MEETING MINUTES

Project Name:	Liveable Crouch End	**Meeting no.:**	01
Activity:	Stakeholder Forum		
Location:	Hornsey Vale Community Centre		
Time/Date:	2-3.15pm 23.01.2019		

Attendees			
Name:	**Role**	**Organisation**	**Initial**
Peter Watson	Project Manager	Haringey Council	PW
Scott Mundy	Graduate	Haringey Council	SM
Chris Harrison	Project Director	Project Centre (PCL)	CH
Jereme McKaskill	Project Manager	PCL	JMK
Faith Coles	Engagement Consultant	PCL	FC
Jess Cully	Engagement Consultant	PCL	JC
PC Chris Allen	Met Police		
Clive Carter	OpinioN8		
Adrian Essex	OpinioN8		
Mark Afford	Crouch End Neighbourhood Forum (CENF)		
Charlie Sharp	CENF		
David Winskill	Hornsey Historical Society / CENF		
Colin Munro	Friends of Parkland Walk		
Adrian Thomas	Warner Estate Residents Association		
Joyce Rosser	Warner Estate Residents Association		
Chris Barker	Haringey Living Streets		
Caroline Page	We Are The 14%		
Sue Davidson	Hornsey Town Hall Trust		
Selena Calder	Haringey Cycling Campaign		
Maria Jennings	Haringey Living Streets / Highgate Neighbourhood Forum		
Cllr Eldridge Culverwell	Stroud Green Councillor		
Norman Beddington	Climate Change & Environment Group, Hornsey & Wood Green Labour Party		

Other stakeholders not represented:	
London Cycling Campaign	Jewish Charuvah
Haringey Disability Forum	London Fire Brigade
Hornsey Pensioners Action Group	London Ambulance Service
Rokesly Infant School and Junior School	Friends of Priory Park
Coleridge Primary School	Friends of Stationers Park
Kestrel House School	Muswell Hill & Fortis Green Association
St Gildas Catholic Junior School	Hornsey N8
St Mary's CE Primary School	Friends of Hornsey Church Tower
St Peter in Chains RC Infant School	Muswell Hill Sustainability Group
Weston Park Primary School	Historic England
Greig City Academy	Living Streets
Highgate School	London Councils
Highgate Wood Secondary School	Savills (Hornsey Town Hall)
Hornsey School for Girls	Hornsey Town Hall Trust
Hornsey Library	Transport for London
Christ Church, Crouch End Hill	Crouch Hall Road Surgery
St Peter in Chains, Parish Stroud Green	Hornsey Vale Community Centre
London Life Vineyard Church	Homes for Haringey
Holy Innocents Hornsey	Carers drop-in @ Abide Church, Park Road
Abide Church	Park Road Pools
Union Church and Community Centre	Hornsey Central Health Centre
Hornsey Moravian Church	Highgate Neighbourhood Forum
Campsbourne Baptist Church	Finsbury Park & Stroud Green Neighbourhood Forum
Hornsey Parish Church	

Minutes

Ref:	Item/Action/Instruction:	Action (initial)
01	**Introduction by CH:** • Project Centre (PCL) is a streetscape design, engineering and landscape architecture consultancy that is experienced in designing places for the people that use them. We have been commissioned by the London Borough of Haringey to coordinate the engagement, co-design, and implementation phases of the Liveable Crouch End scheme.	
02	**Scheme update by JMK:**	

- The aims of the Liveable Crouch End scheme are to make the area attractive, healthy, accessible and safe for anyone living / working / studying in or visiting it, by implementing measures to encourage walking, cycling and public transport use and cut down on car journeys.
- Funding for the scheme has come from Transport for London (TfL) who have awarded the Council £4.8 million, which Haringey will match fund with an additional £1 million.
- We are currently at the beginning of the scheme, which involves looking at what people want to see the money spent on. There is a blank canvas for this and all future scheme designs will be based on the comments and suggestions received through the current pre-engagement. You may have seen the original bid drawings submitted to TfL last year. These were for the purpose of securing funding, to give TfL examples of the types of things that could be done in the area. We are now starting from scratch and want locals to lead on the future scheme design.
- Process for the project – We are currently coming to the end of the pre-engagement phase, where we gather background data and comments, suggestions and information on what people want to see happen as part of the scheme. The next step in the spring will be the co-design workshops, where the scheme designs are worked up with help and guidance from residents and stakeholders. Following this there will be a formal consultation on the designs that come out of the workshops.
- Pre-engagement activities –
    - We attended the Crouch End Christmas Market in December and have run 3 x drop-in events in January; one daytime weekday event, one on a weekday evening and one on a Saturday afternoon. Attendance at these events has been good, and we have had interesting conversations with people about what they would like to see included in the scheme.
    - We have run workshops with pupils at Coleridge Primary School and Rokesly Infants and Nursery School, and have offered workshops to all other schools in the area, as well as sending them the scheme and pre-engagement information to share with staff, pupils and parents.
    - We have dropped in to all town centre businesses to let them know about the scheme and pre-engagement and have asked them to tell us about loading and delivery requirements.
    - We have met with the CENF and Haringey Cycling Campaign and spoken with them about the scheme.
- Surveys have been carried out to provide background data for any schemes taken forward, including: vehicle number, types and speeds, origin / destination data, kerbside activity (types of vehicles, uses, length of time parked, loading etc), pedestrian surveys looking at crossing activity and numbers of people visiting the area, junction surveys to help

	with any plans around changing junctions, parking survey looking at use of space and CPZ's, and cycle parking surveys. • The current pre-engagement survey and interactive map are on PCL Consult: https://www.pclconsult.co.uk/liveablecrouchend/. We want people to keep spreading the word about the pre-engagement before it ends on 31st of January, so please let all your group members know there's only a few days left to respond. We would particularly value your help with engaging the businesses, few of whom have responded despite being sent leaflets, emails and having us drop-in face to face in the case of the town centre businesses. • Scheme information is on the Haringey website and this will be updated throughout the life of the project: https://www.haringey.gov.uk/liveable-crouch-end	
03	**Questions and answers:** ***Q. Are there stipulations from TfL on having to spend specific amounts of money by a particular time?*** A. The funding is broken into sections relating to stages boroughs must go through to show progress. There are no time limits as such but TfL are keen to see things progress. The original Haringey programme is due to finish in March 2022 but this is flexible. There is money to spend on feasibility and engagement this financial year, but again this is flexible. £4.8 million in total. Yr 1: allocation for feasibility and engagement Yr 2: allocation for feasibility schemes that have been worked up with the local community and are feasible and practical. Also need risk registers in place. Designs then go forward to TfL and if they're happy we can proceed to concept designs and implementation in Yr 2 / 3. TfL are involved throughout the process. ***Q. Questioning Haringey's commitment to engagement due to late running of the project.*** A. The late start was due to Haringey staff resource and local elections. PCL were brought on board in Sept 2018 and began pre-engagement in Nov 2018. Currently at the beginning of engagement with the local area – the pre-engagement is stage 1, starting with a blank page. Any plans shown in the bid to TfL were there as examples of what could be done, and not what will be done, and can be discounted unless people want them. ***Q. One of the biggest issues in Crouch End has always been through traffic. What can we do about it?*** A. At this moment in time we want the community to tell us what the answers could be / what they want.	

	Q. Is everything going to be a physical project? E.g. hopper bus to Highgate Station could be non-physical project, or changing bus services / times. A. Hopper bus meets TfL's transport commitments so would fit within the scheme. Route changes would be looked at with TfL and would need to be reliable / realistic. *Q. Is there a written remit or brief from the Council for PCL involvement – can it be made available?* A. PW to check with senior officers as to whether it can be made public. *Q. Anything proposed by this project is likely to be opposed and supported by different groups – will it allow for different needs e.g. disabled, elderly etc?* A. We will never make everyone happy, but what we want to see is not something that prohibits car use for those who need to drive, we want to make the area more accessible and safer for people to use more sustainable modes if they wish to. Explaining the reasons for why we are doing things is an important part of the process. *Comment: Blue badge spaces removed to make space for more general car users. Disabled users' needs must be taken into account throughout this scheme so they're not marginalised. Would really like to see a more shared negotiation of space for the different road uses.* A. Part of this programme will also include behaviour change and confidence building activities, not just an infrastructure project. E.g. for cycling – cycle training, led group rides etc, to complement any infrastructure improvements. *Q. What are the scheme finances and does the match funding affect other Haringey services?* A. £4.8 from TfL and £1 million match funding from Haringey. Match funding comes from different pots, e.g. development, S106 etc. We are also working with other Council teams and combining works they're doing in the area with the scheme, e.g. street lighting works. This won't incur a loss from other Council projects / services. *Q. Do you have an idea of key comments from drop-ins? Also interested in the ideas from the bid document and how practical they are.* A. There will be a report released following the end of the pre-engagement, but you can currently look at the comments on the interactive map on the website if you want an idea of the response to date. *Q. Is there any air quality monitoring / information? Can we see the map of monitoring points?* A. We are carrying out air quality monitoring throughout the year to get comprehensive data for the area, will also monitor following scheme completion. We've tried to cover the whole area – existing locations at schools. Action - send map of monitoring points to stakeholders.	PW JMK

	Q. Can any of the funding be used for enforcement? One of the problems in Crouch End is the need for stronger enforcement on parking, noise (motorbikes) and speed restrictions. A. Looking at physical changes as part of the scheme to make 20mph roads self-enforcing. Parking comments will go to the Parking team for follow-up. Noise is a Police matter. There may be some camera enforcement in key areas. *Q. Council coordination on schemes in the area didn't seem to happen with junction works on Middle Lane / Park Road. Was there any coordination on that? A mini roundabout would have been good at that location and was one of the proposed designs.* *Additional comment. Middle Lane junction still not finished – has crossing and raised table still to be done. Bad example of consultation. Also work on 91 bus stop is starting (near Picturehouse) but there is no information.* A. The Middle Lane / Park Road junction would have been on last year's work programme, before we started working on the Liveable Crouch End scheme. We can still use the match funding to improve that junction. Further comment from Highways team – the raised table at the junction and road markings for then new zebra crossing will be installed later this month. Works on Tottenham Lane are a continuation of works that began in early 2018, however were delayed due to presence of below ground services installed at a shallow level which required a re-design. The works involve the introduction of a footway build-out bus border to alleviate congestion, and new sinusoidal speed humps to slow traffic entering and leaving the roundabout. These works are now complete. The existing bus shelter will be relocated by TfL onto the build-out at a later date. *Comment. In the draft Local Implementation Plan (LIP) there are plans for Weston Park and Ferme Park Rd – not sure what they are – would be good to know more.* Action – LBH to find details. Response - The Weston Park and Ferme Park Road areas are allocated funding for Local Safety Schemes (LSS) in the draft LIP3. This is in light of local safety concerns raised. The schemes support Council and Mayoral targets for road casualty reduction and increasing modal share for cycling and walking. A study will first be carried out including analysis of local movement and collision data, in order to create concept designs to be consulted on and implemented later in the three-year LIP programme. As such, there is no definite plans at this stage. Funding for these schemes will be included as match funding for Liveable Crouch End, and will be implemented alongside its own measures.	PW / SM PW / SM

	Q. Walthamstow Village project looks like it has been successful? A. It is successful now, but when first implemented there were some issues and mistakes, which we can learn from to make this project successful. ***Q. What was done on the main routes of Waltham Forest?*** A. Nothing done initially but now there have been cycle lanes put along key routes and congestion has lessened. Currently working on traffic signals to make improvements. ***Q. Tottenham Lane is probably the worst congested road in the area, especially when yellow lines aren't in operation. Are you talking about A roads? Could you do something like a right-hand turn ban to limit stopping / halting?*** A. Need to look at the bigger picture, look at all options and come to a decision about what could be the best solution for different issues.	
04	**General Comments:** • This scheme needs to be a motivator for change to sustainable modes. • Would like to see all parking on the high street abolished and only blue badge spaces made available. • Deliveries and business traffic causes issues along Tottenham Lane but it's crucial to know what their requirements are. Delivery vans are often stationed on Tottenham Lane / Middle Lane and the roads coming off them. ○ As part of the Bid to TfL we suggested one of the things to be looked at could be a central distribution centre, which would help rationalise deliveries. • Need to look at effects of any proposals, they could be very serious, e.g. significant loss of business to the high street. • Need to take action on idling vehicles, especially around schools. This is something that can be included in this project with signage and behaviour change campaigns involving the community as well as the Council enforcement and officers.	