

## Steamrolling through Archway

More than 1,000 Islington and Haringey residents have signed petitions calling on Transport for London to re-think its controversial plan for the Archway gyratory.

TfL's works are due to start today, February 1st, continuing until summer 2017. A public protest is planned in Archway for Saturday, February 6<sup>th</sup>.

The protests focus on two aspects of the plan: the relocation of bus stands to the bottom of Archway Road, and the banning of the right turn from St John's Way to Highgate Hill and Archway Road.

Residents and parents are alarmed that TfL is pressing ahead with construction despite concerns expressed at public consultations and meetings. The proposals will mean:

- **50 buses an hour U-turning on Archway Road**, halting A1 traffic in both directions.
- Narrowing the bottom of Archway Road to a single lane to accommodate new bus stands replacing those currently on Vorley Road.
- Routing up to **120 additional vehicles an hour through Vorley Road**, just inches from Archway Children's Centre, increasing already dangerous levels of pollution and the risk of accidents.
- Traffic dispersed by the banned right turn from St John's Way will have to use local residential streets to go north. This will include Vorley Road south of the gyratory and the Whitehall Park network of roads to the north.

Protesters fear the plans will lead to greatly increased pollution, especially around the children's centre and Whitehall Park conservation area; increased congestion around the Archway area; and displaced vehicles being forced to use quiet residential streets as rat-runs.

In a letter to residents dated 11 January 2016, TfL asked for comments on the bus routes serving the Archway area, but stated that 'decisions on the layout of the roads and the location of bus stops and stands have already been taken as part of the earlier consultation on the road layout'. (In January 2014)

'I am surprised that TfL considers the 2014 consultation closed when there are so many unresolved issues. We have been in dialogue with TfL and Islington Council for more than a year now, because we know the scheme can be better. Space constraint, performance and safety standards are not insurmountable problems and we have a dedicated team of architects and traffic planners proposing alternatives,' says #n19air campaigner Kiat Phua.

'It is a complex project with repercussions for residents and roads users, so we are asking TfL to come back and address stakeholders' concerns.'

Other residents say they have been continuously challenging these earlier consultations but their arguments have fallen on deaf ears. They are also angry that road works are starting three weeks before the bus consultation is concluded. 'What TfL disingenuously calls 'consultation' has barely been lip-service; every suggestion has been dismissed out of hand or later misrepresented. There is fury at such blatant disregard of serious concerns,' says Jenny Thompson, local resident.

TfL claims it will 'make the town centre a more pleasant accessible and safe environment for all road users'. That's exactly the problem, say people who live in the area - local residents, including the area's young children, are being sidelined - in favour of road users.

[Cont']

A coalition of local community groups, businesses, schools and residents have put forward alternative solutions to TfL, but say that they have been rebuffed. They also claim that Islington Council has failed adequately to represent their concerns, and even exacerbated the problem by allowing a left turn into Vorley Road on top of the traffic from St John's Way.

'Islington Council said in Aug 2015 that traffic past the nursery won't increase as a result of changes to the gyratory. We strongly disagree and have yet to see convincing evidence to support this. Additionally, five months later and outside of the public consultation, they have added another stream of traffic from Junction Road. Even if traffic on Vorley Road doesn't increase - which is inconceivable - this creates a dangerous intersection outside a nursery,' says Ginny Hendricks, of Archway Children's Centre Parents & Carers Forum.

Whitehall Park and Highgate residents, Jess Sofer and Anna Squires, say:

'Many of us welcomed improvements to Archway when the concept was presented back in 2014. What we're getting is one giant leap backwards as it's been taken out of the hands of the community groups who drove it.'

For further information, contacts and details on the 6<sup>th</sup> February protest contact:  
[archway.spillover@gmail.com](mailto:archway.spillover@gmail.com)

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## Editor's Notes

Petitions websites

<https://n19air.wordpress.com/> #n19air

<https://n19bus.wordpress.com/> #n19bus

Key Archway groups involved include:

- Better Archway Forum (BAF)

'People clearly take priority in smarter areas like Upper Street', says Kate Calvert BAF chair in Sep 2015, 'But Archway has at least as many residents and given the tube station and 12 bus routes, far more pedestrians. It is important that they are acknowledged and planned for, particularly as that is a requirement of national legislation.'

- Whitehall Park Area Residents Association (WHPARA)

'The Department of Transport figures are clear that despite a doubling in the number of bikes and buses, there has been a 20% overall reduction in the number of vehicles on Archway Road between 2000 and 2014,' says Dorothy Leng, WHPARA chair in Sep 2015, 'This means there is scope to permit the righthand turn from St John's Way onto the A1, which TfL says will take up 20% of the junction's capacity.'

- The Miltons' Residents Association
- Islington Cyclists' Action Group (ICAG)

'We are particularly concerned about the lack of space at the southbound bus stop. The proposed cycle lane passes immediately behind the stop and is downhill, almost certainly resulting in near misses and collisions,' says Liz Reiner, ICAG.

- Archway Children's Centre Parents & Carers Forum (ACC Parents/Carers Forum)

See next page for Chronology and TfL contacts.

## Chronology of Archway Gyrotory changes

Dec 2013 – Jan 2014	TfL Consultation on Road Changes <a href="https://consultations.tfl.gov.uk/betterjunctions/archway-junction/">https://consultations.tfl.gov.uk/betterjunctions/archway-junction/</a>
Feb/Mar 2014	<p>Various community groups wrote about their concerns to TfL, including [then] head of Archway Children's Centre, Nasso Christou OBE who retired in 2015:</p> <p>'It seems perverse that as guidelines to build schools more than 150m away from main roads is issued by the Environmental Audit Commission we are informed that a main road is going to be routed 150 cm past our Children's Centre.</p> <p>I would urge you to reconsider a scheme that is taking traffic out of a commercial area and routing it through a densely populated residential area with well used services for children and families. ... Many parents have only recently become aware of these planned changes, and have a very short time in which to put their views to the consultation. They have requested that I invite you to a meeting at the Centre to discuss their concerns. Please contact me if you would like to do so.'</p> <p>TfL has not visited the Children's Centre at this point. The parents persisted and managed to organise a first meeting with TfL in Aug 2015.</p>
May 2015	TfL published minor amendments to the road design, which did not address the two key points on Archway Road bus stands and St John's Way right turn.
Jun 2015	Parents from Archway Children's Centre raised more questions to TfL (see Aug '15 minutes and slides enclosed, page 23)
Aug 2015	<p>First meeting with TfL and Islington Council at Archway Children's Centre (see minutes, photos and slides enclosed). Key outcomes:</p> <ul style="list-style-type: none"> <li>- Established with TfL that space constraint is not really an issue with the St John's Way right turn. It is signalling and junction capacity which need to be looked into.</li> <li>- Islington Council commits to not making Vorley Road worse off than status quo and 9-month air quality survey.</li> </ul>
Sep 2015	<p>9 Sep – TfL presented updated scheme at public meeting at Hargrave Hall. Turnout and response against the scheme was very strong, not "mainly content" as minuted by Islington Council.</p> <p>25 Sep - First technical meeting at TfL Southwark, where feasibility of St John's Way right turn (see plan attached) is discussed with BAF and Archway Children's Centre head and parents. Community groups suggested the junction design can be flexible, allowing or disallowing a right hand in response to traffic trends.</p> <p>BAF relayed Department of Transport figures showing 20% overall reduction in traffic at Archway area to TfL.</p>
Oct 2015	<p>Second meeting with TfL and Islington Council at Archway Children's Centre</p> <ul style="list-style-type: none"> <li>- Actual survey (61.8 microgram/m<sup>3</sup>) shows air quality twice as much as TfL's modelling. It also exceed EU legal limit of 40 microgram/m<sup>3</sup>.</li> <li>- Again it is not space constraint but junction capacity which is TfL's concerns.</li> </ul>
Nov 2015	<p>TfL accepted parent's request to include Vorley Road in pre-construction traffic survey, but did not agree to a second technical meeting as there are no new issues to be discussed.</p> <p>TfL postponed Bus Consultation.</p>
Dec 2015	BAF, Archway Children's Centre Parents / Carers Forum and #n19air wrote to TfL Bus Operations.
Jan 2016	Local group wrote to Deputy Mayor / Isabel Deding. Response enclosed next page.

**From:** Kiat Phua

**Sent:** 20 January 2016 13:50

**To:** Isabel Dedring

**Cc:** a j betham; Kate Calvert; SMJ Tsakok; Pandya, Mita; Dorothy Leng; Christopher Riley; Caroline Pidgeon; Cllr Morris Liz; Darren Johnson; Cllr Russell, Caroline; Jennette Arnold; Farah Hussain; Cllr Claudia webbe; Cllr Comer Schwartz, Kaya; TfL General Counsel

**Subject:** Archway consultations - and next London Assembly plenary meeting

Dear Isabel,

Kate, Adrian, Sebastian and I have been working closely with several community groups (listed below) since May '15 on the proposed changes to Archway.

After six months of discussions with the TfL project/portfolio sponsors we jointly wrote to TfL Director Mike Weston in December outlining key points which we believe should form the basis of the consultation on Archway buses, allowing the public to make an informed decision. The 2 key issues are:

- a) The termination points for the six bus services ending in Archway – whether Whittington Hospital / Upper Holloway station; or Archway Road, with a U-turn before resuming service
- b) The preferred route for bus services 41 and 210 – whether to turn right at St John's Way, or take the longer route via Junction Road and Vorley Road to reach Highgate Hill.

The bus consultation started on 11 Jan with a letter from TfL Director Nick Fairholm which did not include either of the above points, or clarify why they are not included. Reactions from various groups, residents and parents are now running strong. Many are very vocal and have contacted the national press and written to TfL over the past week. Several petitions to TfL and GLA are under way, with more than 1,000 signatures calling specifically for the right turn at St John's Way (for example <https://n19air.wordpress.com/>).

TfL frequently quotes a majority of 684 respondents supporting the scheme, based on results from a 2014 public consultation on the road layout. But the number of signatures on the petitions shows a larger majority opposing the current proposal.

In addition, TfL has failed to consult key stakeholders. The Whittington Hospital is still waiting for a first meeting with TfL although they have told us they are open to accommodate buses standing and turning on their forecourt. Haringey councillors and residents are pressing for meetings and answers as they are not consulted about traffic being displaced into their borough. Many Islington residents are also urging their councillors to do more to improve the schemes.

The next London Assembly plenary meeting is on 27 Jan. If you could respond this week before the petitions are presented, perhaps there is an opportunity for public response and press coverage to become more favourable. Just two tweaks, permitting the right turn from St John's Way, and terminating buses at the hospital and Upper Holloway, would address almost all concerns, while allowing the vision of replacing the gyratory with a plaza to be realised. Could you give TfL a steer to look at these?

This will reduce abortive work, disruption and costs in re-opening the right turn and adjusting bus services in future.

Thank you and look forward to your reply. If it helps, we are happy to meet at the GLA to clarify details.

Yours sincerely,

n19 air campaign, Kiat Phua (mob\*\*\*\*\*)

n6 air campaign, Sebastian Tsakok

Better Archway Forum, Kate Calvert and Adrian Betham

in consultation with

Archway Children's Centre, N19

Whitehall Park Area Residents' Association, N19

The Miltons Residents Association, N6

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From: **Daniels Leon** <LeonDaniels@tfl.gov.uk>

Date: 26 January 2016 at 11:39

Subject: RE: Archway consultations - and next London Assembly plenary meeting

To: Kiat Phua

Cc: IsabelDedring, Tim Steer Claire Hamilton Taylor Lisa

Dear Kiat Phua,

Thank you for your letter of 20 January, addressed to Isabel Dedring, regarding Archway consultations. Isabel has requested I respond on her behalf.

We have extensively investigated allowing the right turn from St John's Way into Archway Road. Despite multiple investigations the right turn could not be accommodated in the design without significant impact to all users. We anticipate this in itself may encourage motorists to look for alternative routes through local streets, creating traffic displacement.

The main issue with accommodating the right turn is a lack of space, in the present design it would encroach on northbound and southbound movements. All of the options investigated, including allowing the right turn only for buses, either do not meet acceptable design standards or impact the journey times and safety of multiple users including pedestrians, buses and traffic. Designing a flexible layout has also been investigated, including options which do not take into account the space constraints such as location of building lines and the boundary wall of the park. However, these still do not resolve the performance and safety impacts as a result of allowing the right turn.

The right turn from St John's Way is the lightest movement at the junction, with traffic counts showing that an average of just below two vehicles per minute currently make the right turn in the busiest morning peak hour and one vehicle per minute in the busiest evening peak hour. For comparison, the traffic flow on Archway Road in one direction (southbound) in the morning peak is approximately 14 vehicles per minute.

The majority of this traffic goes to Highgate Hill, although some goes to Archway Road. It is not possible to determine exactly how much of this traffic would reroute or use borough roads as alternative routes to Highgate Hill or Archway Road, as these two vehicles per minute in the morning peak, or one in the evening peak, could choose from a number of routes: via Vorley Road, via Hazelville Road and Hornsey Lane, via Hornsey Road and Hornsey Lane or via Cressida Road. Each of the four routes is therefore likely to take a share of the two (or one) vehicles per minute. Alternatively some of this traffic might choose routes further away, by-passing the area altogether.

The letter signed by Nick Fairholme included a reference to the Archway bus consultation but its primary intention was to give advance notification that works on the new road layout and public space are due to start on 1 February 2016. TfL sent a separate letter about the launch of the bus consultation to around 11,000 addresses in the Archway area. The letter explained the purpose of the consultation, the main features of our proposals, and how to provide a response. It also included a diagram showing the proposed routes of buses through the new Archway road system. In addition to the 11,000 letters, we sent emails to over 28,000 registered Oyster holders and another email to an extensive database of stakeholders. We continue to encourage everyone with an interest in the proposals to consider them in full and provide a response by 22 February 2016, when the consultation will close.

We are committed to monitoring the traffic before and after the new highway layout is in operation, including on local borough roads. Changes in traffic flow will be assessed and mitigation measures identified if required.

I understand a meeting between TfL's Buses Network Development team and the Whittington Hospital took place in mid December to discuss bus stands and possible turning in front of the Hospital. A number of issues were identified and we will continue to address these. TfL have a very close working relationship with Haringey Council, and I can confirm that Haringey officers are included on the project's stakeholder distribution list and have been offered the opportunity to discuss the impact on Haringey's network.

In addition, an invitation was sent to Haringey officers to attend the Road Space Performance Group meeting on 22 September 2015 at which the scheme was presented ahead of application for Scheme Approval.

Thank you once again for writing and I hope this addresses your concerns and clarifies our position.

Yours sincerely,

Leon

Leon Daniels, Managing Director Surface Transport

Transport for London, 020 3054 0180

**TfL Archway Gyrotory project/portofolio sponsors' contacts:**

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**Graham Nash**

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# Meeting 01 | Save Archway Children

| 07 Aug 2015

| Transport for London, Islington Council, Archway Children's Centre Parents + Residents





## Save Archway Children - Meeting 01

Date / Time : 07 Aug 2015 (1000 – 1230)  
 Venue : Archway Children's Centre  
 Present : 35, including

Archway Children's Centre Nasso Christou (Head), Ciara Rush (Outreach Coordinator)

MP representative Ruth Clarke (for MP Jeremy Corbyn)

Islington Councillors Kaya Comer-Schwartz, Caroline Russell

Islington Planning/Pollution Karen Sullivan, Martijn Cooijmans, Hayley McNicol, Sukky Choongh-Campbell

Transport for London (TfL) Graham Nash, Edward Preedy, Maria Rafi

\*Archway Parents / Carers and Local Residents Kiat Phua, Sebastian Tsakok, Anna Squires, Peter Squires, Kay Squires, Jonathan Hawkes, Marianne Westergaard, Matteo Mazzola, Dafne Solera, Chloe Van Der Kinde, Annabelle Ross Winter, Martin Sebastian, A.Adams, Julie Lambert, Prince Saprai, Lena Kokkolas, Ian Pierce, Kelly Close, Daniel Chinn, Simon Goode, Alan Butcher, Jenny Mitchell (nee Thompson), Girdlestone Estate Tenants Residents Association (TRA) Chair/Jan Manderson.

Distribution Above and Absent with apologies: MP Catherine West; Islington Councillors Claudia Webb, Janet Burgess, Tim Nicholls, Dave Poyser, Michelline Safi Ngongo, Marian Spall; Better Archway Forum (BAF), Islington Cyclists Action Group (ICAG), Whitehall Park Area Residents Association and Hornsey Lane Estate Community Association.

## Notes of Meeting 01

1.0	Introduction / Objectives	Action
1.1	Nasso Christou welcomes everybody to the meeting. She explains that ultimately the Archway Children's Centre staff, parents and local residents want a well-developed Archway but not at the expense of the children's health.	Info
1.2	Nasso explains that 1,200 families use the centre, of which 600 are from the catchment area, and remaining from the rest of Islington. The centre offers services including antenatal and postnatal facilities, child health clinics, nursery and special needs education, and it is extremely important to provide a healthy, safe environment for all users.	
<b>2.0</b>	<b>Archway Gyrotory issues</b>	
2.1	Kiat Phua presents how the Archway Gyrotory reconfiguration can proceed without traffic spilling over to local roads, with the following issues for consideration:  <i>Refer to presentation slides (appended) –</i>	
2.2	<b>Slide 1 – Traffic Island Expansion:</b> Closure of St John's Way (SJW) right-turn will lead to additional 460m route for buses/cars and delays for ambulances which could be critical in life-and-death situations. Although Whittington Hospital has been consulted as a statutory requirement, a recent check with its Chief Operations Officer suggests a clearer response will be beneficial, with implications of the longer ambulance route further discussed.	
2.3	Noise and pollution spillover to Vorley Road (the primary one of four local roads affected) will be detrimental to Archway Children's Centre and Girdlestone Estate (500 families). Two solutions possible: Retain SJW right turn, or revisit Islington Planning's 2007 'bus way' scheme (Archway Development Framework SPD) which allows only buses to turn right via Highgate Hill.	
2.4	<b>Slides 2 to 3 – Existing SJW junction:</b> Photos show an under-used service road next to Archway Road - SJW junction. It is wide enough for two cars to park side by side.	

\* The above group includes architects, engineers and a transport planner, working in partnership with BAF, ICAG, residents/tenants associations and individuals from Girdlestone Estate, Waterlow-Whitehall Park and Hazelville-St John's areas.

2.5	<p><b>Slide 4 – Proposed SJW Junction and Alternative:</b> Above route infrequently used by pedestrians as it tapers to nothing and there is a safer shortcut via Archway Close. The alternative presents minor amendments to the May '15 scheme, along with the following improvements/observations:</p> <p>a) The service road (5m wide) can be converted into an extra A1 lane allowing SJW right turn and A1 northbound traffic (including HGVs) to proceed simultaneously. The extra lane will be located outside the boundary with former Methodist Church Hall (unoccupied);</p> <p>b) Responding to concerns about delays and spillover from adding a third stage in traffic signals, Kiat clarifies it may not be necessary as 'green' (traffic signal) time for southbound A1 can be kept as currently proposed, while A1 northbound will benefit from additional 'green' time as SJW traffic travels. Kiat also relayed BAF's idea of using bus transponders to finetune signal timings;</p> <p>c) Given typical signal cycle time is 60-70 seconds, the group proposes to work with TfL on the optimal number of seconds for SJW right turn and A1 traffic, so that diverting traffic into the children's centre and council estate is not necessary. The group urges the journey seconds/minutes saved for motorists needs to be weighed against the detrimental long-term effects on generations of Archway children and residents;</p> <p>d) The number of pedestrian crossings remains the same; and</p> <p>e) The four trees affected are Category C, i.e. "trees of low quality and value currently in adequate condition to remain until new planting could be established, or young trees with a stem diameter below 150mm (latter could be relocated)" - British Standards 5837.</p>	
2.6	<p><b>Slide 5 – Vorley Road (Archway Children's Centre):</b> If SJW right-turn is closed, traffic diversion will require Vorley Road junction to be widened as ingress, whereas the scope for widening the pedestrian footway outside Archway Children's Centre is limited (see slide photos with buggies and children).</p>	
2.7	<p><b>Slide 6 – Proposed Traffic Direction Reversal:</b> Comparing existing MacDonald Road ingress and Vorley Road egress, record shows the ingress has a higher number and more severe traffic accidents (including one fatality and a serious accident with a 13-year-old).</p>	
2.8	<p>The group is very concerned that the proposed reversal of ingress/egress could lead to more accidents and higher fatalities as the children's centre is much closer to Vorley Road junction (than MacDonald Road junction), and the centre's children are under 5 years old.</p>	
2.9	<p><b>Slide 7 – Future Approved Developments:</b> At the meeting, it was confirmed that the May '15 scheme based simulations on a Nov 2013 survey and did not take into account traffic generation from three future developments which rely on Vorley Road for sole access: Premier Inn (160 bedrooms), Vantage Point (120 flats) and Hill House (140 flats).</p>	
2.10	<p><b>Slide 8 – Servicing:</b> While the two residential developments are designated car-free with accessible (disabled) parking only, it is not clear whether (and the extent of) their existing basement car parks which will be retained for residents' cars under change-of-use policies.</p>	
2.11	<p>The group clarified the issue is not so much on parking allocation, but traffic-/servicing-generation. Given the increasing trend of grocery/goods deliveries via online purchases, hotel servicing, taxis and events like conferences and weddings, the group asked whether Vorley Road could handle yet another stream of traffic from the gyratory.</p>	
2.12	<p><b>Slide 9 – Morning Peak Hour (0800 – 0900) Example:</b> Although 30 fewer buses/hour are expected due to the bus stand relocation, up to 120 vehicles/hour* will be diverted into Vorley Road. While Premier Inn's transport report lists their impact as adding another 14 vehicles/hour, no transport reports are posted for Vantage Point or Hill House. The scenario also needs to allow for traffic impact of a fourth future development (affordable housing at former bus stand site).</p>	<p>* Post-meeting clarification from Islington Planning email dated 26.08.15:</p> <p>Nov 2013 traffic survey estimate of 120 vehicles/hour at morning peak is assumed to be divided by four, although local feedback indicates it is higher. This is also based on no traffic allowed to turn left from Junction Road into Vorley Road.</p>
2.13	<p><b>Slide 10 – Earlier 2005/06 Traffic Study:</b> Written requests for the latest traffic data, programme and budget/contingency information have been made since 6 June 2015. Until it is available, the group is working from traffic data from MVA Consultancy, which was commissioned by TfL in 2005/06 to study Archway Gyratory reconfiguration options. Even with SJW right-turn retained, MVA's analysis suggests Vorley Road can expect 317 passenger car units/hour based on 2005/06 traffic surveys.</p>	<p>See also paragraphs 2.14 to 2.15 (next page).</p>

2.14	<p><b>Slide 11 – Impact on Other Local Roads:</b> In addition to Vorley-MacDonald Roads (Junction Ward), the May '15 scheme acknowledges other local roads affected by the SJW right-turn ban include Cressida Road, Hornsey Lane and Hazelville Road (Hillrise Ward). Traffic bound for Highgate Hill and Archway Road is simulated as equally re-distributed among the above four routes, resulting in average 1-2 vehicles/minute (60-120 vehicles/hour) for each road during the heaviest morning peak hour.</p>	
2.15	<p>Feedback from local residents suggests the actual SJW right-turn volume is much higher than average 1-2 vehicles/minute simulated. It is also unclear whether the actual distribution would be equal.</p>	
2.16	<p>While 8,500 letters were posted as part of public consultation, residents north of Hornsey Lane are not sent consultation letters although spillover traffic is expected to reach them (Haringey borough).</p>	
2.17	<p>Two Hillrise residents (Alan Butcher and Jenny Thompson) present at the meeting spoke of how they had been unaware of the impact, despite living within the area where consultation letters were sent out.</p>	
2.18	<p>From his experience in transport planning, Alan suggested there is a lot of merit in allowing the SJW right turn.</p>	
2.19	<p>Jenny observed Hazelville Road runs steeply uphill and is prone to ice during winter, making it difficult and dangerous for HGVs to be diverted through it. She added the two-way Hornsey Lane narrows down to a single-lane at one point, and it already experiences traffic queues frequently, particularly during school-run hours.</p>	
2.20	<p>Other than Archway Children's Centre, the meeting noted schools in the area include St Aloysius' College, St Joseph's School, St Michael's School, Channing School and Highgate School. The latter two attract students beyond the local catchment, who are more likely to be driven to schools.</p>	
2.21	<p>At the meeting, it was clarified that the May '15 scheme was not based on full-day surveys, but conducted from 7am – 10 am and 4pm – 7pm for seven days starting 3 Nov 2013. The group observed that school/nursery drop-off/pick-up times (e.g. 10:30am and 3:30pm) were not included in the 2013 counts, and asked whether the survey overlapped with school holidays, including any extended holidays which stretch into early November.</p>	
2.22	<p>Concerns include school-run traffic from Highgate Hill backing into Vorley Road, with queuing exhausts less than 1.5m away from Archway Children's Centre if SJW right-turn is banned. After discussion, TfL agreed to share details of Nov '13 survey and May '15 traffic modeling assumptions and data.</p>	
2.23	<p><b>Slides 12 to 14 – Air Quality Surveys (2013, Pre- and Post-Construction):</b> Working with the planned review of the new gyratory system one year after construction and Islington Council's commitment that Vorley Road will not be worse off in future, the group is prepared to participate in and compare pre- and post-construction air quality surveys at 6 locations (from SJW to Vorley-McDonald Roads) as empirical evidence for scheme review.</p>	
2.24	<p>Earlier in 2013, BAF and Whitehall Park Area Residents' Association have conducted similar air quality surveys which showed Vorley Road at 36 micrograms/m<sup>3</sup> (4 micrograms away from the legal limit of 40 micrograms/m<sup>3</sup>) and pollution at Junction Road doubled at 72 micrograms/m<sup>3</sup>.</p>	
2.25	<p>Sebastian Tsakok and Kiat have started the latest pre-construction air quality surveys in July 2015, after consulting Islington pollution team (Sukky Choongh-Campbell) earlier on the required methodology. Laboratory results are expected in early Sep 2015 and will be shared with Islington Council, TfL and interested parties.</p>	
2.26	<p>If air quality proves to be better after construction, the group will be "happily proven wrong". If it is worse one year after construction, there is ground for re-opening SJW right-turn, however this would be more expensive and disruptive than allowing the right-turn to remain in the first place.</p>	

2.27	<p>Nasso cited research about the effects of air pollution on babies and children, and policies recommending schools not to be sited 150m from main roads with more than 10,000 vehicles/day. The balance between delaying traffic by minutes and the first 21 months of infants' health and development needs to be redressed, as well as the well-being of Girdlestone Estate residents/tenants who may not be aware of, or very vocal in protesting against the impact of the May '15 scheme.</p>	
2.28	<p>Responding to Sukky's clarification that the air quality surveys conducted over a year provide more accurate results as an annual mean and related discussions with TfL, suggestions from the floor include:</p> <ul style="list-style-type: none"> <li>a) A 12-month trial with the SJW right-turn on the basis that it is easier and cheaper to close it, rather than re-open it in future;</li> <li>b) Delay closing SJW right-turn for 12 months until pre-construction air quality survey is completed;</li> <li>c) Share TfL's on-going desktop environmental impact study;</li> <li>d) Legal advice on breaching air quality limits;</li> <li>e) Use the 2020 scenario of all buses becoming zero emission as the baseline for comparing traffic and air quality impact. This will show whether the children's centre will be better off with the current traffic system and bus stand retained at Vorley Road, taking into consideration Sukky's clarification that cars dominate more than buses in Archway area. While current policies can enforce public buses to emit less pollution, they do not have power over private vehicles;</li> <li>f) More priority to be placed on children and residents, rather than motorists' waiting times;</li> <li>g) Formalise Islington Council's stance to ban left turns into Vorley Road, regardless of the outcome of the right turn;</li> <li>h) Inadequate to rely on widening pedestrian footways alone as mitigation to increased traffic along Vorley Road;</li> <li>i) Consider visibility and impact of winter periods with darker and longer nights and longer and noisier traffic queues;</li> <li>j) Consider how well the gyratory traffic has adapted to the conversion of pedestrian subways to at-grade crossings, despite early reservations on traffic flow;</li> <li>k) Benefits to bus routes with the SJW right turn; and</li> <li>l) Study whether A1 delays are determined more by the proposed bus U-turn at Archway Road, rather than the SJW right turn</li> </ul>	
2.29	<p><b>Slide 15 – Petition for First Year Trial of SJW Right Turn:</b> Given the complexity of the gyratory scheme, simulations alone will not be able to take in all the local knowledge, parameters outside its defined boundary and other unforeseeable circumstances. This is why an on-going petition is advocating the first year implementation should be a trial with the SJW right turn. Kiat updated that the petition to trial SJW right turn for the first year has more than 200 supporters, without involving press media.</p>	
2.30	<p><b>Slide 16 – Questions:</b> Refer to last slide for list including queries on approval/review status and process, programme, budget and contingencies for re-opening SJW right-turn raised since 6 June.</p>	

3.0	Moving Forward	Action
3.1	<p>The Islington team present confirmed:</p> <ul style="list-style-type: none"> <li>a) Vorley Road is owned by the Council, not TfL. Islington Council is committed to make sure Vorley Road is not worse off with the gyratory changes;</li> <li>b) Support for longer pre- and post-construction air quality surveys, including funding and knowledge- and data-sharing with the group and TfL (e.g. floor and parking areas for the four future developments); and</li> <li>c) In view of TfL's plan to start construction in Mar 2016, the ongoing pre-construction air quality survey will be extended to be conducted for nine months at least.</li> </ul>	Islington Planning / Pollution
3.2	<p>The TfL team present confirmed:</p> <ul style="list-style-type: none"> <li>a) Replying on traffic survey, modeling and traffic signaling data requested (including scenarios analyzing differences in terms of minutes/seconds with and without the SJW right turn) and questions raised above;</li> <li>b) Clarifying implications on ambulance routes with Whittington Hospital; and</li> <li>c) Updating with a re-analysis of Vorley Road with the four future developments and 2020 baseline scenario with zero-emission buses.</li> </ul>	TfL
3.3	<p>The Archway parents/carers/residents group confirmed:</p> <ul style="list-style-type: none"> <li>a) Laboratory results from the first batch of pre-construction air quality survey will be presented in Sep 2015 as material consideration for TfL and Islington Council;</li> <li>b) Working progressively with TfL and Islington Council to review options before construction; and</li> <li>c) Update on petition will also be presented at the next meeting.</li> </ul>	Archway Parents/ Carers/ Residents Group
3.4	<p>TfL and Islington Council agreed to meet the Archway parents/carers/residents group again in the last week of September 2015 to update and discuss the issues raised above.</p>	

See Appendix (from next page) for Presentation Slides.

Compiled by : Archway Children's Centre staff and parents

Vetted by : Islington Planning via 26.08.2015 email

**APPENDIX**

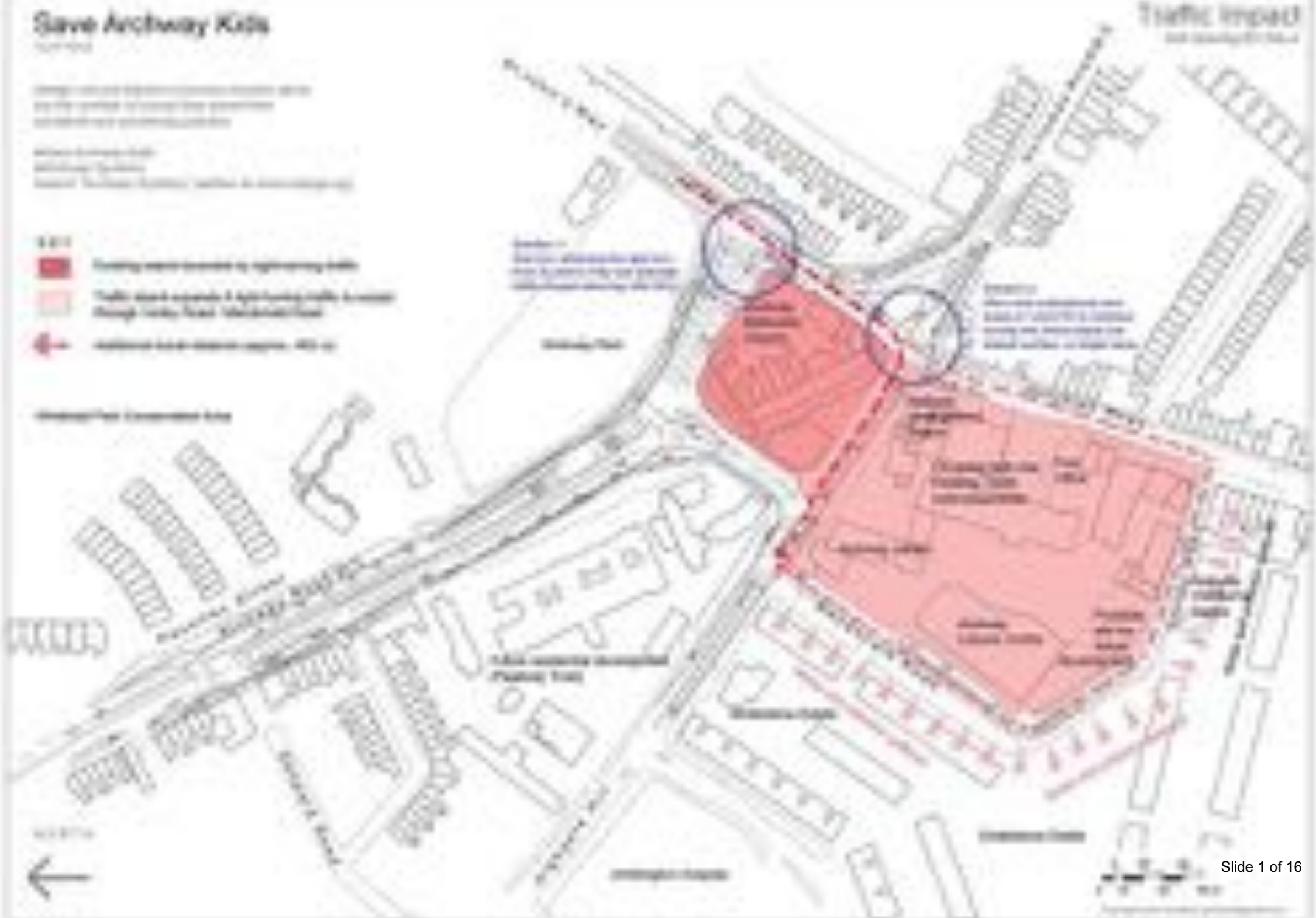
Save Our Children / Archway Gyrotory Presentation Slides


07 Aug 2015

# Save Archway Kite

Map showing the location of the Archway Kite and the proposed development. The kite is highlighted in red, and the proposed development is highlighted in pink. The map also shows the surrounding streets and the location of the Traffic Hub.

- Existing kite
- Proposed development
- ➔ Access to kite



A photograph of a street intersection. In the foreground, a road curves to the right. On the left side of the road, there is a line of orange and white traffic cones. In the background, there is a row of multi-story residential buildings with various window styles. A tall, thin street lamp stands in the middle ground. To the right, a large tree is partially visible, and a white signpost is attached to a black pole. The sky is a clear, pale blue.

St John's Way

Archway Road

Service Road





St John's Way

Former Methodist Church Hall

Service Road

Archway Road

TR Proposal (as of May 2018)



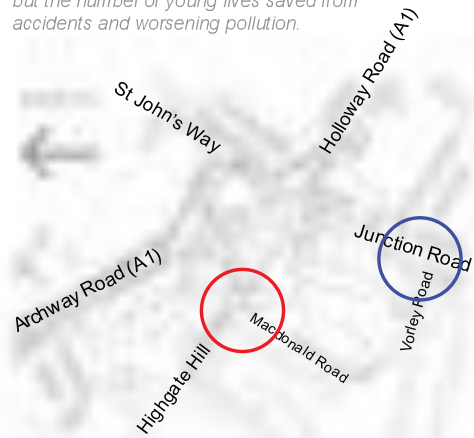
Alternative Proposal (07/08/2018)



# Save Archway Kids

07.08.2015

*Design not just based on journey minutes alone, but the number of young lives saved from accidents and worsening pollution.*



Location of Vorley Road junction

## KEY

- FTA Design HG Rigid Vehicle (1998)
- Overall Length 10.000m
- Overall Width 2.500m
- Overall Body Height 3.645m
- Min Body Ground Clearance 0.440m
- Track Width 2.470m
- Lock to Lock Time 3.00s
- Kerb to Kerb Turning Radius 11.000m

②

Limited scope for widening existing pedestrian footway  
 Current width : 1.2 m from existing railing /  
 1.6 m from existing kerb

Difficult to accommodate one person walking past a standard buggy  
 (see photos, right)

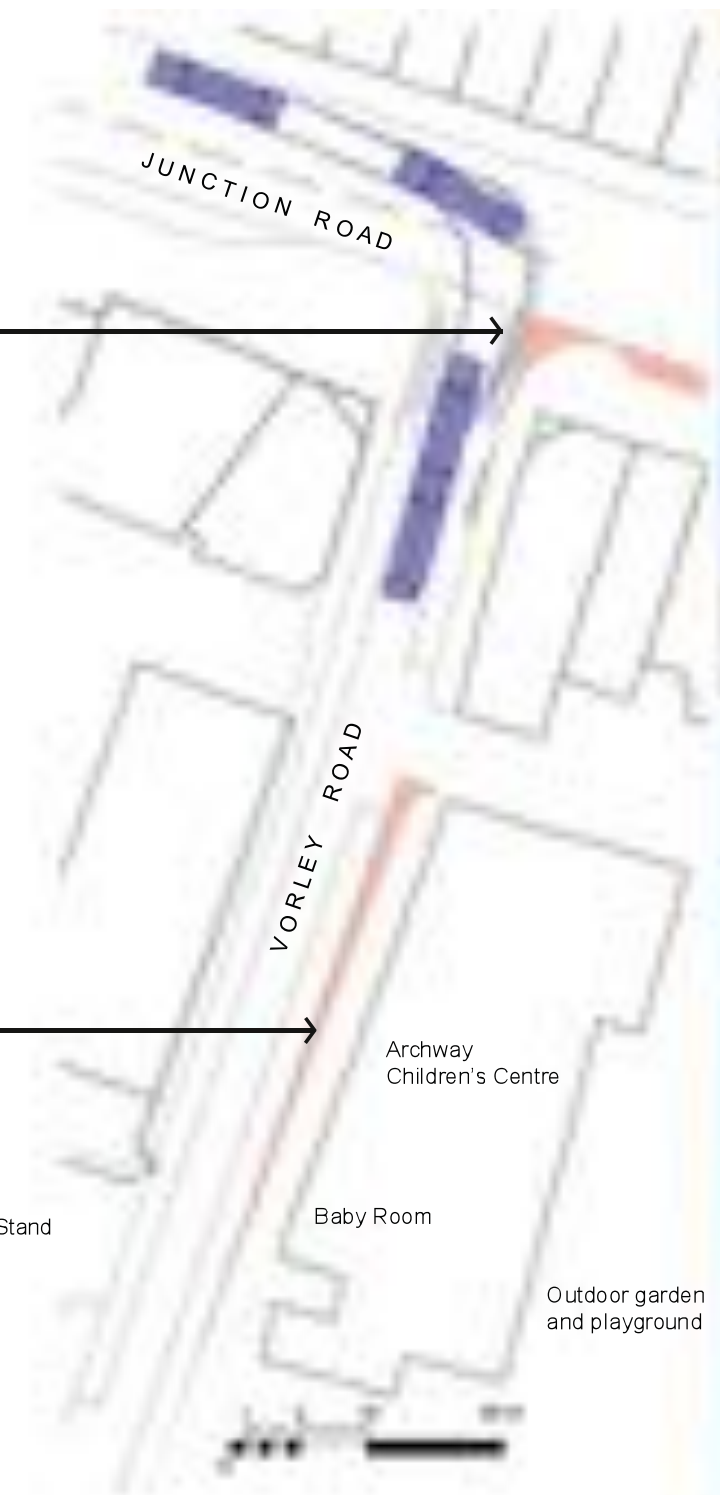
③

Traffic Accidents Comparison between  
 MacDonalad Road (red, 1 fatality + 1 serious) and  
 Vorley Road junction (blue, slight)

Bus Stand

Baby Room

Outdoor garden  
 and playground



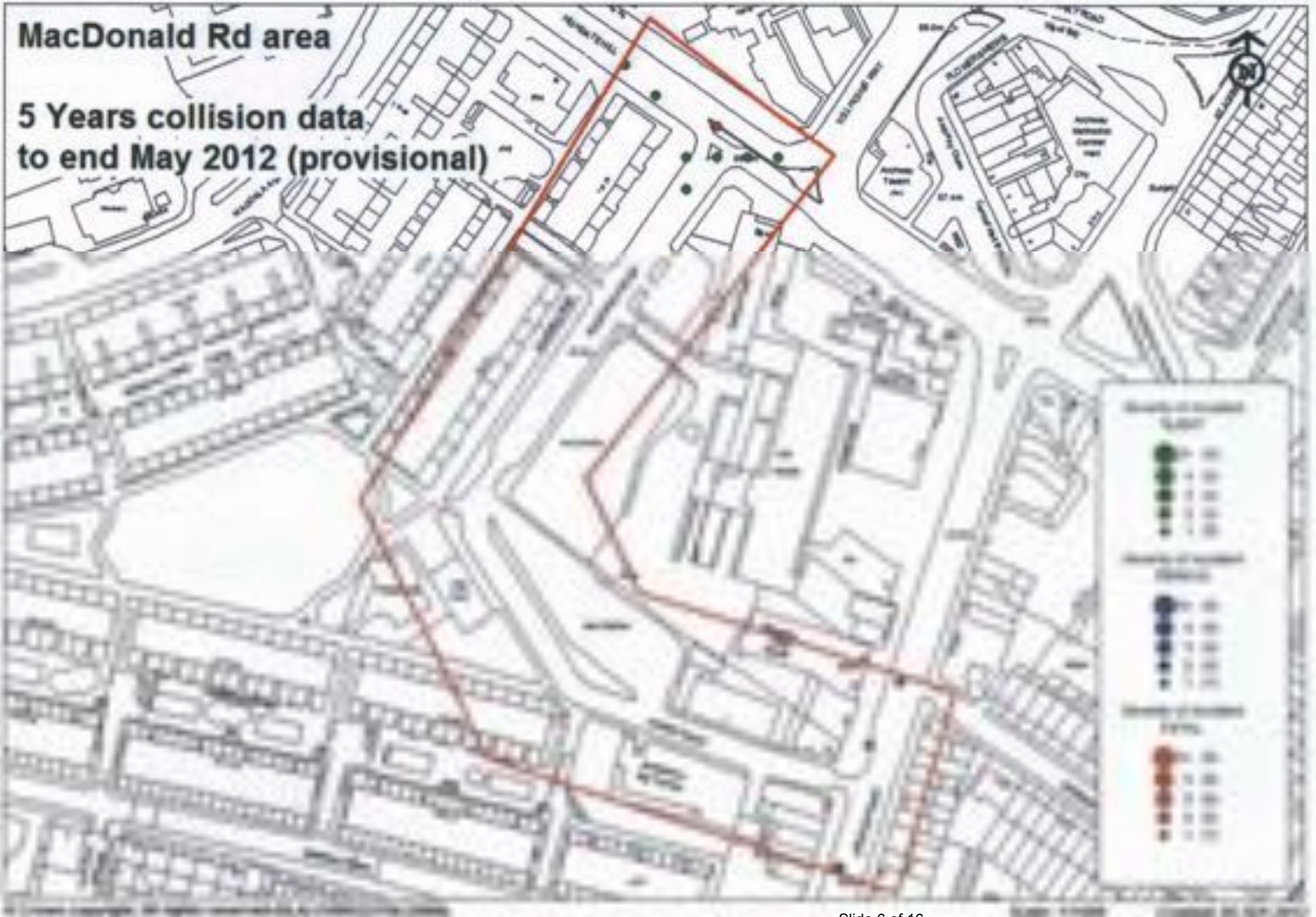
# Vorley Road Impact

SAK drawing 003



**MacDonald Rd area**

**5 Years collision data  
to end May 2012 (provisional)**



# Save Archway Kids

# Approved and Future Developments

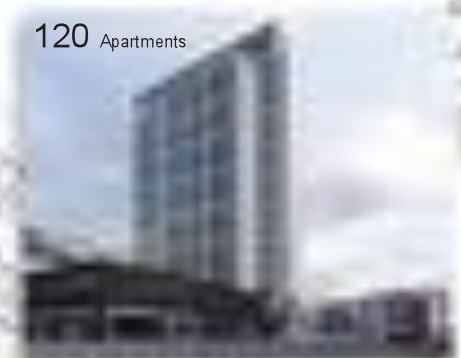
SAK drawing 004

Archway Church - Mixed Use - 18 Apartments  
Vantage Point - 120 Apartments  
Hill House - 140 Apartments  
Premier Inn - 160 Bedrooms  
Archway Campus - Mixed Use - 450 Apartments

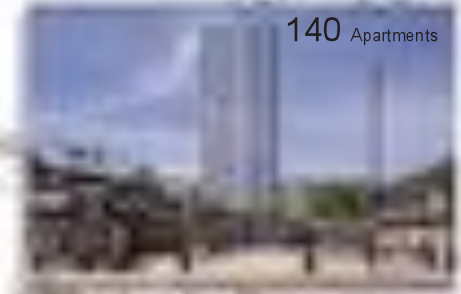
- Approved Development
- Future Development



18 Apartments



120 Apartments



140 Apartments

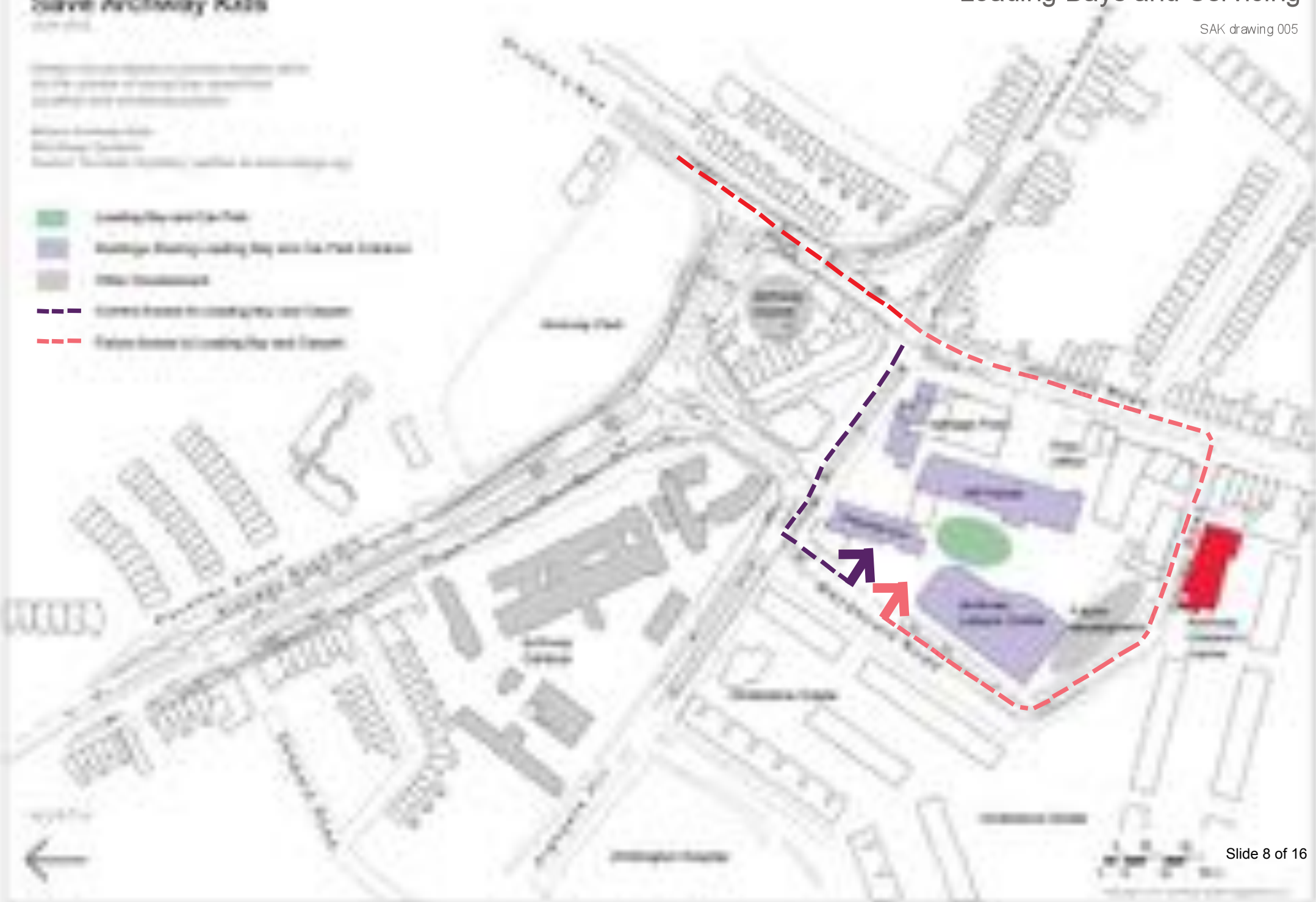


450 Apartments



Legend:  
- [Symbol] [Text]  
- [Symbol] [Text]  
- [Symbol] [Text]  
- [Symbol] [Text]  
- [Symbol] [Text]

- [Green Box] Loading Bay area for Pod
- [Purple Box] Multiple loading bays area for Pod building
- [Grey Box] Other buildings
- [Dashed Purple Line] Access route to loading bay area for Pod
- [Dashed Red Line] Access route to loading bay area for Pod



# MORNING PEAK (0600 – 0900)

- 30 Buses\*

+ 120 Vehicles\*

+ 14 Vehicles\*\*

+ ?? Vehicles

+ ?? Vehicles

+ ?? Vehicles

**From**

SJW

Premier Inn

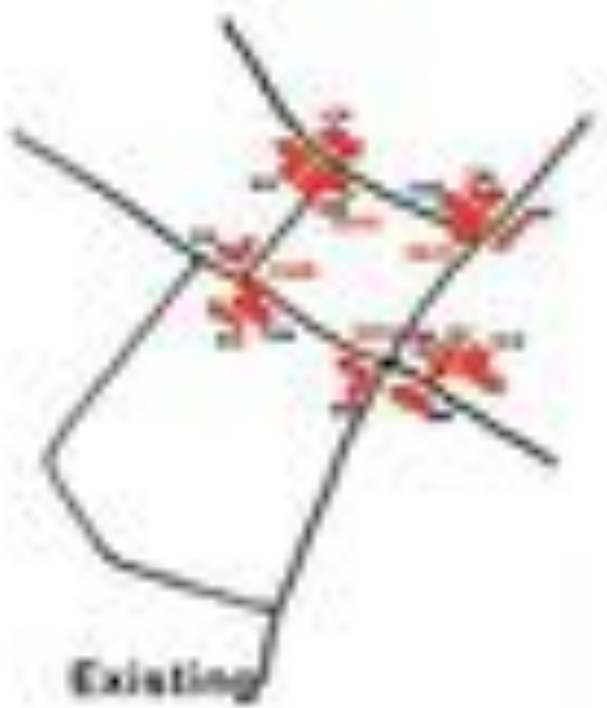
Hill House

Vantage Point

Future Resi.

\* Data source : TfL 11.11.14 and 27.05.15

\*\* Transport Assessment, Planning Application P/2013/0399/FUL



Existing



St John's Way right turn



Right turn into Vorley Road





# Banned right turn

## St John's Way to Archway Road/Highgate Hill



Copyright © 2011 by the author

\_\_\_\_\_


\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## KEY

 NO2 and Nitrogen Oxides Monitoring Tubes  
(see inset photo, right)



To be appended pre-construction (Aug 2015) and  
post-construction (2016 / 2017 to be confirmed)  
to lampposts at consistent height from kerb level.

Whitehall Park Conservation Area



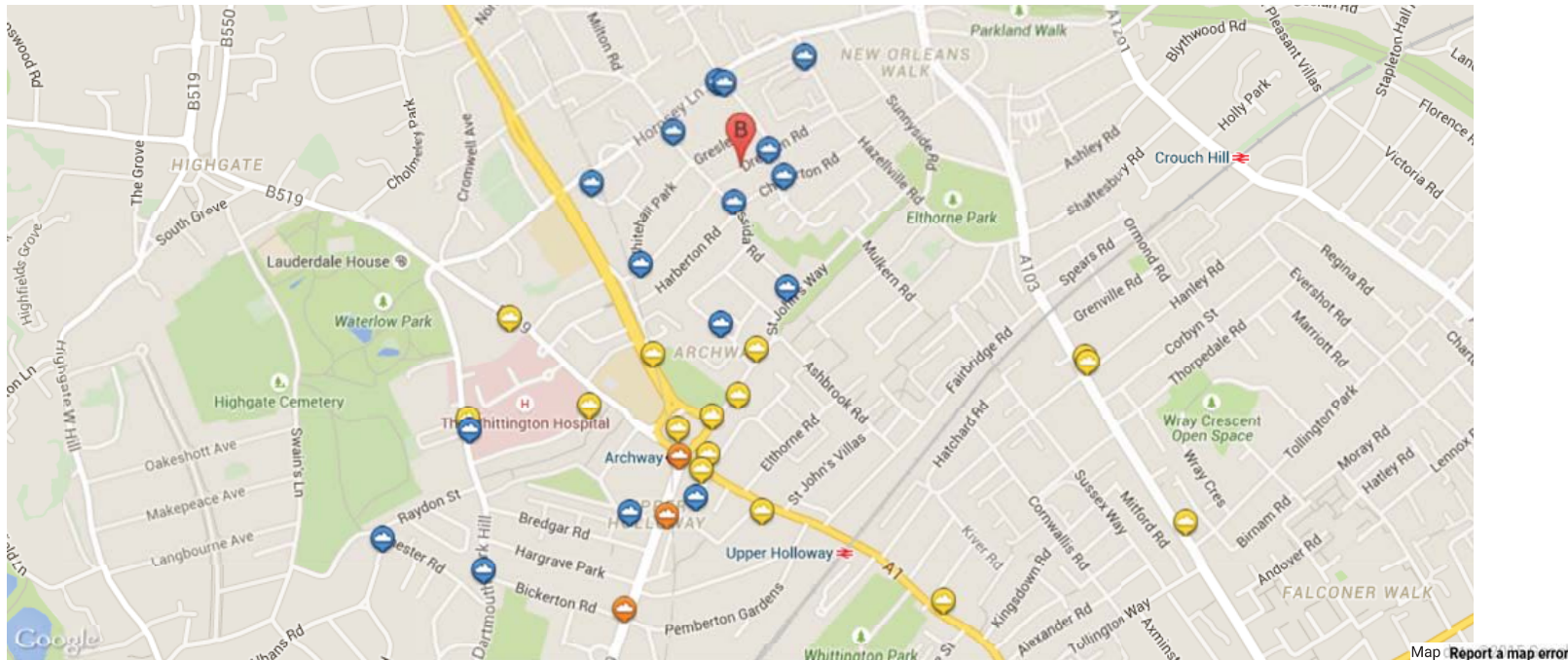


Mapping for Change Community Maps



## Air Quality Monitoring

Do you want to find out how good or poor the air quality is where you live? Citizen scientists across London have been monitoring nitrogen dioxide levels to assess local air quality



### Search this map

You can search for a place (type in 'UK' to narrow your search to the UK) or a UK postcode. You can also search for points on the map (filter your content using the options list)

Search for:

Filter:

Search

Maps developed and hosted by **Mapping for Change**

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[Save The Map](#) [Site Map](#) [Accessibility Statement](#) [Terms and Conditions](#) [Credits](#)



# Air Quality Surveys

2013

July 2015

Sep 2015

Pre-Construction

Construction

Post-Construction

mid 2017



A pink splatter graphic on a white background. In the center, there is a faint silhouette of a child with arms raised. The text 'Archway Gyrotory spillover' is written in a light pink font in the upper right area of the splatter.

Archway Gyrotory spillover

# Save our Children

1. Air quality survey (on-going)
2. Air quality - a material concern for pre-construction design reviews
3. Progressive meetings with community groups
4. Retain St John's Way right-turn for the first year

## Questions sent to TfL earlier on 8 June 2015

(Case Reference: 5658345)

- a) Key submission dates to Islington Council and TfL/GLA/Mayor
- b) Bus (and any other) public / stakeholders consultations from now to construction
- c) Dates of any pre-and post-construction environmental impact surveys (traffic, safety, air, noise and any others), including frequency of post-construction surveys (e.g. monthly, quarterly?)
- d) Tender Date
- e) Current construction budget
- f) Contingency planning and funding for amendments to the proposed road network, as a result of above post-construction surveys
- g) Traffic modelling data - Current survey results and anticipated future traffic volume (including buses) travelling from St John's Way into Vorley Road.

### More questions...

- h) When was the traffic count conducted?
- i) Is the budget ringfenced in view of the 2016 change in mayor?
- j) Whittington Hospital / London Ambulance Service response to the change in A&E
- k) Next meeting dates (Lab results ready by early Sep. Before 30 Sep exhibition/Hargrave Hall joint wards meeting?)