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Group Planning

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28 June 2013

Dear *Catherine*

RE: LB Islington/ GLA/ TfL Meeting – 4 June 2013

Following our recent meeting with [redacted] and myself, I am writing to thank you for your hospitality and the very useful discussion we had about a number of transport issues in Islington. I agreed to write back to you with our understanding of the key points.

Traffic and Highway Engineering resources in the boroughs

I note your concern about the decreasing numbers of traffic and highway engineers employed across London local authorities. It is worth noting that TfL already does provide a lot of support to the boroughs to deliver their LIP schemes and we have also developed a borough apprenticeship scheme. We have asked [redacted] to meet with [redacted], the CELC representative on transport issues, to discuss the current initiatives to help address this issue and what more could be done (eg more graduate scheme placements). [redacted] will provide an update following these discussions.

Archway

You emphasised that the regeneration of the Archway area is a top priority for the Council. We discussed the proposed design of the gyratory, which includes a bus and cycle only section adjacent to the Archway Tower and two way working for the remainder of the gyratory. TfL have modelled this scheme and are satisfied that it works in traffic terms. It also provides continuous cycle lanes and strengthens the link between the island in the centre of the current gyratory and the retail area and tube station entrance.

We note your desire to progress with this scheme and to commence public consultation in the Autumn. Following your request we are confident that TfL will continue to work swiftly to enable you to hit your target consultation date.

[redacted] queried whether you thought the scheme was ambitious enough and whether more could be achieved and invited you to reply to her letter about further priorities for highway schemes, which you have now done.

We also touched on the land to the rear of the Archway Tower which is used for a bus standing area. The bus standing area in Vorley Road is a protected use under the London Plan. However we can consider alternative uses if it can be demonstrated that adequate capacity for bus standing can be accommodated elsewhere. The plans supplied at present include several new stands adjacent to residential and retail premises and we would appreciate confirmation that the borough will support the traffic order processes needed to implement these new stands on street. There will also be a requirement to provide toilet facilities and other drivers' facilities for these new stands as well.

Cycling

You confirmed that you had recently met with Andrew Gilligan and that your priority is to deliver significant changes to the Archway roundabout (as discussed above) that improve conditions for cyclists.

We also discussed the various funding pots for new cycling projects and we confirmed that there is a step change increase in funding for cycling initiatives across the capital. I know your officers are involved in the central London cycling grid meetings. If they want to discuss this in more detail I suggest they contact _____ at: _____@tfl.gov.uk.

Investing in Our Road network

Thank you for your response to the letter from _____, indicated above, requesting your ideas for future priorities for expenditure on highways schemes. We are reviewing all of the responses, which we wish to reflect in our response to the Roads Task Force report.

LB Islington 20 Mph Zone

We discussed the recent designation of the borough as a 20 mph borough and as you are aware we are generally supportive of 20 mph zones in residential areas, as evidenced by our financial support through the LIP process for 20 mph zones across the capital. TfL will consider inclusion of the TLRN or sections of the TLRN on their respective merits. We will have on-going dialogue with the borough on this issue and the lead contact at TfL on the roads in Islington is _____ at: _____@tfl.gov.uk.

LIP Funding

You asked for an update on LIP funding allocations for the next few years. We confirmed that the LIP Guidance for the next three years has recently been issued and this includes the LIP budgets for the next few years subject to CSR outcome and the allocations through the funding formula for each borough as well. We have updated the data used in the formula to take account of the latest data (eg the 2011 Census data) and this has not resulted in any many significant changes in the level of funding received by LB Islington.

Arsenal Match Day Travel

We discussed the Section 106 from the Emirates Stadium and we can confirm that the transport funding has been used to fund the following projects:

- Highbury and Islington Station: £2.55 million for works designed to increase the major event capacity at Highbury and Islington Station providing a second entrance / exit and additional gateline capacity at the station.
- Crossings on the TLRN: A sum of £745,000 was provided for junction / crossing improvements in the following locations:
 - Holloway Road, Hornsey Street and Hornsey Road.
 - Holloway Road, Madras Place and Fieldway Crescent
 - Seven Sisters Road and Rock Street adjacent to Finsbury Park Station

We were also pleased to be able to confirm that the programme to refurbish escalators at Highbury & Islington station is now scheduled to conclude in October rather than December, as previously programmed. We will examine whether there is potential to revisit plans to increase capacity at Holloway Road tube station and inform Karen Sullivan directly.

Old Street

Finally we also discussed the current proposals for a new Open Institute at Old Street. As we stressed at the meeting, we are keen to see a radical improvement to the station and public realm at Old Street roundabout. We believe there is scope to greatly enhance the station entrance and provide significant benefits for people using the station and we are considering whether there are new development opportunities, linked to the Open Institute, which can help fund this. When we have more detailed plans I have asked TfL staff to meet with [redacted] and her counterparts in LB Hackney to discuss them in more detail.

Yours sincerely

Managing Director, Planning

[\[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)

020 3054

Copy to:

- GLA
- TfL
- LB Islington
- GLA
- TfL Surface
 - TfL Planning
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London Buses
Infrastructure Development

10th Floor, Zone G
Palestra
197 Blackfriars Road
London SE1 8NJ

www.tfl.gov.uk

3 March 2011

Dear

Archway Bus Stand

I write further to our meeting of 17th February. I thought it useful to set out some points coming out of our discussion.

TfL's attachment to the bus stand entirely relates to its vital transport function. It provides bus stand space that enables us to continue to provide a frequent and reliable bus network. I am concerned at the representation of us somehow being a "barrier" to the redevelopment of the Archway area. Provision of appropriate public transport infrastructure underpins and enables sustainable development. If the intention is to more intensively develop Archway then necessary to that is the infrastructure that supports public transport.

I share your reluctance to see two public bodies incurring costs related to one taking legal action against the other. Given this I cannot understand your reluctance to grant us the lease to which we are legally entitled.

As I explained when we met, we are happy to discuss including appropriate clauses to allow the lease to be terminated under certain circumstances. This would allow for a process to agree suitable alternative stand provision in the Archway area. You must understand, however, that we could only agree to vacate the existing stand if alternative stand provision, cost neutral in terms of running the bus network, can be agreed with us.

London Bus Services Limited
trading as London Buses
whose registered office is
Windsor House, 42-50 Victoria Street
London SW1H 0TL

Registered in England and Wales
Company number 3914787

VAT number 756 2770 08

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company controlled by a local
authority within the meaning of
Part V Local Government and
Housing Act 1989. The controlling
authority is Transport for London.



Granting a lease on these terms would accord with your own core strategy which reads "Any redevelopment should maintain provision of infrastructure for buses that is reasonably required to support Archway's role as a transport hub."

In terms of a study to consider alternative locations, TfL will, obviously, cooperate with you if you wish to commission such a study. I do question if this is a suitable use of public money in a time of austerity. Would it not be more appropriate for Islington officers (who are likely to have a better knowledge of the area than outside consultants) to identify locations that would be acceptable to Islington in both highway and in planning/urban realm terms? These could then form the basis of a discussion with TfL.

With regard to the number of routes that stand at Archway, I must stress that this is a result of us implementing a bus network that meets passenger demand. We regularly consult on a route-by-route basis on changes to the network. We would welcome consultation responses from Islington that identified valid alternative termini for the routes that terminate at Archway, and would give due consideration to any proposals made by yourselves.

Given our willingness to cooperate with you in considering alternative locations I hope you will feel able to instruct your legal advisors to enter into substantive discussions with us to agree the wording of a lease agreement. I think we both agree it would be unfortunate if you placed TfL in a position where we had no alternative but to seek a legal resolution to this matter.

I note we have now received draft minutes of our meeting for our review. We will respond in detail on these, but I wanted to set out these key points clearly to avoid any possibility of misunderstanding. I look forward to your response.

Yours sincerely

Head of Infrastructure

Copy to:

- Operations Director –TfL Surface Transport
- TfL Borough Relationship Manager
- TfL Land Use Planning

Archway

Proposals to introduce two-way traffic at Archway gyratory and relocate the Vorley Road bus stand

Note for London Buses

Introduction

- 1 This note provides information about the Council's latest proposals to introduce two-way traffic at Archway gyratory and relocate the bus stand in Archway from its current location at Vorley Road to multiple locations on the public highway in the direct vicinity of Archway roundabout.
- 2 It follows Transport for London's (TfL) Network Management Group meeting held on 22 May 2012 where the Council presented the proposals so far. Further design and modelling work has since been carried out to address the issues raised by TfL, which include impacts on bus journey times and operating costs.

Archway proposals presented to Network Management Group

- 3 The designs presented at the Network Management Group proposed to close the Lower Highgate Hill arm of the existing gyratory and the northern end of Holloway Road to general traffic (providing northbound bus and cycle access only). Two-way traffic would be introduced on the other sides of the gyratory, and the A1 (Archway and Holloway Roads) would be aligned on the eastern side of the gyratory. The layout for this option (also known as SDG10) is shown at Appendix 1.
- 4 At this meeting we also expressed our aspiration to relocate the bus stand, including identifying new locations for bus stands.
- 5 TfL raised the following concerns about the proposals relating to buses:
 - Although the proposals (with and without the bus stand) would provide journey time savings to some bus routes, a number of bus routes would experience delays, some in excess of 90 seconds. If additional buses need to be added to the service because of the delays, this would result in a substantial increase in cost to TfL per additional bus (purchase cost plus additional operating cost).
 - The relocation of the bus stand removes the operational benefits that TfL currently has with using one bus stand site for all terminating bus routes, such as toilet facilities and space/flexibility to manage additional buses that may arrive unexpectedly.

Revised proposals

- 6 Following the Network Management Group meeting, the Council has undertaken further design work and traffic modelling in an attempt to reduce the delay to buses and to better understand the impacts of relocating the bus stand on bus journey times. The Council has been testing different variations of the design proposal presented in May (SDG10), of which the ones with the most

favourable results for buses (Variations SDG13a, SDG14a and SDG14c) are explained below.

- 7 Variation SDG13a (refer to Appendix 2) proposes to:
 - change the layout and signal timings of the junction of Lower Highgate Hill / Tollhouse Way to split ahead and right-turning buses travelling from Lower Highgate Hill to Highgate Hill or Tollhouse Way.
 - change the layout and signal timings of the Archway Road / Tollhouse Way junction to split the left-turning and right-turning movements from Tollhouse Way into Archway Road.
 - improve the southbound bus gate on Archway Road to provide more bus priority.
- 8 Variation SDG14a (refer to Appendix 3) proposes the same above changes as SDG13a, but with the relocated bus stand. It is proposed to move bus stands to the following locations (refer to Appendix 4):
 - Archway Road northbound (replacing the bus stops): Routes 17 and 390 (introducing a bus U-turn on Archway Road)
 - Archway Road southbound (replacing the bus stops): Route 143 (introducing a bus U-turn on Archway Road)
 - Highgate Hill southbound: Route W5
 - MacDonald Road along leisure centre: Routes 4 and C11
 - Junction Road behind the northbound bus stop: Route 41
- 9 Variation SDG14c is the same as SDG14a, but proposes to swap the bus stand locations of Routes 4 and 143, so that Route 4 is on Archway Road (southbound) and Route 143 is on McDonald Road. As part of this variation, it is proposed to re-route Route 4 (along Junction Road instead of Magdala Avenue) to deliver further journey time savings. Please note that the impact on the Dartmouth Park Hill and Magdala Avenue area of this re-routing has not been assessed.

Revised proposals – impacts on bus journey times

- 10 The design changes (which include an improved southbound bus gate on Archway Road and changes to the junctions of Lower Highgate Hill / Tollhouse Way and Tollhouse Way / Archway Road) have improved bus journey times both with and without the relocation of the bus stand.
- 11 Interestingly, bus journey times of the proposals for changes to Archway roundabout are better with the relocated bus stand than without. The main reason is that buses 17 and 390 would be standing on Archway Road. Their journey would be much shorter as they do not have to make the 8-shaped movement around Vorley Road and the roundabout to access the Vorley Road bus stand and return into service.

| | AM | IP | PM |
|--|-----|-----|-----|
| SDG10 (without relocated bus stand) | 17% | 1% | 19% |
| SDG13a (with bus stand on Vorley Road) | 13% | -3% | 8% |
| SDG14a (with relocated bus stand) | 7% | -6% | 1% |
| SDG14c (with relocated bus stand) | 3% | -9% | 0% |

Table 1: Cumulative delay to buses as part of the Archway roundabout proposals compared with the current road layout (base case)

- 12 In terms of changes to bus journey times for individual routes, for the proposals without the relocated bus stand (SDG13a), the delays of over 90 seconds are:
- Route 17 (southbound): 136 second delay in the AM peak
 - Route 390 (southbound): 120 second delay in the AM peak
 - Route 17 (southbound): 91 second delay in the PM peak
- 13 However, in the interpeak overall bus journey times are reducing and a number of bus routes have journey times savings in excess of 90 seconds:
- Route 210 (westbound): 91 second saving
 - Route 271 (northbound): 110 second saving
- 14 The proposals with the relocation of the bus stand (SDG14a) perform better in terms of delays/savings to individual routes. All bus journey time increases are comfortably below 90 seconds, with the exception of one:
- Route 143 (westbound): 97 seconds delay in the AM peak only (please note that this is a low frequency route: 5/hour)
- 15 The following bus routes experiences journey time savings of over 90 seconds :
- Route 17 (southbound): 110 second saving in the AM peak
 - Route 271 (northbound): 103 second saving in the interpeak
- 16 The proposals with the relocated bus stand and realignment of Route 4 (which requires the bus stand locations of Routes 4 and 143 to be swapped) offer further improvements to bus journey times overall. In this variation (SDG14c), all increases in bus journey times are below 90 seconds, and the following savings (over 90 seconds) are made:
- Route 4 (westbound): 101 seconds in the AM peak
 - Route 17 (southbound): 98 seconds in the AM peak
 - Route 4 (westbound): 172 seconds in the interpeak

-
- Route 210 (westbound): 91 seconds in the interpeak
 - Route 271 (northbound): 116 seconds in the interpeak
- 17 Tables showing the changes to individual bus routes and overall changes are included at Appendix 5.

Revised proposals – impacts on operation of the bus stand

- 18 TfL raised concerns about the need and cost to provide multiple toilet/rest facilities. We believe that only the buses standing on Archway Road would require a separate facility that the three bus routes that would stand there can share. The pavement would be wide enough for a public toilet or similar. The remaining bus routes could share facilities near or at the original bus stand on Vorley Road, e.g. at the leisure centre or as part of the Council's desired housing development on the current Vorley Road bus stand site.
- 19 TfL requested that 15 stands be provided to accommodate the seven terminating bus routes. TfL also raised concerns about the loss of flexibility resulting from splitting up the bus stands – at the moment the Vorley Road bus stand provides ample space to manage additional buses that may arrive unexpectedly. The proposals provide 15 bus stands for the routes, with each bus route having space for at least two buses standing. The bus stands on McDonald Road and Archway Road (northbound) are grouped, which provides for greater flexibility for managing buses. The provision of on-street bus stands is a common arrangement for many bus routes across London.

Revised proposals – impacts on bus stops

- 20 As a result of the relocation of stands for routes 17, 143 (or re-routed 4) and 390 to Archway Road, the current Stops G (northbound) and K/L (southbound) would have to be removed due to lack of space for both bus stop and bus stands. Therefore, services which currently use Stop G and K/L (Routes 43, 134 and 263) will no longer stop in these locations and will instead need to continue further north-westbound (stops X or Q) or southbound to the next stop (stops D, R or W). Whilst some small areas will be affected, the impact is very limited.
- 21 Stop X is the next available stop in the north-westbound direction and is a further 180 metres along Archway Road (near Despard Road). This will impact on those catching a north-westbound bus from Middlesex Archway Campus who will instead walk a further 135m to Stop X. However, the campus exit on Archway Road is predominantly for car park access and does not provide a main pedestrian access. From the main entrance to the Campus on Highgate Hill, stop D is at a similar distance as stop G, so removal of stop G will not lead to a longer walking distance from the Campus. For those from the Pauntley Street area catching a north-westbound bus on Archway Road, stop X is currently and will remain the closest bus stop (taking into account the underpass on Archway Road).
- 22 In the southbound direction, buses 43, 134 and 263 will continue to stop at stop W (134) or stop R (43 and 263), which will impact on relatively few residences.

The most affected residents are around Pauntley Street, who would need to walk a further 80m to stop Q (further up Archway Road) to catch a southbound service. Also users of the UCL Campus will experience a slightly longer walk to the southbound bus stop on Junction Road (W).

- 23 There is no increase in the number of buses stopping at existing stops as a result of the proposals to relocate the bus stand, although the dwell time at existing stops may increase at some stops (this has been considered in the modelling).
- 24 A map showing the above mentioned areas around bus stops G and K/L is attached at Appendix 6.

Revised proposals – impacts on general traffic

- 25 As shown in the table below, the impacts of the proposals on overall network performance are minimal. More detailed figures showing the changes to general traffic are included at Appendix 7.

| | AM | IP | PM |
|--|-----------|-----------|-----------|
| Base case | 310.0 | 165.3 | 179.8 |
| SDG10 (without relocated bus stand) | 302.3 | 165.5 | 197 |
| SDG13a (with bus stand on Vorley Road) | 299.7 | 162.7 | 189.1 |
| SDG14a (with relocated bus stand) | 304.6 | 166.3 | 191.9 |
| SDG14c (with relocated bus stand) | 300.6 | 165.4 | 192.5 |

Table 2: Overall Network Performance (total travel hours)

Appendix 1

SDG10

Notes

General arrangement drawing

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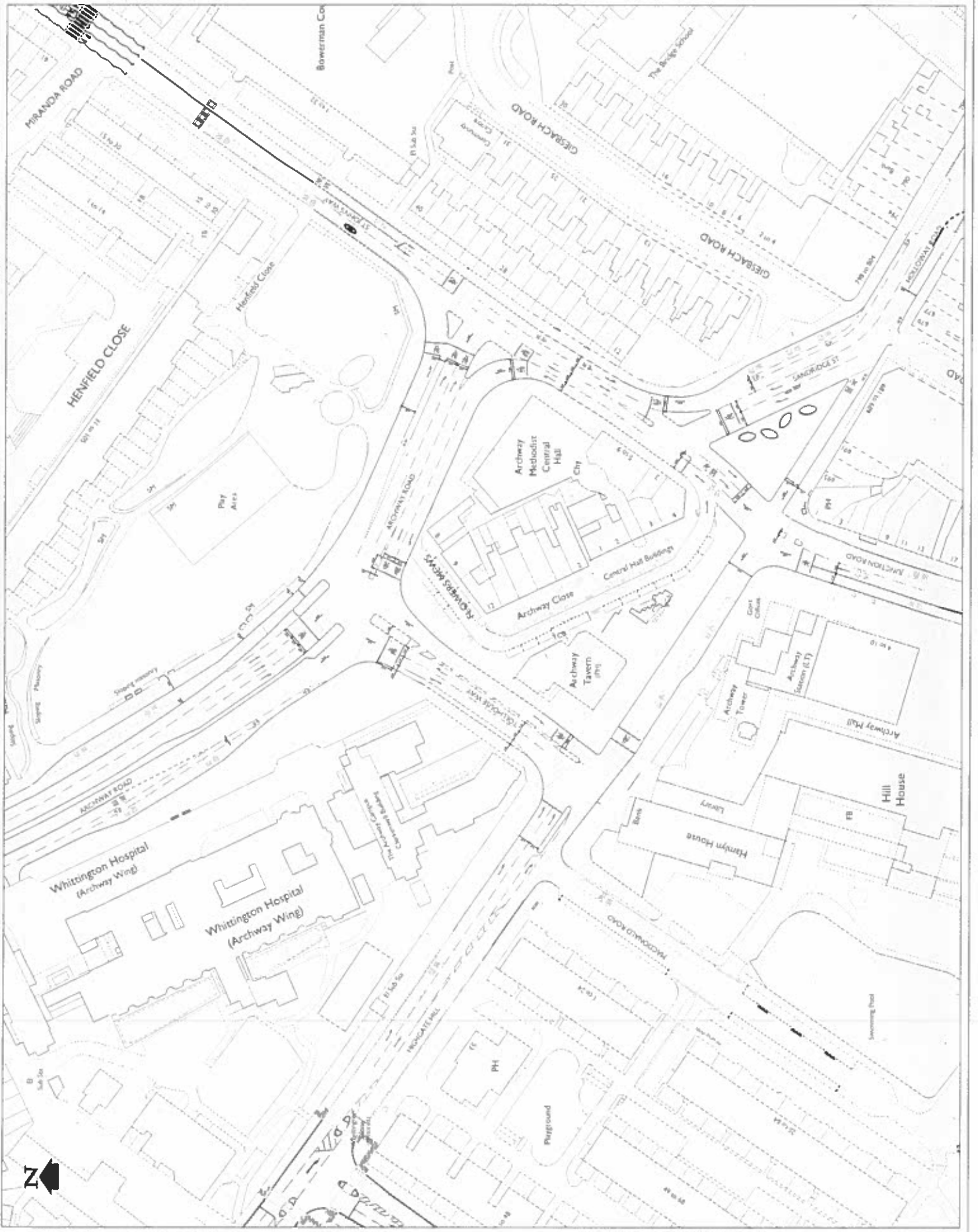
Archway Gyroatory
 Feasibility Study
 Option A21 - One-way Bus Only
 Section of Archway Station

Client: Islington Council

Scale: 1:500 @ A1

Drawing No: 22416181_019

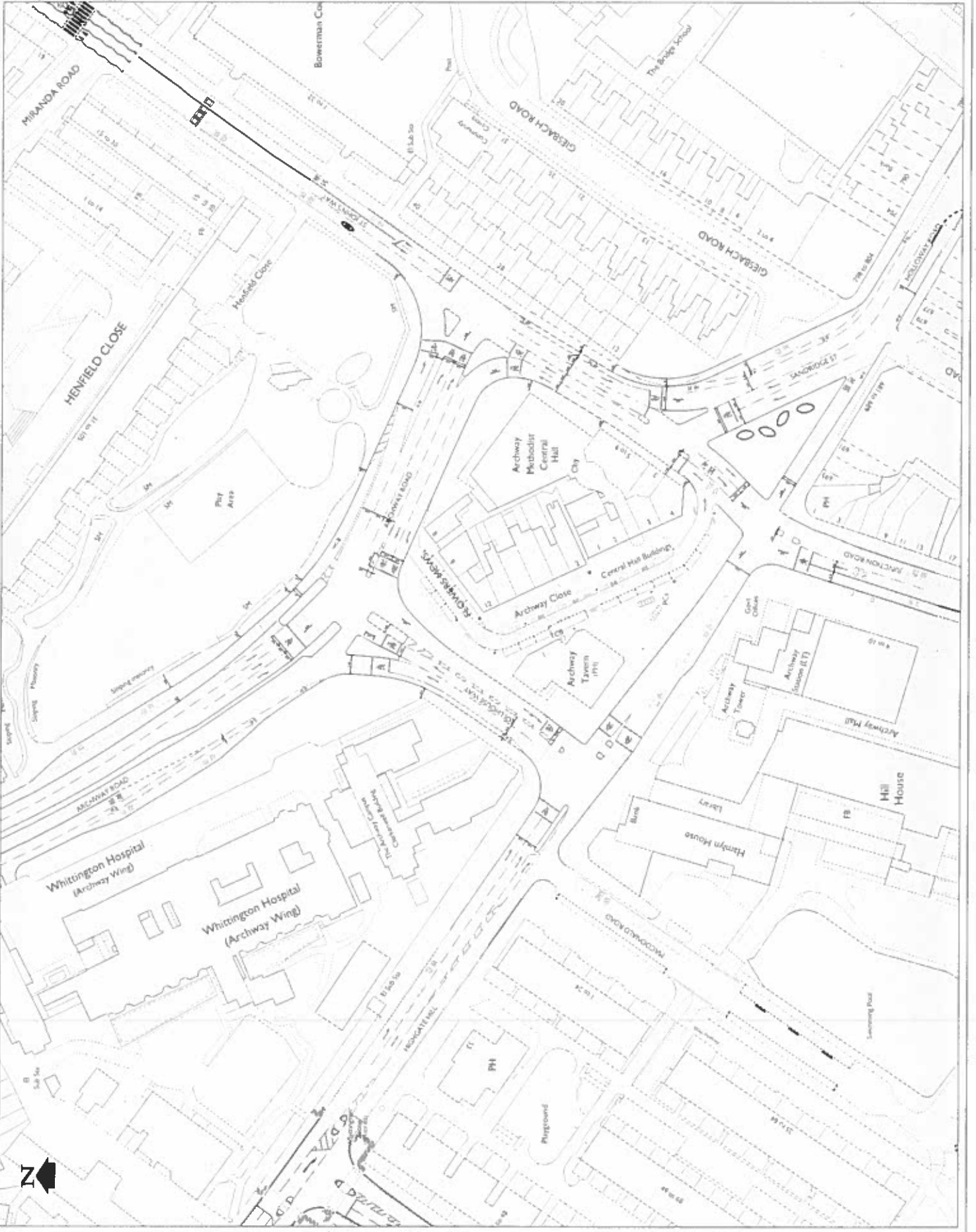
Sheet No: 01 of 01



Appendix 2

SDG13a

Notes
General arrangement drawing

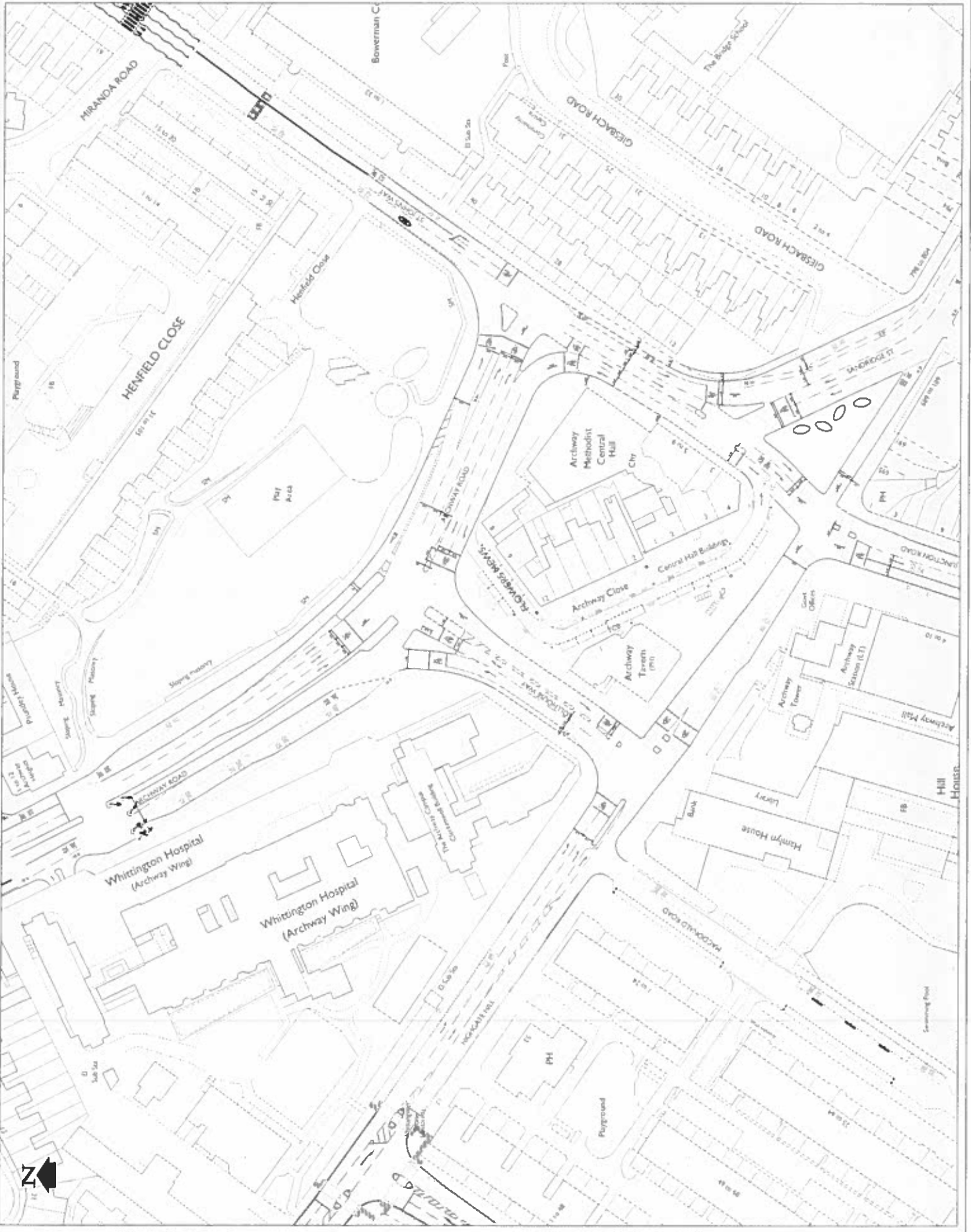


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| Plan | Date | Comments | Cont App |
| | | | |
| DRAFT | | | |
| steer davis gleave | | | |
| 100 Brook Road, London EC1A 3DF Tel: 020 7493 3100 Fax: 020 7493 3101 | | | |
| Islington Council | | | |
| The Archway Oysteria Planning Study Option 12 (SD013) One-way Bus Only Section of Archway Station | | | |
| Drawn | LJAD | Scale | 1:500 |
| Checked | | Drawn | A1 |
| Drawing No. | 22414193_0136 | Sheet No. | 01 of 01 |

Appendix 3

SDG14a

Notes
General arrangement drawing



| | | | |
|-----|------|----------|---------|
| Rev | Date | Comments | Old App |
| | | | |

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100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

Islington Council

Archway Gyrotray
Feasibility Study
Option 1 (20014) - One-way Bus Only
Section 04 Archway Station

Scale: 1:500

Sheet No: 01 of 01

Appendix 4

Proposed bus stand locations



Vorley Road: Proposed Bus Stand Changes

Appendix 5

Bus journey times for individual routes and overall

Archway Gytratory - Bus Journey Time Analysis (s)

| Route | Journey Time | | | | | FREQ (bph) | JT Change from Base to... | | | | | | | |
|-------|--------------|-------|--------|--------|--------|------------|---------------------------|-------|--------|--------|--------|------|------|------|
| | Base | SDG10 | SDG13a | SDG14a | SDG14c | | SDG14c Adjust | SDG10 | SDG13a | SDG14a | SDG14c | | | |
| 4 E | 188 | 195 | 193 | 195 | 173 | -84 | 7 | 4% | 5 | 3% | 7 | 4% | -15 | -8% |
| 4 W | 247 | 294 | 302 | 293 | 146 | -84 | 47 | 19% | 55 | 22% | 46 | 19% | 101 | -41% |
| 17 N | 328 | 324 | 333 | 308 | 308 | 0 | -4 | -1% | 5 | 1% | -20 | -6% | -20 | -6% |
| 17 S | 573 | 748 | 709 | 463 | 475 | 0 | 175 | 30% | 136 | 24% | -110 | -19% | -98 | -17% |
| 41 N | 243 | 234 | 236 | 227 | 229 | 0 | -9 | -4% | -7 | -3% | -16 | -7% | -14 | -6% |
| 41 S | 306 | 309 | 321 | 305 | 310 | 0 | 3 | 1% | 15 | 5% | -1 | 0% | 4 | 1% |
| 43 N | 353 | 393 | 361 | 326 | 326 | 0 | 40 | 11% | 8 | 2% | -27 | -8% | -27 | -8% |
| 43 S | 455 | 574 | 525 | 526 | 532 | 0 | 119 | 26% | 70 | 15% | 71 | 16% | 77 | 17% |
| 134 N | 253 | 350 | 311 | 270 | 263 | 0 | 97 | 38% | 58 | 23% | 17 | 7% | 10 | 4% |
| 134 S | 240 | 336 | 290 | 312 | 321 | 0 | 96 | 40% | 50 | 21% | 72 | 30% | 81 | 34% |
| 143 E | 137 | 141 | 140 | 154 | 136 | 0 | 4 | 3% | 3 | 2% | 17 | 13% | -1 | -1% |
| 143 W | 249 | 268 | 265 | 346 | 240 | 0 | 19 | 8% | 16 | 6% | 97 | 39% | -9 | -4% |
| 210 W | 281 | 318 | 322 | 352 | 312 | 0 | 37 | 13% | 41 | 14% | 71 | 25% | 31 | 11% |
| 210 E | 233 | 264 | 270 | 279 | 261 | 0 | 31 | 13% | 37 | 16% | 46 | 20% | 28 | 12% |
| 263 N | 354 | 393 | 361 | 326 | 326 | 0 | 39 | 11% | 7 | 2% | -28 | -8% | -28 | -8% |
| 263 S | 455 | 574 | 525 | 526 | 532 | 0 | 119 | 26% | 70 | 15% | 71 | 16% | 77 | 17% |
| 271 N | 334 | 321 | 320 | 330 | 319 | 0 | -13 | -4% | -14 | -4% | -4 | -1% | -15 | -5% |
| 271 S | 511 | 620 | 587 | 585 | 566 | 0 | 109 | 21% | 76 | 15% | 74 | 14% | 55 | 11% |
| 390 N | 168 | 198 | 201 | 216 | 199 | 0 | 30 | 18% | 33 | 20% | 48 | 29% | 31 | 18% |
| 390 S | 261 | 388 | 381 | 269 | 314 | 0 | 127 | 49% | 120 | 46% | 8 | 3% | 53 | 20% |
| C11 E | 169 | 182 | 181 | 181 | 178 | 0 | 13 | 8% | 12 | 7% | 12 | 7% | 9 | 5% |
| C11 W | 226 | 289 | 290 | 272 | 265 | 0 | 63 | 28% | 64 | 28% | 46 | 20% | 39 | 17% |
| W5 E | 137 | 141 | 140 | 135 | 136 | 0 | 4 | 3% | 3 | 2% | -2 | -2% | -1 | -1% |
| W5 W | 249 | 268 | 265 | 280 | 240 | 0 | 19 | 8% | 16 | 6% | 31 | 12% | -9 | -4% |
| Total | 53100 | 62385 | 59877 | 56904 | 54878 | - | 9285 | 17% | 6777 | 13% | 3804 | 7% | 1778 | 3% |

> 2 minute JT increase

>1 and <2 minute JT increase

>0 and <1 minute JT increase

>0 and <1 minute JT decrease

>1 and <2 minute JT decrease

AM Peak

| Route | Journey Time (s) | | | | Change to Base (s) | | | | |
|--------------------|------------------|-------|--------|--------|--------------------|--------|--------|--------|--------|
| | Base | SDG10 | SDG13a | SDG14c | SDG10 | SDG13a | SDG14a | SDG14c | |
| From Holloway Road | | | | | | | | | |
| 17 N | 328 | 324 | 333 | 308 | -4 | 5 | -20 | -20 | |
| 43 N | 353 | 393 | 361 | 326 | 40 | 8 | -27 | -27 | |
| 271 N | 334 | 321 | 320 | 319 | -13 | -14 | -4 | -15 | |
| 263 N | 354 | 393 | 361 | 326 | 39 | 7 | -28 | -28 | |
| From Junction Road | | | | | | | | | |
| 134 N | 253 | 350 | 311 | 270 | 97 | 58 | 17 | 10 | |
| 390 N | 168 | 198 | 201 | 199 | 30 | 33 | 48 | 31 | |
| From Highgate Hill | | | | | | | | | |
| 143 E | 137 | 141 | 140 | 154 | 4 | 3 | 17 | -1 | |
| 210 E | 233 | 264 | 270 | 279 | 31 | 37 | 46 | 28 | |
| 271 S | 511 | 620 | 587 | 566 | 109 | 76 | 74 | 55 | |
| W5 E | 137 | 141 | 140 | 135 | 4 | 3 | -2 | -1 | |
| 4 E | 188 | 195 | 193 | 173 | 7 | 5 | 7 | -15 | |
| C11 E | 169 | 182 | 181 | 178 | 13 | 12 | 12 | 9 | |
| From Archway Road | | | | | | | | | |
| 43 S | 455 | 574 | 525 | 532 | 119 | 70 | 71 | 77 | |
| 134 S | 240 | 336 | 290 | 312 | 96 | 50 | 72 | 81 | |
| 263 S | 455 | 574 | 525 | 532 | 119 | 70 | 71 | 77 | |
| From St John's Way | | | | | | | | | |
| 41 S | 306 | 309 | 321 | 310 | 3 | 15 | -1 | 4 | |
| 210 W | 281 | 318 | 322 | 312 | 37 | 41 | 71 | 31 | |
| Journey Time (s) | | | | | | | | | |
| Change to Base (s) | | | | | | | | | |
| Route | Base | SDG10 | SDG13a | SDG14a | SDG14c | SDG10 | SDG13a | SDG14a | SDG14c |
| To Holloway Road | | | | | | | | | |
| 17 S | 573 | 748 | 709 | 463 | 475 | 175 | 136 | -110 | -98 |
| 43 S | 455 | 574 | 525 | 526 | 532 | 119 | 70 | 71 | 77 |
| 271 S | 511 | 620 | 587 | 566 | 566 | 109 | 76 | 74 | 55 |
| 263 S | 455 | 574 | 525 | 526 | 532 | 119 | 70 | 71 | 77 |
| To Junction Road | | | | | | | | | |
| 134 S | 240 | 336 | 290 | 312 | 321 | 96 | 50 | 72 | 81 |
| 390 S | 261 | 388 | 381 | 269 | 314 | 127 | 120 | 8 | 53 |
| To Highgate Hill | | | | | | | | | |
| 143 W | 249 | 268 | 265 | 346 | 240 | 19 | 16 | 97 | -9 |
| 210 W | 281 | 318 | 322 | 352 | 312 | 37 | 41 | 71 | 31 |
| 271 N | 334 | 321 | 320 | 330 | 319 | -13 | -14 | -4 | -15 |
| W5 W | 249 | 268 | 265 | 280 | 240 | 19 | 16 | 31 | -9 |
| 4 W | 247 | 294 | 302 | 293 | 146 | 47 | 55 | 46 | -101 |
| C11 W | 226 | 289 | 290 | 272 | 265 | 63 | 64 | 46 | 39 |
| To Archway Road | | | | | | | | | |
| 43 N | 353 | 393 | 361 | 326 | 326 | 40 | 8 | -27 | -27 |
| 134 N | 253 | 350 | 311 | 270 | 263 | 97 | 58 | 17 | 10 |
| 263 N | 354 | 393 | 361 | 326 | 326 | 39 | 7 | -28 | -28 |
| To St John's Way | | | | | | | | | |
| 41 N | 243 | 234 | 236 | 227 | 229 | -9 | -7 | -16 | -14 |
| 210 E | 233 | 264 | 270 | 279 | 261 | 31 | 37 | 46 | 28 |

Archway Gytratory - Bus Journey Time Analysis (s)

| Route | Journey Time | | | | SDG14c Adjustment | Freq (bph) | JT Change from Base to.... | | | | | | | |
|-------|--------------|-------|--------|--------|-------------------|------------|----------------------------|--------|--------|--------|------|------|-------|------|
| | Base | SDG10 | SDG13a | SDG14a | | | SDG10 | SDG13a | SDG14a | SDG14c | | | | |
| 4 E | 215 | 197 | 197 | 182 | -84 | 6 | -18 | -8% | -18 | -9% | -18 | -8% | -33 | -15% |
| 4 W | 304 | 257 | 251 | 132 | -84 | 6 | -47 | -15% | -53 | -18% | -56 | -18% | -172 | -57% |
| 17 N | 354 | 287 | 286 | 278 | 0 | 7 | -67 | -19% | -68 | -19% | -64 | -18% | -76 | -21% |
| 17 S | 373 | 448 | 443 | 329 | 0 | 7 | 75 | 20% | 70 | 19% | -39 | -11% | -44 | -12% |
| 41 N | 217 | 235 | 237 | 233 | 0 | 12 | 18 | 8% | 20 | 9% | 16 | 7% | 18 | 8% |
| 41 S | 304 | 264 | 266 | 269 | 0 | 12 | -40 | -13% | -38 | -12% | -31 | -10% | -35 | -12% |
| 43 N | 354 | 367 | 338 | 314 | 0 | 9 | 13 | 4% | -16 | -5% | -40 | -11% | -49 | -14% |
| 43 S | 274 | 344 | 296 | 288 | 0 | 9 | 70 | 26% | 22 | 8% | 14 | 5% | 17 | 6% |
| 134 N | 242 | 317 | 285 | 255 | 0 | 12 | 75 | 31% | 43 | 18% | 19 | 8% | 13 | 5% |
| 134 S | 256 | 285 | 269 | 279 | 0 | 12 | 29 | 11% | 13 | 5% | 19 | 7% | 23 | 9% |
| 143 E | 182 | 153 | 154 | 147 | 0 | 5 | -29 | -16% | -28 | -16% | -20 | -11% | -35 | -19% |
| 143 W | 280 | 230 | 232 | 223 | 0 | 5 | -50 | -18% | -48 | -17% | 14 | 5% | -57 | -20% |
| 210 W | 336 | 250 | 245 | 245 | 0 | 7 | -86 | -26% | -91 | -27% | -42 | -12% | -91 | -27% |
| 210 E | 212 | 235 | 225 | 223 | 0 | 7 | 23 | 11% | 13 | 6% | 13 | 6% | 11 | 5% |
| 263 N | 354 | 368 | 338 | 305 | 0 | 6 | 14 | 4% | -16 | -5% | -40 | -11% | -49 | -14% |
| 263 S | 274 | 344 | 296 | 291 | 0 | 6 | 70 | 26% | 22 | 8% | 14 | 5% | 17 | 6% |
| 271 N | 398 | 290 | 288 | 282 | 0 | 7 | -108 | -27% | -110 | -28% | -103 | -26% | -116 | -29% |
| 271 S | 324 | 384 | 365 | 377 | 0 | 7 | 60 | 18% | 41 | 13% | 63 | 19% | 52 | 16% |
| 390 N | 208 | 202 | 201 | 193 | 0 | 7.5 | -6 | -3% | -7 | -3% | -5 | -2% | -15 | -7% |
| 390 S | 298 | 347 | 335 | 299 | 0 | 7.5 | 49 | 16% | 37 | 12% | -49 | -16% | 1 | 0% |
| C11 E | 203 | 205 | 206 | 191 | 0 | 7.5 | 2 | 1% | 3 | 1% | -1 | -1% | -12 | -6% |
| C11 W | 279 | 240 | 237 | 238 | 0 | 7.5 | -39 | -14% | -42 | -15% | -46 | -16% | -41 | -15% |
| W5 E | 182 | 153 | 154 | 147 | 0 | 5 | -29 | -16% | -28 | -16% | -25 | -14% | -35 | -19% |
| W5 W | 281 | 230 | 232 | 223 | 0 | 5 | -51 | -18% | -49 | -17% | -35 | -13% | -58 | -21% |
| Total | 50776 | 51157 | 49041 | 46032 | - | - | 381 | 1% | -1735 | -3% | 2866 | -6% | -4744 | -9% |

>2 minute JT increase
 >1 and <2 minute JT increase
 >0 and <1 minute JT increase
 >0 and <1 minute JT decrease
 >1 and <2 minute JT decrease

Interpeak

| Route | Journey Time (s) | | | | Change to Base (s) | | | | |
|---------------------|------------------|-------|--------|--------|--------------------|-------|--------|--------|--------|
| | Base | SDG10 | SDG13a | SDG14a | SDG14c | SDG10 | SDG13a | SDG14b | SDG14c |
| From Holloway Road | | | | | | | | | |
| 17 N | 354 | 287 | 286 | 290 | 278 | -67 | -68 | -75 | -76 |
| 43 N | 354 | 367 | 338 | 314 | 305 | 13 | -16 | -46 | -49 |
| 271 N | 398 | 290 | 288 | 295 | 282 | -108 | -110 | -113 | -116 |
| 263 N | 354 | 368 | 338 | 314 | 305 | 14 | -16 | -46 | -49 |
| From Junction Road | | | | | | | | | |
| 134 N | 242 | 317 | 285 | 261 | 255 | 75 | 43 | 10 | 13 |
| 390 N | 208 | 202 | 201 | 203 | 193 | -6 | -7 | -8 | -15 |
| From Highgate Hill | | | | | | | | | |
| 143 E | 182 | 153 | 154 | 162 | 147 | -29 | -28 | -33 | -35 |
| 210 E | 212 | 235 | 225 | 223 | 223 | 23 | 13 | 10 | 11 |
| 271 S | 324 | 384 | 365 | 387 | 377 | 60 | 41 | 47 | 52 |
| W5 E | 182 | 153 | 154 | 157 | 147 | -29 | -28 | -33 | -35 |
| 4 E | 215 | 197 | 197 | 197 | 182 | -18 | -18 | -18 | -33 |
| C11 E | 203 | 205 | 206 | 202 | 191 | 2 | 3 | -2 | -12 |
| From Archway Road | | | | | | | | | |
| 43 S | 274 | 344 | 296 | 288 | 291 | 70 | 22 | 64 | 17 |
| 134 S | 256 | 285 | 269 | 275 | 279 | 29 | 13 | 33 | 23 |
| 263 S | 274 | 344 | 296 | 288 | 291 | 70 | 22 | 64 | 17 |
| From St. John's Way | | | | | | | | | |
| 41 S | 304 | 264 | 266 | 273 | 269 | -40 | -38 | -35 | -35 |
| 210 W | 336 | 250 | 245 | 294 | 245 | -86 | -91 | -84 | -91 |
| Journey Time (s) | | | | | | | | | |
| Route | Journey Time (s) | | | | Change to Base (s) | | | | |
| | Base | SDG10 | SDG13a | SDG14a | SDG14c | SDG10 | SDG13a | SDG14b | SDG14c |
| To Holloway Road | | | | | | | | | |
| 17 S | 373 | 448 | 443 | 334 | 329 | 75 | 70 | -43 | -44 |
| 43 S | 274 | 344 | 296 | 288 | 291 | 70 | 22 | 64 | 17 |
| 271 S | 324 | 384 | 365 | 387 | 377 | 60 | 41 | 47 | 52 |
| 263 S | 274 | 344 | 296 | 288 | 291 | 70 | 22 | 64 | 17 |
| To Junction Road | | | | | | | | | |
| 134 S | 256 | 285 | 269 | 275 | 279 | 29 | 13 | 33 | 23 |
| 390 S | 298 | 347 | 335 | 249 | 299 | 49 | 37 | -58 | 1 |
| To Highgate Hill | | | | | | | | | |
| 143 W | 280 | 230 | 232 | 294 | 223 | -50 | -48 | -54 | -57 |
| 210 W | 336 | 250 | 245 | 294 | 245 | -86 | -91 | -84 | -91 |
| 271 N | 398 | 290 | 288 | 295 | 282 | -108 | -110 | -113 | -116 |
| W5 W | 281 | 230 | 232 | 246 | 223 | -51 | -49 | -55 | -58 |
| 4 W | 304 | 257 | 251 | 248 | 132 | -47 | -53 | -66 | -172 |
| C11 W | 279 | 240 | 237 | 233 | 238 | -39 | -42 | -54 | -41 |
| To Archway Road | | | | | | | | | |
| 43 N | 354 | 367 | 338 | 314 | 305 | 13 | -16 | -46 | -49 |
| 134 N | 242 | 317 | 285 | 261 | 255 | 75 | 43 | 10 | 13 |
| 263 N | 354 | 368 | 338 | 314 | 305 | 14 | -16 | -46 | -49 |
| To St. John's Way | | | | | | | | | |
| 41 N | 217 | 235 | 237 | 233 | 235 | 18 | 20 | 17 | 18 |
| 210 E | 212 | 235 | 225 | 225 | 223 | 23 | 13 | 10 | 11 |

Archway Gytratory - Bus Journey Time Analysis (s)

| Route | Journey Time | | | | | SDG14c Adjustment | Freq (bph) | -JT Change from Base to.... | | | | | | | |
|-------|--------------|-------|--------|--------|--------|-------------------|------------|-----------------------------|--------|--------|--------|-----|------|------|------|
| | Base | SDG10 | SDG13a | SDG14a | SDG14c | | | SDG10 | SDG13a | SDG14a | SDG14c | | | | |
| 4 E | 191 | 185 | 188 | 188 | 180 | -84 | 6 | -6 | -3% | -4 | -2% | -3 | -2% | -11 | -6% |
| 4 W | 196 | 253 | 217 | 199 | 111 | -84 | 6 | 57 | 29% | 22 | 11% | 3 | 2% | -85 | -43% |
| 17 N | 272 | 318 | 299 | 290 | 293 | 0 | 7 | 45 | 17% | 26 | 10% | 18 | 7% | 21 | 8% |
| 17 S | 359 | 523 | 450 | 323 | 325 | 0 | 7 | 164 | 46% | 91 | 25% | -36 | -10% | -35 | -10% |
| 41 N | 222 | 239 | 240 | 231 | 238 | 0 | 12 | 17 | 8% | 18 | 8% | 9 | 4% | 16 | 7% |
| 41 S | 265 | 301 | 287 | 280 | 281 | 0 | 12 | 36 | 14% | 22 | 8% | 15 | 6% | 15 | 6% |
| 43 N | 303 | 447 | 349 | 305 | 310 | 0 | 9 | 144 | 48% | 46 | 15% | 2 | 1% | 7 | 2% |
| 43 S | 262 | 328 | 304 | 283 | 285 | 0 | 9 | 66 | 25% | 42 | 16% | 22 | 8% | 23 | 9% |
| 134 N | 241 | 355 | 281 | 241 | 239 | 0 | 12 | 115 | 48% | 40 | 17% | 0 | 0% | 2 | -1% |
| 134 S | 249 | 269 | 277 | 233 | 238 | 0 | 12 | 20 | 8% | 28 | 11% | -17 | -7% | -11 | -4% |
| 143 E | 157 | 142 | 144 | 162 | 139 | 0 | 5 | -14 | -9% | -12 | -8% | 6 | 4% | -17 | -11% |
| 143 W | 229 | 235 | 230 | 255 | 223 | 0 | 5 | 6 | 3% | 1 | 1% | 27 | 12% | -6 | -3% |
| 210 W | 258 | 264 | 265 | 288 | 263 | 0 | 7 | 6 | 2% | 6 | 2% | 29 | 11% | 5 | 2% |
| 210 E | 224 | 241 | 228 | 230 | 229 | 0 | 7 | 17 | 8% | 4 | 2% | 6 | 3% | 7 | 2% |
| 263 N | 303 | 447 | 349 | 305 | 310 | 0 | 6 | 144 | 48% | 46 | 15% | 2 | 1% | 7 | 2% |
| 263 S | 262 | 328 | 304 | 283 | 285 | 0 | 6 | 66 | 25% | 41 | 16% | 21 | 8% | 23 | 9% |
| 271 N | 270 | 298 | 285 | 288 | 284 | 0 | 7 | 28 | 11% | 15 | 5% | 18 | 7% | 14 | 5% |
| 271 S | 342 | 381 | 361 | 381 | 381 | 0 | 7 | 40 | 12% | 19 | 6% | 39 | 12% | 39 | 11% |
| 390 N | 220 | 224 | 185 | 199 | 191 | 0 | 7.5 | 3 | 1% | -36 | -16% | -22 | -10% | -30 | -14% |
| 390 S | 303 | 376 | 330 | 246 | 283 | 0 | 7.5 | 72 | 24% | 27 | 9% | -58 | -19% | -20 | -7% |
| C11 E | 190 | 192 | 193 | 193 | 186 | 0 | 7.5 | 2 | 1% | 4 | 2% | 3 | 2% | -4 | -2% |
| C11 W | 201 | 231 | 215 | 207 | 206 | 0 | 7.5 | 30 | 15% | 14 | 7% | 7 | 3% | 5 | 3% |
| W5 E | 156 | 142 | 144 | 139 | 139 | 0 | 5 | -14 | -9% | -12 | -8% | -17 | -11% | -17 | -11% |
| W5 W | 229 | 235 | 230 | 231 | 223 | 0 | 5 | 6 | 3% | 1 | 1% | 2 | 1% | -6 | -3% |
| Total | 45305 | 53849 | 49108 | 45832 | 45156 | . | . | 8544 | 19% | 3803 | 8% | 527 | 1% | -149 | 0% |

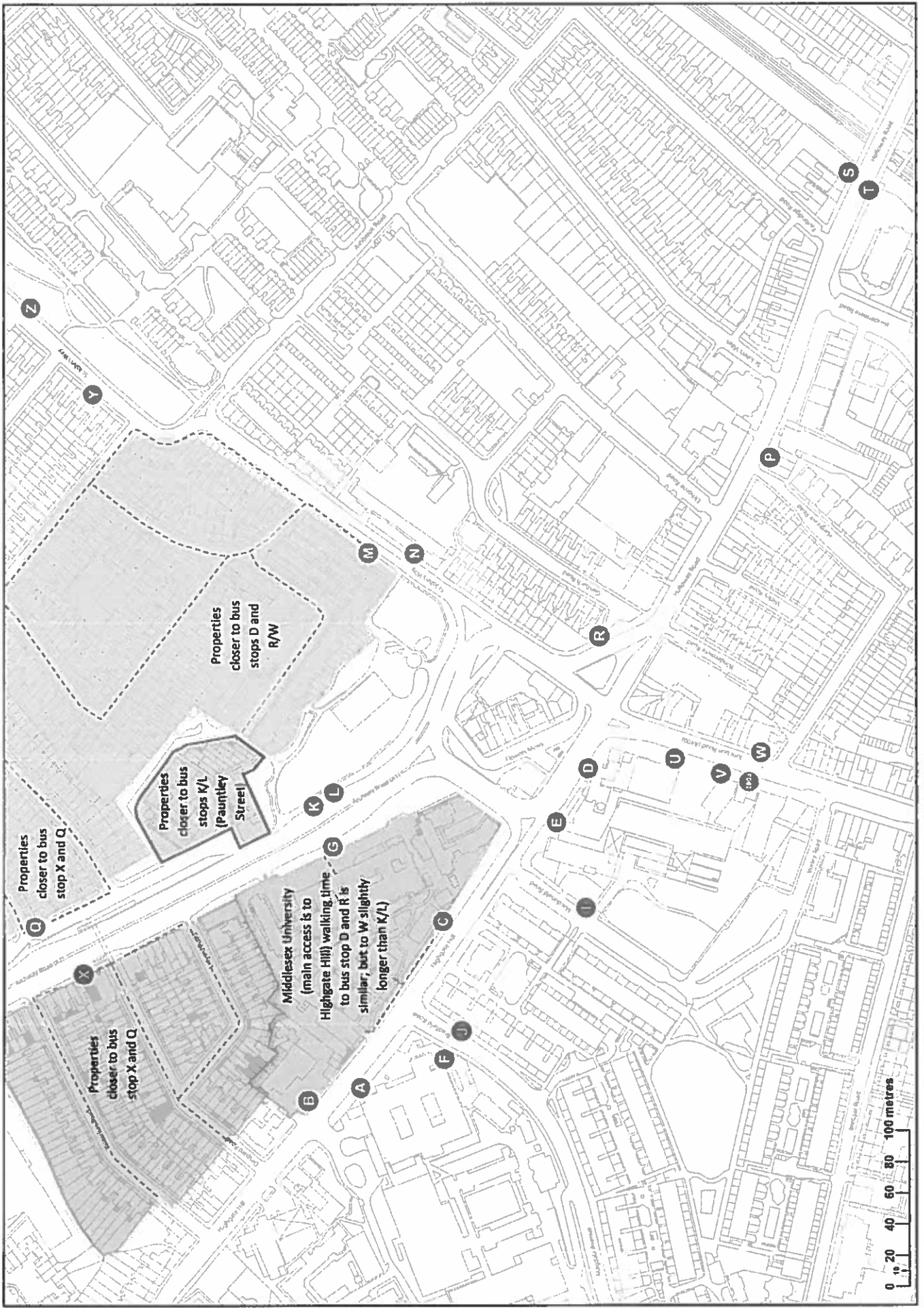
> 2 minute JT increase
 > 1 and < 2 minute JT increase
 > 0 and < 1 minute JT increase
 > 0 and < 1 minute JT decrease
 > 1 and < 2 minute JT decrease

PM Peak

| Route | Journey Time (s) | | | | Change to Base (s) | | | |
|---------------------|------------------|-------|--------|--------|--------------------|--------|--------|--------|
| | Base | SDG10 | SDG13a | SDG14c | SDG10 | SDG13a | SDG14a | SDG14c |
| From Holloway Road | | | | | | | | |
| 17 N | 272 | 318 | 299 | 293 | 45 | 26 | 18 | 21 |
| 43 N | 303 | 447 | 349 | 310 | 144 | 46 | 2 | 7 |
| 271 N | 270 | 298 | 285 | 284 | 28 | 15 | 18 | 14 |
| 263 N | 303 | 447 | 349 | 310 | 144 | 46 | 2 | 7 |
| From Junction Road | | | | | | | | |
| 134 N | 241 | 355 | 281 | 239 | 115 | 40 | 0 | -2 |
| 390 N | 220 | 224 | 185 | 191 | 3 | -36 | -22 | -30 |
| From Highgate Hill | | | | | | | | |
| 143 E | 157 | 142 | 144 | 139 | -14 | -12 | 6 | -17 |
| 210 E | 224 | 241 | 228 | 229 | 17 | 4 | 6 | 5 |
| 271 S | 342 | 381 | 361 | 381 | 40 | 19 | 39 | 39 |
| W5 E | 156 | 142 | 144 | 139 | -14 | -12 | -17 | -17 |
| 4 E | 191 | 185 | 188 | 180 | -6 | -4 | -3 | -11 |
| C11 E | 190 | 192 | 193 | 186 | 2 | 4 | 3 | -4 |
| From Archway Road | | | | | | | | |
| 43 S | 262 | 328 | 304 | 285 | 66 | 42 | 22 | 23 |
| 134 S | 249 | 269 | 277 | 238 | 20 | 28 | -17 | -11 |
| 263 S | 262 | 328 | 304 | 285 | 66 | 41 | 21 | 23 |
| From St. John's Way | | | | | | | | |
| 41 S | 265 | 301 | 287 | 281 | 36 | 22 | 15 | 15 |
| 210 W | 258 | 264 | 265 | 263 | 6 | 6 | 29 | 5 |
| Journey Time (s) | | | | | | | | |
| Change to Base (s) | | | | | | | | |
| Route | Base | SDG10 | SDG13a | SDG14c | SDG10 | SDG13a | SDG14a | SDG14c |
| To Holloway Road | | | | | | | | |
| 17 S | 359 | 523 | 450 | 325 | 164 | 91 | -36 | -35 |
| 43 S | 262 | 328 | 304 | 285 | 66 | 42 | 22 | 23 |
| 271 S | 342 | 381 | 361 | 381 | 40 | 19 | 39 | 39 |
| 263 S | 262 | 328 | 304 | 285 | 66 | 41 | 21 | 23 |
| To Junction Road | | | | | | | | |
| 134 S | 249 | 269 | 277 | 238 | 20 | 28 | -17 | -11 |
| 390 S | 303 | 376 | 330 | 283 | 72 | 27 | -58 | -20 |
| To Highgate Hill | | | | | | | | |
| 143 W | 229 | 235 | 230 | 223 | 6 | 1 | 27 | -6 |
| 210 W | 258 | 264 | 265 | 263 | 6 | 6 | 29 | 5 |
| 271 N | 270 | 298 | 285 | 284 | 28 | 15 | 18 | 14 |
| W5 W | 229 | 235 | 230 | 223 | 6 | 1 | -6 | -6 |
| 4 W | 196 | 253 | 217 | 199 | 57 | 22 | 3 | -85 |
| C11 W | 201 | 231 | 215 | 206 | 30 | 14 | 7 | 5 |
| To Archway Road | | | | | | | | |
| 43 N | 303 | 447 | 349 | 310 | 144 | 46 | 2 | 7 |
| 134 N | 241 | 355 | 281 | 239 | 115 | 40 | 0 | -2 |
| 263 N | 303 | 447 | 349 | 310 | 144 | 46 | 2 | 7 |
| To St. John's Way | | | | | | | | |
| 41 N | 222 | 239 | 240 | 238 | 17 | 18 | 9 | 16 |
| 210 E | 224 | 241 | 228 | 229 | 17 | 4 | 6 | 5 |

Appendix 6

Areas around bus stops proposing to be removed (G and K/L)



Properties closer to bus stop X and Q

Properties closer to bus stops K/L (Pauntley Street)

Properties closer to bus stops D and R/W

Middlesex University (main access is to Highgate Hill) walking time to bus stop D and R is similar, but to W slightly longer than K/L



Appendix 7

Modelling results for general traffic

Overall Network Performance (total travel hours)
AM Peak

| | Base | SDG10 | SDG13a | SDG14a | SDG14c |
|--------------|--------------|--------------|--------------|--------------|--------------|
| Car | 238.1 | 222.3 | 223.8 | 223.9 | 220.9 |
| HGV | 5.1 | 4.7 | 5.0 | 4.9 | 4.8 |
| Bus | 16.9 | 19.4 | 18.6 | 19.8 | 20.0 |
| Cyclist | 21.5 | 24.4 | 22.7 | 24.7 | 24.1 |
| MC | 15.0 | 19.1 | 17.7 | 18.8 | 18.7 |
| MGV | 13.5 | 12.4 | 12.0 | 12.4 | 12.1 |
| Total | 310.0 | 302.3 | 299.7 | 304.6 | 300.6 |

| General Traffic Travel Times (s) | | Base | SDG10 | SDG13a | SDG14a | SDG14c |
|----------------------------------|---------------|-------------|-------------|-------------|-------------|--------|
| Archway Road | Archway Road | 0 | 0 | 0 | 0 | 0 |
| | St John's Way | 364 | 315 | 183 | 324 | 316 |
| | Holloway Road | 814 | 770 | 755 | 764 | 753 |
| | Junction Road | 368 | 304 | 225 | 283 | 265 |
| | Highgate Hill | 377 | 255 | 191 | 221 | 213 |
| St John's Way | Archway Road | 364 | 0 | 0 | 0 | 0 |
| | St John's Way | 0 | 0 | 0 | 0 | 0 |
| | Holloway Road | 738 | 658 | 700 | 693 | 701 |
| | Junction Road | 342 | 193 | 261 | 270 | 271 |
| | Highgate Hill | 396 | 0 | 0 | 0 | 0 |
| Holloway Road | Archway Road | 209 | 223 | 230 | 209 | 208 |
| | St John's Way | 263 | 207 | 214 | 201 | 201 |
| | Holloway Road | 0 | 0 | 0 | 0 | 0 |
| | Junction Road | 289 | 293 | 302 | 286 | 267 |
| | Highgate Hill | 250 | 307 | 316 | 292 | 278 |
| Junction Road | Archway Road | 86 | 143 | 143 | 138 | 140 |
| | St John's Way | 135 | 122 | 121 | 115 | 116 |
| | Holloway Road | 556 | 292 | 295 | 288 | 289 |
| | Junction Road | 0 | 0 | 0 | 0 | 0 |
| | Highgate Hill | 111 | 215 | 217 | 206 | 194 |
| Highgate Hill | Archway Road | 123 | 126 | 102 | 133 | 132 |
| | St John's Way | 158 | 187 | 188 | 194 | 182 |
| | Holloway Road | 673 | 759 | 749 | 752 | 741 |
| | Junction Road | 179 | 256 | 271 | 281 | 261 |
| | Highgate Hill | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 5478 | 5335 | 5169 | 5361 | 5237 | |

| Base | Archway Rd | St John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|---------------|------------|---------------|-------------|-------------|---------------|
| Archway Road | 0 | 364 | 814 | 368 | 377 |
| St John's Way | 364 | 0 | 738 | 342 | 396 |
| Holloway Road | 209 | 263 | 0 | 289 | 250 |
| Junction Road | 86 | 135 | 556 | 0 | 111 |
| Highgate Hill | 123 | 158 | 673 | 179 | 0 |

| SDG10 | Archway Rd | St John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|---------------|------------|---------------|-------------|-------------|---------------|
| Archway Road | 0 | 315 | 770 | 304 | 255 |
| St John's Way | 0 | 0 | 658 | 193 | 0 |
| Holloway Road | 223 | 207 | 0 | 293 | 307 |
| Junction Road | 143 | 122 | 292 | 0 | 215 |
| Highgate Hill | 126 | 187 | 759 | 256 | 0 |

| SDG13a | Archway Rd | St John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|---------------|------------|---------------|-------------|-------------|---------------|
| Archway Road | 0 | 183 | 755 | 225 | 191 |
| St John's Way | 0 | 0 | 700 | 261 | 0 |
| Holloway Road | 230 | 214 | 0 | 302 | 316 |
| Junction Road | 143 | 121 | 295 | 0 | 217 |
| Highgate Hill | 102 | 188 | 749 | 271 | 0 |

| SDG14a | Archway Rd | St John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|---------------|------------|---------------|-------------|-------------|---------------|
| Archway Road | 0 | 324 | 764 | 283 | 221 |
| St John's Way | 0 | 0 | 693 | 270 | 0 |
| Holloway Road | 209 | 201 | 0 | 286 | 292 |
| Junction Road | 138 | 115 | 288 | 0 | 206 |
| Highgate Hill | 133 | 194 | 752 | 281 | 0 |

| SDG14c | Archway Rd | St John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|---------------|------------|---------------|-------------|-------------|---------------|
| Archway Road | 0 | 316 | 753 | 265 | 213 |
| St John's Way | 0 | 0 | 701 | 271 | 0 |
| Holloway Road | 208 | 201 | 0 | 267 | 278 |
| Junction Road | 140 | 116 | 289 | 0 | 194 |
| Highgate Hill | 132 | 182 | 741 | 261 | 0 |

Overall Network Performance (total travel hours)

Interpeak

| | Base | SDG10 | SDG13a | SDG14a | SDG14c |
|--------------|--------------|--------------|--------------|--------------|--------------|
| Car | 123.4 | 122.7 | 121.7 | 123.3 | 122.8 |
| HGV | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 |
| Bus | 14.9 | 15.1 | 14.5 | 16.4 | 16.0 |
| Cyclist | 3.1 | 3.1 | 2.8 | 2.9 | 2.9 |
| MC | 12.7 | 13.3 | 12.6 | 12.4 | 12.2 |
| MGV | 8.7 | 8.8 | 8.7 | 8.9 | 8.9 |
| Total | 165.3 | 165.5 | 162.7 | 166.3 | 165.4 |

| Base | Archway Rd | St. John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|----------------|------------|----------------|-------------|-------------|---------------|
| Archway Road | 0 | 85 | 196 | 131 | 238 |
| St. John's Way | 162 | 0 | 198 | 136 | 262 |
| Holloway Road | 181 | 201 | 0 | 208 | 308 |
| Junction Road | 130 | 150 | 260 | 0 | 226 |
| Highgate Hill | 113 | 128 | 237 | 170 | 0 |

| SDG10 | Archway Rd | St. John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|----------------|------------|----------------|-------------|-------------|---------------|
| Archway Road | 0 | 105 | 226 | 171 | 154 |
| St. John's Way | 0 | 0 | 179 | 113 | 0 |
| Holloway Road | 216 | 215 | 0 | 242 | 257 |
| Junction Road | 127 | 127 | 66 | 0 | 175 |
| Highgate Hill | 131 | 163 | 268 | 240 | 0 |

| SDG13a | Archway Rd | St. John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|----------------|------------|----------------|-------------|-------------|---------------|
| Archway Road | 0 | 97 | 219 | 182 | 154 |
| St. John's Way | 0 | 0 | 184 | 115 | 0 |
| Holloway Road | 213 | 212 | 0 | 241 | 255 |
| Junction Road | 127 | 127 | 67 | 0 | 174 |
| Highgate Hill | 105 | 152 | 272 | 241 | 0 |

| SDG14a | Archway Rd | St. John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|----------------|------------|----------------|-------------|-------------|---------------|
| Archway Road | 0 | 107 | 226 | 194 | 160 |
| St. John's Way | 0 | 0 | 185 | 115 | 0 |
| Holloway Road | 205 | 215 | 0 | 221 | 242 |
| Junction Road | 126 | 124 | 67 | 0 | 168 |
| Highgate Hill | 136 | 150 | 268 | 247 | 0 |

| SDG14c | Archway Rd | St. John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|----------------|------------|----------------|-------------|-------------|---------------|
| Archway Road | 0 | 108 | 225 | 199 | 160 |
| St. John's Way | 0 | 0 | 184 | 115 | 0 |
| Holloway Road | 201 | 211 | 0 | 222 | 237 |
| Junction Road | 127 | 124 | 67 | 0 | 172 |
| Highgate Hill | 136 | 152 | 266 | 249 | 0 |

| | Base | SDG10 | SDG13a | SDG14a | SDG14c |
|----------------|-------------|-------------|-------------|-------------|-------------|
| Archway Road | 0 | 0 | 0 | 0 | 0 |
| St. John's Way | 85 | 105 | 97 | 107 | 108 |
| Holloway Road | 196 | 226 | 219 | 226 | 225 |
| Junction Road | 131 | 171 | 182 | 194 | 199 |
| Highgate Hill | 238 | 154 | 154 | 160 | 160 |
| Archway Road | 162 | 0 | 0 | 0 | 0 |
| St. John's Way | 0 | 0 | 0 | 0 | 0 |
| Holloway Road | 198 | 179 | 184 | 185 | 184 |
| Junction Road | 136 | 113 | 115 | 115 | 115 |
| Highgate Hill | 262 | 0 | 0 | 0 | 0 |
| Archway Road | 181 | 216 | 213 | 205 | 201 |
| St. John's Way | 201 | 215 | 212 | 215 | 211 |
| Holloway Road | 0 | 0 | 0 | 0 | 0 |
| Junction Road | 208 | 242 | 241 | 221 | 222 |
| Highgate Hill | 308 | 257 | 255 | 242 | 237 |
| Archway Road | 130 | 127 | 127 | 126 | 127 |
| St. John's Way | 150 | 127 | 127 | 124 | 124 |
| Holloway Road | 260 | 66 | 67 | 67 | 67 |
| Junction Road | 0 | 0 | 0 | 0 | 0 |
| Highgate Hill | 226 | 175 | 174 | 168 | 172 |
| Archway Road | 113 | 131 | 105 | 136 | 136 |
| St. John's Way | 128 | 163 | 152 | 150 | 152 |
| Holloway Road | 237 | 268 | 272 | 268 | 266 |
| Junction Road | 170 | 240 | 241 | 247 | 249 |
| Highgate Hill | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 3036 | 3109 | 3070 | 3090 | 3087 |

Overall Network Performance (total travel hours)
PM Peak

| | Base | SDG10 | SDG13a | SDG14a | SDG14c |
|--------------|--------------|--------------|--------------|--------------|--------------|
| Car | 133.9 | 141.8 | 141.4 | 143.6 | 143.8 |
| HGV | 2.2 | 2.2 | 2.3 | 2.3 | 2.3 |
| Bus | 14.5 | 16.8 | 14.4 | 15.6 | 15.8 |
| Cyclist | 13.4 | 17.9 | 14.1 | 14.2 | 14.2 |
| MC | 11.6 | 14.0 | 12.6 | 11.9 | 12.0 |
| MGV | 4.1 | 4.3 | 4.2 | 4.3 | 4.3 |
| Total | 179.8 | 197.0 | 189.1 | 191.9 | 192.5 |

| General Traffic Travel Times (s) | Base | SDG10 | SDG13a | SDG14a | SDG14c |
|----------------------------------|-------------|-------------|-------------|-------------|-------------|
| Archway Road | 0 | 0 | 0 | 0 | 0 |
| St John's Road | 91 | 113 | 113 | 138 | 143 |
| Holloway Road | 176 | 236 | 240 | 250 | 251 |
| Junction Road | 138 | 156 | 166 | 175 | 176 |
| Highgate Hill | 179 | 152 | 152 | 158 | 157 |
| Archway Road | 205 | 0 | 0 | 0 | 0 |
| St John's Road | 0 | 0 | 0 | 0 | 0 |
| Holloway Road | 217 | 193 | 195 | 191 | 192 |
| Junction Road | 170 | 123 | 131 | 132 | 132 |
| Highgate Hill | 212 | 0 | 0 | 0 | 0 |
| Archway Road | 197 | 227 | 221 | 221 | 221 |
| St John's Road | 185 | 211 | 210 | 207 | 207 |
| Holloway Road | 0 | 0 | 0 | 0 | 0 |
| Junction Road | 0 | 0 | 0 | 0 | 0 |
| Highgate Hill | 192 | 264 | 265 | 262 | 261 |
| Archway Road | 182 | 157 | 156 | 153 | 154 |
| St John's Road | 197 | 152 | 150 | 145 | 147 |
| Holloway Road | 283 | 73 | 72 | 72 | 71 |
| Junction Road | 0 | 0 | 0 | 0 | 0 |
| Highgate Hill | 181 | 204 | 204 | 198 | 198 |
| Archway Road | 153 | 126 | 100 | 132 | 131 |
| St John's Road | 182 | 159 | 144 | 144 | 148 |
| Holloway Road | 252 | 273 | 263 | 264 | 263 |
| Junction Road | 208 | 211 | 208 | 216 | 215 |
| Highgate Hill | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 2898 | 2958 | 2918 | 2985 | 2995 |

| Base | Archway Rd | St John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|---------------|------------|---------------|-------------|-------------|---------------|
| Archway Road | 0 | 91 | 176 | 138 | 179 |
| St John's Way | 205 | 0 | 217 | 170 | 212 |
| Holloway Road | 197 | 185 | 0 | 0 | 192 |
| Junction Road | 182 | 197 | 283 | 0 | 181 |
| Highgate Hill | 153 | 182 | 252 | 208 | 0 |

| SDG10 | Archway Rd | St John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|---------------|------------|---------------|-------------|-------------|---------------|
| Archway Road | 0 | 113 | 236 | 156 | 152 |
| St John's Way | 0 | 0 | 193 | 123 | 0 |
| Holloway Road | 227 | 211 | 0 | 0 | 264 |
| Junction Road | 157 | 152 | 73 | 0 | 204 |
| Highgate Hill | 126 | 159 | 273 | 211 | 0 |

| SDG13a | Archway Rd | St John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|---------------|------------|---------------|-------------|-------------|---------------|
| Archway Road | 0 | 113 | 240 | 166 | 152 |
| St John's Way | 0 | 0 | 195 | 131 | 0 |
| Holloway Road | 221 | 210 | 0 | 0 | 265 |
| Junction Road | 156 | 150 | 72 | 0 | 204 |
| Highgate Hill | 100 | 144 | 263 | 208 | 0 |

| SDG14a | Archway Rd | St John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|---------------|------------|---------------|-------------|-------------|---------------|
| Archway Road | 0 | 138 | 250 | 175 | 158 |
| St John's Way | 0 | 0 | 191 | 132 | 0 |
| Holloway Road | 221 | 207 | 0 | 0 | 262 |
| Junction Road | 153 | 145 | 72 | 0 | 198 |
| Highgate Hill | 132 | 144 | 264 | 216 | 0 |

| SDG14c | Archway Rd | St John's Way | Holloway Rd | Junction Rd | Highgate Hill |
|---------------|------------|---------------|-------------|-------------|---------------|
| Archway Road | 0 | 143 | 251 | 176 | 157 |
| St John's Way | 0 | 0 | 192 | 132 | 0 |
| Holloway Road | 221 | 207 | 0 | 0 | 261 |
| Junction Road | 154 | 147 | 71 | 0 | 198 |
| Highgate Hill | 131 | 148 | 263 | 215 | 0 |

Transport for London
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15 January 2014

Dear [redacted],

Bus service proposal: extension of route 263 to Highbury

It has been brought to my attention that TfL has been reviewing bus operation in the north of Islington, in particular to address the lack of bus capacity on Holloway Road. We are aware of the crowding on buses and therefore welcome TfL's intention to increase the number of bus services along Holloway Road between Archway and Highbury Corner. However, I am writing because I am concerned about the proposed solution to this problem.

I understand that TfL is planning to commence public consultation on the extension of bus route 263 from the Nag's Head to Highbury Barn as a solution towards increasing bus capacity along Holloway Road. We believe there is an alternative solution that would bring wider regeneration benefits.

Rather than extending bus route 263 southwards to add an additional bus service that runs along the entire length of Holloway Road, we would like to see bus route 277 extended from Highbury Corner to Archway / Whittington Hospital instead. This would have two main benefits. Firstly, it would remove the need to stand buses next to Christchurch adjacent to the historic Clocktower, something I believe will be opposed by local residents and ward councillors.

Secondly, the extension of bus route 277 from Highbury Corner to Archway / Whittington Hospital would make a significant contribution towards creating a welcoming gateway to the borough and help deliver an improved bus-rail interchange, something Islington Council officers have been discussing with TfL officers at length as part of the proposals to transform Highbury Corner roundabout. With a higher train frequency on the North London Line and the arrival of the East London Line, Highbury & Islington Station has become an increasingly important interchange. As a result, the area has become extremely busy and pavements near the station are overcrowded. The extension of bus route 277 and associated removal of its bus stand at Highbury Corner would allow the full closure of the western arm of the roundabout, where pedestrian congestion is the highest, to make way for a new high quality public space outside the station.

I fully understand that bus operating costs are a key consideration in any decision on changing bus routes, in particular in today's financial climate. However, regeneration benefits must play a key role as well in deciding on any changes to bus routes.

I am aware that some assessments have been undertaken in terms of the proposed alternative solution, but that a full extension of bus route 277 to Archway has not yet been considered. I therefore urge you to hold off consulting on the proposed extension of bus route 263 and instead investigate in more detail, and discuss with us, the proposed extension of bus route 277. This proposal would deliver increased bus capacity on Holloway Road AND make a contribution to the more strategic regeneration and transformation of Highbury Corner.

Yours sincerely

A handwritten signature in black ink, appearing to read "Andy Hull". The signature is written in a cursive, flowing style.

Councillor Andy Hull
Executive Member for Finance and Performance (*including Transport*)

CC [redacted]