Archway gyratory

List of frequently asked questions and responses

1.	Benefits and purpose of project	
1.1.	Why is the project being done?	Archway Town Centre is a prime example of 1960's/70's post-war planning, housing, and transport policies. The environment is dominated by poor-quality buildings and unwelcoming public spaces. Furthermore, the one-way road system fragments the town centre and creates a barrier to movement, especially for pedestrians and cyclists. This discourages people from visiting the town centre and discourages investment. In response to these issues, the Council and Transport for London (TfL) have been working together for a number of years to develop proposals to remove the gyratory at Archway.
1.2.	What are the key benefits of the project?	The proposal would deliver a number of key benefits for the local area: • It would provide improved pedestrian facilities, including direct pedestrian crossings in the busy areas around the station. • It would reconnect the central island with the station and reduce the severance caused by the one-way road system. • It would provide direct pedestrian access from Junction Road to the businesses on the island (pedestrians currently have to cross three times). • It would create a brand new public space outside the station, with opportunities to plant new trees. • It would deliver improved public spaces at Archway Corner (the small park on the corner of St John's Way and Sandridge Street) and at Despard Road (where the underpass entrance will be closed and filled in, including potential tree planting). • It would provide improvements for cyclists who currently have to share the road with vehicles. This includes long stretches of off-road cycle tracks and crossings for cyclists. • For bus passengers, most journeys in the morning peak time would be faster. • All bus routes to St John's Way (41 and 210) would stop at the same stop (these are currently split). • It would improve the air quality in the busier areas where more people are (e.g. around the station). • It would relocate the bus stand from its current site on Vorley Road (which creates problems for the nearby children's centre) and provides the opportunity to build affordable housing on this site. • It would replace the underpass on Archway Road (near Despard Road) with a street level pedestrian crossing.

2.	Consultation	
2.1.	What activities took place as part of the public consultation on the proposals in late 2014?	The public consultation on the Archway gyratory proposals took place between 3 November and 14 December 2014, details of which can be found at tfl.gov.uk/archway-gyratory. During this time, TfL carried out the following activities, as outlined in its consultation report: • 8,330 letters were distributed to addresses around Archway on 3 and 5 November 2014. The distribution area for the letter is bound by Dartmouth Park Hill to the west, Hornsey Lane to the north, Hornsey Rise / Hornsey Lane to the east, and the railway line to the south • 50,000 emails were sent to Oyster users in the Archway area who had signed up for news updates (the week of the launch) • Mobile and desktop display banners appeared on internet search engines (on launch day – 3 November 2015) • Letters and emails were sent to local, London wide and national stakeholders • Two public exhibitions were held at the Archway Methodist Church, attended by the TfL project team and Council representatives (on 18 and 27 November 2014) • Updates were posted on the TfL twitter account to alert/remind people about the consultation and the roadshow events, throughout the consultation period • Over 3,000 consultation leaflets were distributed to members of the public by TfL representatives • A press release was issued on the day of the launch In addition, TfL and Council representatives attended the following stakeholder meetings to present the proposals and answer any queries: • Junction Ward Partnership meeting on 11 November 2014 • Hillrise Ward Partnership meeting on 19 November 2014 • Archway Town Centre Group meeting on 9 December 2014

2.2.	How do TfL propose to consult on the changes to buses, and when will this take place?	The TfL bus consultation will run in October 2015. The consultation will be open to the public including local residents who will able to comment on the changes. Further information can be found the TfL website at that time: tfl.gov.uk/archway-gyratory

3.	**Bus stands**	
3.1.	What are the reasons for relocating the bus stands from the existing site on Vorley Road?	The bus stand occupies a Council-owned site on Vorley Road and has caused problems for the immediate area (where the children's centre is located) for many years, particularly in terms of air quality and traffic safety. In response to these issues and also to support the Council's aspiration to build affordable housing and community facilities on the site, it is proposed to relocate the bus stand to a less sensitive location using the existing road space on Archway Road.
3.2.	Where are buses proposed to stand?	Currently seven bus routes (4, 17, 41, 143, 390, C11 and W5) terminate in Archway, and all use a site on Vorley Road to stand buses. It is proposed to move these bus stands to the following locations: ***On Archway Road:*** • Three routes (17, 143 and 390) would be accommodated on Archway Road northbound. • Three routes (4, C11 and W5) would be accommodated on Archway Road southbound. Each stand would be 79 metres in length and provide space for up to six buses to stand. ***On MacDonald Road:*** • One route (41) would stand on MacDonald Road near the leisure centre, providing space for up to three buses to stand.
3.3.	How many buses are proposed to use the stands on Archway Road at one time?	The amount of buses at one time on each of the stands will vary, but up to six buses would be permitted to park on each stand at one time.
3.4.	How would buses turn around on Archway Road, and how many buses would do this?	The six bus routes that are proposed to stand on Archway Road would turn around by making a U-turn at a new set of traffic lights. The traffic lights will be coordinated with the other traffic lights around the gyratory, so that buses turn around at the appropriate time so that the traffic along Archway Road moves as smoothly as possible. It is proposed to replace the subway at Despard Road with a new signalised pedestrian crossing that will operate concurrently with the bus U-turn manoeuvre, maximising green man time for pedestrians. General traffic will be held on a red signal while both pedestrians and the bus u-turn receive a green signal. The u-turn facility has been thoroughly assessed to make sure there is sufficient space for buses to U-turn whilst ensuring the safety of pedestrians. A distance of 22 metres has been provided between the stop line from where buses will make the U-turn manoeuvre and the new pedestrian crossing. It is expected that around 50 buses will need to make this U-turn over an hour period (which is on average less than one bus per minute), with approximately half the buses using one northbound side of Archway Road to stand, and the other half using the southbound side to stand.
3.5.	Will the new bus stands on Archway Road (southbound side) affect the retaining wall and trees that extend along Pauntley Street?	No.
3.6.	Will the bus stands affect the bus lanes on Archway Road?	No. Bus lanes would continue to be provided on Archway Road alongside the bus stands in both directions.
3.7.	Where will bus driver toilet facilities be located?	This is currently being investigated by TfL. TfL is looking for a suitable locations that are as discreet as possible and meet four requirements (enables a solid foundation to be provided, connects to main sewer (dirty water), connects to clean water supply, and connects to electricity). The potential locations of toilets will be discussed with Islington Council, and also needs to be discussed with Thames Water and National Grid. It is proposed to move the existing toilets from the bus stand at Vorley Road, so this would give an idea of what the structures would look like.
3.8.	Is it possible to plant a hedge along Pauntley Street to provide screening?	We will investigate the possibility of planting a hedge along the retaining wall, and would need to consider how drainage will work at this location alongside the retaining wall and next to the existing tree pits.

3.9.	Is it possible to reposition the bus stands on Archway Road so that they are closer to the gyratory, or to the Hornsey Lane bridge?	It is not possible to locate the stand closer to the station/island as there would not be enough space for standing the buses on the southbound side. It is also not possible to locate the bus stand closer to the bridge, as this would cause too much delay and empty running for buses.
3.10.	Is it possible to relocate the bus stands to the existing bus garage on Pemberton Gardens?	Pemberton Gardens is currently used by the bus operator to run buses out of service back to Holloway Garage. This should not be confused with regular 'in service' operation. These buses only use Pemberton Gardens at sporadic intervals for driver meal reliefs and at the start and end of the day. Extending the routes here at all times would require significant investment of an additional bus in the schedule of each route extended, which would not create sufficient benefit to justify, especially as there is no requirement to do this for capacity. The extension of either route would almost double the length of the route in the Archway area (at least an extra half mile).
3.11.	Will the bus stands be used for passengers to alight or board the bus?	No, there will not be any passengers alighting or boarding at the bus stands on Archway Road. The first and last bus stops for these terminating bus routes will be located at the bus stops near the station. Once buses make their last stop and drop off all passengers, they will continue on and stand the empty bus at their designated bus stand.

4.	Buses	
4.1.	What improvements are being made to make buses more environmentally friendly?	As part of the Ultra Low Emission Zone (ULEZ), extra steps are being taken to reduce emissions from buses and to increase the number of zero emission vehicles. By 2020, all double deck TfL buses operating in central London will be hybrid and all single deck buses will be zero emission (at point of use). This means a substantial number of double deck buses operating in inner London will be hybrid, as will many in outer London. Work will be done to progressively increase the number of these buses. From 2020 only buses of this type will be allowed to operate on routes in the ULEZ Bus routes 43, 134, 263, 4, 17, 390 travel through Archway and the proposed ULEZ .
4.2.	What are the proposed changes to bus stops around the station?	The proposed new bus stop arrangements are as follows: • The bus stops directly outside the station (Stops D and E) on Lower Highgate Hill would be relocated, and one of the bus stops on Junction Road (Stop U) would be removed. • The new bus stop D would be located at the north-western end of Holloway Road, serving the following routes from Holloway Road: 17, 43, 263 and 271. • The new bus stop E would be located on Tollhouse Way (next to the Archway Tavern pub) and serve the following routes towards Highgate Hill: 4, 143, 271, C11 and W5. • The new bus stop on Tollhouse Way (outside the former UCL / Middlesex University Campus site) would serve the following routes: 41 and 210.
4.3.	Is it possible to extend the bus routes that currently terminate in Archway, so that they serve key points of demand (such as the Whittington Hospital and Upper Holloway Station)?	This has been raised with TfL and is being investigated to see if this is possible and desirable from a bus operation perspective. Extending the bus routes here at all times would require significant investment of an additional bus in the schedule and would also double the length of the route in the Archway area. TfL will contact the Whittington hospital to assess feasibility of using the hospital's private land for bus stands and also investigate the option of turning buses at Pemberton Gardens.

5.	Traffic displacement	
5.1.	Is it possible to introduce a right-turn for vehicles (or just buses) coming from St John's Way towards Archway Road and Highgate Hill?	As a bit of background, the gyratory was introduced in the 1960s to improve the operation of the road system for vehicle traffic. It does this very efficiently, although it creates an eyesore for the area and creates problems for other road users, such as pedestrians and cyclists. Therefore 'removing' this efficient (for traffic) gyratory system and introducing a more traditional two-way road system is a challenge in terms of providing sufficient capacity for general traffic. The St John's Way/Archway Road junction would become the critical junction once the A1 is directed via the northeast side of the island (as per the current proposals); traffic from all main approaches to Archway would have to move through this junction. To prevent unacceptable delay to traffic on these approaches (including St John's Way), an attempt has been made to make this junction as efficient as possible, giving as much as possible green time to traffic approaching the junction. Under the current design the movement through the junction would operate in two stages. In the first stage traffic along the A1 between Holloway Road and Archway Road would run in both directions. When these movements would be held (at a red signal) traffic would move between Junction Road and St John's Way and vice versa. Pedestrian would be able to cross in stages without impacting on the operation of traffic as described. This gives vehicular traffic quite a lot of green time and therefore keeps delays on the approaches to a minimum. The only exception is the AM peak hour in which there is expected to be a delay of up to five minutes on Holloway Road northbound. TfL recognise the local aspiration to include a right turn from St John's Way into Archway Road and Highgate Hill to retain this traffic on the main road network. However, allowing the right-turn at this junction would require holding all other traffic for longer at a red signal, creating significant delays and queuing on all approaches to Archway. This in itself might encourage motorists to look for alternative routes through local streets, creating traffic displacement. The right-turn movement from St John's Way is therefore banned in the current design. As this movement is the lightest movement at the junction in terms of vehicle numbers (based on a week's worth of counts in November 2013, approximately two vehicles per minute would make this move in the busiest morning period, and one vehicle per minute in the busiest lunchtime and evening periods hour (for comparison, the traffic flow on Archway Road in one direction (southbound) in the morning peak is approximately 14 vehicles per minute)). It was therefore proposed to ban this turn and not any of the other more heavily used movements through the junction.
5.2.	What work will be done to monitor and additional vehicles using alternative routes?	The Council has undertaken traffic counts on the potentially affected side streets over the last few years to understand what the current volume of traffic on these streets is.. The Council and TfL are committed to monitoring the traffic levels following construction and and will consider mitigating measures if the monitoring shows significant increases in traffic flows on local roads. The Council proposes to allocate some of the annual TfL Local Implementation Plan (LIP) grant to the Council to improvements to local streets to help mitigate against any additional traffic in the affected streets. This can be used for traffic calming measures and other measures people may feel would reduce the impact of any additional vehicles.

6.	Traffic movement and access	
6.1.	How do the traffic movements work southbound from the bridge down Archway Road to the gyratory? Are lots of vehicles likely to get stuck at the signals where the U-turn is, or do they get lots of time with a green signal? There is a concern that vehicles will use Pauntley Street as a cut through if they are stuck in a queue on Archway Road.	TfL would ensure that sufficient green signal time is given to southbound traffic on Archway Road through the pedestrian crossing and U-turn signals. The traffic lights around the gyratory, including the U-turn signals, will be closely coordinated to avoid traffic queuing back from the next stop line (at the Tollhouse Way junction) and blocking the pedestrian crossing and U-turn.
6.2.	How will vehicles exit from Pauntley Street with the changes to the road at Archway Road? Can there be a junction box / keep clear box here?	Vehicles exiting from Pauntley Street will need to cross the bus lane to join the rest of the southbound traffic (this is not an uncommon arrangement). TfL will consider installing keep clear markings at this location.

7.	Traffic analysis and counts	
7.1.	Can you please confirm what baseline data the traffic analysis is based on?	The traffic modelling (an analysis of how the new road layout would accommodate the traffic levels that pass through the area), is based on a week's worth of traffic counts that were carried out in the local area in November 2013. Four of these days are weekdays. • Thursday 14 November 2013 • Friday 15 November 2013 • Saturday 16 November 2013 • Tuesday 19 November 2013 • Wednesday 20 November 2013 The counts took place on days which avoided any school holidays or impacting constructions works in the area or any other events which might have lead to unrepresentative counts.

8.	Funding and implementation	
8.1.	How are the proposals being funded?	The proposals are being funded through TfL's Road Modernisation Plan. Details of the plan can be found on TfL's website on the following page. tfl.gov.uk/roadplan
8.2.	What are the proposed timescales to construct the new road layout?	It is expected that the main construction works would begin in March 2016, although some enabling works would happen from January 2016.