

MEETING NOTES

Project: Liveable Crouch End

Activity: Update meeting with TfL

Location: Palestra

Time/Date: 9am 18 July 2019

Attendees:

Hassan Mohamad

Sideeck Roojee

[REDACTED]

[REDACTED]

Meeting Notes

1. Update on progress

- Following a series of stakeholder meetings, it has become clear that there isn't public buy-in to the current scheme of filtered permeability, cells and the closure of roads such as Shepherd's Hill and Ferme park Road.
- Main issue for stakeholders is air quality, outside schools (several of which are on the main routes into/out of Crouch End) and within the town centre itself
- Rat running is not considered by many to be an issue currently, therefore the proposals are felt to be making the situation outside the school and in the town centre worse not better
- This leaves 2 options for the project:
 - Continue with the cells but keep Ferme Park Road and Shepherd's Hill open (with interventions to reduce speeds and reduce the perceived impact of cars on the road)
 - Take a more transformational approach and look at closing the Broadway to all vehicles (perhaps 7am-7pm) other than buses or make it 1 way only (two-way still for buses)
- LBH don't want to progress discussions with members or stakeholders if the option of closing or partially closing The Broadway is not acceptable to TfL network management
- If it is acceptable LB would need to seek political/senior leadership buy-in and would want to consider trialing the closure
- TfL confirmed that the strategic cycle route didn't have to be through Tottenham Lane and Broadway, and that advocates such as Will Norman were comfortable with an option that brought the route down through Middle Lane rather than Tottenham Lane.

2. Trials

- The current proposal is now to look at implementing the Middle Lane cell rather than the Ferme Park Road cell as that only has 1 bus-gate so reduces the costs considerably.
- Concern raised regarding short duration – however the duration is being dictated by the budget available
- If a more transformational option were possible it would be worth trailing this perhaps instead of the Middle Lane Cell.
- Initial timescales were to start the trial on Car Free day (22 Sept) and run the trial from then through to the end of September. However, if the above closure of the Broadway were progressed this would need further planning and as such only Middle Lane is closed for car free day and trials follow in the autumn
- The importance of buses and network management being involved in the trial discussions was raised
- The Current funding (£90,000) for trials is insufficient to allow for meaningful and sufficient data to be collected, a minimum budget of £175,000 would be required to implement the Middle Lane cell closure.

3. Next steps/actions

- TfL to raise closure/ partial closure with network management at meeting on Tuesday
- Sam and Hassan to speak to David to understand where the modelling has currently got to and if this could be sped up
- Project Centre to assess a variety of options over the next week for LBH and TfL to seek political and senior management support for to identify the direction of the project