

1138 words

TRANSPORT REPORT by Gail Waldman

THE TRANSPORT GROUP

In April our Chair, aware that a number of transport issues were going to impact on Highgate, reinstated the Transport Group. For many years Richard Webber and Adrian Betham have been involved with buses: specifically the siting of the 271 bus stand and the pressure necessary to oblige TfL to consider extending some routes which terminate at Archway up to Whittington Hospital.

Why is this important to Highgate Society members? If one catches a bus down to or from Archway Station, life will be more complicated. TfL acknowledge traffic displaced by the contorted rearrangement of the Gyratory will, if coming from Finsbury Park, be very likely to go up Whitehall Park and then down through the Miltons to Archway Road. In addition we think it highly likely this traffic will be displaced onto Cromwell Avenue (an easier left turn into Archway Road) or even Cholmeley Park. We are pressing for before-and-after NOX emission checks in all these local roads.

ARCHWAY GYRATORY

Improved and safer cycle routes are being introduced across London. There have been two consultations on the Archway Gyratory Alterations (avoiding TfL's word : 'Improvements')

First consultation

This took place in late 2014. It creates a piazza in front of the Highgate Hill entrance to Archway Underground with all vehicles eliminated from it introducing a cycle lane running through it on a line from Holloway Road to Highgate Hill. Vehicles are displaced onto Vorley Road/Macdonald Road, where the Leisure Centre, Bus Depot, a Children's Centre are. More housing will be built on the bus depot and most of the buses terminating at Archway will instead stand in Archway Road. They will do U-turns in Archway Road outside the Despard Inn at the rate of around 50 per hour. Traffic lights will allow them to pass through a gap in the central reservation and pedestrians will cross there because the underpass will be closed. TfL tell us the phasing of the lights at Archway will ensure these turnarounds will not cause the back up to the North Circular Road that we rather expect!

We pressed at the first consultation stage for a cycle and bus lane in front of the Underground Station.

Second consultation

TfL then consulted in February 2016 on the positions of the bus stops at Archway. TfL engineers were invited to 10A to explain why you would no longer be able to wait at a

single bus stop for any bus going up Highgate Hill; and the same for going up Archway Road. An electronic sign board in the station will advise passengers which bus stop to go to for the first bus. Passengers changing buses will need to look at this board. We made clear to TfL that we thought the proposals lacked any sense!

Extending bus routes

Adrian and Richard have recently introduced their idea to TfL and Whittington Hospital that several buses should turn around at the Hospital and at Upper Holloway Station. The Hospital are keen and TfL will consider it. Fewer buses would need to turn in Archway Road if this eminently sensible idea were adopted.

Pollution

We are pressing Haringey to insist that Islington Council must require TfL to submit an Environmental Impact Assessment.

WHITTINGTON HOSPITAL CPZ

Zone K : Waterlow, Despard and Lidyard Roads; and Highgate Hill within Islington

Islington consulted residents in their CPZ Zone K asking them if they wanted their CPZ hours extended from the existing 8.30am-7pm to 24/7, seven days a week. 80% did. Haringey expressed concern about the knock-on effects. The Hospital's visiting hours are from 2pm-8pm. The extended hours will be implemented summer or autumn 2016. Camden have requested a review in a few months.

A Freedom of Information request to Whittington Hospital : 'Currently 125 parking spaces and 12 disabled parking spaces as in 2011. Is your car park full at all times?' has revealed that their staff car park is 'no[t full at all times] and it is especially not busy at night.' A survey of Whittington staff shows that 30-37 cars park in Zone K, the four nearest roads, on weekdays, and 80-84 at weekends.

By the time this goes to press we will have had a meeting with Whittington Hospital. We will ask them to

- recognise the knock-on effects on the rest of Highgate - residents and traders. The parking problem is overnight on weekdays and at weekends
- think outside the box re their current parking space - is it safe at night? Can the charges be manipulated to encourage its use to full capacity. We really don't like our kerb space being invaded when their car park is empty!
- review their Travel Plan and encourage fewer car trips. They should support us in requesting Islington's beat surveys in Haringey should be 24/7 on agreed days.

It is in everyone's interest that Whittington Hospital can recruit and retain good staff. Haringey has indicated that if there are to be changes to CPZs in Highgate the whole of Highgate must be consulted because the knock-on effects of any changes are recognised. We are told that no more permits would be available and we calculate we may run out before a year end. Islington are offering Zone K residents free e-vouchers for their visitors in the evenings/overnight.

WINCHESTER PLACE

Elizabeth House is a Grade II Listed building at the end of Winchester Place, a cul-de-sac off Cromwell Avenue. Refurbishment works include extending the basement for more accommodation. 14 Winchester Place, Channing School caretaker's house, is to be demolished and replaced with a pair of 3-storey houses with basements. These developments, running concurrently, will create a 'perfect storm' for residents in Winchester Place.

The Highgate Society and residents objected to the Construction Management Plan for 14 Winchester Place. Cllr Carter arranged for us to meet Maurice Richards of Highways. This is what residents will have to endure :

Elizabeth House: 15 vehicles per day (including spoil removal and cement delivery) between August and September 2016

14 Winchester Place : 15 vehicles per day (including spoil removal and cement delivery) increasing to 20 trips per day between June and October 2017 during the fitting out phase.

This is 30 vehicles per day during off peak hours, say 6 per hour. All vehicles will reverse the length of Winchester Place involving 3-point turns in Cromwell Avenue, driving out forwards.

We are informed : *"We have considered that this level of lorry movement will not cause any highways safety concern provided a Banksman is provided to supervise large vehicles reversing in or out of the site."* Residents' amenity and inconvenience, other than working hours and dust, are not a consideration. Residents are not normally consulted on CMPs.