

# Archway Gyratory



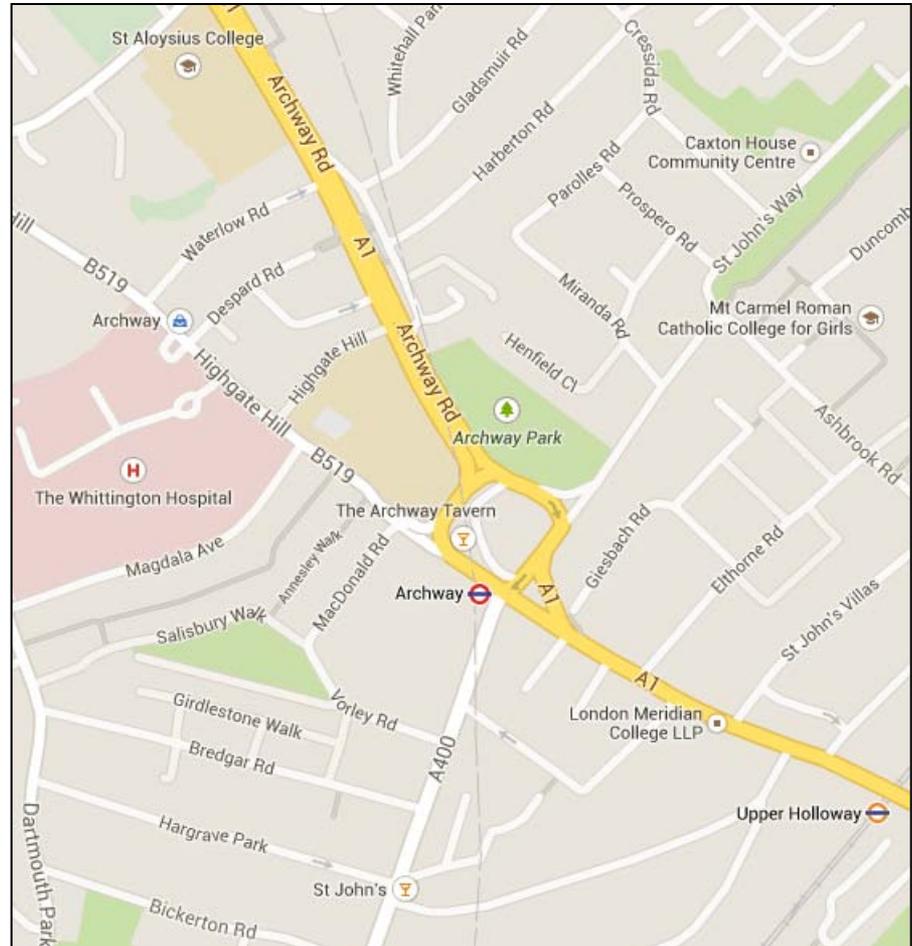
**Charlotte Edney – Portfolio Sponsor**

**Maria Rafi – Project Sponsor**

**November 2014**

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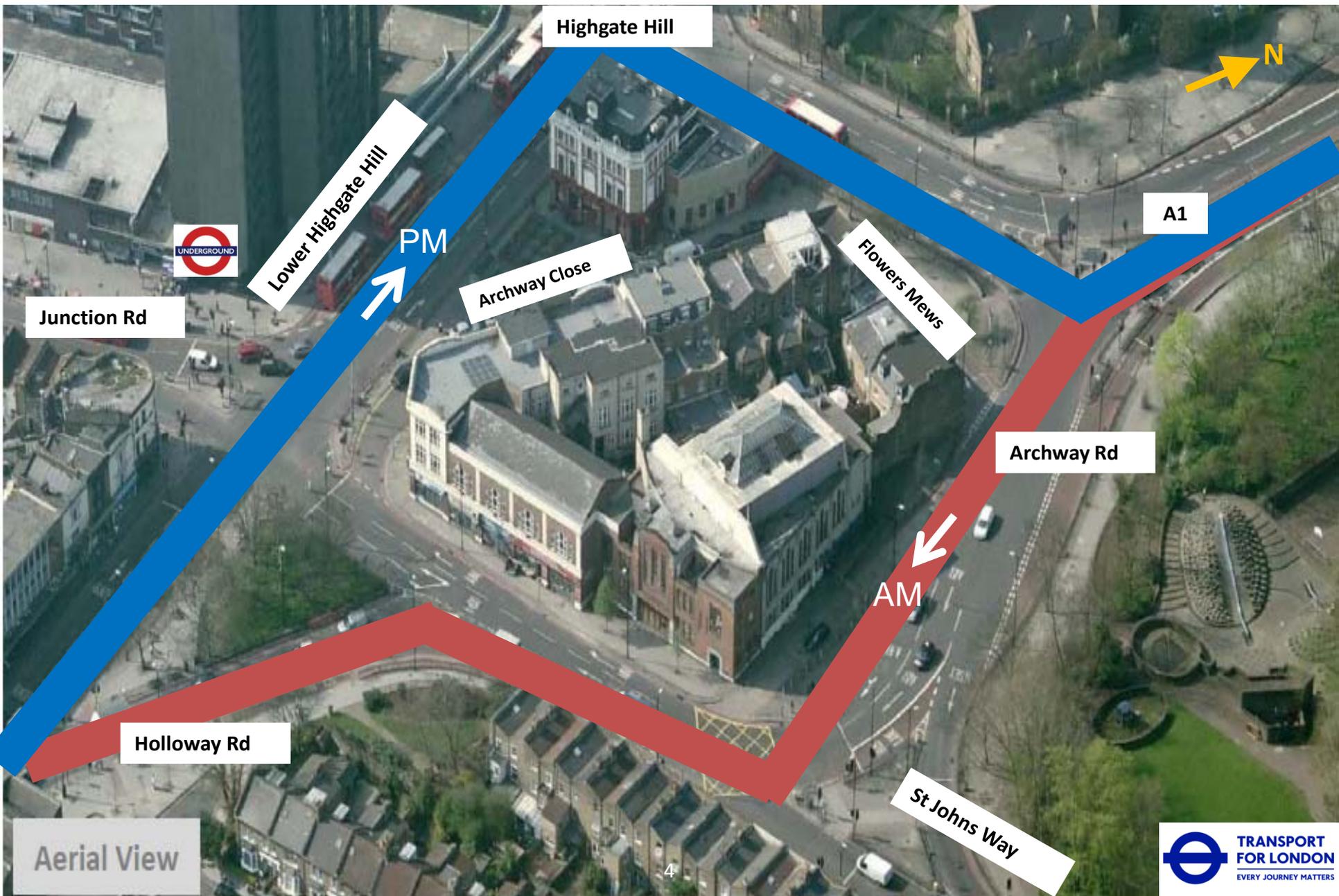
1. Background
2. Project Objectives
3. Design Proposals
4. Impact on Traffic
5. Consultation
6. Questions



# 1. Background

- Islington Council campaigned for removal of the gyratory
- Feasibility study commissioned (2005)
- LB Islington and TfL have worked together to develop a preferred design
- Public consultation launched 3<sup>rd</sup> November – 14<sup>th</sup> December

# Current Situation



Junction Rd



Lower Highgate Hill

PM

Archway Close

Flowers Mews

Highgate Hill

A1



Archway Rd

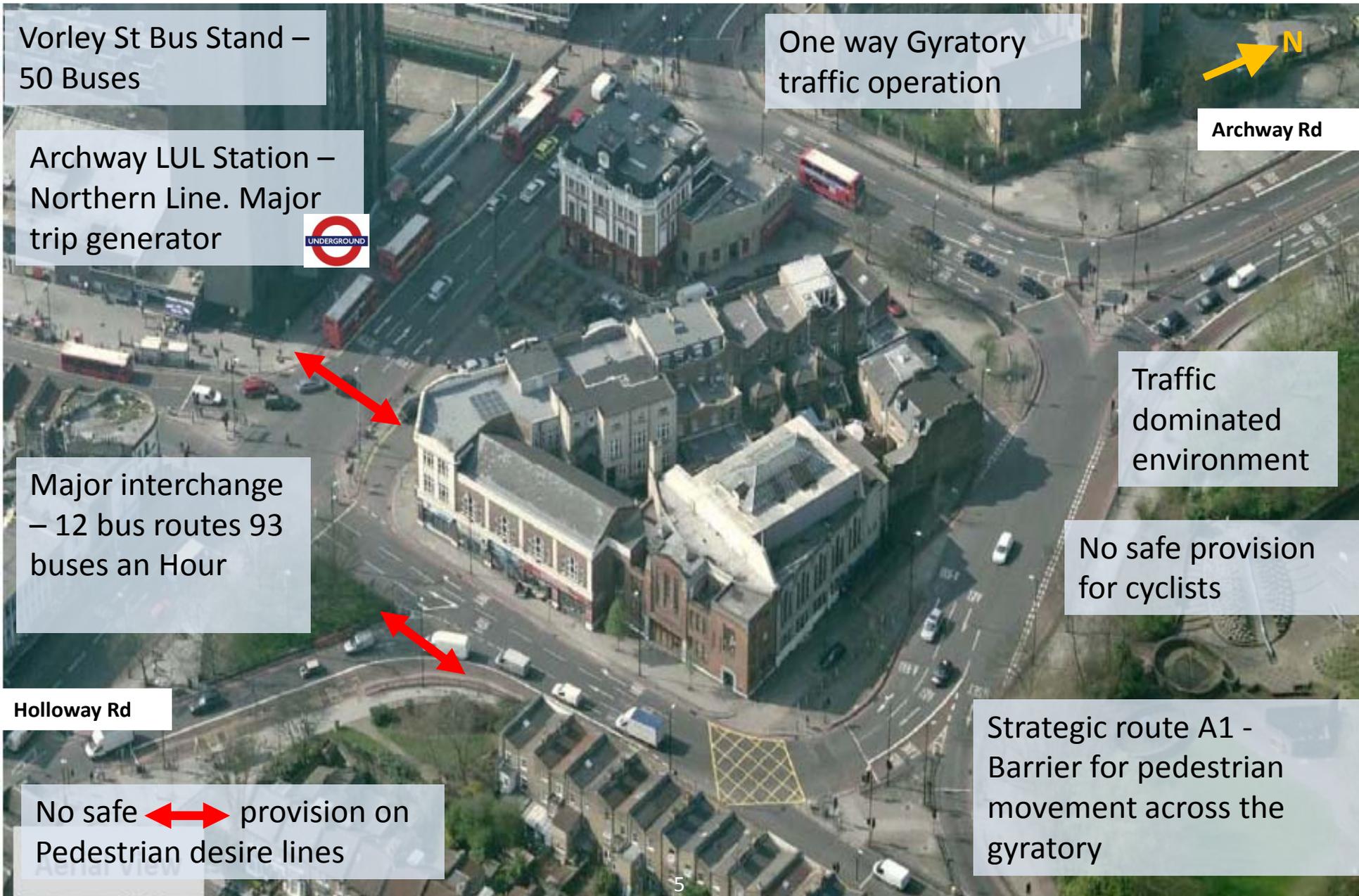
AM

Holloway Rd

St Johns Way

Aerial View

# Current Situation



Vorley St Bus Stand –  
50 Buses

One way Gyratory  
traffic operation

Archway Rd

Archway LUL Station –  
Northern Line. Major  
trip generator



Traffic  
dominated  
environment

Major interchange  
– 12 bus routes 93  
buses an Hour

No safe provision  
for cyclists

Holloway Rd

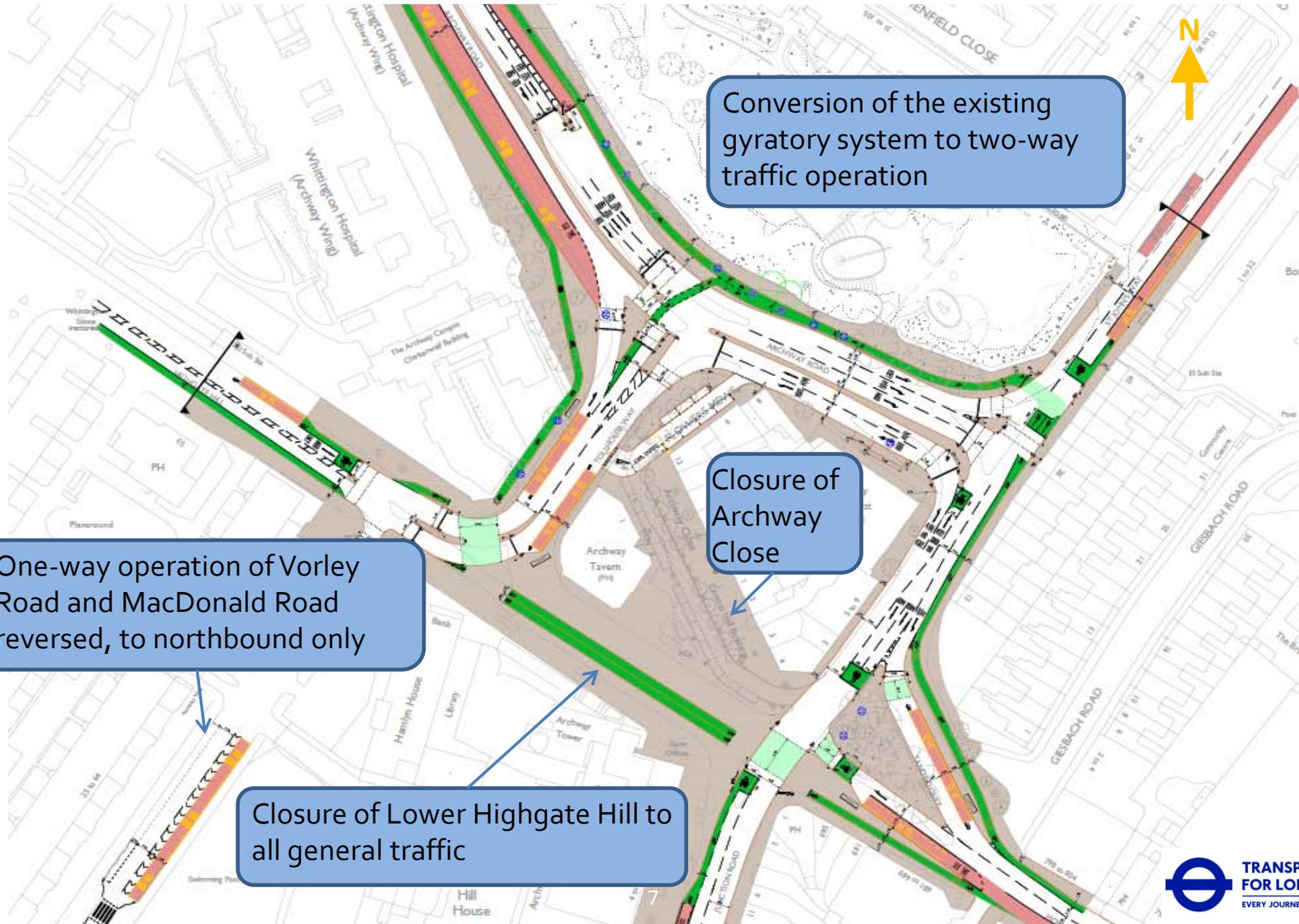
Strategic route A1 -  
Barrier for pedestrian  
movement across the  
gyratory

No safe  provision on  
Pedestrian desire lines

## 2. Project Objectives

- Reduce traffic dominance around the town centre
- Improve the accessibility of the junction for cyclists
- Improve safety and the perception of safety
- Provide a high quality urban realm
- Protect the capacity of the A1
- Support Islington Council's aspiration to redevelop land on Vorley Road by relocating bus stands

# 3. Proposed Design - Traffic



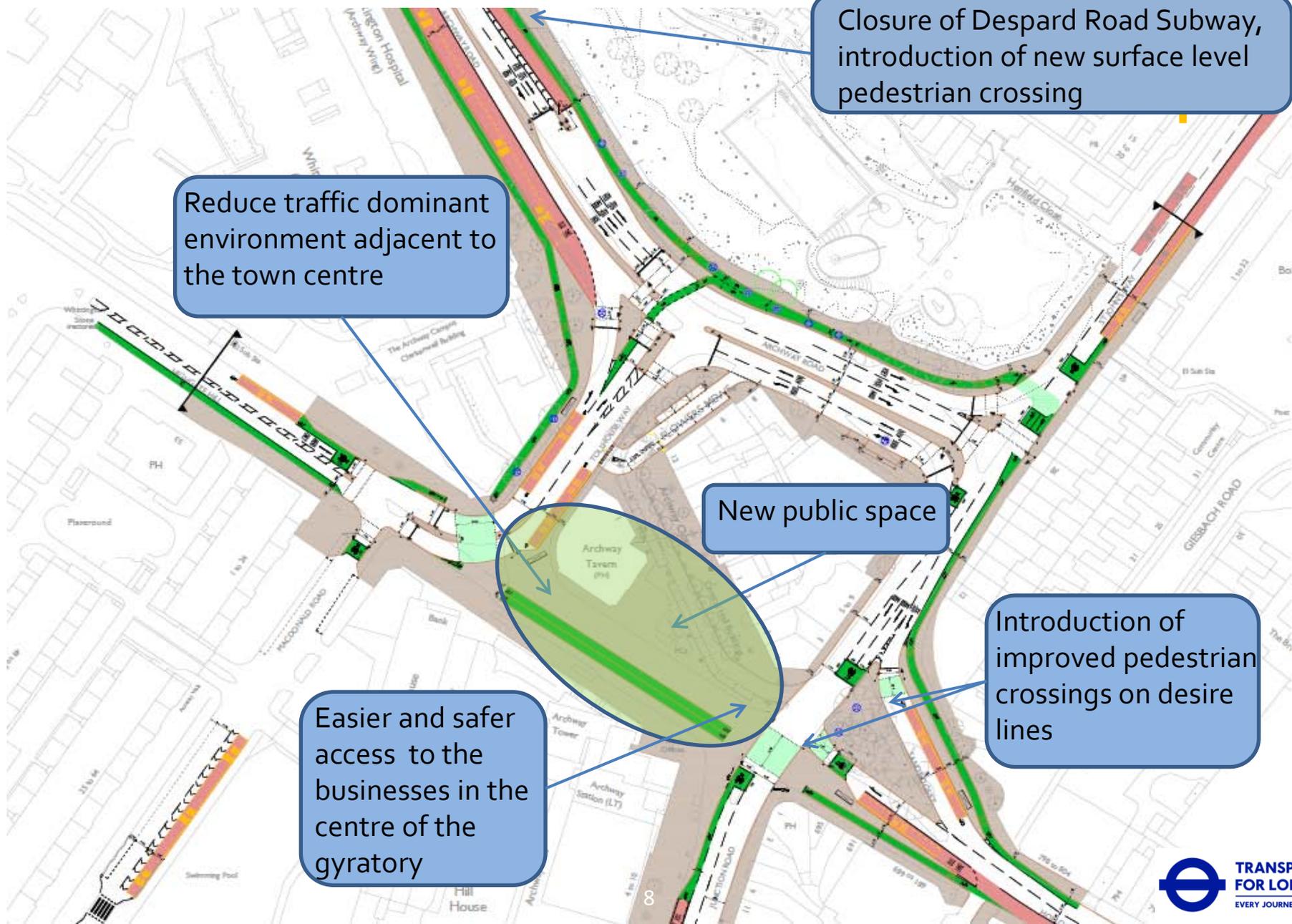
Conversion of the existing gyrotory system to two-way traffic operation

Closure of Archway Close

One-way operation of Vorley Road and MacDonald Road reversed, to northbound only

Closure of Lower Highgate Hill to all general traffic

# 3. Proposed Design – Pedestrians



Closure of Despard Road Subway, introduction of new surface level pedestrian crossing

Reduce traffic dominant environment adjacent to the town centre

New public space

Introduction of improved pedestrian crossings on desire lines

Easier and safer access to the businesses in the centre of the gyratory

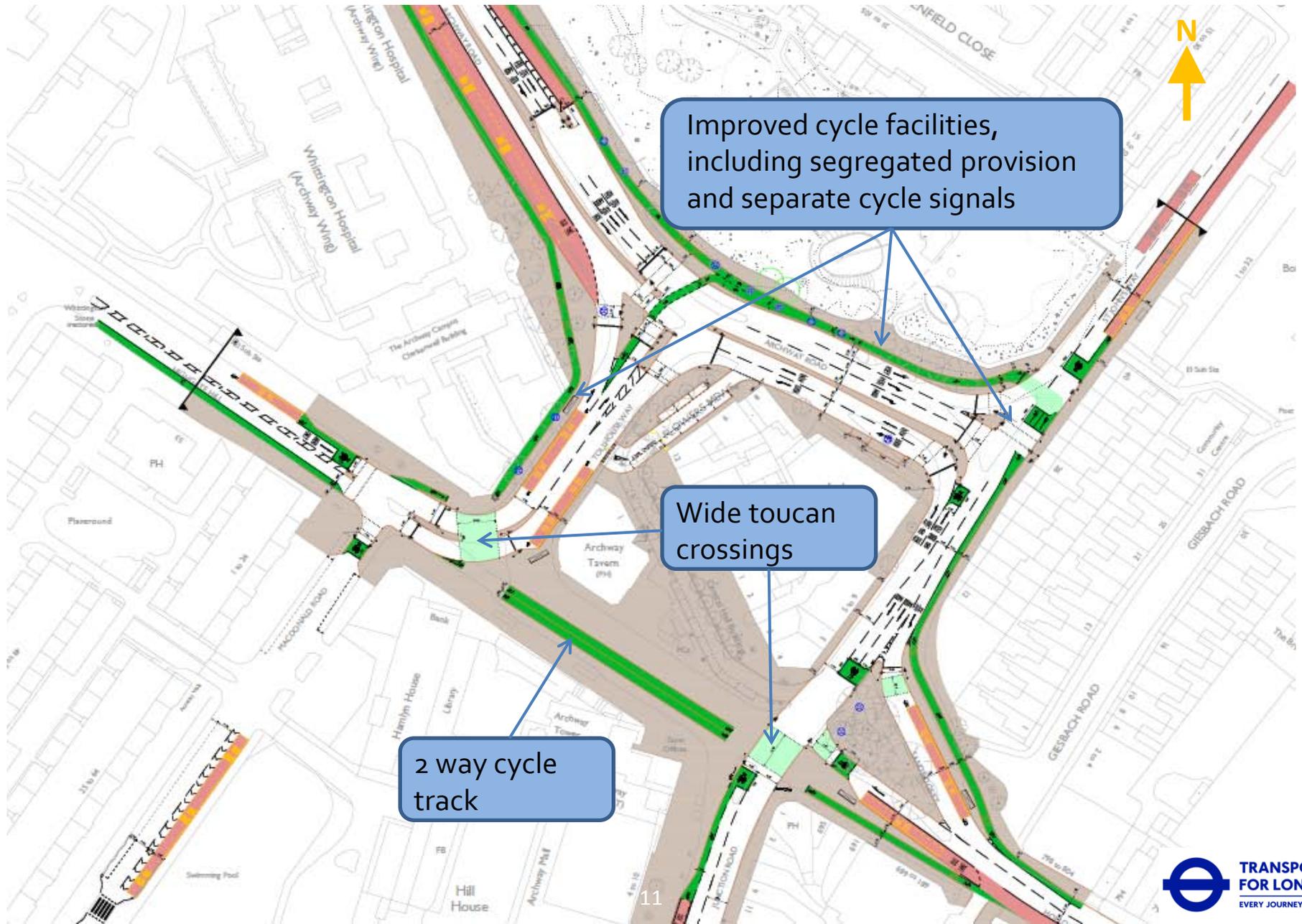


Existing view from Junction Road looking north (Archway Tower on the left of the picture)



Artist's Impression – View from Junction Road looking north (Archway Tower on the left of the picture)

# 3. Proposed Design – Cyclists

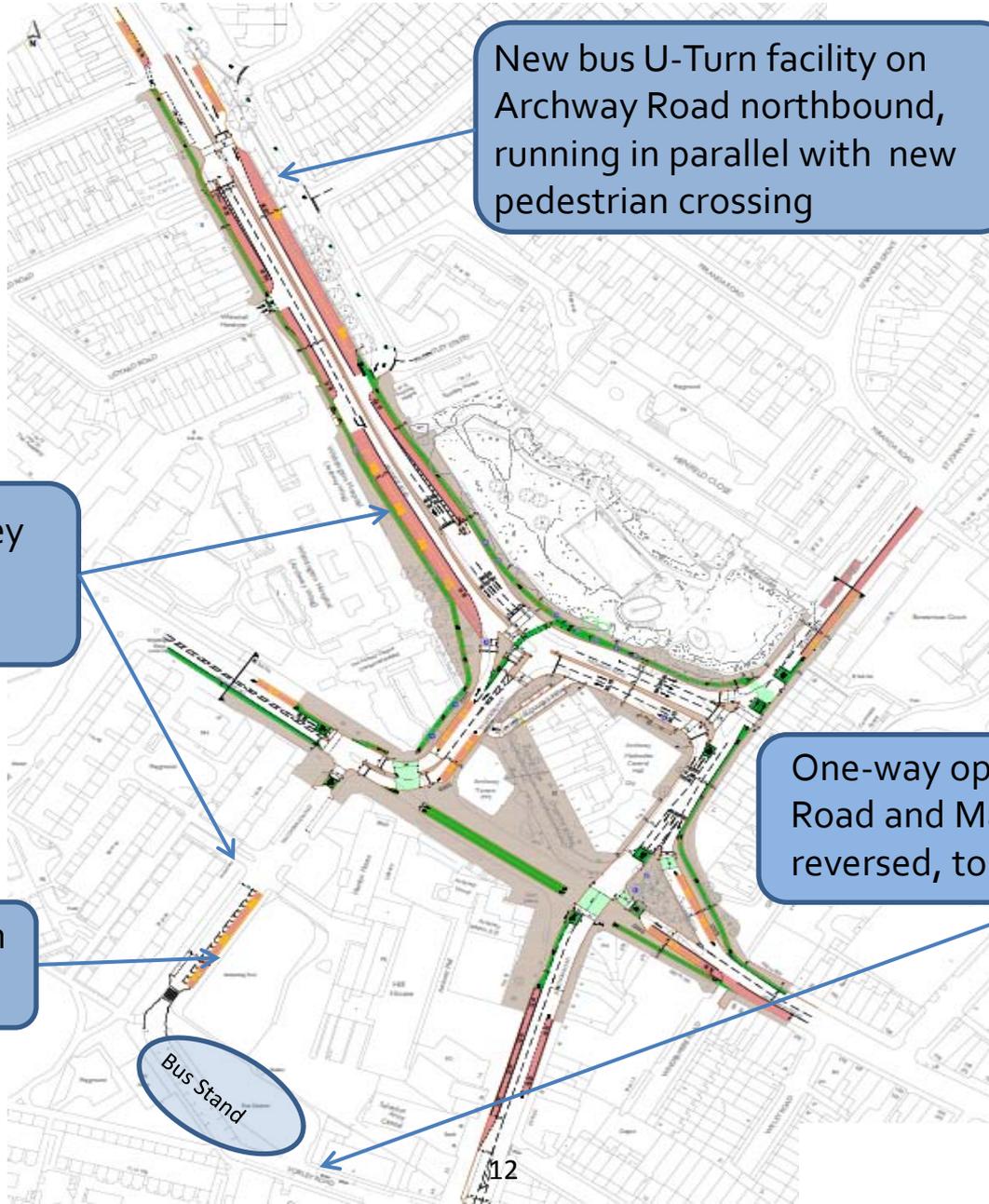


Improved cycle facilities, including segregated provision and separate cycle signals

Wide toucan crossings

2 way cycle track

# 3. Proposed Design - Buses



New bus U-Turn facility on Archway Road northbound, running in parallel with new pedestrian crossing



Bus stands on Vorley Road relocated to Archway Road

Single bus stand on MacDonald Road

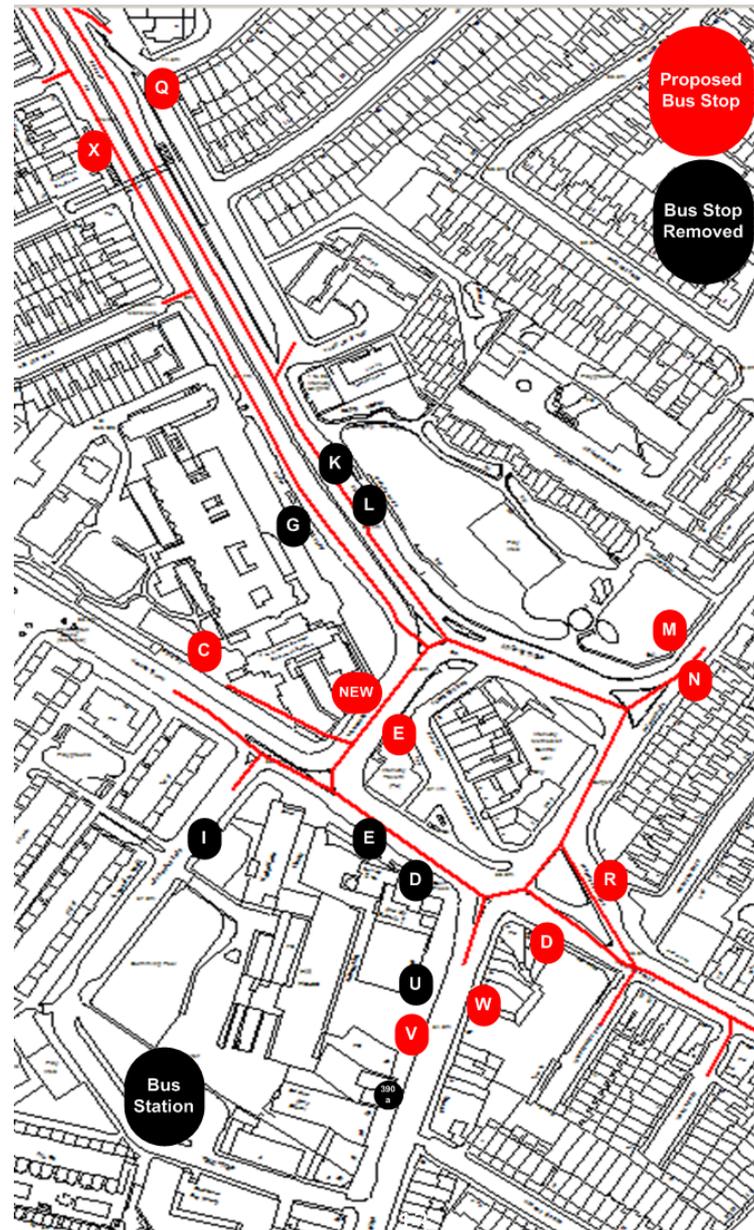
One-way operation of Vorley Road and MacDonald Road reversed, to northbound only

Bus Stand

# 3. Proposed Design - Bus Stop Changes

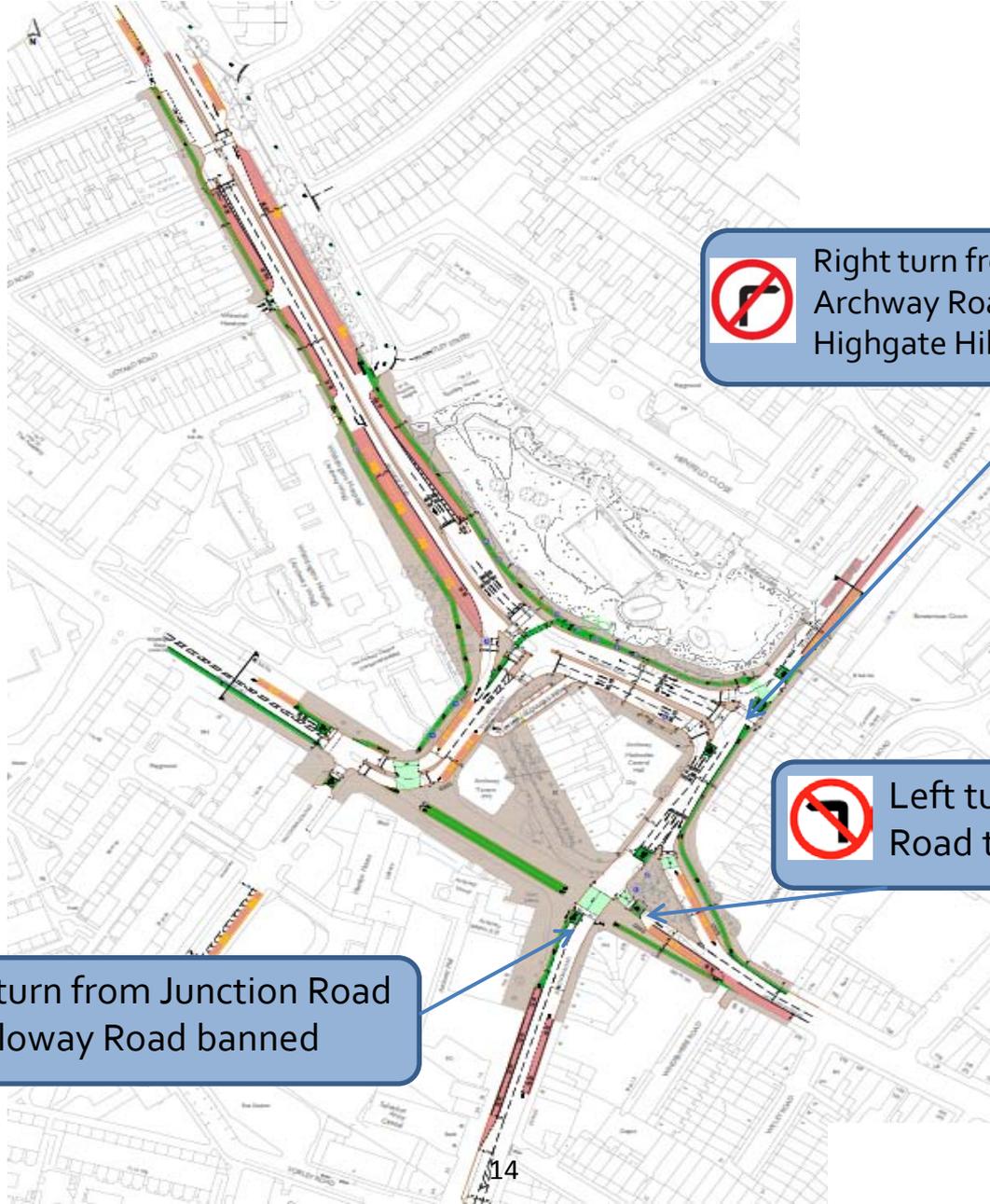
New bus stop on Tollhouse Way

Bus stops D & E relocated



Bus stops G, K & L removed

# 3. Proposed Design – Banned Turns



Right turn from St John's Way to Archway Road and St John's Way to Highgate Hill banned



Left turn from Holloway Road to Junction Road banned

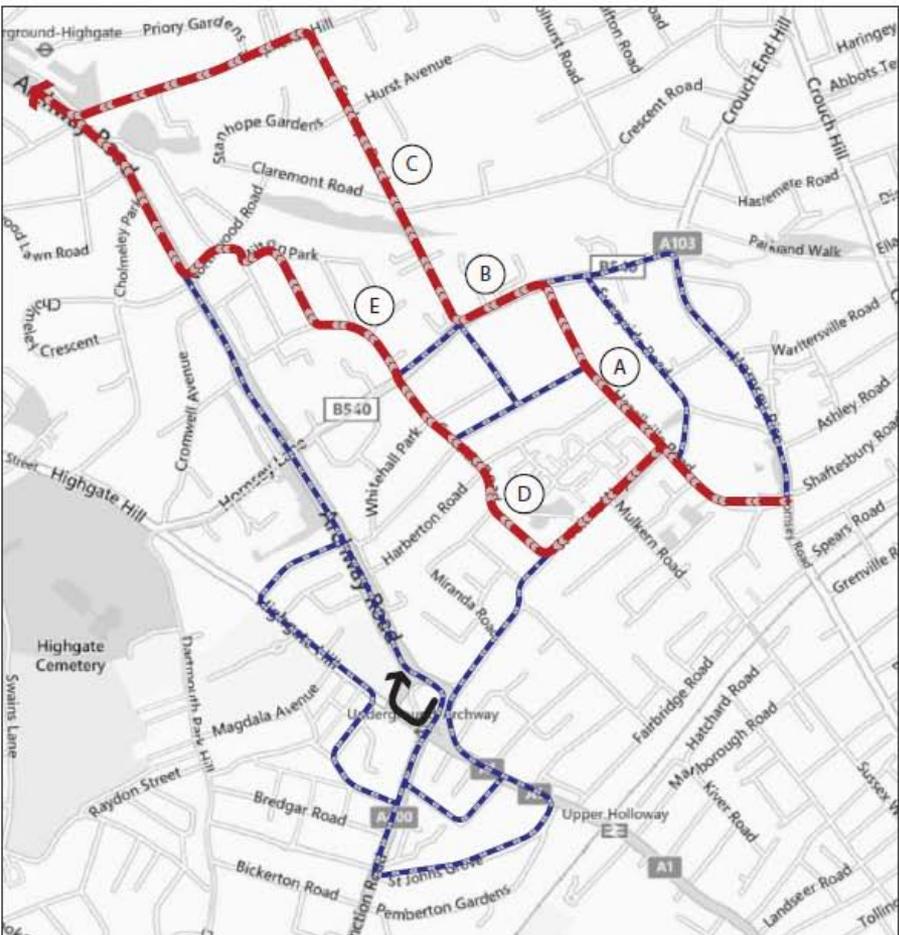


Right turn from Junction Road to Holloway Road banned

# Banned right turn

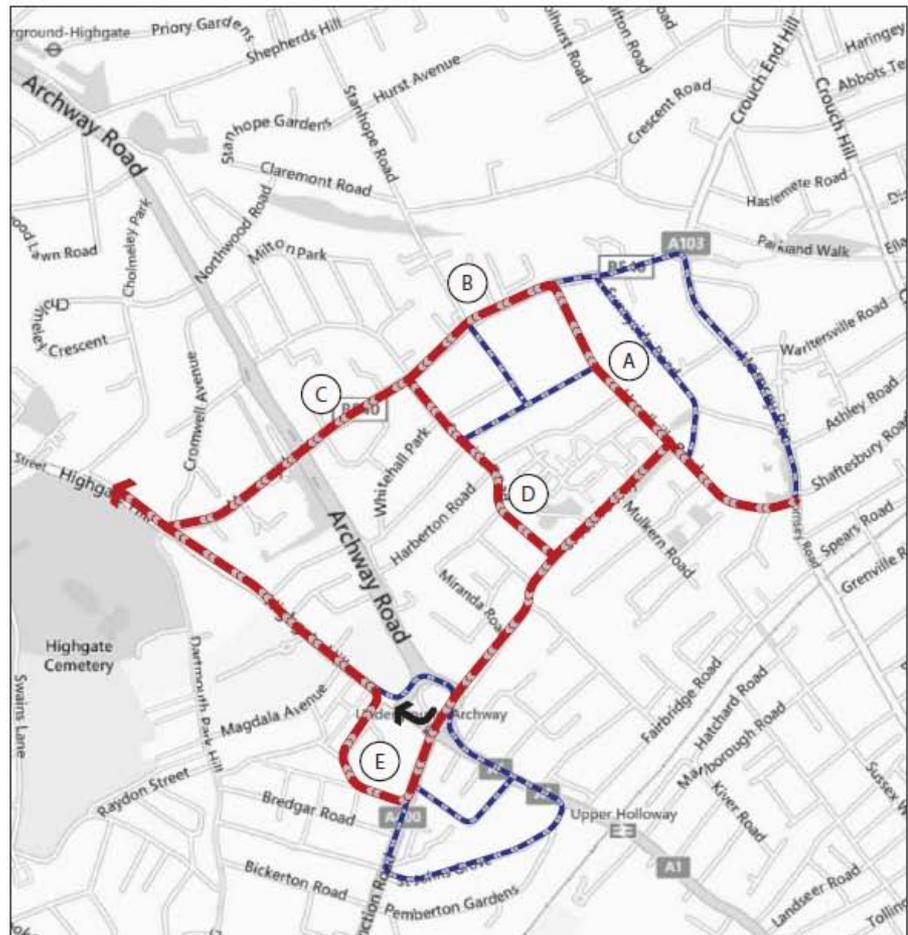
## St John's Way to Archway Road/Highgate Hill

To Archway Road



- A Hazelville Road
- B Hornsey Lane
- C Stanhope Road
- D Cressida Avenue
- E Hornsey Lane Gardens

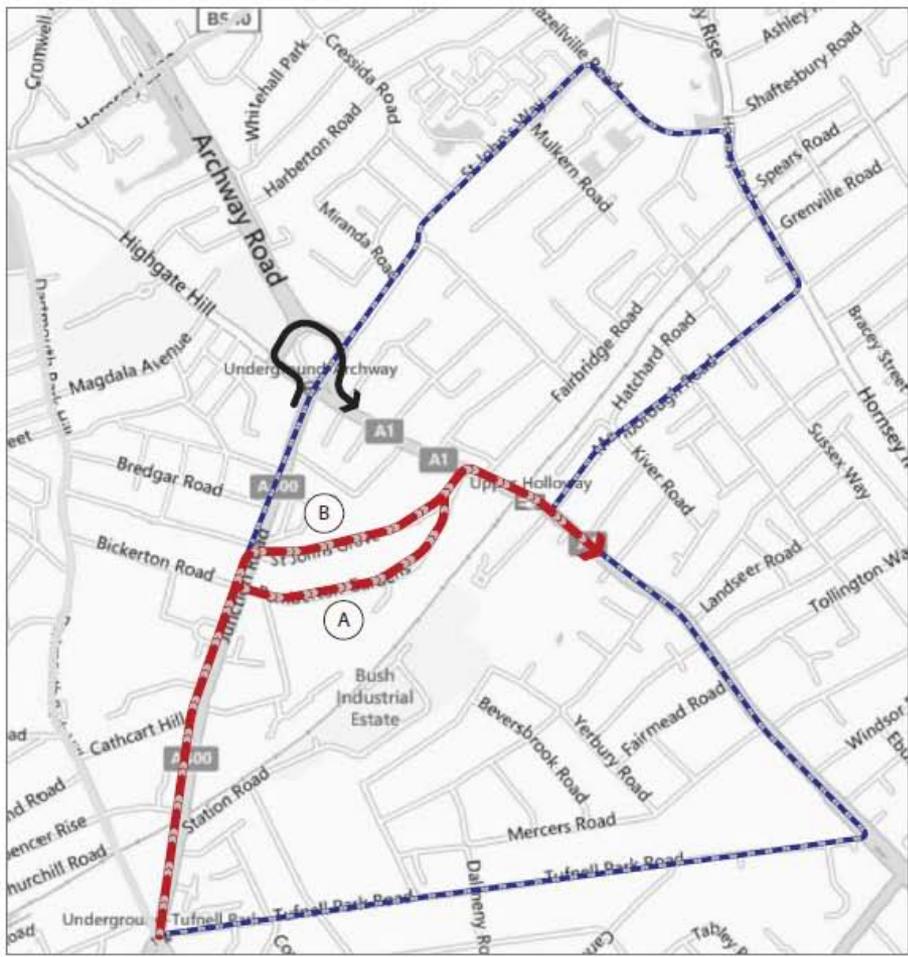
To Highgate Hill



- A Hazelville Road
- B Hornsey Lane
- C Stanhope Road
- D Cressida Avenue
- E Vorley Road / MacDonald Road

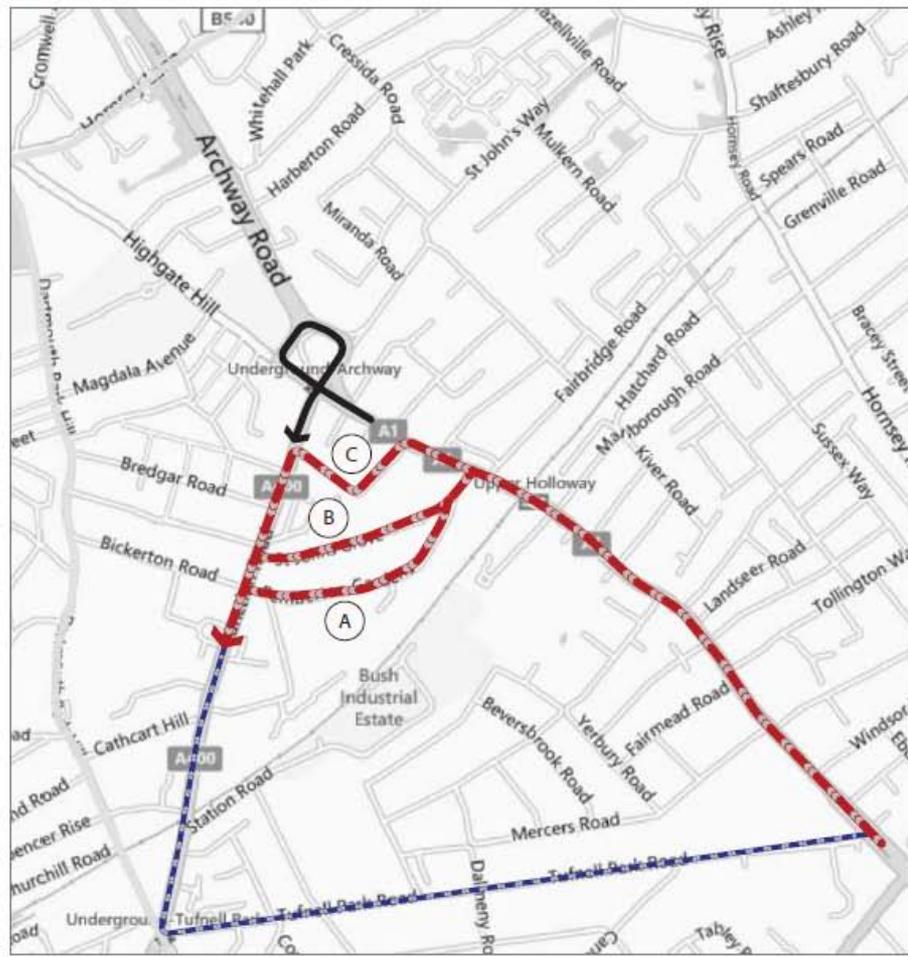
# Banned turn – Holloway Road / Junction Road (No ability to loop around the gyratory)

From Junction Road to Holloway Road



- A Pemberton Gardens
- B St John's Grove

From Holloway Road to Junction Road



- A Pemberton Gardens
- B St John's Grove
- C Hargrave Road

# 4. Impact on Traffic

Further details available at [tfl.gov.uk/archway-gyratory](https://tfl.gov.uk/archway-gyratory)

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

- **Traffic**

Heading northbound from Holloway Road to Archway Road

- In the morning peak, average journey times would increase by 4 minutes and 57 seconds
- In the evening peak would see an increase in journey time of 1 minute and 5 seconds

A1 Southbound

- 52 seconds delay in the morning peak hour
- 1 minute and 21 seconds delay in the PM peak hour.

# 4. Impact on Traffic

- Pedestrians

Archway underground station to bus stop R pedestrians would experience

- An average saving of 29 seconds in the morning peak hours
- An average increase of 12 seconds in the evening peak hours.

- Buses

Out of 16 sample journeys shown

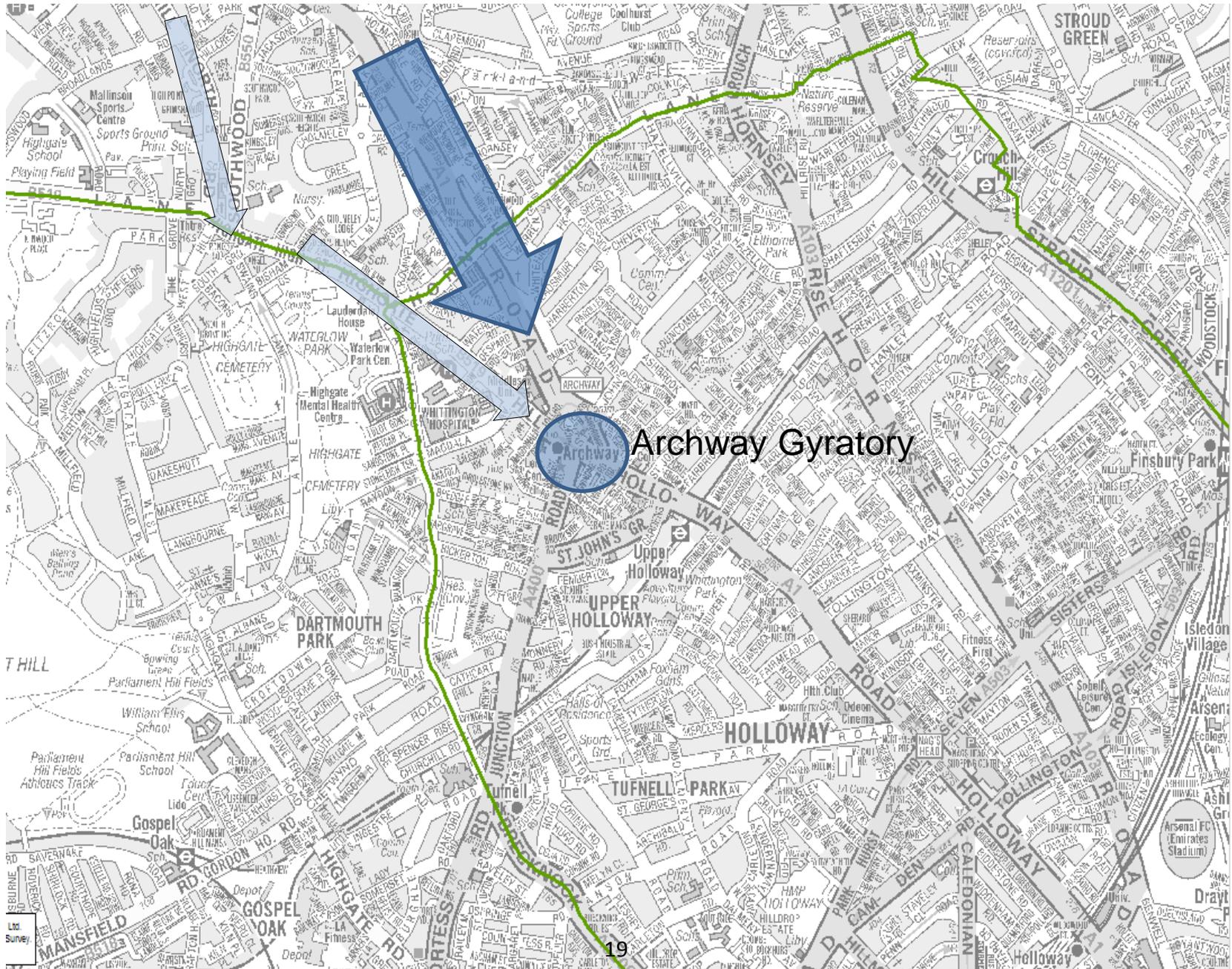
- 6 would be quicker, by up to two minutes.
- 9 journeys would be slower by a minute or less
- 1 would be slower by between one and two minutes.

- Cyclists

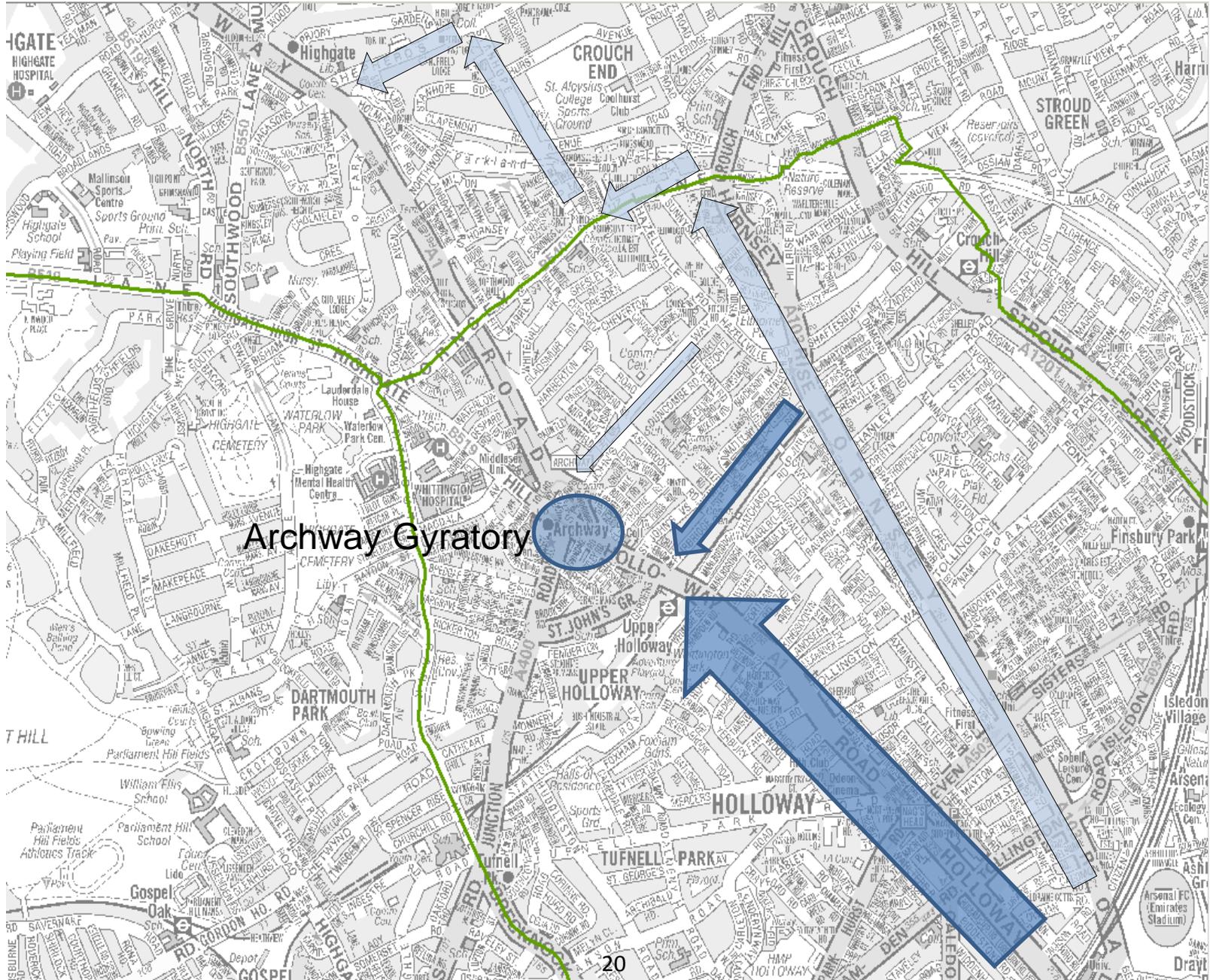
Journey time changes are expected to be negligible.

- An increase of one minute is experienced in the morning when travelling north-west
- Decrease of one minute when travelling south-east. Evening journey times remain the same as present.

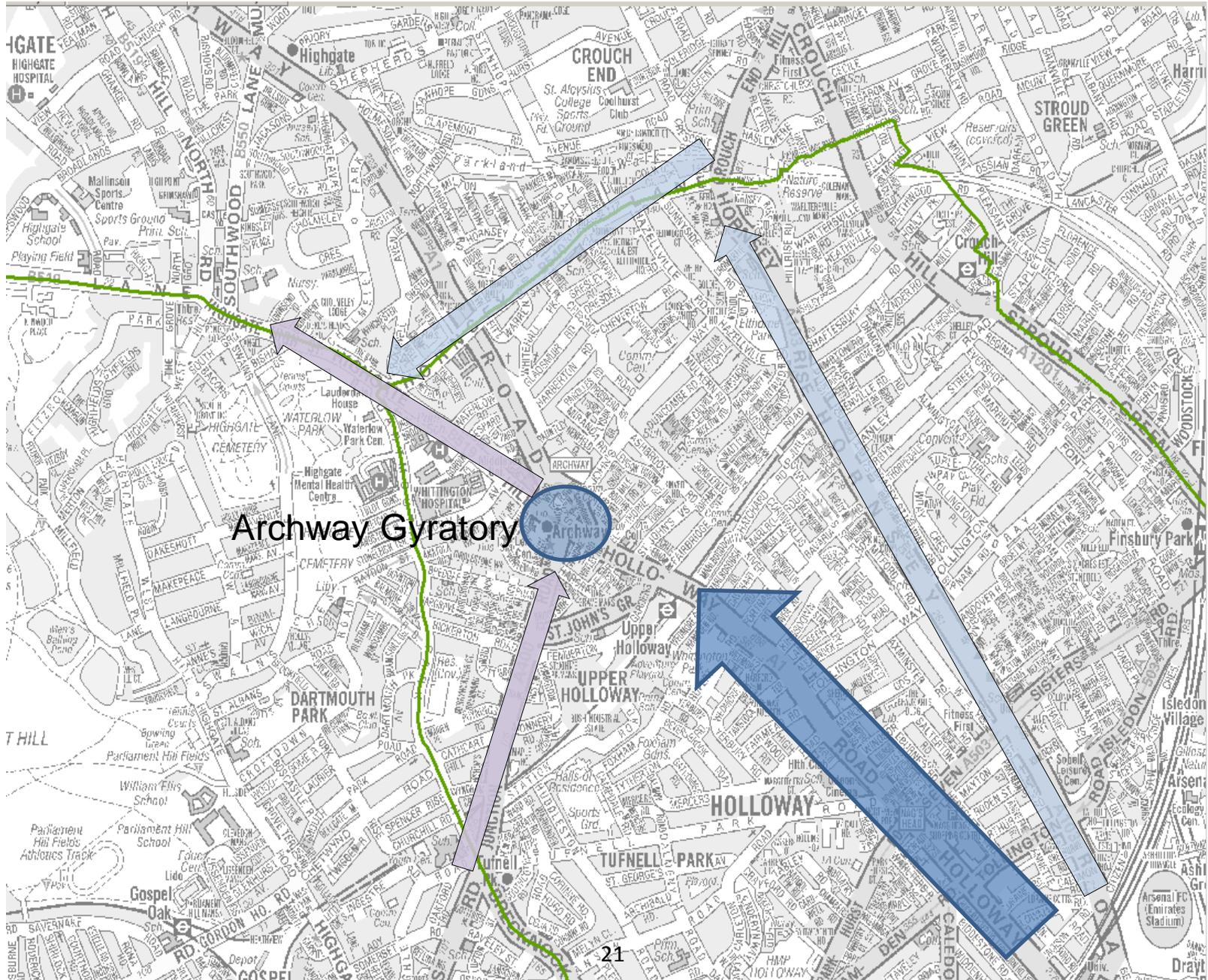
# AM peak (8am – 9am) SB



# AM peak (8am – 9am) NB

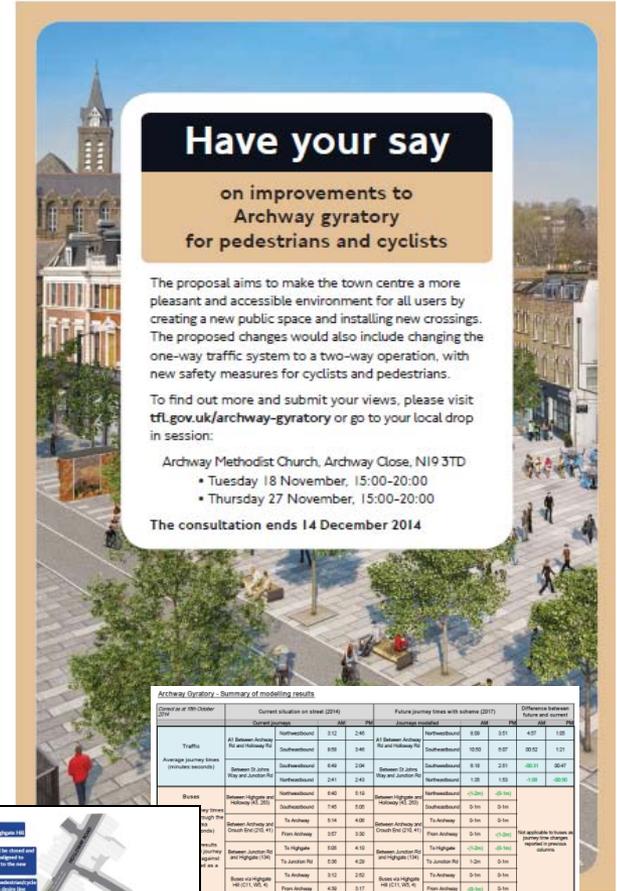


# PM peak (5pm – 6pm) NB

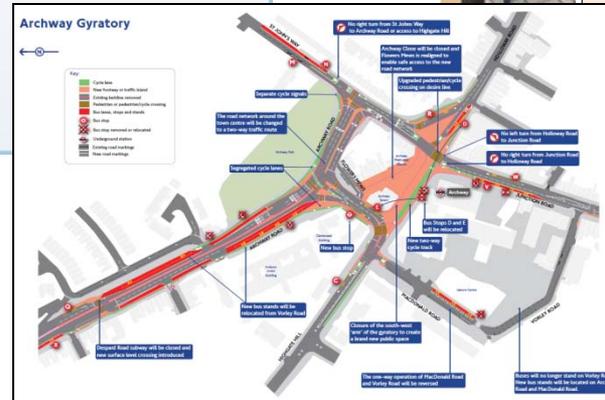


# 5. Consultation

- 03 November – 14 December
- [www.tfl.gov.uk/archway-gyrotory](http://www.tfl.gov.uk/archway-gyrotory)
- Events at Archway Methodist Church:
  - Tuesday 18 November, 1500-2000
  - Thursday 27 November, 1500-2000
- [consultations@tfl.gov.uk](mailto:consultations@tfl.gov.uk)



Have your say  
Online Survey



Archway Gyratory - Summary of trip time results

Category of trip/destination	Current situation on street (2014)		Proposed changes		Difference between future and current		
	Current	Future	Current	Future	Current	Future	
<b>Traffic</b>							
A1 Between Archway Rd and Highgate Rd	3:12	2:40	Southbound	3:08	3:51	-4:37	1:09
A1 Between Archway Rd and Juniper Rd	8:08	5:45	Southbound	10:05	5:07	-8:52	1:21
Average journey times (vehicle movements)	8:68	6:04	Southbound	8:18	3:51	-5:31	8:47
Buses							
Between Highgate and Highgate (S10)	6:42	5:10	Southbound	6:18	5:18	-1:24	-5:18
Between Highgate and Highgate (S10)	7:45	5:50	Southbound	7:45	5:50	0:00	0:00
Between Archway and Clarendon (S10, S11)	5:14	4:50	To Archway	5:14	5:14	0:00	0:00
From Archway	3:57	3:30	From Archway	3:58	3:58	0:00	0:00
Between Juniper Rd and Highgate (S10)	8:08	4:10	To Highgate	8:08	4:10	-1:24	-5:18
From Archway	6:38	4:20	To Juniper Rd	6:38	4:20	0:00	0:00
Buses via Highgate (S10, S11, S12, S13)	3:12	2:52	To Archway	3:12	2:52	0:00	0:00
From Archway	4:30	3:17	From Archway	4:30	3:17	0:00	0:00
<b>Cyclists</b>							
A1 Between Archway Rd and Highgate Rd	4	4	Southbound	4	4	0	0
A1 Between Archway Rd and Highgate Rd	4	3	Southbound	4	3	0	0
Between St John's Way and Juniper Rd	3	3	Southbound	3	3	0	0
Between St John's Way and Juniper Rd	3	3	Northbound	3	2	0	0
Average of both directions	37	33	Crossing Highgate Rd	60	50	20	21
Crossing Highgate Rd	60	52	Between Finsbury Park and St. John's Way	73	73	17	21
Average of both directions	72	68	Between Clarendon and St. John's Way	90	91	19	23
Average of both directions	140	94	Between Clarendon and St. John's Way	111	108	-25	12
Average of both directions	93	42	Between Clarendon and St. John's Way	93	45	-47	12

# Questions?

