**Liveable Crouch End Stakeholder Forum**

16 December 2019 18:30 – 20:00

**Confirmed attendees:**

* Sam Neal, Peter Watson, Ann Cunningham – Haringey Council (LBH)
* Cllr Kirsten Hearn - Cabinet Member for Climate Change and Sustainability
* Jereme McKaskill, Scott Lester, Faith Coles, Alice Potter, Cameron Cox – Project Centre
* Peter Purdie and Valerie Walker - Park Avenue South Residents Group
* Adrian Essex – OpinioN8
* John Anastasi, Andrew, Simon – Middle Lane Trader Association
* Calvin Henry (Headteacher) and Lucy Rodriguez – St Mary’s CE Primary
* Grant Bright (Headteacher) and Bola Soneye-Thomas (Headteacher) – Rokesly Juniors and Rokesly Infants
* Alison Johnston – Friends of Priory Park
* Joyce Rosser - Warner Estate Residents Association
* Norman Beddington and Chris Barker - Hornsey & Wood Green Labour Party
* Susan Jones and Rachel Bailey – Coleridge Primary School
* Anne Lavery – disability representative
* Grant Gahagan and Selena Calder - Haringey Cycling Campaign
* David Winskill, Mark Afford and Charlie Sharp – Crouch End Neighbourhood Forum
* Virginia Jackson and John Tillotson - GMTRA (Glasslyn Montenotte and Tivoli Roads Residents' Association)
* Cengiz Rifat – Property Developer
* Cllr Adam Jogee
* Cllr Cawley-Harrison

**Apologies:**

* Liz Sich – Hornsey Town Hall Trust
* Lewis - Dunns Bakery
* Hugh White – Finsbury Park and Stroud Green Neighbourhood Forum

**Minutes:**

1. Welcome and introductions

Round table introduction and welcome from Cllr Hearn, Jereme McKaskill, Sam Neal

* Results of the trial and next steps
* Ground rules
* Structure of the evening – presentation of the trial
* We will then be breaking out into groups – to design a questionnaire – an hour and a half
* Second half of the meeting

1. Presentation from Jereme McKaskill

* Background:
* Liveable Crouch End project received £4.8m from TfL and additional 1m from the Council
* The project looks at encouraging more walking and cycling and increase in public transport use
* Objectives are largely based on the Healthy Streets policy as set out by TfL (2007)
* The trial objectives:
* Feel what it is like to have a low traffic area that makes it easier to walk and cycle to school, work and town centre
* See the potential of two public spaces
* Learn what impacts these changes might have to traffic movement
* Trial results:
* 3500 responses; 535 responses from the area with road layout changes; 1041 responses from the project area; 985 responses from outside the project area; 961 responses with unknown location
* How do you feel about the trial?

A half of respondents felt negative regarding the trial, about a third support the overall aim, but would see alternative options to achieve the objectives. 16% are generally positive

* Less traffic on your street?

The majority said there was more traffic on their street, about a fifth said it was about the same. 9% said there was much less traffic on their roads.

* Do you like the public spaces on Middle Lane/Park Road and Weston Park/ The Broadway?

The majority said they do not like these public spaces, about a fifth said they do.

* Online Survey – Conclusions:

Online survey received a high number of responses indicating that many were aware of the scheme. There were many negative comments and concerns were raised regarding air quality. Modal shifts and changes in behaviour are not easy.

* On-street Survey – Town Centre:

On-street survey received 151 responses – 60% (97) knew about the scheme. Out of these the majority like the idea of the pedestrian spaces and less through traffic on residential roads (e.g. Middle Lane). 45% think it will change their behaviour. Concerns were raised regarding longer journey times and pollution on main roads.

* Congestion observation – During Trial (2nd week)

The first Monday was an absolute chaos, worsened by roadworks on Tottenham Lane. The second week became more stable. The morning peak was largely busy but not congested; the evening peak was more congested but the traffic was still flowing.

* Automatic Traffic Count locations:

There were 17 locations set up to count traffic volumes including 6 A-roads.

* Traffic Data – 24hrs and 7am to 7pm (volume of traffic before the trial, during the trial, and the difference):
* 7 roads had lower volume of traffic during the trial than before, including 4 roads with expected higher volume of traffic.
* 3 roads had similar volume of traffic during the trial and before the trial, including 2 roads with expected higher volume of traffic.
* 3 roads had higher volume of traffic during the trial than before; two of which were expected to have a higher volume of traffic.  
  \*There were 8 roads that were expected to experience higher volume of traffic because of the 24-hour closure at the south of Middle Lane
* North/South Traffic (volume of traffic before the trial, during the trial, and the difference):
* Middle Lane – lower volume of traffic
* Park Road – similar volume of traffic
* Tottenham Lane – higher volume.
* Overall there was a lower volume of traffic on these roads.
* Bus journeys:

Overall, bus journeys were slower (15 sec per bus) especially in the afternoon and evenings. Interventions are needed to address this.

* Bus journey times:
* Slower service: 41, W5, W7 (the most impact)
* Service about the same: 144
* Faster service: W3

1. Liveable Crouch End Trial Discussion/ Q&A

* Stakeholder – Is this information broken down any further? (Traffic count slides)
* LBH – Yes, it’s all online
* Stakeholder (Middle Lane Traders information) – No mention of impact on traders, don’t you think that all of the businesses should have been invited? It was chaos, you could taste the fumes in the air.
  + The idea of week two is it was supposed to be more stable, not to disregard the impact of week 1.
* LBH – There will continue to be engagement with businesses. Within this short forum. The impact of parking, congestion for businesses and residents.
* Stakeholder (Middle Lane Traders information) – We have to look at everything – mugging, empty bottles.
* LBH – We did take that into account
* Stakeholder (Middle Lane Traders information) – Middle lane was very quiet
* LBH – This is a snapshot. Everything has been captured. Timings/feedback from everything will be taken into account. We heard what you said and this will be fed back into how we design the scheme.
* Stakeholder (Coleridge School) – I have concerns about the air pollution; the pollution felt so bad during that period. I stopped activities during the trial because the fumes were so bad.
* LBH – I was also surprised about these results, could it be combined, different interventions working together? We will look at this further as we develop the designs
* Stakeholder – Will you take into account those fluctuations? A snapshot needs to tell a story.
* LBH – I can direct you to the report. We have heard the community loud and clear
* Stakeholder – I can very much understand what traders are saying regarding disruptions and traffic. Although I found the quietness of the street great. No traffic. I’m not a trader obviously. I will tell you about my experience. My experience was that week 2 traffic was flowing pretty well. I feel that people took a snapshot and they focused on the first week.
* PCL – Yes, we can break that down by week
* Stakeholder – I noticed from the results the info based. Traffic on Park Road seemed so much worse. If you have seen the impact based on the W7 bus was taking longer. How can you reconcile that with a drop in traffic. When the pollution seemed so bad. I have trouble reconciling the overall figures you have come up with.
* PCL – We can break that down by more detail if we need to work that out. We have received the feedback about what people experienced. Times of day had a huge impact on experience. We do have data on bus journey times.
* Stakeholder (St Mary’s School ) – Logistics of increased traffic going on to Tottenham lane – our nursery toddlers (corner of Church Lane and Priory Road) all hours of school – massive increase of traffic – additional traffic going past those toddlers – We have installed some green walls to mitigate poor impact, this trial seems to completely wipe this out and then some. I don’t understand.
* LBH – Yes, absolutely – it is so important to take that into account as we develop the designs
* LBH (Cllr) – That’s misleading – behind Church Road – it’s a dreadful turning anyway- but to see that much additional traffic when we are trying to encourage children to walk to school. You need to have a look at all the data again. It says to me that people were trying to find alternatives.
* LBH - Yes, it comes back to a similar point with St Mary’s school and what the trial has showed us – giving us valuable data – where is the traffic going? If it isn’t acceptable locationally – schools/residential. We then know when needs to be designed based on that information
* Stakeholder (Coleridge School) – School streets aren’t going to help schools. Our schools are on main roads
* Stakeholder – So you measured the W7
* Stakeholder (Middle Lane) – Have you considered other structures? I do consider emissions as a major issue. Have you considered making Middle Lane one-way or putting in speed bumps?
* PCL – The questionnaire we’re about to do will help guide the future design.
* Stakeholder – I’m an interloper. I’m not supposed to be here. I think the results are skewed - and flawed.
* LBH – There are lots of other interventions. There is going to be a series of options. Some of those options may propose road closures. TfL funding is all about modal shift. We need to ensure the project delivers better air quality through a change in how people move around and through the area. There is no scheme designed or proposed yet. The point of the trial was to provide valuable data
* PCL – Because of the initial fluctuation – a longer trial would have given us more information but this was not financial viable
* Stakeholder (Middle Lane Traders) – You must take people who might not be on line into account
* Yes of course. We’ve always had multiple mediums of engagement. Christmas market, drop in sessions, person in the library, questionnaire available in hard copy format, leafletting etc – all the way through we’ve done all we can to engage with people who are not online.

**7.30pm – 8.30pm**

1. Exercise

* Reviewing and designing questionnaire for further engagement activity in Crouch End.

1. Next steps

* Questionnaire middle of January
* Engage with businesses
* Concept Development
* Public Consultation middle of 2020