortnight. This clearly also badly affected not just bus passengers but all other road users, drivers, pedestrians too on that same route. I am guessing that a very similar experience befell people/traffic using the other affected stretch of road from the Clocktower at Crouch End, along Topsfield Road / Tottenham Lane, the 41 bus route all the way up to the Church Lane junction</p>
<p>These other routes need to be policed in a way that allows traffic to flow freely, buses where caught in the horrendous traffic, causing bunching and long delays. I use the W7 bus and when I went to the stop 7 buses were due in only 8 minutes! then a long gap to the next.</p>
<p>The traffic jams also meant that the usually fluid bus routes in the area became gridlocked, thus negating the message of trying to encourage people to use public transport</p>
<p>I live near Crouch End. I don't drive. I use the 91 bus & 41 buses & I walk regularly into & through Crouch End. The trial caused delays for public transport. It will encourage people to use their cars to drive around the queues using side roads etc rather than sitting on a bus that was not moving.</p>
<p>– much slower W7 bus times – at times the bus was impossible to use</p>
<p>I am writing to complain about the total confusion over why Middle Lane was closed. The traffic on Park Road as a consequence was at a crawl for over 3 hours in the mornings and even longer from the School run at 3pm until after 7pm, alternative routes in all directions had extra slow moving traffic. The bus timetables were thrown into chaos .</p>
<p>The closure and ensuing congestion also affected the W7, W3 and W5 bus services, which the community relies heavily on, especially the elderly and schoolchildren.</p>
<p>Buses couldn't pass one another thus increasing everyone's frustration.</p>
<p>It rendered using the bus almost impossible as they were stuck in the mayhem and, because of the scarcity, full of unhappy travellers.</p>
<p>My experience was watching a bus at the top of Crouch End Hill, full of commuters, coming home from a long day's work at 6pm, on the 2nd day of the trial period. I filled my car with petrol, queued to pay and when I'd finished 7-8 minutes later, the bus had barely moved.</p>
<p>Getting the W7 back with heavy shopping was frustrating due to the delays. One day at 4pm I needed to get from Muswell Hill to Crouch End and waited 25 minutes for a W7 and then got off one stop early as it wasn't moving. Judging by the report back at the meeting of the Scrutiny panel on 6.11.19 Councillor Hearn seemed completely dismissive of the actual situation saying she was pleased with the way the trial went and that buses were not rammed, just parts of days had issues! The evidence is that the W7 and 91 buses failed to meet their targets every day of the trial. The W7 failed on 80% of weekdays. It was often taking in excess of 60 - 90 minutes, sometimes longer, when the average scheduled journey time is around 35 minutes.</p>

As both a driver and public transport user, both modes of transport were utter carnage during that time. I can't believe a permanent closure is even being contemplated.
It was impossible to navigate using Crouch End at all in the experimental period for fear of being stuck in traffic. It was an absolute nightmare for all traffic, including buses and particularly for residents in the busy periods of the day.
On our return commute, we tend to take the bus home in order to get home for our childminder (walking both ways, although our ideal is not possible in order to do a full day and return home for our children). We could not use the bus that week because the buses could not get through the traffic. This did ease up but the W7 was much less reliable. Did you look at unforeseen consequences of people not being able to use buses? What were these? Did you consider people using Uber's instead of buses to get home?
The W7 busses could not get through as Park Road is narrow in places and can only accommodate the busses when there are gaps in the flow of traffic .
8. I've heard that local businesses have been adversely affected.
I would imagine shops/businesses along this route were also adversely affected. The W7 journey above (N10 3TH to N8 9EA) would be, on foot, about 25 minutes as the most direct/quickest route on the same main roads. Therefore transport/traffic planners might argue the slower bus journey would get people walking (and therefore exercising). However, walking along that stretch was an unpleasant experience due to the standing - or very slow moving traffic - pumping out engine fumes. As you may know, the pavements are particularly narrow along much of that route on both sides of the road, so there really is no escape for those wishing to take the healthy option
On the face of it, I am for the changes, provided it is implemented correctly, and it doesn't severely impact local residents and business's. If the intention is to improve the local environment and make it safer for residents and business then more consideration is needed. This is my personal view as a local worker, and what impact it may have on my clients often in grief at a sad time.
Major impacts (eg 50% reduction in takings) for businesses in Middle Lane; this at a time when daily news is filled with accounts of the death of the High Street.
The only part that became pedestrianised was the end of Middle Lane at the junction with Park Road where there is a perfectly successful zebra crossing. There seemed to be no advantages to either local businesses or residents but many disadvantages. Please do not make our lives more unpleasant by making these changes permanent.
We also noticed reduced footfall along Middle Lane and, indeed, on Tottenham Lane such that shops, bars and restaurants appeared to be less busy. We discussed this with a few shopkeepers who confirmed that business had been adversely affected. Our view is that the closure to Middle Lane should NOT be made permanent.
I am writing this email opposing your road restriction on Middle Lane London N8. This road restriction impact heavily on our office and our drivers. This caused inconvenience to the drivers and our Customers in the area. During the trial time to close Middle Lane N8 from 07-20th october 2019 traffic was chaos. .
I am emailing in regards to the proposed closure to Middle lane and how it is a terrible idea. i have a local business and during the 7th-20th October when Middle Lane was closed I found there to be lots of issues. In the evening, peak times lots of my clients ran late for there appointments because of all the traffic in Crouch End. Some were almost an hour late for the appointment so as you can imagine we then ran over with all the other appointments which did not make our clients very happy. Many of my clients have been coming to the salon for many years so are regular and none of them usually have this problem.
I am sure the Council would like to encourage people to use local shops. Well we try very hard to use the shops nearest to us at the bottom of Muswell Hill. However, whoever owns the parade constantly raises the rent forcing tenants to leave. Why aren't you doing anything about this? Our local baker, has just had his rent doubled which probably means he will have to move away. There has been a bakery on that site for at least 35 years. Why isn't the Council helping small businesses stand up against greedy landlords?

I own a local shop,. During the trial for Liveable Crouch End 7-20 October I noticed a big drop in foot fall and less hair bookings were taken in the salon The road closure had a direct impact on my shop and customers. I am extremely concerned for the future of my business if this is permanent.
I can see that this scheme is well-intentioned, but the trial showed that in reality the idea is seriously flawed: 1. Traffic not significantly reduced, just displaced, causing serious congestion and delays elsewhere close by, especially the two main A roads running through Crouch End.
I live locally and have to say the impact of closing Middle Lane to traffic greatly affected residents of Tottenham Lane. The traffic was barely moving between 5pm and 7.30pm,
I would like to express my concern about the closure of Middle Lane during 7-20 October. Due to the traffic chaos,
During the period, traffic along Park Road was frequently at a stand-still during peak hours 7:30am to 9:30am and then again 4pm to 7pm
In closing middle lane to all traffic, except buses and cycles, then its imperative the diversion routes are capable on taking the additional traffic. Local residents had to use Tottenham Lane to access their homes, and due to closures through traffic was very heavy causing a lot of congestion. Some of this was caused by parking, road work, building works and such. This all has a detrimental effect.
I wish to register my unequivocal opposition to the Middle Lane closure plan. The scheme was, in my opinion, badly constructed and the trial poorly executed. Despite its manifest inadequacy, the trial was sufficient to demonstrate just how misguided the plan was in that traffic flows on small residential roads increased dramatically, congestion was much worse than usual on all main roads
I'm writing to add my voice to the huge opposition to your planned closure of Middle Lane in Crouch End as part of the Liveable Crouch End scheme. The congestion
I enclose my comments on the recent project experiment in Middle Lane. It ran for too short a time to be of any value in identifying settled traffic reaction and it was badly thought out by not foreseeing some obvious traffic consequences such as further build up of traffic in Farrer road and Park Avenue South.
I am writing to register my concerns about the recent trial closure of Middle Lane in Crouch End and it's potential roll-out to a permanent scheme.
The consequences of your trial (from observation and discussion with fellow members of the Community): Gridlock around Crouch End
<ul style="list-style-type: none"> – total gridlock on rainy days – very unpleasant walking conditions – much harder to cycle on Park Road – at times it was impossible to use our car for the few necessary journeys we still make, such as delivering heavy resources to our nursery
We are writing regarding the trial closure of Middle Lane and its side roads from 7th - 20th October. Having lived and worked in Crouch End for over 30 years, never have we experienced such chaos and disruption in the area. Middle Lane is a vital road link in and out of the town. The congestion caused by closing it created huge tailbacks and traffic jams, sometimes lasting hours,....We live locally and the tailbacks also extended at times up our road as far as Shepherds Hill.
The road closures and resulting diversions in Crouch End during the period 7-20th October were a disaster, causing traffic chaos and making Crouch End virtually unliveable. Traffic diverted along Priory Road was sent past three nurseries and traffic on Park Road was almost stationery for long periods in the morning and afternoon and evening, thus increasing the pollution by many percent Some side roads, such as Park Avenue South, a totally residential street, experienced a large increase in traffic and even streets like Barrington Road, had increased traffic and pollution due to frustrated drivers hoping to bypass some of the vehicles on Park Road. This is totally unacceptable!

<p>The trial road closures during 7-20 October resulted, predictably, in very significantly worse traffic jams and delays</p> <p>It is essential that such a scheme is not implemented on a permanent basis. I can see no benefits, only major disadvantages in the scheme. I live locally, and saw clearly the disastrous traffic build up, particularly but not only during and around the obvious morning and evening commuting times, especially in Park Road but also to a significant extent along Priory Road and Tottenham Lane. This obviously resulted in delays for all travelling long these routes, private and business drivers, buses, emergency services, refuse collection services, users of the Health Centre on Park Road, etc. The only major road to have reduced traffic was Middle Lane, due to the closures at both ends. There was a wholly predictable increase in traffic along residential roads, in particular, Park Avenue South and Barrington Road, as drivers attempted to get round the jams. It is obvious that the best way to keep traffic flowing (and thus minimise delays and pollution and danger) is to allow drivers to use the most efficient route for their journey from the full range of roads through Crouch End and the surrounding areas. This would be in the best interests of residents and those passing through the area.</p>
<p>I live on the route affected by the trial closure last month of Middle Lane N8, and am writing to ask that this proposed scheme is now dropped and alternatives sought. The consequence of the closure was not to reduce the traffic but to move it on to the main routes in Crouch End and Hornsey, namely The Broadway, Tottenham Lane, Park Road and Priory Road. This caused and if made permanent would cause, long-term very high congestion in these streets leadingThe congestion affects the centre of Crouch End and makes this a less "liveable" area.</p>
<p>I'm emailing about the chaos and inconvenience caused by the two week trial of the 'Liveable' Crouch End project. Rush hours were gridlocked up and down Hornsey High Street, Muswell Hill and Park Road in all directions.</p>
<p>We strongly oppose the proposed middle Lane change. Referring to the recent Middle Lane traffic test - as a resident living off Park Road for 20 years we have never seen the intense congestion, chaos</p>
<p>My daily experience during the 2 week trial period was overall negative. Journey times using Park Road and Priory Road, Muswell Hill, Cranley Gardens, Crouch End Hill, Crouch Hill, Hornsey Road, Hornsey Lane, Tottenham Lane - all routes were massively congested in the mornings and the evenings</p>
<p>We are writing to provide feedback to the recent closure of Middle Lane from 7-20 October. We live locally. During the closure we noticed significantly increased traffic on Park Road, in particular at the traffic lights at the bottom of Muswell Hill. This added traffic, which was almost at a standstill during rush hour,</p>
<p>I often walk along Middle Lane and had never found the traffic to be a problem. Much of the traffic that was moved from Middle Lane inevitably added to the traffic on Tottenham Lane, therefore increasing stationary traffic at the traffic lights at the Clocktowe If there had been any small reduction in traffic on the main roads during the trial it would be accounted for by the fact that it was hardly moving. This crawling traffic thereby causing more pollution than traffic flowing well . We are told there will be traffic evaporation. Where will it evaporate to? There is no obvious alternative route and if this were possible isn't this just pushing the problem elsewhere?</p>
<p>My main worry was as the roads surrounding the nursery were at grid lock had there had been an incident during the two week trial.</p>
<p>I live in central Crouch End and own a business locally. The 2 week trial closing of Middle lane caused gridlock in the entire area I trust this trial closure is not being considered as a permanent feature?</p>
<p>Already we are witnessed the build up of traffic in the area at the time. Hope you keep open the road for a smooth flow of traffic. Please drop your thought if you got one to close Middle Lane N8</p>
<p>If Middle lane is closed it will cause a lot of extra traffic</p>
<p>I am emailing you concerning the recent 'Livable Crouch End' experiment recently carried out during 7-20th October. I cannot stress enough how strongly I object to this scheme. I have lived in Crouch End for 25 years and never have I encountered such high levels of congestion</p>
<p>I'm writing to you regarding the proposed closure of Middle Lane I live with my young family locally, and during the pilot closure during the period of 7th-20th October, we experienced a significant increase in the amount of traffic building up in our street, which often tailed up the road to outside our home</p>

No doubt the aim of the Council is to limit traffic, but closing already quiet streets and pushing all the traffic onto a couple of main roads is not going to turn cars away
This email is regarding the chaos of the Middle Lane closure between 7-20 Oct. As I understand, this was a trial to potentially close the road permanently. Please don't ruin lovely crouch end with traffic chaos.
Dear Sir/Madam, as a resident of Hornsey, I want to express my concern with any plans to make the closure of Middle Lane a permanent feature for Crouch End. In the two weeks of the initial experiment, traffic was backed up towards the poorer ends of the borough resulting in traffic chaos and congestion in my area. Any further proposals for this scheme would benefit from and without doubt need a proper and thorough consultation period to assess the real impacts of such a scheme being proposed permanently. Yours Sincerely
I have also filled in the survey but wanted to write my questions and give my feedback. We live locally and these were our observations: Park Road became a traffic jam for large portions of extended rush hour during the trial. We understand about traffic evaporation over a longer period of time but even with that we believe that this makes this residential road more polluted and less safe. What would be your plans to mitigate this if you went ahead with the change?
and the major congestion in the whole Crouch End area - pollution and congestion we have never ever known here in crouch end. It in fact made Crouch End totally unliveable.
I also live locally and during the two weeks the traffic was horrendous and very congested during the morning and evening rush hour again with terrible air quality and fumes. I totally disagree as a resident and business owner that this is a beneficial project.
I am very unhappy about the recent closure of Middle Lane and strongly object to any proposal to make it permanent. Traffic in Park Road and Topsfield /Broadway Parades leading to Tottenham Lane was backed up for hours each day. On the north of Park Road the junction at the bottom of Alexandra Palace could not cope with the increased traffic needing to turn right from Park Road, because they had been prohibited from turning into Middle Lane. Similarly traffic going south and unable to turn left into Middle Lane caused chaos trying to turn into an already backed up Topsfield Parade. Traffic was backed up at the bottom of Crouch Hall Road, Wolseley Road, and Cranley Gardens. The junction with Farrer Road/Park Road/Cranley Gardens was even more congested than usual.
The best course of action would be to abandon the scheme. If there is any intention to further consider implementing any aspect of the scheme it is essential that there is full consultation of at least all residents in the area affected, which would require written communication through every letterbox.
I sincerely hope that there will be a proper and extensive consultation before any new scheme is adopted in Crouch End. The last trial would be totally unsustainable.
I understand that Councillor Hearn was in Crouch End to answer questions on the middle Saturday of the trial. However there didn't appear to have been any publicity that this would happen or where she would be, not even a sign nearby. The flyer that was delivered to some houses at the end of last year was so bland, suggesting making walking more pleasant, more seating areas, and greenery etc. that, of course, anyone who replied would agree. As far as I know there was no suggestion of closing an important road. As most of us find Crouch End liveable as it is, very few replied and so the workshop that those few were invited to and less than 100 attended is hardly representative.
Please can you confirm the exact consultation process that will be put in place before any decisions are made, so that we can be involved in this? We are very much against this change, as are our neighbours and nearby residents.
It has been a tribute to the great British public that nobody got murdered in the ensuing chaos of "Liveable Crouch End", never was a scheme more inappropriately named. In conclusion you should know that there is outrage in the local community that those adversely affected by this scheme, whether residents or traders; were never formally part of the initial consultation. If ever somebody wants to do a case study of how not to do a public consultation, or trial scheme this is it. There will be similar outrage if we are not formally consulted on the outcome of the "consultation".

People are saying that the Council is likely to ignore the public opposition to this scheme and proceed it with it anyway. I don't know if this is true, but surely the Council must pay careful attention to the results of the public consultation and respect those views. If the scheme can be amended in a way which addresses public concerns, fine, but if there is no way to fix it, it should be discarded. It does not matter if £5 million is waiting to be spent--that money must be used wisely, or not at all. As a Councillor, I hope you will do your utmost to ensure that the results of the consultation are listened to, and acted upon. Otherwise implementation of the scheme will be a considerable waste of money, and a disaster for Crouch End residents.

Given you only left the initial survey open until the last day of the trial – what were the reasons for doing this? It came across to many who were not able to give feedback, the impression that the purpose of this initiative was not about making Crouch End liveable at all, but to force a change by not gathering enough opinion. It's helpful that you have now asked, but it would be good to get an answer to this question.

This meant that I had to get uber taxis (which in themselves took much longer to arrive than normal) to Finsbury Park daily, and on several days I was late for work and appointments due to the delays on the road.

as well as congestion than at present, in addition to the stress and frustration of not being able to efficiently access our homes, shops and neighbouring areas. We ask you to please reconsider any plans to make this closure permanent. Thank you.

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When the bus arrived at Wells Terrace, Finsbury Park there was even more chaos as there were no buses (all stuck in the carnage back round Crouch End) to take all the rush hour commuters home. The W7 queue went round the corner and all the way up Clifton Street. The W3 queue had nowhere to go once longer than the bus stand so just spilled around the roads. I suggest you look at CCTV footage to see how dangerous and uncomfortable it was for people who had been at work all day. There were hundreds when I passed through.

I walked through Priory Park a few times during the trial and the playgrounds, caff and paddling pool were empty when generally they really well used. I guess the aggro of the journey and the fumes put everyone off. Shame when the current thinking is that kids should be 'out in the fresh air'. I reckon the scheme's values were massively outweighed by the misery and inconvenience it brought to countless thousands of people affected by it, and the quality of their day.

I've yet to meet anyone who had anything positive to say about and suggest it's abandoned.

I write to register my views in the recent experimental trial closing Middle Lane between 7am and 7pm. The route to and from Finsbury Park underground was taking around 90 minutes. My daughter abandoned the bus one afternoon and walked home, resulting in a sort throat and having to use her inhaler because of all the car fumes on the way home. It seems to me that the scheme is trying to benefit local people who use Crouch End to shop and tried to discourage through traffic from elsewhere, but totally failed to take into account local residents who go into town every day and therefore need to pass through the centre of Crouch End either by bus or by car or bicycle or even walking to Finsbury Park tube given the walk was taking half the time of the bus journey.

Middle Lane has the benefit of Priory Park to mitigate the traffic fumes. It's closure simply shifted traffic to other roads which do not have the green space and trees alongside them. Finding routes around the closure resulted in longer journeys - counterproductive, obviously. Park Ave South and Farrer Road ended up as cut through routes increasing pollution as cars queues at the junction with Park Road and causing danger as cars careered along at 30+ mph around blind bends and braking fast in the face of residents needing to go in the opposite direction. The fact is we live in London and Crouch End is situated on A roads. We need easier parking and probably smaller more frequent electric buses. Not to have a dead zone created at great expense but killing livelihoods and reducing the value of properties because it is inaccessible and unpleasant.

The goals of the scheme were undoubtedly well meant but I hope the 'trial' (if that is genuinely what it was - doubtful at this point given the council's wilful disregard of any negative response) showed that Middle Lane closure at least was not the way to achieve them.

I am a resident of Crouch End and I also work locally. I am greatly concerned about the chaos the closure of middle lane and other roads During the trial parents were an hour late coming to collect their children. Some of my colleagues took 2 hours to get home, double their usual journey time. As a resident I have never seen so much traffic in Crouch End and I have lived locally over 20 years. My mother who is 88 and very independent visited during the trial and we visited the cinema; it took her over 2 hours to get home which made her very vulnerable in the dark I am so outraged about this trial being named Liveable Crouch End and which caused so much pollution and inconvenience. So much so that if it was put in place I would consider moving. .

Also from my personal experience after work when driving towards Muswell Hill a journey that usually takes 3 minutes took around half an hour.

Child Care: I know of two couples working in town who became late regularly collecting small children from carers. Working full time and caring for small children is as I remember stressful enough. People doing it, work to fine margins and to have even more stress put on them is just unacceptable Apologies if this sounds intemperate but the damage being done to the council's reputation is severe, and the sooner this scheme bites the dust the better. It is reminiscent of the initial extension of the Crouch End A CPZ in 2011 which also happened without anyone thinking through the consequences.

I am writing to you as I understand that you are the member of Haringey Council responsible for Climate and Change and Sustainability. I also saw your name quoted in an article in The Ham and High newspaper about the recent closure of Middle Lane in Crouch End. It was a pleasure to leave Euston where I work this afternoon and return home to Park Road in half an hour. This journey has taken me up to an hour over the last couple of weeks while Middle Lane was closed. It is bad enough to have the retirement age for women of my age extended by six years without having to also battle home every weekday evening. Walking home from Finsbury Park tube station is not a viable option in the pouring rain laden down with a couple of heavy bags and an umbrella. Unfortunately my husband was forced to do this two Mondays ago as there were no W3s or 7s in Finsbury Park Station. It was pouring down and he was soaked by the time he returned home. His whole journey from Chiswick had taken him two hours door to door. He left at 6:45 am and was home at nearly 8pm. Is this what the future holds for commuters from Crouch End, if this crazy scheme to shunt all traffic on Park Road goes ahead? I think the Council needs to think very carefully about closing Middle Lane to traffic. Just closing it and hoping that the traffic will go away is not going to happen. I do hope you will consider all of the points in this email, and not make Park Road an unpleasant place in which to dwell.

This affected our commute – we both work in central London. I walk to Finsbury Park every morning – this was now a horrible commute alongside a traffic jam and greater polluted streets – how would you address this? We walk wherever possible and our children scooter, but occasionally you want to pop them in the car, if it is wet, cold, late and you are picking them up from a club or sporting event. This is greatly affected because there were no longer quick ways round our community – it was more driving, more traffic, more pollution. What mapping was done to look at the impact on local routes? How will this be addressed?

I understand that some general papers on traffic evaporation have been used as a justification that future traffic will decrease. Such papers might form a justification for an investigation, but cannot be used sensibly without local interpretation. I understand that no traffic modelling was done modelling in this specific area, and therefore any conclusions are just hand-waving. Even if it does apply in this area there is no way of telling whether the right roads were closed. Furthermore, the scheme is too local in scope. Its effect is to move any problems elsewhere within the area. One case was the traffic light junction at the bottom of Muswell Hill, which caused Park Road traffic to back up badly.

Thank you but we know what you've done since the trial. Altering traffic lights to 'prove' that pollution is high outside of schools. We know what's going on and we will pass on our findings

Please desist in sending ridiculous emails that pretend that opinion on this hair brained scheme are split. 99.9% of Crouch end residents and businesses thought that the trial was the most ridiculous and crazed venture that Haringey council had ever entered in to....and that's saying something, so to suggest that you still need to evaluate what was obviously an unmitigated disaster is an insult to our intelligence. Can't wait till the next local elections to help vote this council out.

9. Middle Lane closed off is not a space that is likely to attract the public to rest / relax / play in, especially with the traffic congestion at each end. 10. The scheme is a simplistic idea that fails to address complex problems. 1. Complex problems require much more wide-ranging solutions, i.e. London-wide solutions that are properly integrated.

12. This is a box-ticking exercise that will cause more harm than good.

I live in Walthamstow, and have worked in Crouch End for over 9 years. We have had mini Holland which caused widespread condemnation by some, and was welcomed really only by cyclists who organised a campaign, although most didn't live locally. The local council didn't listen to the objections and this caused a lot of anger, most think its been a failure, and a waste of money. Do not create mayhem on the thoroughfares through ideas that are poorly conceived and are implemented in a way that causes more problems than it solves.

totally inconvenient and frankly dangerous. Your silence on the matter is quite frankly unacceptable. You need to rethink this immediately. There must have been alternative proposals on the table from TFL. I shall continue to oppose this action daily and at the ballot box until it is over turned.

I want, we all want, to reduce pollution and the impact of vehicular traffic in Crouch End. However, your recent 'Trial' has amply demonstrated that good intentions are not enough, that impulsive, short-cut measures are not the answer. Great pain does not lead inexorably to great gain. Shooting ourselves in the foot is not a remedy for anything. The 'Trial' was appallingly implemented, but it is not a satisfactory response to just say, 'We'll change the project manager and do it better next time'. The Trial revealed fundamental flaws in the approach inflicted upon inhabitants of Crouch End. The word 'Trial' has several meanings. You chose one to describe your scheme, but the people you represented were subjected to an ordeal and you have been found guilty of an appalling error in performing your stewardship role. However, mistakes should allow us to learn. I hope you will start again in your attempt to achieve our shared goal of a more liveable Crouch End.

I am writing to you to raise my objection to further closure of Middle Lane. The trial caused long traffic queues through Crouch End & beyond. It seem ridiculous that somebody thought this would work. Please don't view this as a success & plan it as a permanent option because it was horrible, it certainly was definitely not 'liveable'!!!!

I am writing to you because I'm really concerned about the recent Liveable Crouch End trial. My main concern is that I have heard a few times that the council are going to push ahead with implementing the changes trialled. This is very much hearsay, but as it's come for a few sources, I find it worrying. I am a Crouch End resident and am extremely opposed to the changes trialled I live with my wife and three children locally. As you imagine, the trial was disastrous for us. Long traffic queues outside our house meant: It really did turn our road into a nasty place to live. Perhaps this would be justifiable if there were some major benefits to offset it. But there are not, because: – Middle Lane is never very busy anyway, so it doesn't need major traffic reduction.

4. SCRUTINY PANEL MEETING 5/11 I understand as follows:
When a Councillor asked LCE what would be done if Residents said that they don't want the Scheme, LCE reportedly replied that this was a 'conversation they would have to have'. Such a response is evasive and unacceptable, suggesting that LCE hasn't seriously contemplated the failure of the Trial/Scheme because of local opposition.
That Cllr Hearn said that TFL are very pleased with the way the trial had gone, "describing it as a highly political issue and "that people just fear change". I regard this as a patronising response to a deeply felt and well-argued local opposition.

Obviously I'm sure this letter is unnecessary after such a dreadful trial which angered every single resident I have spoken to - I'm sure you've witnessed it yourself and suffered from the bad results. But just in case, I am putting a plea in for this idea not to go any further and ruin our green area.

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<p>This affected our commute – we both work in central London. I walk to Finsbury Park every morning – this was now a horrible commute alongside a traffic jam and greater polluted streets – how would you address this? We walk wherever possible and our children scooter, but occasionally you want to pop them in the car, if it is wet, cold, late and you are picking them up from a club or sporting event. This is greatly affected because there were no longer quick ways round our community – it was more driving, more traffic, more pollution. What mapping was done to look at the impact on local routes? How will this be addressed?</p>
<p>I received a Trial flyer, but prior consultation was non-existent as far as I am aware. Many traders on Middle Lane didn't even receive advance warning.</p>
<p>I am extremely concerned about the possible permanent implementation of the closure of Middle Lane. Although I agree that to reduce pollution, encourage walking and cycling and the use of public transport are worthy aims, this is not the way to achieve it. In fact the trial did the complete opposite. I'm also shocked by the fact that consultation has been so poor. I am still meeting many people who haven't realised that the trial closure may become permanent. The sign at the end of Middle Lane simply said the road was closed, without any explanation. Many assumed it was for roadworks. Residents of many roads who were adversely affected were not consulted at all.</p>
<p>I am writing to offer a bit of balance to the over excited response from PAS responses I have just seen on the website. Traffic was bad in our road the first few days mainly due to road works. There are often days of gridlock in Crouch End due to road works or accidents.</p> <p>Congestion and pollution have a real impact on people's lives and just doing what we have always done and drive around in bigger cars is not going to solve the problem – even if it is an electric car.</p> <p>I fully support the idea of closing off Middle Lane and think it will improve the quality of life of all residents particularly pedestrians and cyclists.</p> <p>Global warming is real and the status quo is not an option.</p>
<p>Do please advise asap whether the council plans to make this change permanent, and if so, with what justifications. I would appreciate a direct response to my comments and questions above.</p>
<p>4. Emergency services more likely to be delayed</p>
<p>It had the same effect on emergency vehicles trying to get through.</p>
<p>Emergency vehicles were unable to get through Middle Lane became much less frequented raising concern among women about their security in low light conditions Three muggings on Middle Lane Evidence (alcohol bottles, cans) that destitutes were using doorways on the traffic-less road for shelter</p>
<p>Park road is a major route for Fire I understand this was a trial, I hope you realise the problems you caused and are not planing to make this mistake again.</p>
<p>The paving stones are all over the place, so much so that older people and parents with prams are walking on the road as its safer - surely this is an accident waiting to happen but have not seen any action.</p>
<p>The roads are too narrow. Emergency vehicles had difficulty getting through.</p>

I would suggest the scheme was also dangerous, both in terms of frustration and potential impact on blood pressure for drivers trapped in the traffic and in terms of drivers' behaviour as they attempted to force themselves into stationary traffic, for example exiting from Palace Road or Barrington Road after speeding along Barrington Road in an effort to bypass the jams along Park Road.
nd made cycling along Park Road slow, difficult and dangerous.
How would emergency services cope with the any incidents at our nursery?
SAFETY As well as the safety issue posed to health by air pollution, Park Avenue South has a dangerous bend which is already a hazard because commuting drivers often think the road is one way and travel not only too fast but also on the wrong side of the road. We need traffic reducing measures for PAS anyway, but a dangerous situation in our street will be made worse if the Scheme goes ahead without them.
This scheme is ill-thought out and achieves the complete opposite of the objectives it set to counter the 'issues' it is trying to solve. In addition the lack of traffic through Middle Lane actually made it a more dangerous rather than safer street – it was virtually deserted at night making any pedestrians an easy target for muggers and the like – it will be only be a matter of time a serious offence occurs if this scheme goes ahead. This scheme should be completely abandoned and I know it does not carry the support of the majority of the people in Crouch End.
In addition the understandable frustration of drivers in this situation led to several incidents which I observed which were dangerous to pedestrians. Please reconsider any plans to subject local people to this situation on a permanent basis.
Hi – I have feedback to the on line survey on the same lines. In addition I think that if the driver behind the trial is to reduce accidents then LBH / TFL would be better spending the funding on <ol style="list-style-type: none"> 1. Consistent speed limit markings on the roads – Priory road still has 30 2. Enforcing the existing laws including speed limits and stopping at red lights – for all vehicles 3. Enforcing existing parking rules on double yellow lines and abandoned vehicles 4. Enforcing the existing laws around the use of bikes, scooters etc. on pavements and in parks. Thank you
I would suggest a better solution would be to put double yellow lines down one side of Tottenham Lane right up to the Clocktower and allow parking on the opposite side.
Research clearly shows that you need to make it harder to drive and get people out of their cars. It is not easy and will take time so I think a longer trial would have been more effective. More work needs to be done to cut off cut throughs and stop people using residential streets as race tracks to catch up time after a diversion.
Before any further consideration of the closure of Middle Lane (the cause of these problems), it would be much more sensible to consider more modest traffic management intervention – specifically the Park Road end closure of both Farrer Road (already a dangerous rat run) and Park Avenue South.
A more sensible first stage intervention to reduce pollution, dangerous road speeds and weight of traffic, would be for Farrer Road in particular (already a rat run) but Park Avenue South as well, to have their roads closed at the Park Road end.
The only changes actually needed in that area are: -- to remove parking on one side, near Priory Park, so that the W3 can pass easily -- ensure traffic on cut-through roads like Hillfield Avenue is managed and slowed down. I'd suggest that if there's a desire to have a central community open space where people can just enjoy being in Crouch End, we should upgrade the poorly looked after green outside the Town Hall. People already congregate there on hot days, and would do more if it wasn't a slightly woeful patch of grass. (Sorry, I love that we have green space there – but it could be much nicer – take the railings down, plant more trees, nicer benches for a start...)
Lets make CE more liveable by having more police on the streets, (a teenager got mugged & slashed in the face last week at Stationers Park) more street lamps, sort out fly tipping, better paving in the whole of N8 - not just the busy roads or the ones on a bus route. I've been emailing the council consistently about the pavement on our road

I suggest a couple of alternative steps that would be consistent with your objectives. 1) encourage the use of the bus route W7 as a means of going to and from Crouch End centre by ensuring that along its route on Park Road there will always be room for two buses going in opposite directions to pass. Parking is currently permitted on both sides of the road In some narrow stretches, making it impossible for two buses to pass each other. In other stretches, this narrowing is caused by the unnecessary widening of the pavement (presumably intended to slow down road traffic, hardly an issue on Park Road).

These would be simple and cheap measures to introduce. 2) Discourage through traffic, particularly private cars, from passing through the centre of Crouch End. This is more difficult as these are A roads, namely A103 and A1201, but creating alternative recommended through routes, such as Ferme Park Road and either Stapleton Road or Mountview Road on the east side and possibly Berkeley Road, Edison Road, and Wolsey Road on the west side, would allow you to ban private cars from the Clocktower junction entirely except for local residents, deliveries, and buses.

This doubtless has ramifications for traffic in other areas, and would need support from other neighbourhoods, but would be the sort of bold plan that could really transform the centre of Crouch End, rather than the current ineffective proposal.

3. ECVs Given the aim of making our neighbourhood more 'liveable', why is there no mention of the necessity of putting money towards increasing private and public use of 100% electric vehicles? As the owner of an ECV, I know that a) there are not enough charging points; b) they are unreliable. Also, money should be allocated for free local parking for ECVs.

I applaud the efforts to get people out of their cars. However, adequate alternative public transport needs to be provided. A new East-West Bus route linking Crouch End to Hampstead would provide one such alternative and I would certainly use it. Making all of Crouch End and Hornsey a CPZ area might also help.

My hope had always been that you would go further and really restrict traffic through crouch end by creating a local ULEZ scheme, working to get the 41/91 electrified, stop the construction vehicles that dump toxic concrete dust on the brow of the hill from passing past the schools at pick up and drops off.. as well as fruit free planting and other green space /re wielding efforts.

The only way to put off car drivers (and we don't have a car) is by taxing them, putting up the cost of petrol and cutting down the parking places. As far as I am aware, none of this happened while Middle Lane was closed.

here has been little effort otherwise on this road and the other main roads like Middle Lane to support residents, despite many requests from residents – it's a 20mph zone but this is not policed, there should be greater traffic calming measures all over Crouch End, speed cameras and more pedestrian crossings. Middle Lane is a prime example of a road that should have a pedestrian crossing so children can safely get to school. What other plans do you have in place for the community? Would you restrict polluting or heavy vehicles? Why don't you restrict lorries and other high polluting vehicles and put them on main arterial routes instead if the aim is to make Crouch End and the main roads more liveable?

Amazingly pollution levels appear not to have been measured.