

**MINUTES OF THE CROUCH END, HORNSEY AND STROUD GREEN AREA ASSEMBLY
THURSDAY, 21 MAY 2009**



Haringey Council



Councillors Butcher, Gorrie, Haley, Reid, Weber (Chair), Whyte, Wilson and Winskill

Apologies Councillor Edge

MINUTE NO.	SUBJECT/DECISION	ACTION BY
01.	<p>WELCOME & INTRODUCTORY COMMENTS FROM CLLR LYN WEBER, CHAIR OF THE AREA ASSEMBLY</p> <p>Councillor Weber welcomed everyone to the meeting of the Area Assembly on the subject of transport provision in Crouch End, Hornsey and Stroud Green.</p> <p>The Chair briefly explained the publicity restrictions currently in place due to electoral law rules associated with the forthcoming European elections.</p> <p>Cllr Gorrie advised the Assembly of the sad death of local community activist Jeanette Rogers on 1st April 2009. Jeanette had played an active and important role in local issues for a number of years, reflected in representation at her funeral from a number of community groups and organisations including the Police and local schools.</p>	
02.	<p>CHAIR'S REPORT</p> <p>Hornsey Town Hall The Chair advised that a public exhibition of the plans for the future of the building would be held from 12-18 June in the Town Hall, following a launch on 11 June 2009. Further information could be found on both the Hornsey Town Hall and the Council's websites.</p> <p>Greening event The Chair advised of the greening event on 2 June 2009 at Shepherds Hill Gardens to re-establish them as part of the build up to the Better Haringey Green Fair on Saturday 13 June.</p> <p>Business and enterprise The meeting was advised of the support offered to local businesses to encourage them to take advantage of opportunities available through the procurement process for Olympics 2012 business, centred on an event</p>	

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	<p>held at CONEL and information packs distributed to local businesses.</p> <p>Tennis lessons The Assembly were advised of a programme of free tennis lessons to be held throughout the borough on 25 May 2009, from 10am-noon, with the event held locally at Highgate Cricket Club.</p>	
<p>03.</p>	<p>TRANSPORT PROVISION IN CROUCH END, HORNSEY AND STROUD GREEN</p> <p>(a) Introduction to Haringey's Partnership working on transport issues – Joan Hancox, Head of Sustainable Transport, Haringey Council.</p> <p>The Assembly was advised of the continuing importance of sustainable transport both at a local and national level. The Council submits bids to Transport for London (TfL) for funding under a number of categories, each with varying criteria to be met, which can impact negatively on delivery. This funding system will potentially be relaxed next year to make it easier for local authorities to gain funds and to use them more flexibly although the importance of prioritising transport projects was emphasised to ensure the limited available funds are allocated appropriately throughout the borough.</p> <p>Regular meetings are held between the council, TfL and transport operating companies and a Haringey Transport Forum has been created as a public forum where transport issues can be considered at a strategic level. The next meeting of the Forum is 22 June at Bernie Grants Centre.</p> <p>(b) Trains and stations –</p> <ul style="list-style-type: none">• Moorgate to Alexandra Palace – presentation from First Capital Connect. <p>Representatives from First Capital Connect explained that improvement and regeneration work was required to the network and that future opportunities would be provided through linking in with the Thameslink development programme. This would include connection of the Great Northern route to the Thameslink network at St Pancras to open up the network and allow capacity to be increased through the introduction of new trains. In addition, a programme of station refurbishments, the staged introduction of new rolling stock as well as the scheduling of additional trains under the new timetable would be achieved in the interim.</p> <p>In response to a question regarding Freedom passes not being accepted on the First Capital Connect network before 9.30 am, confirmation was provided that all national train operators operated the same time restrictions.</p> <p>Information was also sought regarding when the Oyster card readers installed at certain stations on the network would become operational. The Assembly was advised of ongoing negotiations with TfL, originally</p>	

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scheduled to complete in September but due to the complexity of issues regarding revenue collection by franchise companies, had been subject to delay.

- Gospel Oak to Barking – presentation from LOROL (London Overground Rail Operations Ltd.)

Representatives from LOROL explained that the company had taken over responsibility for the network on behalf of TfL from Silverlink in 2007 and had put in place an improvement programme including:

- Construction of the East London line due to open in 2010
- All stations now manned and a programme of station improvements in place
- Network coverage by the Oyster system
- Improvements to health and safety and revenue collection
- New rolling stock introduced from summer 2009 with 25% capacity increase
- Frequency of service – increased on the Gospel Oak to Barking line with a 4 trains an hour service to be introduced from 2010.

Confirmation was provided that the operator currently had no plans for electrification of the Gospel Oak line, although consideration of this would be undertaken at a strategic level by TfL and Department of Transport in the future.

(c) London Buses – presentation from London Buses.

The Assembly was informed that TfL retained overall responsibility for the bus network including route planning, frequency etc with the operation of services contracted to private companies.

A fleet of hybrid buses is currently being piloted as a less polluting and quieter alternative to traditional diesel buses, with the aim for all new buses introduced by 2012 to be hybrids. In addition, all new buses now have 'i-bus' information systems on board and a programme to increase and upgrade countdown screens at bus stops is in place.

In response to concerns raised regarding the high noise and vibration levels in central Crouch End caused by buses, confirmation was provided that all buses were subject to rigorous mechanical testing to minimise disturbance. Further details were requested from the resident so that the matter could be fed back and investigated further by London Buses.

The absence of a bus route from the High Street to the new health centre in Hornsey scheduled to open in July was raised as an important issue of concern for local people. In response, London Buses agreed the need to improve liaison with the NHS at an earlier stage in the future where new buildings were being planned to ensure the appropriate coverage by bus services. There was agreement for the Hornsey health centre case to be revisited but it was emphasised that achieving full coverage in all areas by bus services was difficult to achieve.

(d) Haringey Council's Highways Plan - Joan Hancox, Head of

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	<p align="center">Sustainable Transport, Haringey Council.</p> <p>The Assembly was advised briefly of details of the work to be undertaken under the Highways Plan. Key projects include:</p> <ul style="list-style-type: none"> ○ Significant work to footpaths, street lighting and safety works on Tottenham Lane. ○ A number of bus priority studies including the Broadway, Middle Lane and Denton Road. ○ Several Local safety schemes 	
<p>04.</p>	<p>WORKSHOP DISCUSSIONS</p> <p>The meeting divided into three workshops to map local transport issues.</p> <p>Workshop one – feedback provided from Cllr Gorrie. Main issues:</p> <ul style="list-style-type: none"> ● Human interface with transport e.g. noise, lighting. ● Interface between types/modes of transport e.g. parking and bus routes, cycle storage at stations. <p>Workshop two – feedback from Cllr Winskill. Main issues:</p> <ul style="list-style-type: none"> ● Information systems - count down systems not operational/provided at many bus stops and the need for more on board information on the W3 when the route splits. ● Congestion – especially on Rokesly Avenue and Elmfield and in general buses being to large for London streets. ● Planning – 91 bus route not linking in with Hornsey High Street and the lack of a unified stop outside Hornsey Town Hall. <p>Workshop three – feedback from Cllr Wilson. Main issues:</p> <ul style="list-style-type: none"> ● W3 bus – the obstruction caused by parked cars, some dangerous junctions e.g. Ferme Park Road, improvements to the frequency of buses in the morning. ● W5 – lack of fixed stops can be problematic. ● Trains – more details of train schedules on Quernmore Road so passengers don't have to go down to the platform to get information. 	
<p>05.</p>	<p>PANEL DISCUSSION AND QUESTIONS TO HARINGEY COUNCIL DECISION MAKERS</p> <p>Residents were invited to question the panel and Cabinet Member for Environment and Conservation on issues raised during the meeting and received the following responses:</p> <p>Crouch Hill station: in response to a query about accommodation for staff at the station, confirmation was provided that the small cabin currently on site was scheduled to be replaced with improved facilities. Staffing at the station would be maintained.</p>	

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Base service: a resident queried how the base service of a train every 15 minutes on the Alexandra Palace to Moorgate line would be achieved. It was explained that the aspiration was for a 4 trains an hour service instead of 3, with signal improvements between Drayton Park and Moorgate helping to address capacity issues. In addition, 12 new trains were due to be received from LOROL.

Station staffing consultation: an update was requested following the consultation on ticket office opening hours and potential reductions in staffing cover. The Assembly were advised that the proposals had been opposed by Unions and that discussions with TfL were ongoing to develop compromise proposals.

Controlled Parking Zones (CPZs): concerns were raised regarding the Finsbury Park CPZ and future options for the underused Oakfield Bridge area. The Cabinet Member confirmed that a review of existing CPZs would be undertaken on a borough wide basis in the future although had not been scheduled as yet due to policy considerations. The review would enable underused areas not located next to residential units to be converted back to pay and display zones.

Residents also queried the amount of signage used in CPZs, particularly on borough boundaries. It was explained that this was to ensure CPZs were appropriately identified and that signage at regular intervals was required by law to ensure the CPZ was enforceable.

Road surfacing: feedback to be provided regarding the surfacing of Park Road, Crouch End especially outside Queenswood Surgery following a complaint regarding its condition.

Road safety: in response to concerns raised regarding the lack of crossing facilities between Tottenham Lane and Ferme Park Road, confirmation was provided that the area would be subject to a local safety scheme.

Crouch End signage: confirmation was provided that the 'look left' and 'look right' road signage would be replaced on the resurfaced raised areas of road in central Crouch End.

Lighting: a number of residents and the local residents' association had raised concerns regarding the lighting on Stapleton Hall Road. Provision had been enhanced to the north end of the road but not to the remainder. The Cabinet Member advised that an additional £2 million had been allocated for lighting improvements, with a programme in place to renew lighting across the borough.

Bus priority traffic lights: in response to a question regarding whether these could be used in the UK, it was advised that TfL had responsibility for traffic lights and that the scheme would have to be examined to assess if it would be successful in this country.

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06.	SOAPBOX Not taken at this meeting.	
07.	DATE OF NEXT MEETING The next meeting would be held on 16 July 2009. Residents were invited to contact the Neighbourhood Manager with any specific requests for agenda items for the meeting.	

COUNCILLOR LYN WEBER

Chair