

Archway gyratory improvements for pedestrians and cyclists

Response to Consultation
March 2015

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1 Executive Summary

- 1.1 In 2014 Transport for London (TfL) conducted a six week public consultation on the proposal to improve Archway gyratory for pedestrians and cyclists. The proposals would also create a new public space in the heart of the town centre. The consultation ran from 3 November to 14 December 2014.
- 1.2 Information about the proposals was made available online along with a consultation questionnaire which included both closed and open questions.
- 1.3 Members of the public and stakeholders were invited to give their views either by filling in the questionnaire online or by responding via post or email. The proposals could also be viewed and commented upon at two consultation events. Paper copies of the consultation material were available on request, together with the questionnaire. Both were also available on request in alternative formats such as large print, audio or another language.
- 1.4 The consultation was advertised extensively:
 - 8,330 letters were distributed to addresses around Archway
 - 50,000 emails were sent to Oyster users in the Archway area who had signed up for news updates
 - Mobile and desktop display banners appeared on internet search engines
 - Letters and emails were sent to local, London wide and national stakeholders
 - Two public exhibitions at Archway Methodist Church, attended by the project team
 - Updates were posted on the TfL twitter account to alert/remind people about the consultation and the roadshow events
 - Over 3,000 consultation leaflets were distributed to members of the public by TfL representatives
 - A press release was issued
- 1.5 The questions were structured to provide TfL with an understanding of the level of support for proposals, to help identify any specific local issues and to understand how respondents used the gyratory. Questions 6 and 7 were multiple-choice.
 - I. What is your name?
 - II. What is your email address?
 - III. What is your postcode?
 - IV. If responding on behalf of an organisation, business or campaign group, please provide us with a name.
 - V. How did you hear about the consultation?
 - VI. In what ways do you use Archway gyratory? If you use the area in several different ways please feel free to select more than one option. (*As a cyclist, pedestrian, bus and tube passenger, a motorist*).

- VII. Please let us know what effect our scheme will have on those who currently use Archway gyratory: (*Cyclists, pedestrians, bus and tube passengers, motorists – I think the scheme will improve conditions for these users, I think the scheme will make conditions worse for these users, I do not know what effect the scheme will have on these users*).
- VIII. If you have any other comments, including what you like or dislike about the gyratory proposals, please let us know in the space below.
- IX. Our scheme would create a new open space in Archway town centre. We would like your feedback on what use we might make of this space. If you have any suggestions on the design of the new open space, please let us know below.
- 1.6 The consultation generated 1,028 responses in total. Question 8, regarding the proposed changes to the gyratory, generated 862 responses; question 9, on how the public space could be used generated 655 responses. We also received a petition from residents living on or near Lower Archway Road. The petition gathered 135 signatures and called for 3 alterations to the proposals, as recorded in Appendix F.
- 1.7 The majority of respondents agreed that the proposals would deliver improvements to pedestrians (68% of pedestrians agreed) and cyclists (63% of cyclists agreed). Please see Figure 6. Further comments on how to take advantage of any opportunity to create a new public space were overwhelmingly positive (see Figure 11).
- 1.8 Respondents also expressed some concerns. In particular 32% of motorists said they thought the scheme would make conditions worse for motorists and 18% of bus and tube customers said it would make conditions worse for them (see Figure 6).
- 1.9 Some of key issues and themes from the individual and stakeholder responses include:
- The proposed banned turns, including any impact this may have on residential streets through displaced traffic finding new routes
 - The relocation of bus stops and the resulting changes to bus services
 - Decreased junction capacity and increased journey times and congestion
 - The closure of Despard Road subway
 - Pedestrian and cycling provision proposed by the scheme
- 1.10 Full details of all the consultation responses are available in Section 6 of this report (responses from the general public), Section 7 (responses from stakeholders) and Appendix E (responses to questions 8&9). TfL's response to issues raised is included as Appendix I of this report.
- 1.11 Everyone who contacted TfL as part of the consultation with an email or postal address will be notified that this report is available.
- 1.12 In response to comments received during the consultation, TfL is considering the following changes to the proposals:
- Addition of a segregated route for southbound cyclists from Highgate Hill to Johns Way following concerns of the left turn conflict for cyclists at the junction of

Tollhouse Way and Archway Road. To fully segregate the southbound route, the pedestrian crossings at the Archway Road and Tollhouse Way junction will be converted to shared toucan crossings for pedestrians and cyclists.

- Improving the northbound cycling provision when leaving the new public space with a new section of cycle track between the public space and the junction of MacDonald Road.
- In addition to the southbound cycle track, creating a northbound segregated cycle track from St Johns Way for cyclists travelling northbound to the junction of Tollhouse Way and Archway Road.
- Widening of footway outside the Girdlestone Nursery on Vorley Road.

1.13 TfL will work with Islington Council to agree a final design, before seeking relevant approvals. We will publish details of the final scheme on our website and update all those who responded to the consultation and who provided contact details. We will also undertake further consultation for changes to bus services necessary to deliver improvements at Archway.

1.14 Subject to approval, construction is anticipated to start in March 2016 and is expected to take approximately 12 months to complete. Monitoring work would also be undertaken to assess any impacts of the changes, for example on local roads, and mitigation measures would be identified if required.

1.15 **Report structure**

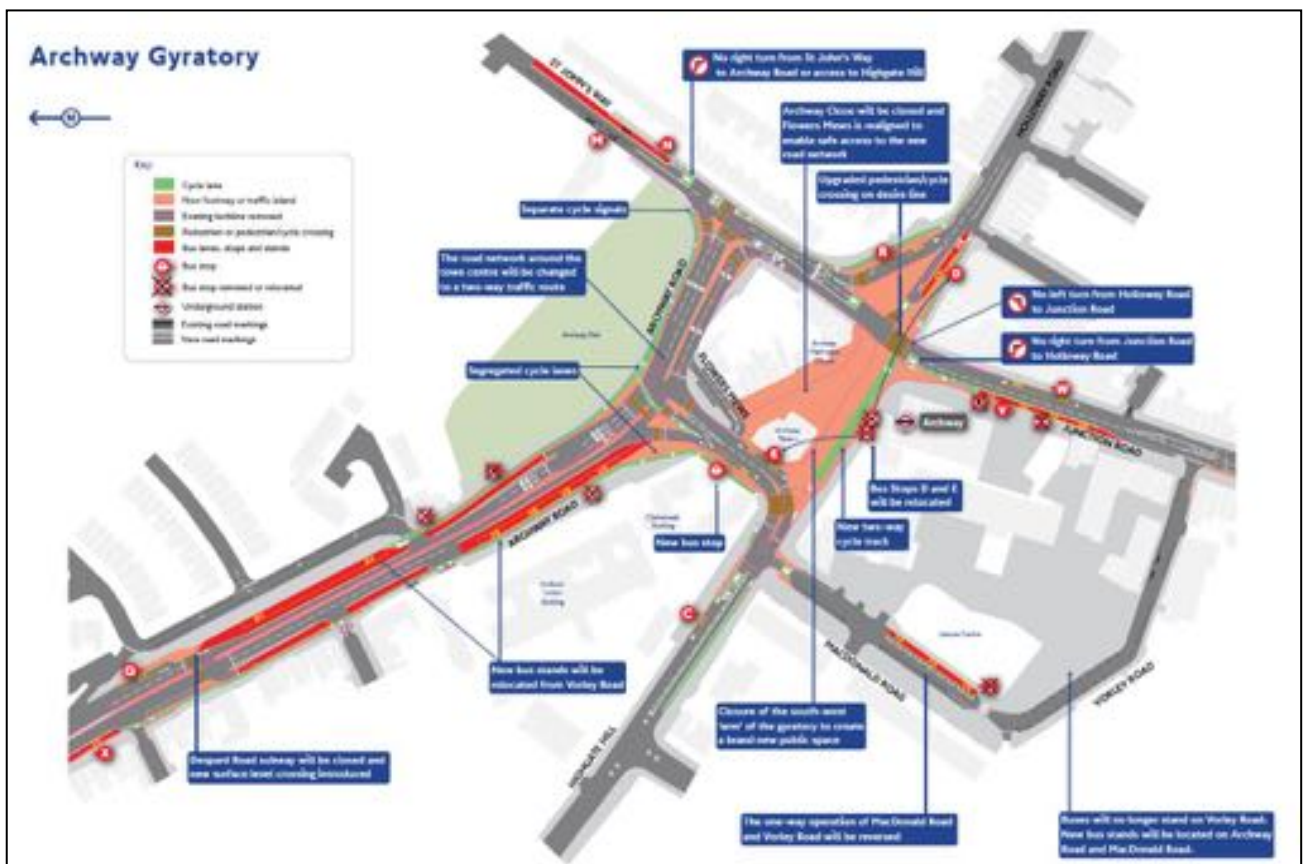
- Section 2 is a high level explanation of what we are proposing
- Section 3 provides the background to the scheme and the rationale behind it
- Section 4 describes how we consulted
- Section 5 explains who responded
- Section 6 introduces the quantitative and qualitative approach taken in the analysis of public responses, together with a breakdown of the headline results. (The full results are reported in Appendix E).
- Section 7 highlights the comments received from stakeholders
- Sections 8 is the conclusion of the report
- Section 9 describes the next steps

2 Introduction

Transport for London (TfL) has proposed improvements to Archway gyratory for pedestrians and cyclists.

The proposals would also make the town centre more accessible to pedestrians and cyclists by closing the south-western section of the A1 (between Junction Road and Highgate Hill) to traffic. This would open up the area outside Archway station. As part of the consultation we asked for views on how the new public space could be used. Figure 1 shows the Archway gyratory proposals.

Figure 1 Archway gyratory proposals



TfL undertook a public consultation on the proposals between 3 November and 14 December 2014. The responses received will be used to inform further design and planning work.

3 Background to the scheme

The gyratory system that surrounds Archway town centre can be difficult to navigate. In particular, the road layout makes it difficult to access the local businesses on the island in the middle of the gyratory. Stakeholders and the public have campaigned for many years for the gyratory to be removed. Islington Council has identified Archway as a major opportunity area for regeneration.

TfL and Islington Council have worked jointly to develop proposals to change the gyratory system to two-way working. This would be achieved by restricting the south-western section of the A1 (between Junction Road and Highgate Hill) to cyclists and pedestrians only, and redirecting other traffic around the remainder of the gyratory system. This would allow us to make significant improvements for pedestrians and cyclists and makes the town centre considerably more accessible.

The Archway scheme is part of TfL's 'Road Modernisation Plan', which includes a program to improve conditions for pedestrians and cyclists at 33 of London's most intimidating junctions. Archway is among the first schemes included in the program to be put out to public consultation (alongside schemes at Blackfriars, Oval and Old Street amongst others).

4 Methodology

Scope of consultation

- 4.1 The consultation was planned to seek people's views on the proposals, how they would affect different user groups in and around Archway and for suggestions on the new public space.

Outside the scope of this consultation

- 4.2 The following were out of scope:
- Local roads not included on the map
 - Signed alternative routes taken by vehicles following the introduction of banned movements
 - The construction phase and any associated traffic management
- 4.3 While the above points were not part of this project, some consultees took the opportunity to express a view. These comments are included in the analysis of responses and are addressed in Appendix I.

Consultation objectives

- 4.4 The consultation sought to:
- Introduce the scheme design and explain why it is being proposed
 - Understand what transport modes the respondents used and how they thought the scheme might affect them
 - Gather views on the proposals, including suggestions for use of the public open space
 - Identify any significant unknown issues and allow for mitigation where possible
 - Make clear the decision making process, timescales and next steps
 - Highlight channels through which responses to the consultation could be sent, and make participation easy and inclusive
 - Inform the design and decision making process

Consultation tools

- 4.5 A range of methods were adopted to ensure that members of the public and stakeholders were aware of the consultation and how they could respond. The consultation was hosted on the online TfL consultation tool. Paper copies of the consultation and a questionnaire were available on request to anyone who did not have access to the internet.
- 4.6 A number of promotional activities were undertaken to support the consultation and let people know how they could participate:
- 8,330 letters were distributed to addresses around Archway
 - 50,000 emails were sent to Oyster users in the Archway area who had signed up for news updates
 - Mobile and desktop display banners to appear on internet search engines
 - Letters and emails were sent to local, London wide and national stakeholders
 - Two public exhibitions at Archway Methodist Church, attended by the project team
 - Updates on the TfL twitter account to alert/remind people about the consultation and the roadshow events
 - Face to face distribution of over 3,000 consultation leaflets
 - Press release
- 4.7 The primary means of collecting the views of consultees was via the Consultation Tool, enabling participants to view the material and respond using an online survey.

The online survey and questionnaire

- 4.8 The questions were structured to provide TfL with an understanding of the level of support, to help identify any specific local issues and to understand how respondents used the gyratory. Questions 6 and 7 were multiple choice.
- I. What is your name?
 - II. What is your email address?
 - III. What is your postcode?
 - IV. If responding on behalf of an organisation, business or campaign group, please provide us with a name.
 - V. How did you hear about the consultation?
 - VI. In what ways do you use Archway gyratory? If you use the area in several different ways please feel free to select more than one option. (*As a cyclist, pedestrian, bus and tube passenger, a motorist*).
 - VII. Please let us know what effect our scheme will have on those who currently use Archway gyratory: (*Cyclists, pedestrians, bus and tube passengers, motorists – I think the scheme will improve conditions for these users, I think the scheme will make conditions worse for these users, I do not know what effect the scheme will have on these users*).

VIII. If you have any other comments, including what you like or dislike about the gyratory proposals, please let us know in the space below.

IX. Our scheme would create a new open space in Archway town centre. We would like your feedback on what use we might make of this space. If you have any suggestions on the design of the new open space, please let us know below.

4.9 Responses submitted using the online survey received an automated acknowledgement.

5 Analysis of results

Who responded?

5.1 The consultation generated 1,028 written responses. 1,000 came from members of the public, with 28 from stakeholders. 85% (852) of the public responses were online; 15% (148) were received by email, post or at an exhibition. There were 47 instances of duplicate responses. The duplicates were consolidated to give an individual response for each respondent, with the remainder removed.

General public responses

5.2 Not every respondent answered every question. Of the 1,000 members of the public who responded:

- 814 responded to question 7 in full
- 834 responded to question 8
- 627 responded to question 9

Geography of respondents

5.3 89% of the respondents (891) provided their home postcodes, with 873 of these falling within the Greater London area. Focusing on the London Borough (LB) of Islington where Archway gyratory is situated, there were 518 responses. 204 responses were received from the London Borough (LB) of Haringey which is in close proximity, while the majority of the other responses were received from postcodes within the three other surrounding boroughs (LB Camden, LB Barnet and LB Hackney).

5.4 194 responses were received from postcodes within a 5 minute walk (400 metres) of Archway gyratory; while a further 327 responses were received from within a 15 minute walk (1200 metres). Further detail of response by geography can be seen in Figures 2 and 3.

Figure 2: Distribution of respondents within Greater London

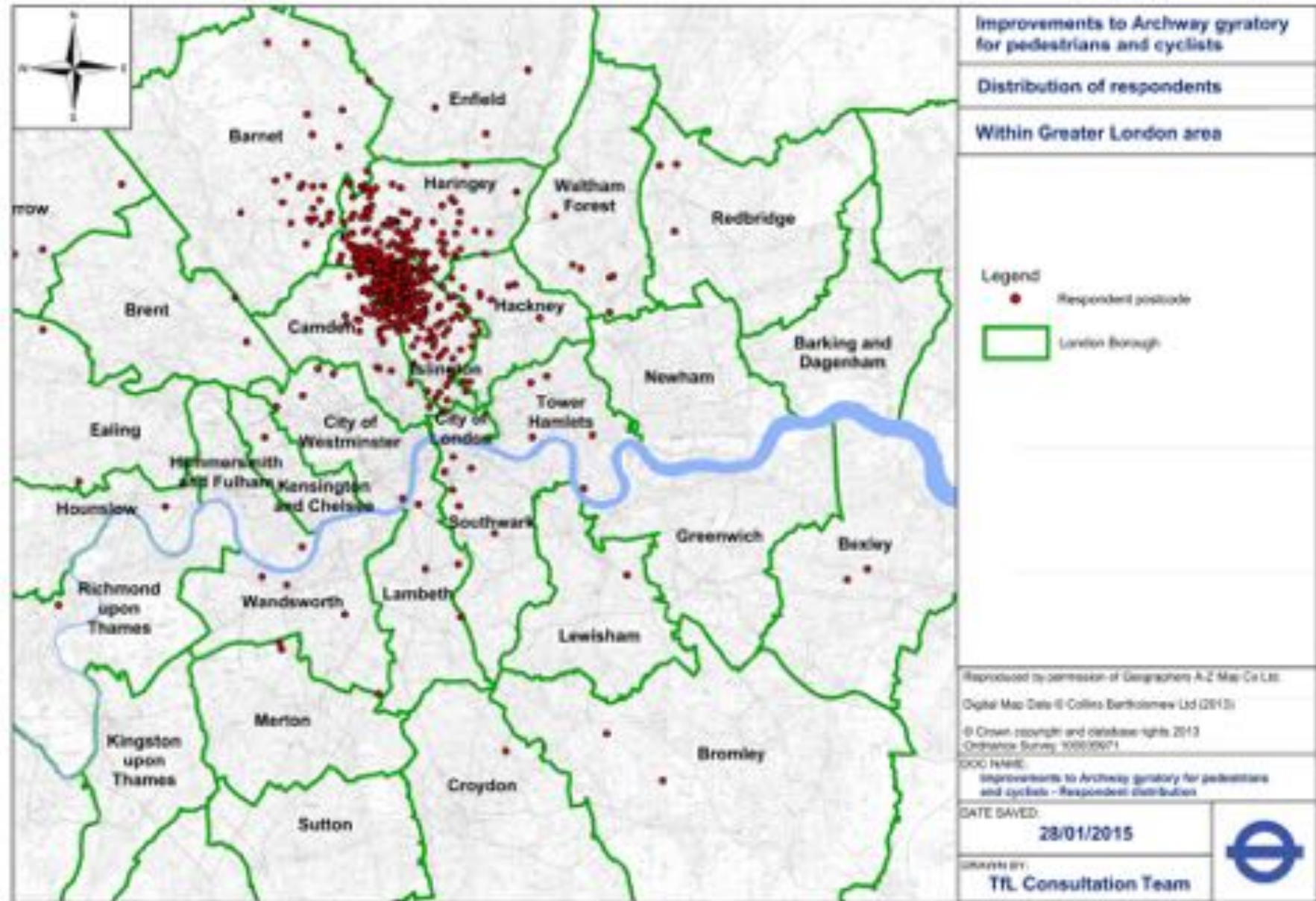
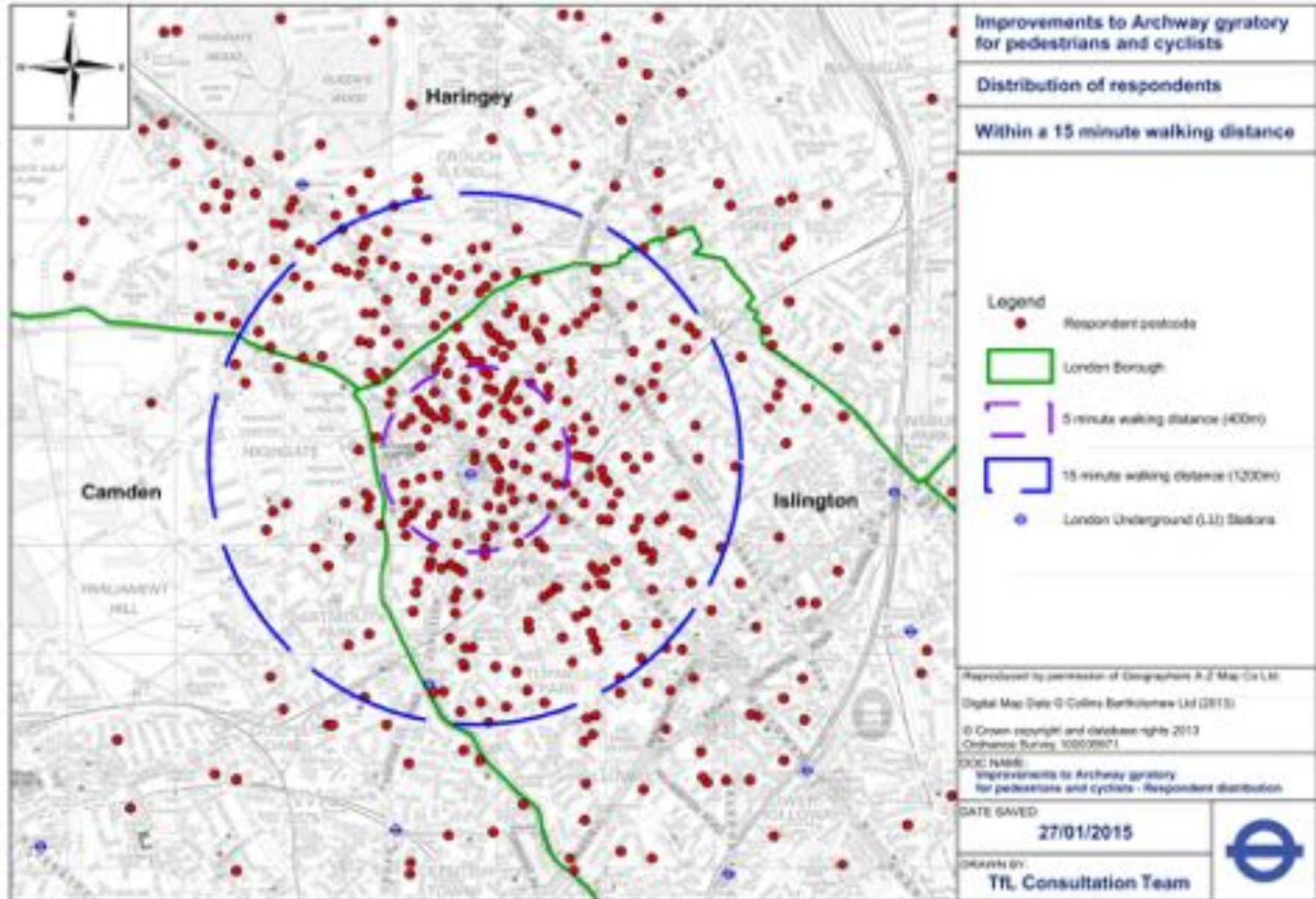


Figure 3: Distribution of respondents within a 15 minute walking distance of Archway gyratory



- 5.5 To understand what mode of transport respondents used at Archway gyratory, respondents were asked in what ways they used the gyratory. Respondents could choose more than one answer to indicate all modes of transport used. Figure 4 indicates the modes of transport that each respondent uses at Archway gyratory.

Figure 4: The modes of transport respondents use at Archway gyratory

Mode of transport	Number of respondents	%
As a cyclist	437	44%
As a pedestrian	712	72%
As a bus or Tube passenger	719	73%
As a motorist	483	49%
Not answered	127	13%

How did they hear about the consultation?

- 5.6 To understand how news about the consultation was received, respondents were asked how they heard about the consultation. The answers are recorded in Figure 5.

Figure 5: Information channels through which respondents heard about the consultation

Respondent type	Number of respondents	%
Received a letter from TfL	71	7%
Received an email from TfL	355	36%
Read about it in the press	73	7%
Through social media	157	16%
Saw a leaflet	62	6%
Other	143	14%
Not Answered	139	14%

6 Responses from the general public

Question 7

6.1 Question 7 asked “Please let us know what effect our scheme will have on those who currently use Archway gyratory”. Participants were asked to rate the scheme for four user groups; cyclists, pedestrians, bus and tube passengers and motorists. There were three options to rate the scheme for each user group:

- I think the scheme will **improve** conditions for these users
- I think the scheme will make conditions **worse** for these users
- I **do not know** what effect the scheme will have on these users

6.2 The majority of respondents stated that the scheme would improve conditions for cyclists, pedestrians and bus and tube passengers. The scheme was considered less favourable for motorists, with the majority of users stating that the scheme would make conditions worse for motorists or being unsure of the effects. Figure 6 shows a full breakdown of how respondents rated the scheme in relation to each user group.

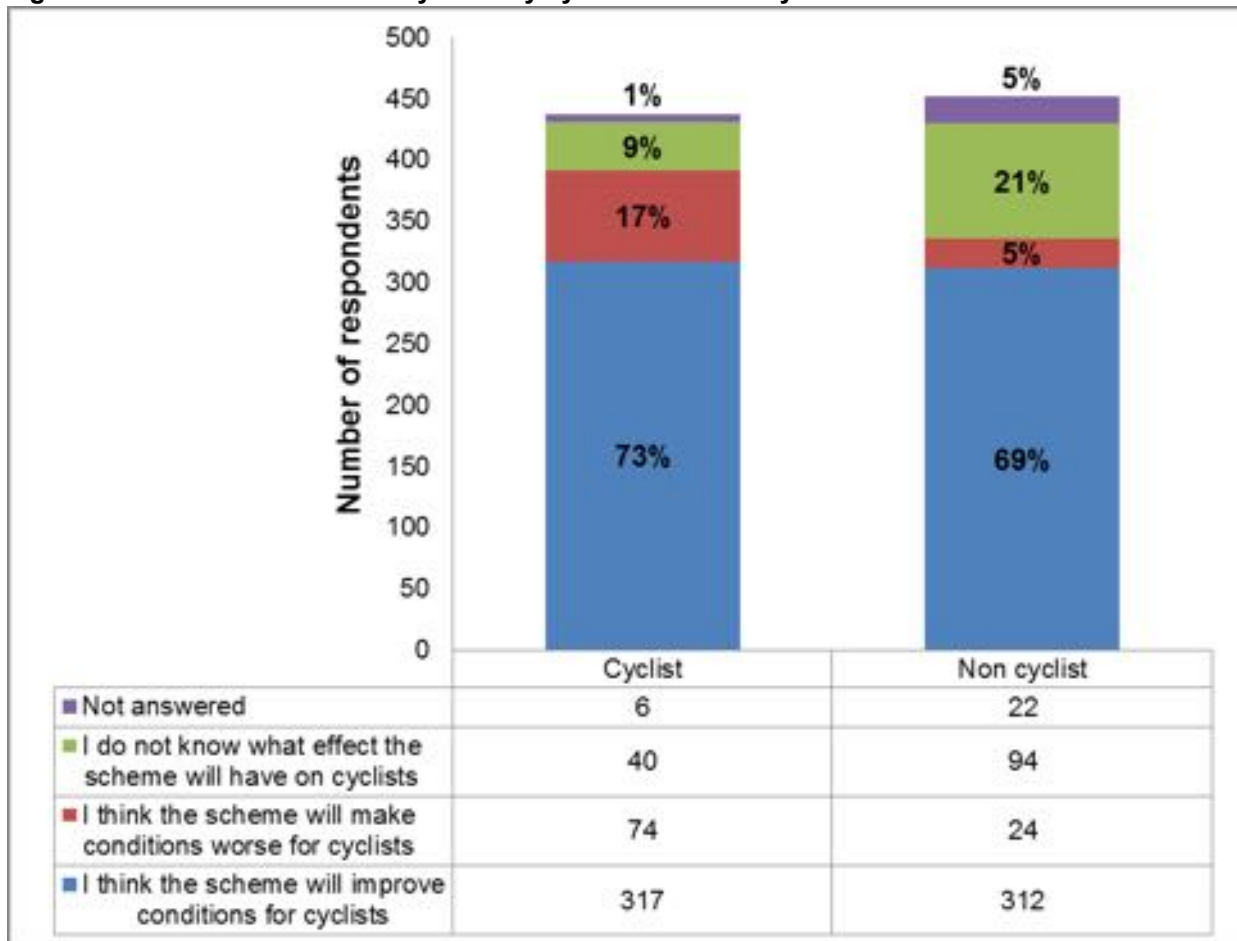
Figure 6: Scheme rating for each of the four user groups: cyclists, pedestrians, bus and tube passengers and motorists.

Users	I think the scheme will improve conditions for these users		I think the scheme will make conditions worse for these users		I do not know what effect the scheme will have on these users		Not answered	
	Number of respondents	%	Number of respondents	%	Number of respondents	%	Number of respondents	%
Cyclists	631	63%	98	10%	135	14%	136	14%
Pedestrians	684	68%	100	10%	79	8%	137	14%
Bus and Tube passengers	442	44%	182	18%	232	23%	144	14%
Motorists	200	20%	322	32%	324	32%	154	15%

6.3 The level of support for the scheme in relation to users and non users of the four user categories could be assessed using the 889 respondents who identified their user group at Archway gyratory (Question 6).

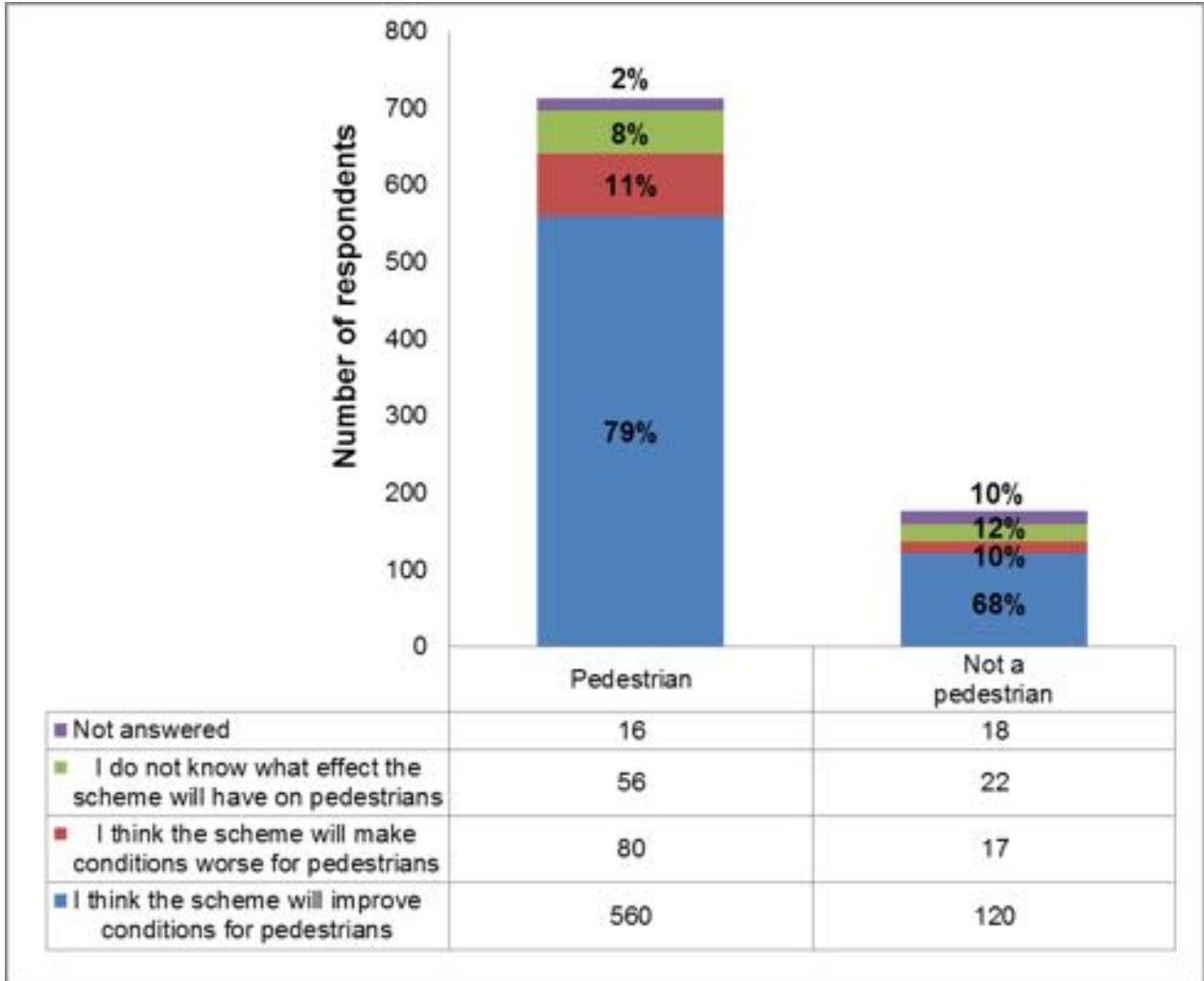
6.4 The scheme was also assessed in relation to cycling provision by exploring the responses of participants who categorised themselves as cyclists and non-cyclists at Archway gyratory. A similar percentage of cyclists and non-cyclists stated that the scheme would improve conditions for cyclists. Figure 7 shows the full breakdown of how cyclists and non cyclists rated the scheme for cyclists.

Figure 7: The scheme rated for cyclists by cyclists and non-cyclists



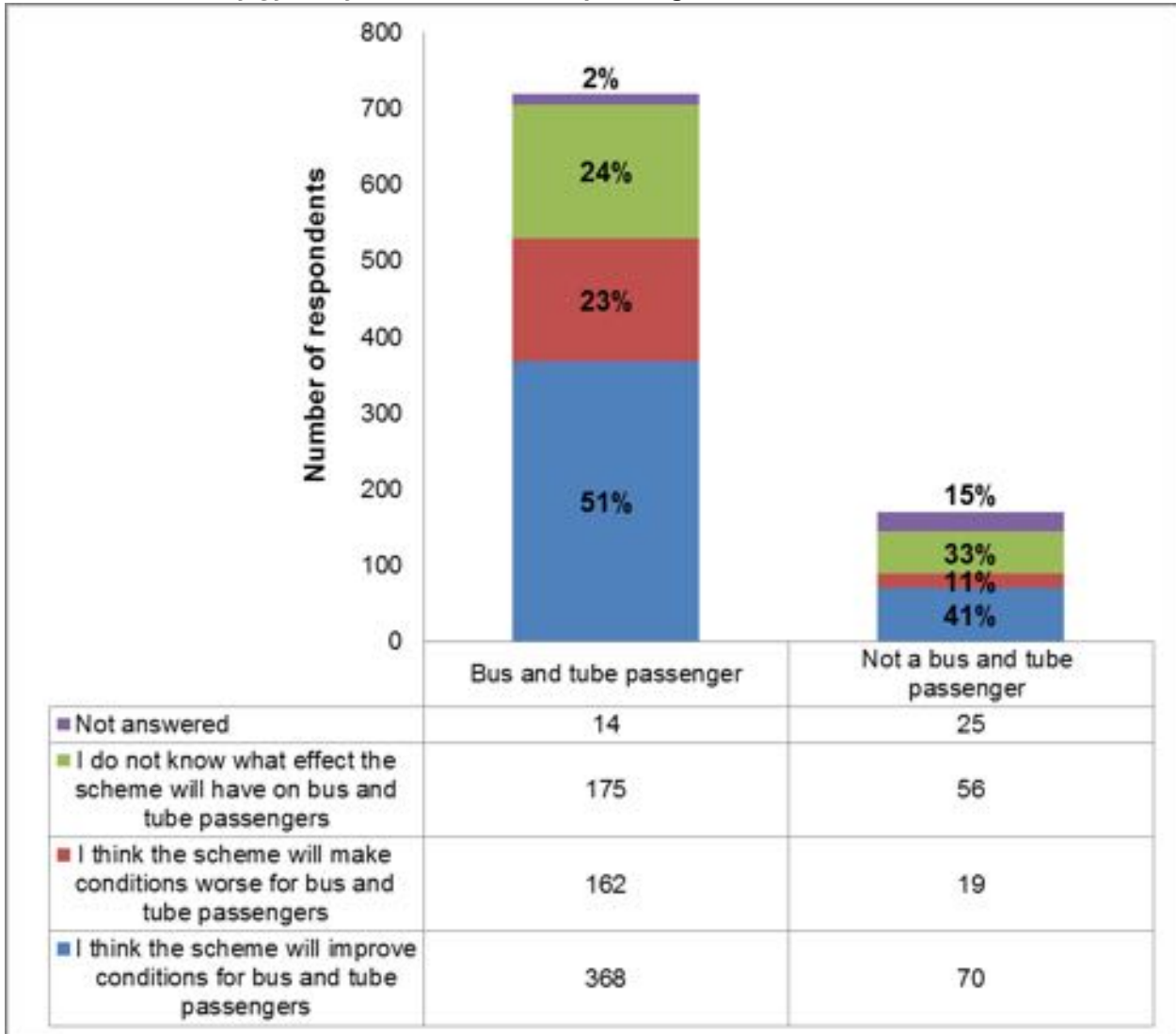
6.5 The scheme was also assessed in relation to pedestrian provision by exploring the responses of pedestrians and non-pedestrians. The results are illustrated in Figure 8.

Figure 8: The scheme rated for pedestrians by participants who stated that they did and did not use Archway gyratory as a pedestrian



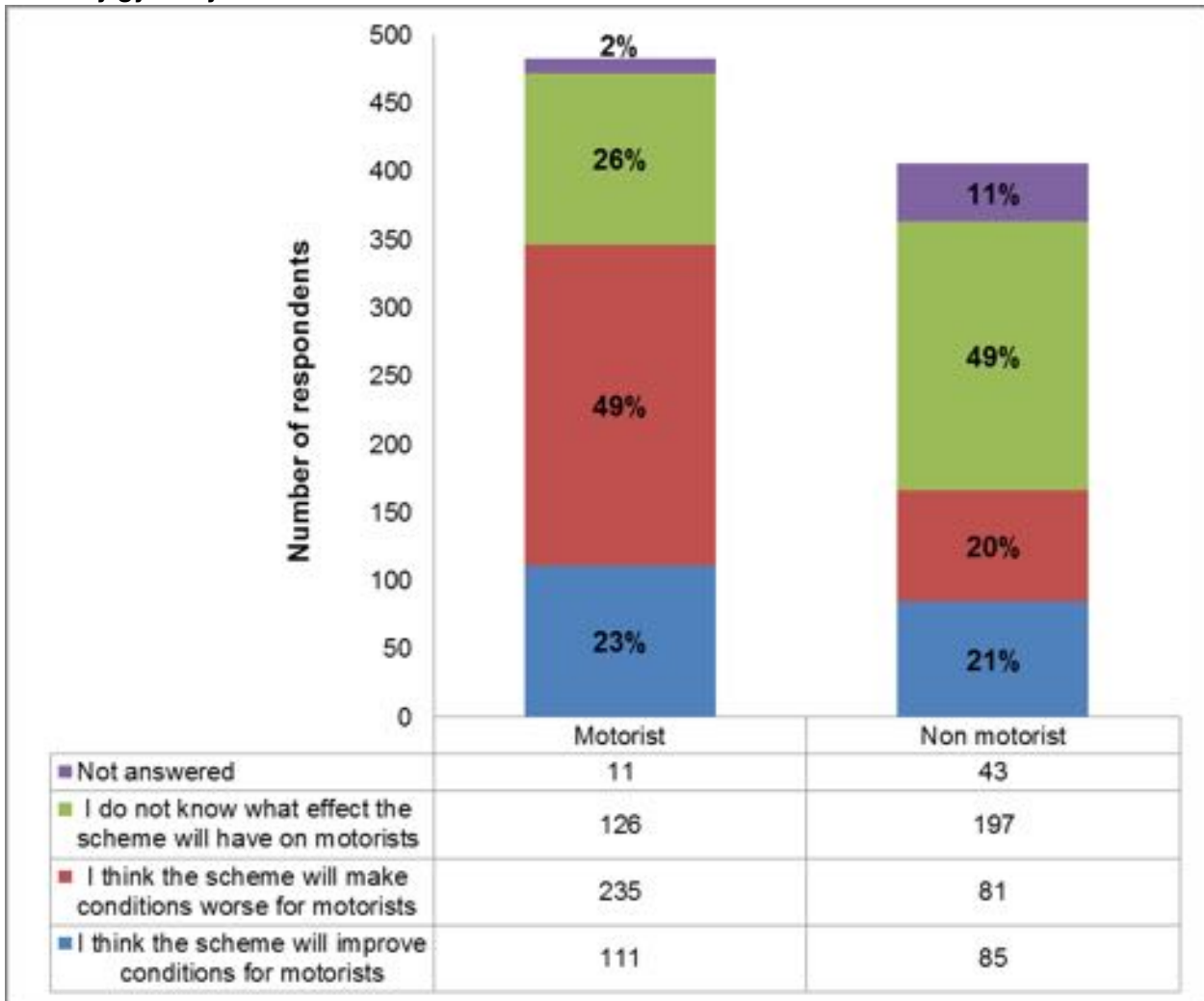
6.6 The scheme was assessed in relation to bus and tube passenger provision by exploring the responses of participants who did and did not categorise themselves as a bus and tube passenger at Archway gyratory. Figure 9 shows a full breakdown of the results.

Figure 9: The scheme rated for bus and tube passengers by participants who stated that they did and did not use Archway gyratory as a bus and tube passenger.



6.7 Finally, we asked for comments on the proposed provision for motorists. Comments were assessed by motorists and non-motorists who use the gyratory. A much larger percentage of motorists than non-motorists stated that they think the scheme would make conditions worse for motorists, while a large percentage of non-motorists stated that they do not know what effect the scheme would have on motorists. Figure 10 provides a full breakdown of the results.

Figure 10: The scheme rated for motorists by participants who stated that they did and did not use Archway gyratory as a motorist.



Analysis of open questions 8 and 9

- 6.9 Individual responses for both questions 8 and 9 have been coded to one or many codes as appropriate. The code frameworks include several overall themes and specific comments within these themes. For example, the consultation received responses about the provision for pedestrians. These responses were further divided into positive and negative comments and again by specific issues, (for example proposed pedestrian subway removal) or general comments on pedestrian provision.
- 6.10 As some respondents mentioned more than one specific issue, there were more codes than the total number of responses. Only the most frequently mentioned comments for each question are discussed in the main report. A comprehensive summary of codes and the totals recorded are provided in Appendix E.

Question 8

- 6.11 We asked “If you have any other comments, including what you like or dislike about the gyratory proposals, please let us know in the space below”. 875 responses from members of the public raised 69 comments for Question 8.
- 6.12 Figure 11 shows the top comments (stated by 20 or more participants) stated in relation to the general overall view and the provision provided for the four user groups: cyclists, pedestrians, bus and tube users and motorists. There was a high level of general support for the scheme stated in this question. Concern was raised for the proposed banned right turn from St Johns Way, the reduced road capacity and a potential increase in congestion and journey times. Positive comments in relation to the proposed cyclist provision featured highly. Additionally, a large number of suggestions for improvements to cycle lane provision and space were received.

Figure 11: Top comments stated in relation to the general overall view and provision for the four user groups: cyclists, pedestrians, bus and tube users and motorists.

Top comments	Number of participants
General Overall view	
Generally in favour/positive	240
Generally not in favour/negative	46
Provision for cyclists	
Mixed views	20
Negative	100
Positive	80
Suggested improvements/extensions	
Improvements to cycle lane provision and space	82
Distinct surface/markings for cycle track	22
Cycle signals/Cycle crossings	21
Provision for motorists: Negative comments/concerns	
Reduced capacity/increased congestion and journey times	126

Banned movements	
Left turn from Holloway Road	24
Right turn from Junction Road	42
Right turn from St Johns Way	139
Provision for pedestrians	
Positive: General pedestrian provision	77
Negative: Oppose subway removal	21
Negative: General pedestrian provision	25
Suggested Improvements	
Pedestrian crossings	24
Provision for bus users/public transport users	
Negative: Public transport interchange	41
Negative: Bus stop accessibility/relocation	68
Negative: Bus stand location/bus u-turn	59
Negative: Other concerns regarding buses	36
Suggested Improvements	
Bus stop location(s)	24

6.13 Figure 12 shows the top comments stated in relation to conflicts, impacts on the Archway area, the environment, safety, information sources, suggested improvements and more general comments. The top comment stated from these categories was the risk of traffic moving onto residential streets as a consequence of the proposed banned turns. There was a high level of positive comments in relation to public space and the environment, while air quality/pollution was highlighted as a key concern.

Figure 12: Top comments stated in relation to conflicts, impacts on the Archway area, the environment, safety, information sources, suggested improvements and more general comments.

Top comments	Number of participants
Conflicts	
Cyclist vs motor vehicles (including buses)	33
Cyclist vs pedestrian	60
Negative impacts on Archway area	
Re-routing onto residential streets and rat running	178
Positive impacts on Archway area	
Creation of a destination/town centre	24
Public space and the environment	92
Stimulates local economy and businesses	32
Environmental concerns	
Air quality/pollution	91
Future noise pollution	57
Concern for the environment of a specific area/facility	

Whitehall Park conservation area	69
Archway Children's centre	44
Safety concerns	
Pedestrian safety	38
Cyclist safety	28
General comment regarding safety/health	24
General positive comments	
Improved safety	34
General principles/Road layout	21
General comments	
Support a specified groups view	48
Other suggested improvements/extensions	
Road layout/Road restrictions	62
Information	
Further information/explanation requested	41
Negative: Consultation resources/information	51

Question 9

- 6.14 We asked “Our scheme would create a new open space in Archway town centre. We would like your feedback on what use we might make of this space. If you have any suggestions on the design of the open space, please let us know below”. 636 respondents from members of the public stated 60 comments for Question 9.
- 6.15 Figure 13 shows the top comments (stated by 20 or more participants) stated as suggestions for the new open space in Archway town centre. A large number of respondents stated that they would like to see a market and some greenery/trees/flowers in the space, while seating and cafes/restaurants/bars/pubs also featured highly.

Figure 13: top comments stated as suggestions for the new open space in Archway town centre.

Top comments	Number of participants
Suggestion for overall vision	
Open space	32
Community space	40
Positive comments	
Proposed open space (general comment)	44
Negative comments	
Proposed open space (general comment)	33
Issues of concern	
Issues with wind/suggestion for a wind break	48
Antisocial behaviour	40
Comparison to existing open space area(s)	
Exemplar open space area(s)	34

Retail suggestions	
Suggestion of any type of market	193
Existing Archway road market	61
Food market	49
Non-food market	26
Non specific market	78
Cafes/restaurants/bars/pubs	94
Outdoor seating for cafes/restaurants/bars/pubs	65
Independent/local shops	21
Retail/shops	38
Cycling related features	
Cycle parking	43
Dedicated cycle lanes	33
Urban realm	
Artwork	38
Greenery/Trees/Flowers	216
Lighting	20
Seating	109
Water feature	38
Restoration/improvement of existing buildings and features	25
Events/Activities	
Events/Exhibitions/Public displays	58
Performing arts/performance venue	39
Children's play area	32
Comment in relation existing buildings/areas	
General negative comment about existing open space in the Archway area and the required improvements	25
Other suggestions/comments	
Entertainment/leisure venue	24

7 Responses from Stakeholders

Comments from political stakeholders

7.1. London Borough of Islington

London Borough (LB) of Islington in principle supports the removal of the gyratory and is looking forward to working with TfL to refine the proposals and take them forward. The council also brought the following areas of concern to our attention in the hope they could be addressed:

- The Council accepts that banned turns would be necessary in order for the road layout to carry high traffic volumes. The proposed banned movements would likely cause some additional traffic in some local streets. The Council recommends undertaking traffic counts a year after the changes are introduced to identify any roads which may benefit from any traffic calming measures and allocate funding to improve such streets

- The junction capacity at St John's Way should be assessed a year after construction, to see whether traffic has fallen sufficiently to remove the banned turn
- TfL should investigate what measures could be introduced on Vorley Road to protect the Children's Centre from any adverse affects from increased traffic
- The Councils supports stopping up Archway Close, but parking needs to be provided and traffic should be able to exit left and right out of Tollhouse Way
- The relocation of bus stops increases the distance required to walk and negatively impacts public interchange. Could the proposals be refined to minimise the impact?
- Empty running of buses should be minimised
- The Council welcomes improvements for cyclists and encourages ongoing discussions with ICAG to address issues raised in the consultation (see 7.11). The risk of any cycle/pedestrian conflicts should be mitigated
- A 20mph speed limit should be introduced on TfL roads in the borough
- Congestion caused by the proposals should be mitigated as much as possible
- The Council requires information on why any tree loss would be necessary for the final design and an arboricultural assessment of the impacts
- TfL should make every attempt to ensure no net tree loss
- An air quality assessment should be undertaken, including surrounding roads off the gyratory
- The Council welcomes further workshops to discuss ideas for the design and use of the open space
- The construction phase is an opportunity for employment and training for local people
- Ongoing engagement with local stakeholders is essential

Councillor Claudia Webbe also wrote a separate letter to Mayor Boris Johnson. This is included as Appendix G.

7.2 Councillor Liz Morris (Liberal Democrats) Highgate Ward, Haringey Council

Councillor Liz Morris supports the overall design of the pedestrian area and believes that it will enhance Archway. The Councillor raised the following concerns:

- The banned movement from Junction Road to Holloway Road and vice-versa might turn local roads into rat runs.
- The reduced number of lanes on Archway Road to accommodate the bus stands and lanes is likely to cause traffic congestion at peak hours.

7.3 Lynne Featherstone MP Member of Parliament for Hornsey and Wood Green (Haringey)

Lynne Featherstone MP believes that the proposals may help bring improvements to Archway. However, some concerns were also expressed:

- Relocating bus stop D and reallocating the 134 and 43 bus services to different stops would inconvenience passengers, particularly the elderly or less able.
- The proposals would reduce road capacity at Archway, causing congestion and delays to journey times

Comments from transport industry stakeholders

7.4 Sustrans

Sustrans welcomes the aims of the scheme, supporting the closure of one arm of the gyratory and the provision of segregated cycle tracks.

Sustrans highlighted concerns with the following cycle movements:

- Eastbound cycle movement across the mouth of Archway Road
- Westbound cycle movement from St John's Way
- Southbound cycle movement from Highgate Hill
- Southbound cycle movement from the new public square to Holloway Road
- Cycle movement from Archway Road to St John's Way

Sustrans provided the following recommendations:

- Pedestrian crossings should be one-stage or involve 'green wave' signalling
- Contra flow cycling should be provided on MacDonald Road and Vorley Road
- Bus stop bypasses should be fully accessible and clearly visible

7.5 Campaign for Better Transport (CBT) London

CBT strongly supports the scheme in general, but raises "capacity restraint" concerns as a result of one arm being closed to all motor traffic.

CBT has provided an alternative scheme which includes two-way traffic flow and priority provision for buses and cyclists. The stand out feature in CBT's alternative design includes both bus and cycle movements on the NW and SW arms of the gyratory. The alternative scheme is included in Appendix H.

7.6 London TravelWatch

London TravelWatch is generally supportive of the scheme, with the gyratory removal slowing traffic and consequently increasing safety for cyclists and pedestrians.

London TravelWatch highlighted the following concerns:

- Routes for cyclists are confusing
- Banned turns will be ignored
- Straight ahead cyclists will be vulnerable to left turning motor vehicles due to the wide left turn slip roads.
- The loss of the bus stop decreases accessibility

7.7 **Friends of Capital Transport Campaign**

Likes the removal of the gyratory but dislikes the delays to buses and loss of interchange (stops D/E).

- Solution 1: Buses could be included with the segregated cycles on the western arm
- Solution 2: Close eastern arm instead.

If there is no support for solution 2, solution 1 is more acceptable. There is a need to be more ambitious in reducing vehicular traffic, not catering for existing numbers.

7.8 **Licensed Taxi Drivers Association (LTDA)**

The LTDA highlighted concern for the Junction Road taxi rank, and the lack of its consideration in the consultation. The banned left and right turns to and from Holloway Road restrict access for taxis serving this rank.

7.9 **Arriva (operator of bus route 41)**

Arriva raised safety concerns for the proposed bus stand on MacDonald Road and bus stop on Tollhouse Way, and expressed the importance of the 24 hour staff toilets located at the current bus stand.

Arriva stated that the scheme will seriously disadvantage bus passengers by:

- Providing poorer interchange between different bus routes and between buses and Archway underground station
- Creating extended waiting times due to the loss of common stops to many destinations
- Creating extended running times on certain bus routes due to longer routings and increased traffic congestion

Arriva's key recommendations are to:

- Retain access for buses on Highgate Hill
- Assess the implications of using Archway Road as a bus stand/U-turn area in more detail

7.10 **Metroline Travel Limited (operator of local bus routes)**

Metroline highlighted service reliability concerns as a result of traffic congestion on Archway Road and Holloway Road, bus stop W congestion and the rerouting of route 210. Metroline is concerned about the additional cost associated with the longer walking distance for drivers from the garage to the new bus stands. The lack of common stops for services with the same destination increases walking and average waiting times.

Local groups of London Cycling Campaign (LCC)

7.11 **Islington Cyclist Action Group (ICAG)**

ICAG is pleased that TfL recognise that improvements are necessary at Archway and supports the proposed segregated cycle tracks. ICAG highlighted safety concerns including the following cycling movements:

- From Highgate Hill to Archway Park
- Southbound from St John's Way to Junction Road or into the new plaza
- Northbound from Junction Road to St John's Way
- From Archway station to Highgate Hill
- From Archway station to Holloway Road
- Eastbound along Highgate Hill

ICAG provided recommendations, including:

- Additional cycle crossings
- Extensions to existing cycle tracks
- A clearly marked and segregated cycle track through the plaza
- Additional bus stop bypasses
- Larger bus stop bypasses with more space for passengers waiting and alighting
- Provision for contraflow cycling on MacDonald Road and Vorley Road
- Footway build outs at the St John's Way/Holloway Road and Archway/Tollhouse Way corners to enable one stage crossings
- Cycle parking

7.12 **Haringey Cycling Campaign**

Haringey Cycling Campaign welcomes the proposals, but is concerned for the safety of cyclists due to incomplete cycling routes. Haringey Cycling Campaign fully supports the comments of ICAG as detailed in Section 7.11.

7.13 **Camden Cycling Campaign**

Camden Cycling Campaign supports the intention to improve cycling in Archway, but states that some routes appear impossible to cycle without dismounting or mixing with other traffic.

Camden Cycling Campaign highlighted safety concerns with the following cycling movements:

- From Highgate Hill to Archway Park or St John's Way
- Southbound from St John's Way to Junction Road or into the new plaza
- Northbound from Junction Road to St John's Way
- From Archway station to Highgate Hill
- Eastbound along Highgate Hill
- From Archway Road to Holloway Road or Junction Road

Camden Cycling Campaign provided recommendations, including:

- Simple T-junctions with traffic light controlled 'hold the left turn' features at the St John's Way/Holloway Road and Archway Road/Tollhouse Way junctions
- Segregated cycle tracks on all five roads
- Provision for contraflow cycling on MacDonald Road

Comments from local community and advocacy groups

7.14 Better Archway Forum (BAF)

BAF believes the scheme is much improved from earlier versions, but could be improved further. They believe improved footways to and through Archway are more important than creating a new open space. They also highlighted the following concerns:

- Empty bus mileage
- Buses to common destinations do not stop close to each other when routes converge on the station
- Lack of accessibility between bus stops

BAF provided recommendations, which included:

- The 406 to stop at Girdlestone Green
- Introduce a right-turn filter from St John's Way for use by emergency vehicles and the 210 bus. Suggested alternative routes to avoid empty mileage and any potential tree loss near the junction with Holloway Road

7.15 Archway Town Centre Group

Archway Town Centre Group supports the scheme, but also expressed the following concerns:

- The proposed relocations of bus stops could reduce footfall for businesses in Junction Road
- The effect on traffic flows – changes at the gyratory need to include a full review of traffic restrictions on streets in the surrounding area, and to model the effects of a traffic accident or similar incident before the plans are made final.
- Parking and loading bays for Archway Close must be provided and access for businesses on Archway Close must be maintained
- The exit from the reconfigured Flowers Mews must allow vehicles to turn both left and right into Tollhouse Way.
- The proposals could result in a significant increase in traffic on local streets. Queries were also raised about whether changes could be made to roads further away (such as Dartmouth Park Hill) to divert some traffic away from Archway.
- Considerable care needs to be taken over the final design of the public space and there must be full consultation. The final proposals should consider the future relocation of the library.

7.16 The Islington Society

In principle the Islington Society supports improving urban realm at Archway, but raises a number of concerns including:

- Bus access and interchange
- Design for cyclists and pedestrians

- Detailed design and implementation

The Islington Society provided the following recommendations:

- Close attention is paid to public realm surfaces, materials and furniture
- Further consultation with local stakeholders with final overall design and detailed design
- Regular contact with local stakeholders during construction

Comments from local residents' associations

7.17 Waterlow Road Neighbourhood Watch

Waterlow Road Neighbourhood Watch is concerned about the following negative impacts on Whitehall Park, Lidyard Road, Despard Road and Waterlow Road:

- The relocation of bus stands to Archway Road will increase the noise and pollution in the area.
- Rat runs will be created as a result of the banned turns
- Greater distance from bus stops
- Longer motorist routes

7.18 Shakespeare Roads' Association

Shakespeare Roads' Association represents Miranda Road, Prospero Road, Parolles Road, Lysander Grove and Cressida Road, and is concerned about displaced traffic from the gyratory creating rat runs on these roads, and in particular Cressida Road. The Shakespeare Roads' Association recommends that displaced traffic is redirected to Hazelville Road because it is wider and has fewer residential properties.

7.19 Bowerman Court Tenants and Residents Association

Bowerman Court TRA expressed concerns about an increase in traffic, noise and air pollution in the area and the reduced accessibility to public transport for their residents, particularly the proposed changes for bus stop D.

7.20 Girdlestone Tenants and Residents Association

Girdlestone TRA does not support the scheme due to anticipated increased traffic levels along Vorley Road/MacDonald Road. Girdlestone TRA raised concerns for ambulance access to the A&E department on Highgate Hill as a result of any congestion.

7.21 Whitehall Park Area Residents Association (WHPARA)

WHPARA welcomes the idea of replacing the gyratory and creating a new public open space, but is concerned about the banned right turn from St John's Way, the relocation of bus stands to Archway Road and the relocation of some bus stops.

WHPARA provided the following recommendations:

- Reinstate the right turn from St John's Way

- Run buses to points of demand rather than empty to stand on Archway Road
- Relocate bus stop D by the opticians on the new “island”
- Add a northbound and southbound cycle lane along the full length of Archway Road
- Install high quality paving, furniture and planting in the open space
- Keep traffic signage to a minimum
- Monitor the level of noxious gases

Comments from local businesses

7.22 Archway Children’s Centre

Archway Children’s Centre urged TfL to reconsider the scheme. It said it would reroute traffic through Vorley Road/MacDonald Road, a residential area which has services for children and families. The Children’s Centre highlighted the following concerns:

- Increased traffic levels on Vorley Road
- Rerouting bus services 41 and 210 through Vorley Road
- Safety of pedestrians on Vorley Road
- Increased noise and air pollution in the centre and its garden

Archway Children’s Centre questioned the suggested numbers of vehicles that will be rerouted onto Vorley Road by the scheme.

7.23 London Underground Limited (LUL)’s commercial tenants at Archway station

LUL’s commercial tenants at Archway station raised concerns about the closure of bus stop U and the consequential redirection of people away from Junction Road towards the “new town centre”. They are concerned that this will cause a decline in trade for the businesses on Junction Road.

Comments from Local developers

7.24 Metropolis

Metropolis acts on behalf of the freeholders of 798-804 Holloway Road and supports the scheme in general. Metropolis suggests that the scope of the public realm improvements is broadened to create a gateway link between the businesses on Holloway Road and the town centre/station.

7.25 Peabody

Peabody is a major landlord in the Archway area and is proposing to redevelop the Old Archway campus. Peabody is generally supportive, but has highlighted the following concerns:

- The bus stand on Archway Road conflicts with residential use in the area. Peabody wants alternatives explored and mitigation identified
- There are narrow footways on the A1 and pedestrians would be expected to cross cycle lanes to access the park

- Cycle lanes adjacent to the southern boundary wall of the Clerkenwell Building will act as a barrier to the redevelopment of this location
- Pedestrian safety in the area of shared space for pedestrians and cyclists to the north-east of the gyratory
- Intermittent cycle lanes may cause confusion and impede pedestrian safety

7.26 **BODE**

BODE is redeveloping the Hill House site. BODE supports the scheme in general, but raised the following points:

- The space between the cycle lane and the tube station may not be optimal, given the volumes of people existing the station and who would no longer catch buses from the current D and E bus stop locations
- The banned right turn from Junction Road may reroute heavy vehicle traffic past the Hill House site
- The reversal of MacDonald Road/Vorley Road one-way system will create a rat run

Comments from Other Stakeholders

7.27 **London Forum of Civic and Amenity Societies**

The London Forum of Civic and Amenity Societies is generally in favour of measures which improve conditions for walking and cycling. The removal of 1960's gyratory systems is broadly welcomed, but the Forum cannot give support to the current scheme and highlight areas which they believe should be addressed:

- Loss of interchange between bus services and additional mileage for some routes
- The circuitous route by which traffic from St John's Way would access Highgate Hill or Archway Road would adversely affect air quality and take more vehicles close to residential areas

They provide the following suggestions:

- Northbound bus services from Holloway Road should be able to stop on the south side of the new public space, at which eastbound services from St John's Way would also stop. While not as good as the existing arrangements, this would provide a better interchange between stops D and V, and D and E than the changes proposed. Buses should be allowed to access the western arm of the gyratory to improve interchange between D and E.
- Concerns about pollution from buses at new stands on Archway Road could be mitigated by using hybrid buses.
- Allow a right turn into Holloway Road

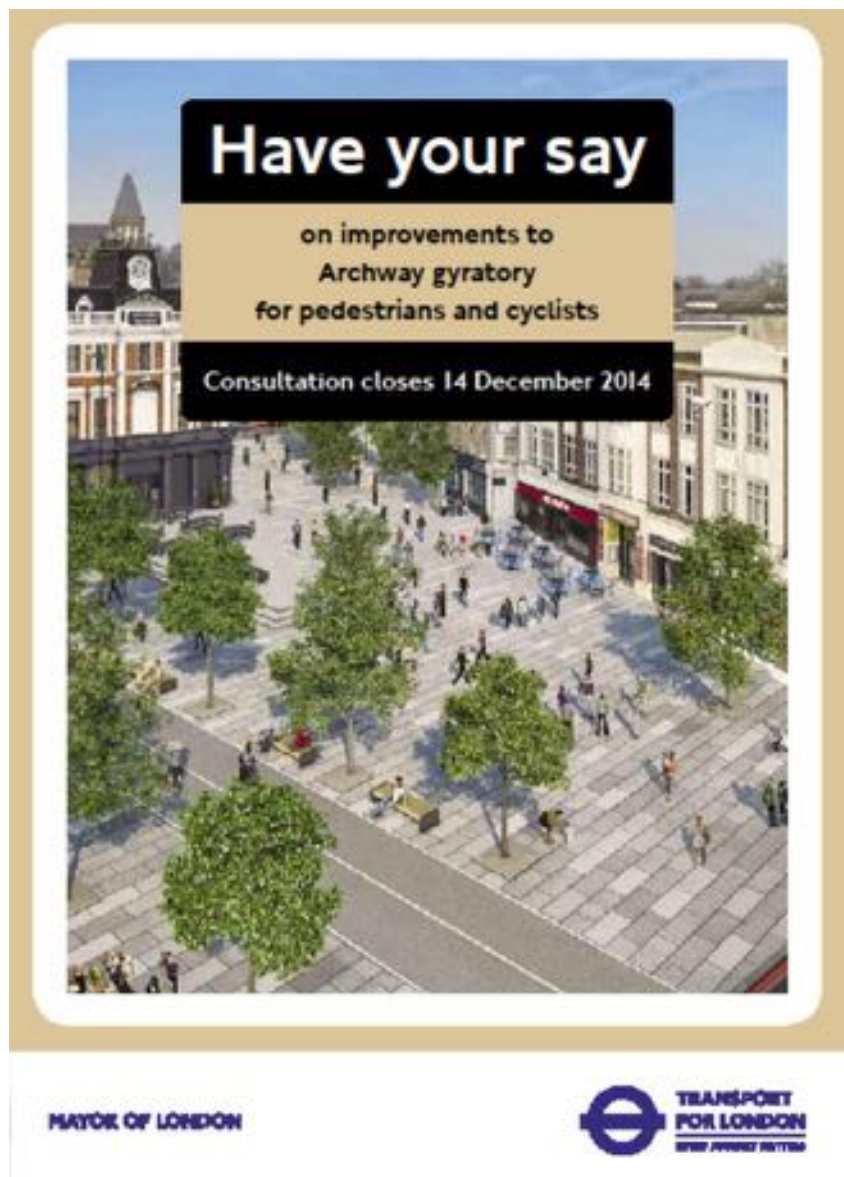
8 Conclusion

- 8.1 TfL believes the case for improving the 1960's gyratory system at Archway to better deliver the transport requirements of a 21st century city is clear. The consultation received 1,000 responses from members of the public, demonstrating that there is considerable local interest in the proposals. The majority of respondents agreed that the proposals would deliver improvements for pedestrians and cyclists. Further comments on the opportunity to create a new public space and help deliver transformational change were also largely positive.
- 8.2 The public consultation also identified areas of concern, together with comments on how the proposals could be improved. In response to the feedback TfL is considering the following changes to the proposals:
- Addition of a segregated route for southbound cyclists from Highgate Hill to Johns Way following concerns of the left turn conflict for cyclists at the junction of Tollhouse Way and Archway Road. To fully segregate the southbound route, the pedestrian crossings at the Archway Road and Tollhouse Way junction will be converted to shared toucan crossings for pedestrians and cyclists.
 - Improving the northbound cycling provision when leaving the new public space with a new section of cycle track between the public space and the junction of MacDonald Road.
 - In addition to the southbound cycle track, creating a northbound segregated cycle track from St Johns Way for cyclists travelling northbound to the junction of Tollhouse Way and Archway Road.
 - Widening of footway outside the Girdlestone Nursery on Vorley Road.

9 Next Steps

- 9.1 TfL will work with Islington Council to agree a final design, before seeking relevant approvals. We will publish details of the revised scheme on our website and update all those who responded to the consultation and who provided contact details. We will also undertake further consultation for changes to bus services necessary to deliver improvements at Archway.
- 9.2 Subject to approval, construction is anticipated to start in March 2016 and is expected to take approximately 12 months to complete. Monitoring work would also be undertaken to assess any impacts of the changes, for example on local roads, and mitigation measures would be identified if required.

Appendix A – Consultation leaflet



Overview

We propose making major improvements to the Archway gyratory as part of our Road Modernisation Plan. The Plan includes enhancements at some of London's busiest junctions. At Archway we are also proposing to radically transform the town centre by creating a new public space.

What are we proposing?

We are proposing to transform Archway gyratory by changing the one-way traffic system to a two-way operation and creating a new public space in the heart of the town. Our proposals aim to make the town centre a more pleasant and accessible environment for all users, including improvements for cyclists and pedestrians.

The proposals would make major changes to the way that some people currently move through the area. We would therefore like to hear your views on the latest design.

Why are we proposing this?

The gyratory system that surrounds Archway town centre can be difficult to navigate. In particular, the road layout makes it difficult to access the local businesses on the island in the middle of the gyratory.

The proposed changes would better balance the needs of all road users and make the area more welcoming.

- Pedestrians would have improved crossings to access the town centre
- Cyclists would have dedicated routes, improving safety and making cycling more enjoyable
- Motorists would drive through a better road layout, with reduced risk of collision
- Tube passengers would be able to leave Archway station and walk directly into the new space
- Bus passengers alighting at Archway would find it easier to move around the town centre
- Everyone would benefit from an improved, more accessible town centre which might help attract investment



Proposed changes

Removal of the gyratory system

The proposals would introduce two-way traffic with clear signals, road markings and signs to assist all road users.

New cycling infrastructure

Dedicated cycle facilities would be provided on routes through the junction including a two-way cycle route past Archway Station. The new cycle lanes would be physically separated from traffic where possible. This would make cycling through Archway a safer and more attractive option.

Improvements to pedestrian crossings

Direct pedestrian crossings would be provided in the busier parts of the town centre, such as near the tube station, and a new pedestrian crossing would be provided on Archway Road near Despard Road, replacing the pedestrian underpass.



Artist's impression of proposed Archway town centre

We want your views on what this new public space should look like.

Visit tfl.gov.uk/archway-gyratory

Closure of the south-west 'arm' of the gyratory to create a brand new public space

The proposals would close the road between the station and the central island to all vehicles, and redirect the main road to the other side of the central island. This would create a brand new public space outside the tube station. As part of this consultation we welcome feedback and suggestions for how the space could be best used.



What impacts will our proposals have on traffic flow?

Our proposals will mean changes to journey times for traffic. In the main these changes would not be significant, with some bus and road journeys getting shorter and some getting longer. The most notable change is an increase to journey times for traffic heading North on the A1 in the morning.

Our proposed designs include changing the traffic signal timings in the local area to ensure delays are kept to a minimum, and to improve journey times where possible. We are investing in advanced traffic signal technology to allow us to better manage traffic in London depending on differing conditions at any given time. There will also be customer information to enable road users to make informed journey choices and campaigns to encourage road users to check before they travel.

More information on traffic flow impacts is on our website:
tfl.gov.uk/archway-gyrotory

What other changes will there be?

Changes to traffic movements

The changes would mean that certain traffic movements would be no longer possible. For example, motorists travelling from St John's Way would not be able to turn right to access Archway Road or Highgate Hill. Also, cars and lorries would no longer be able to loop around the roundabout to travel from Holloway Road into Junction Road and vice versa.

Closure of Archway Close, retaining Flowers Mews as an access route

Archway Close (the road in front of the businesses on the island) would be closed to traffic, as it would not be possible for vehicles to exit this road safely. Instead, Flowers Mews at the northern part of the island would be retained as an access route, and the parking and loading bays from Archway Close would be relocated to nearby locations. The exact location of these bays will be confirmed shortly. The closure of Archway Close provides an opportunity to include this area in the discussion on the design and use of the new open space.

Tree removal

A number of trees would need to be removed to make space for the new road layout. New trees would be planted to avoid a net loss of trees.



Changes to bus stops

To accommodate the new public space, some of the bus services that currently stop directly outside Archway Underground Station would need to be moved. The proposals would also require:

- The relocation of the northbound bus stop X on Archway Road (near Despard Road) slightly further up the road.
- The removal of northbound bus stop O (near the former UCL Campus).
- The removal of southbound bus stops K and L (near Archway Park) from Archway Road.
- The removal of the alighting bus stop on MacDonald Road, used by bus routes 4, 17, 41, 145, C11 and W5.

Relocation of bus stands

The proposals would relocate bus stands from the existing site on Vortley Road to on-street locations. New bus stands would be provided on Archway Road for six of the terminating bus routes, with the last terminating bus route (41) standing on MacDonald Road adjacent to the leisure centre. To accommodate the new bus stand on MacDonald Road and allow bus routes 41 and 210 to serve the town centre, the one-way direction of Vortley Road and MacDonald Road would need to be reversed.

The stops and stands are marked on the map on pages 465. The tables opposite detail the proposed bus changes under the scheme. Any changes would be subject to a separate consultation on bus services.

Next steps

TfL will consider the responses to this consultation before finalising the design. Comments, including suggestions on how to use the new public space, will inform our design work and we will publish a consultation report in the New Year.

EXISTING	
Bus Stop	Routes
C	4, 145, 210, 271, C11, W5
D	17, 45, 134, 263
E	145, 210, 271, W5
G	45, 134, 263
I	4, 17, 41, 145, C11, W5
K	134
L	45, 263
H	41, 210
N	41, 210
Q	45, 134
R	17, 45, 263, 271
U	4, 17, 41, C11, W5
V	134, 145
W	134, 290
290A – Alighting Only	290

PROPOSED	
Bus Stop	Routes
C	4, 145, 210, 271, C11, W5
D	17, 45, 263, 271
E	4, 145, 271, C11, W5
New Stop – Tollhouse Way	41
H	41, 210
N	41, 210
Q	45, 134, 263
R	17, 45, 263, 271
V	134, 290
W	41, 134, 210, 290
X	45, 134, 263
Bus Stops Removed	O, I, K, L, U, 290A



Archway gyratory improvements

Consultation closes Sunday 14 December 2014

Have your say:

tfl.gov.uk/archway-gyratory

Contact us:

We will also be holding roadshow events where TfL staff involved in the project will be available to answer any questions you may have.

Archway Methodist Church, Archway Close, London, N19 3TD

- Tuesday 18 November, 15:00 – 20:00
- Thursday 27 November, 15:00 – 20:00

Email us at consultations@tfl.gov.uk

Paper copies of plans and responses are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234*.

*Service and Network charges may apply.

For information about the Mayor's Vision for Cycling, please visit tfl.gov.uk/cyclingvision

For information about work to support walking, please visit tfl.gov.uk/walking



Appendix B – Consultation letter to residents and businesses in Archway

Transport for London



Transport for London

Dear Sir or Madam

FREEPOST TFL
CONSULTATIONS
Phone 0343 222 1234
Email consultations@tfl.gov.uk
tfl.gov.uk/archway-gyratory

Have your say on improvements to Archway gyratory

I am writing because we would like to know what you think about Transport for London's proposals to radically redesign Archway gyratory, transforming the area and creating a new public space for all to enjoy.

Consultation on the new layout starts on Monday 3 November. The improvements would see the gyratory replaced with two way traffic lanes around three sides of the island. The fourth side would be closed off to traffic, creating a new public space at the heart of the town. New segregated cycle lanes, including a two-way cycle route past the station, and improved pedestrian crossings will also be introduced throughout the area, allowing for more safe and direct routes through Archway.

The new public space outside Archway tube station would make it easier for people to access local businesses and help create an improved, more accessible town centre that will help attract further investment into the area. The consultation runs until 14 December 2014.

How can I find out more?

To find out more and let us know what you think, please see our website at tfl.gov.uk/archway-gyratory.

If you do not have access to the internet we have produced a consultation leaflet, which contains all of the information you would need to respond. To request a copy, please call us on 0343 222 1234 or write to 'FREEPOST TFL CONSULTATIONS'.

We will also be holding roadshow events at which TFL staff involved in project will be available to answer your questions. The roadshows will be held at Archway Methodist Church, Archway Close N19 3TD as follows:

Tuesday 18 November, 1500-2000
Thursday 27 November, 1500-2000

Yours faithfully

Peter Bradley
Head of Consultation

MAYOR OF LONDON



NET number 754 2746 90


Appendix C – Distribution area for consultation letter



Appendix D – Email to Oystercard users

Are our new emails displaying well on your device? If not, allow images or [view online](#)

[Home](#) [Plan journey](#) [Status update](#) [Cycling](#)



CYCLING


I am writing to let you know that we would like your views on proposals to change the Archway gyratory as part of the Road Modernisation Plan.

The proposals include changing the one-way traffic system to a two-way operation, with new safety measures for cyclists and pedestrians. By creating a new public space and installing new crossings, the proposal aims to make the town centre more accessible.

For full details and to have your say, please visit tfl.gov.uk/archway-gyratory

The consultation closes on Sunday 14 December 2014.

Yours sincerely,



Nigel Hardy
Road Space Management Sponsorship

These are our consultation customer service updates. To unsubscribe, please [click here](#)

MAYOR OF LONDON

Appendix E – Responses to comments raised for Q8 & 9

Question 8

Top comments	Number of participants
General Overall view	
Generally in favour/positive	240
Generally not in favour/negative	46
Provision for cyclists	
Mixed views	20
Negative	100
Positive	80
Suggested improvements/extensions	
Improvements to cycle lane provision and space	82
Distinct surface/markings for cycle track	22
Cycle Signals/Cycle crossings	21
Information about cycling routes	7
Maintain cycle access/turning movements	5
Bus stop bypasses	16
Remove cycle route from pedestrian area/Discourage conflict	5
Suggested improvements/extensions: General Cycling improvement comment	9
Provision for motorists: Positive	
Positive	9
Provision for motorists: Negative comments/concerns	
Reduced capacity/increased congestion and journey times	126
Parking/Loading	14
Banned movements	
Left turn from Holloway Road	24
Right turn from Junction Road	42
Right turn from St Johns Way	139
Right turn from MacDonald Road	7
Access to Junction Road	2
Access to Highgate Hill	8
General comment about banned movements or difficulties making journeys	7
Provision for pedestrians	
Positive: Support subway removal	12
Positive: General pedestrian provision	77
Negative: Oppose subway removal	21
Negative: General pedestrian provision	25
Suggested Improvements	
Pedestrian crossings	24
Pedestrian space	13
General pedestrian improvements	5
Provision for bus users/public transport users	
Positive: Buses and/or public transport users	15
Negative: Public transport interchange	41
Negative: Bus stop accessibility/relocation	68
Negative: Bus stand location/bus u-turn	59
Negative: Other concerns regarding buses	36

Suggested Improvements	
Bus stop location(s)	24
Bus stand location/Change point of termination	8
Maintain bus access/turning movements	6
Bus lane across South West arm	3
Conflicts	
Cyclist vs motor vehicles (including buses)	33
Cyclist vs pedestrian	60
Negative impacts on Archway area	
Re-routing onto residential streets and rat running	178
Positive impacts on Archway area	
Creation of a destination/town centre	24
Improved quality of life	9
Public space and the environment	92
Stimulates local economy and businesses	32
Environmental concerns	
Air quality/pollution	91
Future noise pollution	57
Concern for the environment of a specific area/facility	
Waterlow Road	13
Whitehall Park conservation area	69
Archway Children's centre	44
Safety concerns	
Pedestrian safety	38
Cyclist safety	28
Bus user safety	2
Local resident safety/health	10
General comment regarding safety/health	24
General negative comments/concerns	
Ambulance journey times/Access to hospital	14
Disruption during work	12
Fails to deliver what is required/Needs to be more radical	14
General principles/Road layout	11
General positive comments	
Improved safety	34
General principles/Road layout	21
General comments	
Support a specified groups view	48
Other	16
Other suggested improvements/extensions	
Public space and the environment	19
Road layout/Road restrictions	62
Speed restrictions/Calm traffic	12
Suggested improvements/extensions: Other specific improvements/extensions	2
Not scheme related	19
Information	
Further information/explanation requested	41
Negative: Consultation resources/information	51

Question 9

Top comments	Number of participants
Suggestion for overall vision	
Open space	32
Community space	40
Mixed use space	5
Light touch/Flexibility/Don't overcomplicate	4
Design should be more radical	3
Positive comments	
Proposed open space (general comment)	44
Scheme in general	2
Negative comments	
Proposed open space (general comment)	33
Location/environment of the proposed open space	15
Scheme in general	19
Issues of concern	
Issues with wind/suggestion for a wind break	48
Antisocial behaviour	40
Comparison to existing open space area(s)	
Exemplar open space area(s)	34
Non exemplar open space area(s)	4
Retail suggestions	
Suggestion of any type of market	193
Existing Archway road market	61
Food market	49
Non-food market	26
Non specific market	78
Cafes/restaurants/bars/pubs	94
Outdoor seating for cafes/restaurants/bars/pubs	65
Independent/local shops	21
Food store/supermarket	8
Pharmacy/health shops	3
High street/quality shops	4
Bank	2
Retail/shops	38
Negative comment towards a specific type of retail provision	
Chain shops/restaurants	12
Market/street vendors	4
Supermarkets	5
Low end shops	3
Estate agents	1
Betting shops	3
Transport features	
Pedestrian features	13
Public transport features	17
Parking	5

Cycling related features	
Cycle parking	43
Dedicated cycle lanes	33
Other cycling support features	11
Other specific transport feature(s)	3
Urban realm	
Artwork	38
Greenery/Trees/Flowers	216
Lighting	20
Seating	109
Water feature	38
Restoration/improvement of existing buildings and features	25
Landscaping	3
Paving/High quality material	10
Focal point/feature	4
Good drainage	2
Wet weather protection	2
Events/Activities	
Events/Exhibitions/Public displays	58
Performing arts/performance venue	39
Children's play area	32
Provision for specific physical activities	15
General comment about activity provision	8
Comment in relation existing buildings/areas	
Archway Tavern: Negative	16
Archway Tavern: Positive	4
Archway Tower: Negative	15
General negative comment about existing open space in the Archway area and the required improvements	25
Other suggestions/comments	
Improve connectivity with other areas	8
Entertainment/leisure venue	24
Security, Maintenance and litter control plans	18
Public toilets	2
Information stand/kiosk/sign	3
Not scheme related	6

Appendix F – Petition from residents living on or near lower Archway Road N19

TfL received the following petition, which had 135 signatures:

We, the undersigned, ask Transport for London to re-consider their proposal to:

1. Move 6 bus routes from Vorley Rd Stand to new stands on Archway Rd
2. Allow buses to turn across the A1
3. Prevent traffic in St John's Way from turning into Archway Rd

Appendix G – Councillor Webbe letter to Boris Johnson, Mayor of London



Councillor Claudia Webbe

Executive Member for Environment and Transport
Labour Member for Bush Hill



Mr Boris Johnson
Mayor of London
Greater London Authority
City Hall
The Queen's Walk
London
SE1 2AA

Town Hall
Upper Street
London N1 2UD

W www.islington.gov.uk
Pst: Amanda Russell
T: 020 7527 2011
E: Claudia.Webbe@islington.gov.uk

13th January 2015

Dear Boris

Archway Gyrotory Proposals

I am writing to provide Islington Council's formal response to the recent consultation on the proposals to remove the gyrotory at Archway. A more detailed technical response to Transport for London has also been prepared and is appended to this letter.

First, I would like to thank you for the work that your colleagues at Transport for London have done so far in terms of engaging with the local community and groups in the lead up and during the public consultation, including presentations at the local Ward Partnership meetings, and meetings with local businesses and stakeholders (such as pedestrian and cycle groups).

The removal of the gyrotory will bring significant economic, transport and place making benefits to the local area. Relocation of the bus stand will unlock an important development site at the heart of the town centre providing new homes for local people.

At this point in time, Archway is experiencing unprecedented levels of change with still further change to come as key sites in and around the town centre are developed. The planned public space and pedestrian improvements will make Archway a more attractive and inviting place to live and visit and will support its revival as a shopping centre. Islington Council therefore continues to support the removal of the gyrotory and looks forward to working with Transport for London to further refine these proposals and take them forward.

In particular, we look forward to working with Transport for London to develop detailed plans for the new public space outside the station. This is a rare and exciting opportunity to create a new public space in a densely built up urban area and it is important that this scheme makes the best possible contribution to the regeneration of the area. We expect the Council and local community to remain closely involved as the plans for the new space develop.

I am also very keen to talk to you and your colleagues at the GLA about how the development and construction of this scheme can be used to provide employment and training opportunities for local people. I would be grateful if you could let me know how I should best pursue this matter.

However, we have a number of concerns with the proposals, which we understand are shared by residents and businesses. We hope that Transport for London will address these concerns as the scheme progresses, although we recognise that in many cases this will be extremely difficult.

Displacement of Traffic into Local Streets

Residents are concerned about the displacement of traffic into local streets as a result of the proposed banning of certain traffic movements, and in particular the banning of the right turn from St John's Way to Archway Road/Highgate Hill.

Vorley Road and MacDonald Road

The banning of the above right turn will lead to increased levels of car traffic on Vorley Road and MacDonald Road. To some degree this will be mitigated by a reduction in the number of buses that will use these streets due to the removal of the bus stand. However, there are a couple of very sensitive land uses located on these streets – the Vorley Road Children's Centre and the Gardestone Estate, and we are concerned about the impact of any increase in traffic levels, and associated impacts on air quality, on the children and residents. We are therefore asking Transport for London to investigate some options that would eliminate or mitigate against this increase in traffic.

Cressida Road, Hornsey Lane and Hazelville Road

The banning of the right turn will also lead to increased traffic levels in these streets much to the concern of local residents. Again we have suggested measures that will eliminate or mitigate against these increases. In the event that these measures are not practical, we would ask that traffic levels in these streets are monitored before and after the gyratory is removed and supplementary traffic measures are implemented if necessary. This work should be carried out in close collaboration with the residents of these streets.

St John's Grove and Pemberton Gardens

There are also concerns that more traffic may use other local roads that are already used as a cut through, such as St John's Grove and Pemberton Gardens which has a school. These roads should also be monitored, to ensure that any impacts are minimised and mitigated where necessary.

Relocation of Bus Stops

Whilst supportive of the proposals to remove all traffic from the western arm of the gyratory, we share residents' concerns about the impact that this will have on bus passengers. In particular, residents are concerned about the increased walking distance between some stops and the fact that some bus routes travelling in the same direction will be split across more than one stop (most notably for buses to Archway Road). We have asked Transport for London to examine options to eliminate or mitigate against these impacts.

Extension of Local Bus Routes

Local residents have suggested that local bus routes (routes 17, 41 and 300) could be extended northwards to serve the Whittington Hospital and southwards (routes 143 and W5) to serve Upper Holloway Station. Again we have asked Transport for London to give serious consideration to residents' suggestions – we are particularly keen to see improved bus access to the Whittington.

Cycle Facilities

The proposals provide substantial improvements for people cycling in the local area, but we think further improvements are needed. The Islington Cycle Action Group has raised concerns and has asked for further improvements to the scheme. We hope that Transport for London will carefully consider ICAG's concerns. In particular, we hope that Transport for London will explore:

- whether it is possible to extend the off-road cycle tracks further up Archway Road in both directions; and
- alternatives to the southbound cycle track through the new public space to avoid conflict between cyclists and pedestrians.

To accommodate the expected increase in cycling in the long term, and to provide alternatives for people who prefer to cycle on quieter roads, we hope to continue working with Transport for London to improve the wider cycle route network.

Pedestrians

The proposals provide substantial benefits for people walking in the local area. However, we would ask that as the scheme progresses to the detailed design stage Transport for London explores options to widen and declutter the footways particularly on Holloway Road, St John's Way and the south side of Junction Road. We also hope that Transport for London will implement a wayfinding strategy to make it easier for pedestrians to navigate their way around the newly redesigned town centre.

Traffic calming and 20mph speed limit

To further encourage walking and cycling, to make the area feel more safe and welcoming, minimise impacts on air quality, and to mitigate against any displacement of traffic in local streets, it is essential that traffic speeds are reduced and physical traffic calming measures are implemented. As Islington is an enforceable 20mph borough, we would like to see the 20mph speed limit to be extended to cover TL's roads as well.

Air Quality

Whilst it is likely that air quality will improve in some parts of the town centre, other areas will be exposed to increased traffic levels and possibly a reduction in air quality – notably on Vorley Road / MacDonald Road and St John's Way. We hope that Transport for London will work with us to properly evaluate the impact that the proposals will have on air quality and to develop measures to mitigate against any adverse impacts where possible.

Loss of Trees and Green Space

The proposals could lead to a loss of around 25 trees in a densely built up urban area and the loss of a small area of the Archway Corner green space. We therefore hope that Transport for London will ensure that the final scheme includes a tree planting and greenspace strategy to increase the amount of green space and the number and quality of trees in the local area as the scheme is built out.

Parking and Loading

Local businesses are concerned about the potential loss of parking and loading facilities within the town centre and we look forward to working with Transport for London to examine how this can be avoided or at least mitigated.

Management Arrangements

Following implementation of the scheme, we hope that we can put appropriate management and maintenance arrangements in place to ensure that the new road layout and public space is properly cleaned and maintained.

In conclusion, the council remains keen to see the removal of the gyratory go forward as we feel that the benefits of the scheme outweigh the dis-benefits by far. However, it is vitally important that local concerns about the scheme are fully and properly addressed. Whilst accepting that it may not be possible to fully resolve every concern that has been raised, I hope that Transport for London will work with us to properly consider these concerns in detail and amend the proposals wherever possible.

Please do not hesitate to contact me if you wish to discuss any of the matters raised in this letter.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Claudia Webbe', is written over a vertical line that extends from the signature down to the printed name below.

Councillor Claudia Webbe
Executive Member for Environment and Transport



Appendix H – Alternative scheme proposed by Campaign for Better Transport



Appendix I – Answers to questions raised

Concerns about banned turns and impact on traffic

Introduction of banned turns:

We do not develop proposals to introduce traffic restrictions without carefully considering the potential impacts and exploring alternative solutions. Generally, new restrictions are proposed to either address a safety issue or physical constraint, or to help a signalised junction operate more efficiently. We acknowledge that restrictions will inconvenience some motorists. However, we need to balance this inconvenience against the wider benefits that schemes such as the Archway gyratory scheme can deliver.

We will use targeted email and publicity campaigns to provide drivers with information about new traffic restrictions in advance of their implementation. These will include details of the banned turns and information about alternative routes. We will also install appropriate signage and mitigation measures to ensure drivers are aware of the banned turns.

Please see below for our response to comments made about specific banned turns.

Impact on local roads:

TfL has worked closely with Islington Council to understand existing traffic flows on residential roads and has analysed how these roads may be impacted by the Archway gyratory proposals. Monitoring work will be undertaken following construction to assess any impacts to local roads and mitigation measures will be identified if required.

Banned left turn between Holloway Road and Junction Road

There is currently no direct turn allowed between Holloway Road and Junction Road and vehicles must make the turn using the gyratory. The level of traffic currently making this manoeuvre is very low; less than 10 vehicles an hour from Holloway Road to Junction Road, and less than 30 vehicles an hour from Junction Road to Holloway Road. We have reviewed concerns raised in consultation but have been unable to identify a feasible way of lifting the proposed restriction.

Banned right turn from St John's Way

TfL has investigated allowing the right turn at St John's Way and identified a number of issues. Each in isolation is not insurmountable, but when combined together would be very difficult to overcome without a significant drop in benefit for all users of the network.

The investigations show allowing the right turn has significant negative impacts on all other users at this junction. Traffic and pedestrians would experience greater delay as journey times are increased, and segregated cycling provision cannot be incorporated by allowing the right turn even in the case of just allowing the right turn movement for buses.

For pedestrians, allowing the right turn (for any vehicle) would mean a change to the layout of the pedestrian crossings on the Archway Road arm. At present, this facility is provided in 3 crossing movements – if the right turn was permitted, this would require 4 crossing movements and widening of the Archway Road approach would also be required.

For traffic, in order to maintain the same number of traffic lanes and cycle lane facilities on the north kerb, further widening and more tree removal would be required to allow the right turn.

As the northbound and southbound St John's Way approaches operate simultaneously, allowing the right turn for buses only would create a conflict between these two movements. To mitigate this conflict, we would not be able to provide the same amount of green time to this critical northbound left turn movement, which would reduce capacity by an estimated 20%, which would significantly increase delays to traffic. There would also be safety concerns regarding general traffic weaving round buses, and potentially moving into the kerbside cycle lane to do so.

The investigations show allowing the right turn from St Johns Way would result in overall negative impact on journey times for traffic and, pedestrians. Allowing the right turn would also result in a loss of trees and cycling facilities could not be incorporated into the design.

Access from Holloway Road to St John's Way:

Vehicles will be able to turn right from Holloway Road into St John's Way.

Access from MacDonald Road:

The one-way operation of MacDonald Road and Vorley Road is proposed to be reversed, with the exit from MacDonald Road allowing vehicles to turn left only. Only buses will be permitted to turn right out of MacDonald Road to allow access to the relocated bus stands. Allowing the right turn out of MacDonald Road for all vehicles could result in an increase in through traffic on Vorley Road and MacDonald Road, which the scheme seeks to minimise.

Access from Flowers Mews:

The exit from Flowers Mews will be relocated from Junction Road to Tollhouse Way and traffic will be permitted to exit right or left.

Journey times to the Whittington Hospital:

Our traffic modelling does not predict significant changes to most journey times. Some bus and road journeys would be shorter and some would be longer; details are available in our modelling summary. The most notable change is an increase to journey times for traffic heading north on the A1 in the morning. No vehicles would be permitted to cross the new public space to access the hospital.

Changes to parking provision:

On Flowers Mews there are currently seven parking bays and one loading bay. To provide adequate servicing provision to the local businesses on Archway Close, two parking bays will be converted to a new loading bay. This will result in five parking bays and two loading bays on Flowers Mews. Archway Close will be closed to general traffic and the existing parking bays will be relocated to the western side of Junction Road, between bus stop V and Vorley Road.

Changes to taxi rank on Junction Road:

One taxi bay on the western side of Junction Road will need to be removed to facilitate the segregated cycle track, providing cyclists with access to the new public space and the advanced stop line on Junction Road. The three taxi bays on the eastern side of Junction Road will be retained.

Concerns about impact on cyclists

Cycle access from Archway Road to Holloway Road:

The planned scheme provides southbound cyclists with a segregated cycle track on Archway Road from the junction with Pauntley Street to the junction with St John's Way. Cyclists will be separately signalled from Archway Road to turn right into Junction Road and continue south into Holloway Road via a mandatory cycle lane.

Cycle provision from St John's Way to Junction Road:

Cyclists travelling from St John's Way to Junction Road may either: use the traffic lane and Advanced Stop Line located at the junction of St John's Way and Holloway Road to safely wait and start ahead of traffic; or use the segregated cycle lane on St John's Way and then use the toucan crossings to access the cycle track in the new public space.

Cycle provision from Junction Rd to St John's Way:

Northbound traffic volumes are relatively low from St John's Way to Junction Road, meaning cyclists will be visible in this traffic stream.

In addition, when the traffic leaves from Junction Road, the northbound movement to St John's Way will be held at red for a time before changing to a green signal. Consequently, those vehicles heading northbound through this section will be moving at a slower speed, braking for the red signal at the Archway Road/St John's Way junction.

Cycle provision from Archway Station to Highgate Hill:

Following comments received in consultation a new cycle track is planned from the crossing point to ensure cyclists do not have to mix with traffic before joining the northbound cycle track on Highgate Hill.

Cycle provision from Highgate Hill to St John's Way:

Following the consultation, TfL is planning to add a new cycle track to allow cyclists to leave the carriageway at the southbound bus lane on Highgate Hill. The new section of cycle track would connect to the proposed off-carriageway cycle track on Tollhouse Way. Cyclists would then use the new toucan crossing at the junction of Archway Road and Tollhouse Way to continue their journey southbound without entering the carriageway.

Access from the new public space to Highgate Hill / Archway Road:

The proposals include new toucan crossings (shared pedestrian and cyclist usage), at either end of the route through the new public space. Cyclists and pedestrians would share these areas.

Concerns about impact on pedestrians

Potential cyclist/pedestrian conflict in shared spaces:

The scheme has sought to provide segregated cycle provision to separate pedestrians and general traffic. However, in some areas where space constraints or users travel across the shared space in different directions, this prevents the introduction of a segregated facility. Shared space has been proposed to maintain connectivity for cyclists and pedestrians at crossing points. Signage and tactile paving will alert pedestrians and cyclists to the wide shared use area.

The cycle route through the proposed new open space would be distinguished from the footway by using contrasting colours and materials. The cycle facility would be 4m wide (2m in both directions) with clear lines of sight for both pedestrians and cyclists. Pedestrian crossing points will be clearly marked.

Pedestrian access from the new public space to Highgate Hill / Archway Road: For those pedestrians travelling towards Highgate Hill there is a crossing point at the junction of Highgate Hill and Tollhouse Way. Pedestrians walking to the east of the pub will be able to continue their journey north onto Archway Road using the pedestrian crossing at the junction of Tollhouse Way and Archway Road.

Pedestrian provision at Holloway Road junction with Junction Road:

It has not been possible to simplify the pedestrian provision at this junction due to constraints in the co-ordinated operation for northbound and southbound traffic along the A1. Changes to the southbound traffic operation would need to be co-ordinated with the Holloway Road/Junction Road junction, which would reduce the green time afforded to this movement towards Holloway Road and result in longer traffic queues in the southbound section of St John's Way between the two junctions. Our analysis shows that traffic would queue back to the Archway Road/St John's Way junction, which could compromise its safe and efficient operation.

Concerns about impact on bus passengers

Relocation of bus stands from Vorley Road:

TfL and Islington Council are working closely to support the Council's regeneration aspirations for the area. The removal of the gyratory also means it would not be possible for all the bus routes to access the bus stand on Vorley Road. By relocating the buses from the bus stand on Vorley Road, the high level of bus provision can be maintained and the land can be made available for redevelopment.

Termination point of routes C11 and C41:

The C11 would terminate at Bus stop C on Highgate Hill and The C41 would terminate at Bus stop W on Junction Road.

Route 210 access from St John's Way to Archway Road:

The operation of Vorley Road and Macdonald Road will be reversed. This allows the 210 to turn right into Vorley Road and then continue its route northbound by turning left from Macdonald Road onto Highgate Hill.

Bus stop location of routes C11 and 4:

They would both stop at bus stop C on Highgate Hill and bus stop E on Tollhouse Way.

Bus stop location of route 390:

Route 390 will use stops W and V on Junction Road.

Relocation of bus services around Archway:

The gyratory removal scheme aims to make Archway town centre a more pleasant and accessible environment for all users, including substantial improvements for cyclists and pedestrians. It would not be possible to keep all existing stops in their current location under the planned scheme, because of the reallocation of traffic lanes. Closing the arm of the gyratory outside Archway station to motorised vehicles meant TfL had to choose between relocating services to keep the roads clear and traffic moving, or retaining some in their existing location and removing other services completely. TfL took the view that it would be preferable to retain the level of bus services with bus stops relocated, as Archway is an important transport interchange hub.

TfL investigated locating a bus stop on the northern side of St John's Way to serve all northbound bus routes. However, this would create safety issues for other road users (including cyclists) when buses are at the stop. Width constraints mean it would not be feasible to widen the footway here.

For passengers interchanging between bus and London Underground services, TfL plans to install a live next bus information board at Archway station to help passengers make an early decision about which bus stop to use before leaving the station.

We will discuss the situation further with our bus operators and will consider other live boards if it is deemed beneficial for other users too. A public consultation specific to bus service changes will follow later in 2015.

General concerns

Value for money of proposals:

The proposals for Archway gyratory seek to better balance the needs of all road users and make the area safer and more pleasant for pedestrians and cyclists. The gyratory has poor safety records for pedestrians and cyclists. Its removal would also complement Islington Council's aspirations for urban regeneration in Archway by removing barriers to movement and enable further development through the creation of a new space. By making the area safer and more enjoyable, these improvements may help attract more people to the area and help deliver inward investment.

Introduction of a 20mph speed limit:

20mph speed limits are not currently planned on the TLRN through Archway; however we could introduce a limit in the future. TfL is currently working with several London boroughs to investigate the potential for 20mph speed limit pilots at the following locations:

- Upper Street and Holloway Road (between Pentonville Road and Seven Sisters Road)
- Westminster Bridge, Stamford Street and Southwark St (between Victoria Embankment and Borough High Street - this trial would also incorporate the previous 20mph trial at Waterloo Roundabout)
- Brixton Town Centre (between St Matthews Road and Stockwell Park Walk)
- Clapham High Street (between Clapham Park Road and Bedford Road, which forms part of Cycle Superhighway 7)
- Earls Court Road and Redcliffe Gardens (between A4 Cromwell Road and Fulham Road)
- Kings Cross Road and Farringdon Road (between Pentonville Road and Charterhouse Road, linking up with the previous 20mph trial along Farringdon St and Blackfriars Bridge)
- Camden Street (between Camden Road and Crowndale Road)

The speed limits would be introduced under an 18 month experimental order and will be subject to detailed monitoring. Traffic speeds, casualty data, safety perceptions and the number of cycling and walking trips would be monitored along with the effects on bus and traffic journey times, to assess whether to make the reduced speed limits permanent. We may look at extending the trial scheme to other locations in the future.

Replacement of Despard Road subway with surface crossing:

While some people are happy to continue using subways, a growing number of people feel unsafe and are concerned about anti-social or criminal behaviour and would prefer a surface crossing. TfL is currently reviewing subways across its road network and has developed a programme for replacing many of them. The Archway scheme provides an opportunity to replace the subway at Despard Road with a signalised surface level crossing.

Impacts to residents and businesses during construction:

TfL closely coordinate works to minimise disruption during construction works. TfL has a dedicated forward planning team to manage the phasing of our works, helping ensure schemes work collaboratively with other construction work to minimise impact. We will ensure that resident and businesses are provided with advance notice of any potentially disruptive works.

Coordination with wider developments in Archway:

TfL has worked very closely with Islington Council to ensure that our proposals for the cycling and pedestrian improvements complement the council's aspirations for regeneration at Archway.