

## Results of public meeting held 12/12/16

Chaired by Prof Loretta Lees with the panel of Jennette Arnold, GLA London Northeast, Caroline Russell, Green Party Group, Adrian Betham, Better Archway Forum, John MacBryde, Campaign for Better Transport. Invited but not attending, Claudia Webbe, exec member for transport, LB Islington, John Barry, head of bus development, TfL.

The following points were raised by those attending – approximately 90 people plus numerous apologies:

### 1. Poor integration of public transport, so engineering immobility

- the integration of buses and the tube, one bus to another bus, and even walking to the bus has been completely undermined by the new design
- bus interchange is broken in the new design e.g. 43/134/210/143
- under the proposals ill and disabled people travelling to the Whittington Hospital will have to walk some distance to get to their bus (the first 210 stop is not until the hospital!)

### 2. Safety

- There are real concerns at the Archway Early Years nursery in Vorley Road (used by 1,500 local families) over both increased traffic and the changed direction of traffic in Vorley Road.
- The left hand turn on to St John's Way at the bottom of Archway Road is too tight and will cause accidents involving cyclists or pedestrians.
- The location of bus stops very close to new cycle paths are accidents waiting to happen
- The mix of cyclist and pedestrian paths are unsafe, especially when cyclists are travelling downhill and therefore at speed
- Some users want to retain access to the Archway Road underpass which they see as safer and less polluted because they do not believe the new pedestrian crossing over Archway Road is safe, particularly for school children.

### 3. Detrimental impacts across the network

- The no-right-turn from St. John's Way increases journey times and either pushes traffic on to Vorley Road, right in front of a nursery, or prompts U-turns on other roads.
- The Charlotte Despard pub has had its loading bay removed and cyclists now come within 1.5 metres of its front door
- Traffic is likely to be pushed into conservation areas such as Whitehall Park which are supposed to be protected environmental areas and on to St John's Grove in front of St Johns C of E primary school.

### 4. Environmental issues

- There has been no environmental assessment
- The new layout will prompt more stop-start traffic
- The buses standing on Archway Road are idling their engines
- The empty running of buses up and down Archway Road causes additional pollution for no benefit to the travelling public.

### 5. We should be learning from the failures at Swiss Cottage

## 6. There is still scope to make improvements.

These are proposed as:

1. Retain existing northbound stops in lower Highgate Hill while other works proceed.
2. Do the following:
  - a) Create a new stop immediately above Macdonald Road as the first point served by 210 and all other buses up Highgate Hill. The first stop currently proposed is not until the Hospital.
  - b) Retain existing Bus Stop G Archway Road/Tollhouse Way as the first point served by all buses up Archway Road, to Muswell Hill and to North Finchley. The first stop currently proposed is not until Waterlow Road.
  - c) Create an additional stop in St John's Way outside the Methodist buildings as the first point served by all buses up Archway Road, to Muswell Hill and to North Finchley. The first stop currently proposed is not until Waterlow Road.
3. Stop buses running empty by making them carry passengers to points of demand. This can be done by extending all terminating bus routes to serve Upper Holloway station or the Whittington Hospital.
  - a) 41 & 210 to set down and pick up near the proposed 42 stand in Macdonald Road convenient for the Hospital and within reach of new stop as 2(a) above for the W5 also to Crouch End.
  - b) 17 and 390 to turn and set down at the Hospital then stand as before in Highgate Hill, as would the 41 when the right turn from St John's Way is introduced.
  - c) Of the 4, 143, C11 and W5 as many as possible to continue to Upper Holloway station and the other(s) to turn and stand as the 41 in Macdonald Road.

This solution has multiple benefits:

- Passenger use of all mileage run, taking them to points of demand.
- Overlapping services improve interchange.
- Two lanes of Archway Road released.
- Avoiding a right-turn from Archway Road into Tollhouse Way frees capacity for the right turn from St. John's Way into Archway Road and Highgate Hill.

While standing in Macdonald Road is not ideal, it is necessary for the 41 until the right turn is allowed from St John's Way. There are many other options, for instance beyond Upper Holloway but these have not been investigated by TfL.

4. Amend incomplete proposals for Archway Close and Lower Highgate Hill and provide:
  - a) A cyclist "Quiet Way" around the immediate junction, away from the heavy vehicles that are disproportionately involved in cyclists' injuries and deaths.
  - b) A bus way as until recently always proposed between tube station and Tavern, to improve rather than worsen transport interchange.

Unlike the TfL scheme, these proposals are supported by large numbers at Archway, where the majority of users travel on foot and by public transport.