

**From:** [redacted]  
**Sent:** 22 September 2014 17:29  
**To:** [redacted] <[redacted]@tfl.gov.uk> ([redacted]@tfl.gov.uk); [redacted]@tfl.gov.uk  
**Cc:** [redacted]  
**Subject:** Archway gyratory - extension to bus routes

Hi [redacted] and [redacted]

Following the meeting we had a couple of weeks ago with Better Archway Forum, Islington Cyclist Action Group and Living Streets, there was one suggestion about extending bus routes that would be worth investigating at this stage.

[redacted] (representing Better Archway Forum) suggested that some terminating bus routes should be extended to better serve the nearby Whittington Hospital and Upper Holloway Overground Station, which would minimise empty mileage and improve bus connections.

As some bus routes terminate in Archway, people who currently use these routes to reach the hospital for example would need to get off their terminating bus outside the Archway Station and then change to another bus route for one stop up to the hospital. This is already inconvenient for these passengers, and the proposals would make this worse as these people would need to walk slightly further between the interchanging bus stops. To mitigate this issue, [redacted] has suggested the following:

- Extend bus routes 4, 143, C11 and W5 (all from Highgate Hill) to Upper Holloway Station. Buses would turn right from Holloway Road into St John's Grove, drop passengers off on the southern side of St John's Grove (outside the Church), do a U-turn where Pemberton Gardens and St John's Grove meet (this would require some changes to the road layout), and then stand on the northern side of St John's Grove.
- Extend bus routes from Junction Road (17 and 390) and St John's Way (41) to Whittington Hospital. Buses would use the hospital forecourt on Magdala Avenue or Highgate Hill to turn around and potentially stand.

Could you please have a look into this with your colleagues to see if it is possible to extend these bus routes? This will come up during public consultation, but it would be good to start looking at this now to know what can be done to improve bus access in the area, particularly for the people who would be affected by the new bus stop locations around the station.

We would also need to have a think about the impacts of bus stands in the locations [redacted] has suggested, but it would be good to know at this stage whether extending these bus routes is at all possible.

We can have a chat about this tomorrow when we meet.

Thanks and regards

[redacted]  
*Principal Planner*  
Environment and Regeneration  
Islington Council  
4th Floor, 222 Upper Street N1 1XR  
Tel: 020 7527 [redacted]

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map to our office: [www.islington.gov.uk/images/environment/222us.jpg](http://www.islington.gov.uk/images/environment/222us.jpg)

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**From:** [redacted] [mailto: [redacted]@tfl.gov.uk]  
**Sent:** 15 July 2015 17:39  
**To:** [redacted]  
**Cc:** [redacted]; [redacted]  
**Subject:** FW: Archway gyratory - questions on bus stand

Hi [redacted],

Please see responses so far in the table below.

See you tomorrow at 9:30am. I will bring a list of the orders I have identified.

Many thanks,

[redacted] | Project Sponsor | **RSM Sponsorship** | Transport for London  
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**Auto:** [redacted] **Phone:** 020 3054 [redacted] **Email:** [redacted]@tfl.gov.uk

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**From:** [redacted] [mailto: [redacted]@islington.gov.uk]  
**Sent:** 14 July 2015 11:14  
**To:** [redacted]  
**Cc:** [redacted]  
**Subject:** Archway gyratory - questions on bus stand

Hi [redacted]

Following the residents meeting a couple of weeks ago, [redacted] and I have received many emails from residents to express concerns and ask questions about the bus stand.

I am drafting some responses which we'd like to send out this week, but I need to include some information from your side. Can you please have a look at the highlighted text in the table below and let me know what information you can provide so that we can respond?

If you can send me what you can in the next couple of days that would be great.

Thanks

[redacted]

No.	Raised by	Issue summary	Response
	[redacted]	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	[redacted] can you please check with [redacted]? Response from [redacted] below. We will be able to give the traffic plenty of time at the U-turn signal but will only let through the correct amount so that traffic doesn't block back from the

the signals where the U-turn is, or do they get lots of green time? There is a concern that vehicles will use Pauntley Street as a cut through if they are stuck in a queue on Archway Road.

following stop line and block the U-turn. This should only really be an issue in the AM peak and even then you would not save much time going through Pauntly St.

[redacted] can you please confirm consultation activities? I didn't find the email which set this out, but maybe [redacted] has a list of activities he can send through.

What consultation activities took place? This includes when and where leaflets were delivered to properties, emails, TfL staff at stations etc.

8,330 letters were distributed to addresses around Archway (coinciding with the launch, plus a second wave within a week).

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 to appear on internet search engines (on launch day, 3 Nov)

Letters and emails were sent to local, London wide and national stakeholders (on launch day)

Two public exhibitions at Archway Methodist Church, attended by the project team (18 and 27 Nov)

Updates on the TfL twitter account to alert/remind people about the consultation and the roadshow events (throughout)

Face to face distribution of over 3,000 consultation leaflets (launch and roadshow dates)

Press release (launch)

Distribution area map attached below

Councillor  
Poyser

(In response to  
email from  
[redacted])

How do TfL propose to consult on the bus stand proposals, and when will this take place?

[redacted] can you please confirm?

How will buses make the U-turn and where does this happen elsewhere? Do we have examples to demonstrate that it doesn't cause lots of disruption to traffic?

[redacted] can you please check how the signals will be coordinated and find out how this works for Waterloo Road (or any other examples)?

Response from [redacted] below

We will co ordinate these signals with the following southbound signals so that there is always space for buses to turn into and so that traffic receives favourable progression. That will not be an issue.

	What is the reason for relocating the bus stand?	[redacted] to respond.
[redacted]	How will vehicles gain exit from Pauntley Street onto Archway Road? I think there is a concern that vehicles will not be able to safely join due to the bus stand, or because there will be a massive queue on Archway Road. This relates to question 4.	Response to question 1 to be inserted here with some explanation .
Councillor Poyser (in response to email from [redacted])	How will the streets be monitored after the scheme is implemented, and what commitment has been made to look at this?	We can set out what we said in the Council's consultation response, and refer to TfL's consultation report, which notes that streets will be monitored.
	What are the details for the bus stands?	Refer to response to question 10.
	Why can't the stands be located closer to Hornsey Lane bridge or to the gyratory?	Is it not possible to locate the stand closer to the gyratory as they wouldn't fit, but could they be located closer to the bridge? [redacted] could you please check?
	Further details requested on bus stands:	Answers are as follows: Three routes will stop there, and up to six buses.
	How many buses will stop there?	Uncertain, up to six but it will change from time to time. [redacted], can you check with Buses if they know more from the operation of the Vorley Road bus stand?
	How many buses will be there at one time?	The stands on Archway road are designed to hold the following
[redacted]	How big is the bus stand?	Archway Road NB will hold routes 17,143,390
	Where will the toilets go?	Archway Road SB will hold routes 4, C11, W5
	Which bits of the bus lane will be closed?	[redacted] can you please check the length as I can't see it on the drawing?
	What screening/hedging is proposed to shield the bus stand?	Both stands are 79 metres designed to hold 6 buses. I will use the previous answer [redacted] unless you know more?
	Is any construction work proposed (apart from screening and the toilet)	Please use previous answer.
	Will any trees be removed?	The bus lane will remain continuous. We need our greenspace colleagues to look at this in more detail.

Only the filling in of the underpass, is that right [redacted]?

The subway will be replaced with a new signalised pedestrian crossing and the carriageway will be resurfaced. Other resurfacing schemes often receives positive comments from residents noticing a reduction in noise levels when the new surface is installed.

No trees will be removed on Pauntley Street.

Further detail requested on the bus stand consultation. See question 3.

Insert response to question 3.

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**From:** [redacted]  
**Sent:** 11 April 2014 16:53  
**To:** [redacted] (ST)'; [redacted]; [redacted]  
**Cc:** [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

Hi all

As mentioned to [redacted] and [redacted] on the phone earlier, [redacted] and I have been busy the last couple of days looking at whether it is possible to resolve the issues that have come up in the latest modelling. [redacted], I have left a phone message for you – feel free to call me back if you wish to discuss further.

I have attached a note and some sketches that explain the changes we are proposing – the key features include bus stands on Archway Road for all routes (except for the 41 which will stand on MacDonald Road), relocating the U-turn further north towards Waterlow Road, and having Vorley Road one-way for traffic (clockwise).

It would be great if you could all have an initial look at the drawings (on Monday if possible) and let us know if there are any showstoppers or major concerns, before we decide if we want to do any further modelling work.

[redacted] you already mentioned that Archway Road (SB) at this point should have two-lanes of traffic – we will have a look at this.

Feel free to call myself or [redacted] if you want to want to discuss further. Have a nice weekend and speak to you early next week.

Thanks

[redacted]  
Islington Council  
020 7527 3520

**From:** [redacted]  
**Sent:** 08 April 2014 17:00  
**To:** [redacted]; [redacted] (ST)'  
**Cc:** [redacted]; [redacted]; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

[redacted]

Revised results as per our discussions yesterday (41 and 143 layovers swapped, doubling up of stops removed) are attached.

The results are slightly better than yesterday, there is a bit of saving for the anti-clockwise looping services compared to yesterday. However, to confirm, the extra journey times experienced by these services (compared to SDG41) are from a combination of factors:

- New junction at Junction/Vorley – extra delay here for services exiting Vorley Road
- Delay at 2 extra junctions – services to Highgate Hill now go through 2 extra junctions on the anti-clockwise gyratory (compared to SDG41 route via LHH) so there is an inherent extra delay from the extra distance and the extra junction delay

- Congestion – services approaching from Holloway Road are less affected as the signals are set up to favour the NB movement through to Archway Road (the predominant PM peak flow). Services from Junction Road therefore get less of a co-ordinated path through the gyratory. In addition, this section is more congested than in SDG41, so on occasions the queues build up into Junction Road – whilst there is a bus lane on the NB approach, this is often blocked by stopping/layover services, so the through services from Vorley Road to Tollhouse Way can often get stuck behind stationary buses/general traffic for some more time in this section.
- You will notice that the 134 Northbound is quicker than previous even though it goes through this congested area – this is because it stops at 1 less stop (currently it stops on Junction Road and LHH), and it does not have to wait at the LHH R into Tollhouse which had an inherent long delay for buses (because of the short green time)

Happy to discuss further!

Thanks

[redacted]

**From:** [redacted]  
**Sent:** 07 April 2014 15:36  
**To:** [redacted]; [redacted] (ST)  
**Cc:** [redacted]; [redacted]; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

[redacted]

I attach the results of the VISSIM bus journey time analysis for the PM peak, SDG41 v SDG42 (and against the approved base).

As we expected, the results in the VISSIM model are not as bad as the previous TRANSYT results (which are attached). The overall increase (SDG41 to SDG42) was 45% in the TRANSYTs, which has come down to about 12% in the VISSIM models. This is due to the less sophisticated way that TRANSYT forecasts delay on individual links which lessens the advantages of having bus lanes on approaches. However, there is still an increase in overall bus JT (as we would also have expected due to the extra distances involved).

The secondary impact is that the NB stopline on Sandridge ST (adjacent to the new bus stop) is unable to accommodate the increased (bus) volume on this approach, and we get a long queue on Holloway Road. As we discussed, we have not tried to re-optimize signal timings in this area of the network at this stage (which, in any case, would be detrimental to the opposing SB move towards Junction Road on the critical section of SJW). During the 2 hour period, a total of around 240 vehicles do not enter the model, around 130 vehicles in the peak hour. Given the peak hour volume is around 830pcu/h plus 60pcu/h-worth of buses, this equates to around 17% of vehicles (non-bus, non-cycles) not being able to pass through the system (or alternatively, a drop in maximum general traffic capacity on the A1 NB approach of 17%).

The displacement of general traffic on the Holloway Road NB approach is therefore not just addition of the 60pcu/h of buses within the traffic stream, but also the slow departure of the buses from the

new stop on Sandridge Street, effectively doubling the impact (by further reducing the throughput at this signal stopline).

Happy to go through in more detail if required.

Thanks

[redacted]

**From:** [redacted]  
**Sent:** 07 April 2014 09:47  
**To:** [redacted]  
**Cc:** [redacted]; [redacted] (ST)'; [redacted]; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

[redacted]

We had some problems on Friday and over the weekend with the data collection element of the latest version of the model which we are now fixing, but the results will be with you today – sorry for the delay.

Thanks

[redacted]

**From:** [redacted]  
**Sent:** 04 April 2014 13:57  
**To:** [redacted]  
**Cc:** [redacted]; [redacted] (ST)'; [redacted]; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

Still on track for today, we are currently running the models and have set up the output spreadsheets, so should in a few hours time

[redacted]

**From:** [redacted]  
**Sent:** 03 April 2014 13:33  
**To:** [redacted]  
**Cc:** [redacted]; [redacted] (ST)'; [redacted]; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

[redacted]

We are still on target for PM results by the end of Friday. I will give you another update in the morning

Thanks

[redacted]

**From:** [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]  
**Sent:** 02 April 2014 14:57  
**To:** [redacted]  
**Cc:** [redacted]; [redacted] (ST)'; [redacted]; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

Hi [redacted]

I am aware that you won't have any vissim modelling output until Friday, but I thought I'd see if you are still on schedule to meet these timescales? [redacted] and I are keen to revert back to one preferred option as soon as possible and we have some hoops to get through before this decision can be taken (in addition to the modelling itself).

Thanks

[redacted]

**From:** [redacted]  
**Sent:** 28 March 2014 17:12  
**To:** [redacted]; [redacted]  
**Cc:** [redacted]; [redacted] (ST)'; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

[redacted]

We could get something to you by next Friday (4<sup>th</sup> April), for a single model period, which I would suggest being the PM peak. AM and IP would follow (if we want to go that far) in the following week. AS you say, this would be a "non-fine-tuned" exercise, similar to the one we have done in TRANSYT – so we would expect SB services to be largely unaffected, with the main issue being the extra traffic (buses) using the anti-clockwise gyratory.

Thanks

[redacted]

**From:** [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]  
**Sent:** 28 March 2014 13:20  
**To:** [redacted]; [redacted]  
**Cc:** [redacted]; [redacted] (ST)'; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

Hi [redacted]

Thanks for sending this through and for explaining this on the phone in a bit more detail earlier. I conclude: not a great picture for general traffic, but may not be as bad for buses as it appears on Transyt.

I have discussed it with [redacted] and to get a clearer picture, in particular on bus journey times, we would be keen to see what the output from vissim would be.

Could you let us know how much time you believe it would take to get some initial outputs? That is before too much tweaking, fine tuning and any potential reallocation of the queues to other roads than Holloway Road?

Thanks

[redacted]

**From:** [redacted]

**Sent:** 27 March 2014 17:26

**To:** [redacted]; [redacted]; [redacted] (ST); [redacted]

**Cc:** [redacted]

**Subject:** RE: Archway - 'Option 2' Results

All

Attached are the results of the comparison of SDG41 and "SDG42", with the latter being the closure of LHH to traffic (except cycles) and consequent bus route changes.

To clarify, we have:

- Set up TRANSYT models of the new design
- We have only optimised signal timings at the three new/amended junctions below (as optimising for all would effectively void all the early work on SDG41 in minimising queues on critical links etc)
  - LHH/Holloway Road/Junction Road
  - Tollhouse Way/LHH/Highgate Hill/MacDonald Road
  - Junction Road/Vorley Road
- Then compared bus journey delay on a link by link basis, summing for each route
- The attached table shows firstly a comparison of operational results at each junction, and then tables of the total journey for each route (but does not include any stop or layover dwell)

**Operational Results (performance with DoS>80% shown with grey fill, important link changes shown in bold text)**

AM peak, the main issue is the turn from Sandridge Street to SJW northbound, due to additional buses now on this link. Increase in DoS from 97% to 106%. But otherwise, there is not a lot of change from SDG41 to SDG42

PM Peak, issues are again the turn from Sandridge Street to SJW northbound, but also downstream links into Archway Road. Of key interest to the revised bus movements is that we have had to (re)-introduce the short southbound right turn stage from Archway Road into Tollhouse Way, as otherwise there was insufficient capacity to clear these buses. This has a knock-on effect as it reduces the green time for northbound Archway Road traffic (and buses), which increases from 63% to 93%, again adding delay.

Essentially in both peak periods, we are pushing more traffic (buses) through the anti-clockwise gyratory, which we cannot accommodate, so end up with a residual queue of vehicles on the

Holloway Road approach. We could re-allocate some green time to this approach at the Sandridge Street/Junction Road junction, but this would be to the detriment of the SB traffic on SJW (essentially the movement that is causing us the biggest issue in terms of blocking back at the upstream junction with Archway Road).

As a side note, the three new/amended junctions generally work ok, so are not critical to the operation of the new layout (although the SB Junction Road @ Vorley Road is at 85% DoS in AM peak) – it is the additional of buses to the critical sections of the original scheme which is causing the issues.

### Bus Journey Times

As might be expected, the journey time results are heavily influenced by the operational results. In the AM peak, the performance issues are limited to a single link (where buses must merge with general traffic on Sandridge Street), and so the increase in JT is (mostly) limited to traffic arriving from Holloway Road – 15% increase in bus JT overall. As the impact is greater in the PM (on more than 1 link), the bus journey times are impacted on more significantly – 45% overall, but a lot more on some specific services.

Happy to go through this in more detail – we can split by in service/empty-running time but though I would distribute this information first.

Thanks

[redacted]

**From:** [redacted]  
**Sent:** 27 March 2014 12:18  
**To:** [redacted]; [redacted]; [redacted] (ST)'; [redacted]  
**Cc:** [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

[redacted]

Sorry for the delay, hopefully it will be sent through this afternoon. I am just checking the bus travel time results.

Thanks

[redacted]

**From:** [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]  
**Sent:** 27 March 2014 11:11  
**To:** [redacted]; [redacted] (ST)'; [redacted]  
**Cc:** [redacted]; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

Hi [redacted]/ [redacted]

How is the modelling getting on?

[redacted]

**From:** [redacted]  
**Sent:** 25 March 2014 17:50  
**To:** [redacted] (ST); [redacted]; [redacted]  
**Cc:** [redacted]; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

All

[redacted] is just finishing off the modelling in the next hour or so; [redacted] will check through it tomorrow morning and then forward our initial results.

I've worked up the designs a little further but they could still do with some refinement and discussion I think. They are attached as they stand. I am around until about 2pm tomorrow so feel free to call or e-mail before then if you like..

Cheers

[redacted]

**From:** [redacted] (ST) [[mailto: \[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]  
**Sent:** 25 March 2014 12:33  
**To:** [redacted]; [redacted]; [redacted]  
**Cc:** [redacted]; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

BAF meeting has been cancelled yes. [redacted] is referring to the Ambassadors meeting ([redacted]) with LBI. It was actually today [redacted] (sorry my error, thought it was tomorrow), so the urgency for modelling has passed.  
[redacted]

**From:** [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]  
**Sent:** 25 March 2014 11:46  
**To:** [redacted]; [redacted]; [redacted] (ST)  
**Cc:** [redacted]; [redacted]  
**Subject:** RE: Archway - 'Option 2' Results

Tomorrow's meeting? The BAF meeting I assume you refer to. It has been cancelled ([redacted], this is correct, isn't it?)

**From:** [redacted]  
**Sent:** 25 March 2014 11:44  
**To:** [redacted]; [redacted]; [redacted] (ST) ([redacted]@[tfl.gov.uk](mailto:[redacted]@tfl.gov.uk))  
**Cc:** [redacted]; [redacted]  
**Subject:** Archway - 'Option 2' Results

All

Following a chat with [redacted] I have spoken to [redacted]. We should be able to get the results across later this afternoon and therefore in advance of tomorrow's meeting. I have discussed the

designs again with [redacted] so will send them over as well, there will be two options, they operate very similarly so the result will apply to both, but the designs have different merits so are useful for comparison. Happy to discuss further once sent..

Regards

[redacted]

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**From:** [redacted] [mailto: [redacted]@tfl.gov.uk]  
**Sent:** 01 July 2015 13:27  
**To:** [redacted]  
**Cc:** [redacted]; [redacted]  
**Subject:** RE: Archway - questions for upcoming residents meeting

Hi [redacted],

Please see response from buses below.

*Between approximately 0600 and 0100 there will be up to a maximum of 13 buses standing on Highgate Hill at any one time, although normally there will be fewer buses standing. Individually buses will stand for up to approximately 15 minutes, but again will often stand for a shorter length of time. Through the night we would expect there to be no more than one bus standing at any one time, with infrequent occasions when more buses may be required to stand. During times of disruption it may be necessary for a greater number of buses to stand than usual.*

The routes to stand in Highgate Hill are correct, but it is worth noting that other routes may use the stand and U-turn facility as a curtailment and turning point.

For the answer to the question about drivers leaving their engines running, the reference to fining operators should be removed – TfL works with operators to help ensure engines are not left running and will address any specific incidents that are reported, but operators are not usually fined.

Many thanks,

[redacted] | Project Sponsor | **RSM Sponsorship** | Transport for London  
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**Auto:** [redacted] **Phone:** 020 3054 [redacted] **Email:** [redacted]@tfl.gov.uk

**From:** [redacted] [mailto: [redacted]@islington.gov.uk]  
**Sent:** 01 July 2015 08:43  
**To:** [redacted]  
**Cc:** [redacted]; [redacted]  
**Subject:** RE: Archway - questions for upcoming residents meeting

Hi [redacted]

Following our meeting yesterday, I have updated the table with some responses (see below). Can you please follow up the item highlighted in yellow, and let me know if you wish to add anything.

Thanks

[redacted]

	Question	Response
	<b><i>Bus stand</i></b>	

	Which bus routes will stand on Archway Road?	4, 17, 143, 390, C11, W5  It is generally planned that three bus routes from Highgate Hill will stand on the north-east side, and the other three on the south-west side.
	Will any buses stand on Archway Road overnight?	390
	Where exactly will buses stand on Archway Road?	Show on drawing, and point out that buses will generally park towards the front of the stand, with any further buses queuing behind.
	How long would buses be standing there, and how many at one time?	[redacted] to check how long buses will stand, how many at one time, and what times they start and end.  The existing bus stand will give an idea of what happens at the moment.
	How will buses carry out U-turns?	Explain on map.  Buses will pull up to the stop line on the outside northbound lane (this won't block the northbound bus or traffic lanes). When the traffic light goes red (linked to other junctions), buses will make the U-turn, and pedestrians will be able to cross at the same time.
	Where will the toilet facilities be located?	This is currently being looked at. TfL is looking for a suitable location that is as discreet as possible and meets four requirements (enables a solid foundation to be provided, connects to main sewer (dirty water), connects to clean water, and connects to electricity).  Potential locations of toilets will be discussed with LBI, and also needs to be discussed with Thames Water and National Grid.  It is proposed to move the existing toilets from the bus stand, so this would give an idea of what they look like.
	What will happen if drivers leave engines running?	Bus drivers are not permitted to leave engines running when the buses are pulled up to the stand. TfL will enforce against this, and issue fines to the bus operator if necessary. Issues can be reported.

	Will any trees/walls be destroyed?	No, the retaining wall and line of trees along Pauntley Street will be retained.
	How will people living in Harberton Road be protected?	We will investigate putting a hedge along the retaining wall. We would need to check how drainage would work here, but it may be possible to put planters there.
	<b><i>Pedestrian crossing</i></b>	
	Where is the pedestrian crossing positioned?	Show on map.
	What is the impact of the pedestrian crossing on traffic flow, buses doing U-turns etc.	The signalised bus U-turn and pedestrian crossing will run at the same time. The signals are linked to the other signals on the gyratory so to minimise any traffic delays.
	<b><i>Right-turn ban</i></b>	
	General questions on right-turn ban are likely to be asked.	
	<b><i>Traffic flows</i></b>	
	Any information on existing traffic flows would be helpful.	Refer to November 2013 counts.

**From:** [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]  
**Sent:** 22 June 2015 11:43  
**To:** [redacted]; [redacted]  
**Cc:** [redacted]  
**Subject:** Archway - questions for upcoming residents meeting

Hi [redacted] and [redacted]

[redacted] might have mentioned that there is an upcoming Whitehall Park Area Residents' Association (WHPARA) meeting on Thursday 2 July which [redacted] has been invited to. [redacted] (chair of the group) has asked some informal questions in advance of the meeting so we thought it would be good to obtain answers to these beforehand. I've set these out in the table below. Perhaps we can go through at the catch up tomorrow, as some of these we already know, and some might need clarification from colleagues.

Also, not sure if you have seen this?

<http://www.citymetric.com/horizons/archway-story-how-gentrify-your-neighbourhood-5-easy-steps-1151>

Thanks

[redacted]

Question	Response
<b>Bus stand</b>	
Which bus routes will stand on Archway Road?	4, 17, 143, 390, C11, W5 Do we have certainty which routes will stand where? I think it was generally the case that buses from Highgate Hill will stand on the north-east side, but am not sure if that has changed.
Will any buses stand on Archway Road overnight?	390?
Where exactly will buses stand on Archway Road?	Show on drawing, and point out that buses will generally park towards the front of the stand, with any further buses queuing behind.
How long would buses be standing there, and how many at one time?	
How will buses carry out U-turns?	
Where will the toilet facilities be located?	
What will happen if drivers leave engines running?	
Will any trees/walls be destroyed?	
How will people living in Harberton Road be protected?	
<b>Pedestrian crossing</b>	
Where is the pedestrian crossing positioned?	
What is the impact of the pedestrian crossing on traffic flow, buses doing U-turns etc.	
<b>Right-turn ban</b>	
General questions on right-turn ban are likely to be asked.	
<b>Traffic flows</b>	
Any information on existing traffic flows would be helpful.	

[redacted]  
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**From:** [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]  
**Sent:** 22 July 2014 14:08  
**To:** [redacted]  
**Cc:** [redacted]; [redacted]; [redacted]; [redacted]  
**Subject:** RE: Archway Buses Feedback

Hi [redacted],

That's correct, I think given the positive JT's and the removal of the stands on Junction Road, this has reduced the adverse impacts on Buses that raised so much initial concern.

Thanks for the additional info below, this is something [redacted] can pick up with [redacted] on her return. This info will be useful if we have to go to NMG – however let's see what the TSSR says first.

[redacted]

**From:** [redacted] [mailto: [redacted]@islington.gov.uk]  
**Sent:** 22 July 2014 13:26  
**To:** [redacted] (ST)  
**Cc:** [redacted]; [redacted]; [redacted]; [redacted]  
**Subject:** RE: Archway Buses Feedback

Hi [redacted]

From the tone of the email and the attachment I interpret that the proposed changes to bus stops and stands is no longer a potential show stopper.

The attached note paints a reasonable picture of the bus changes although some things are missing, but I assume they are not considered important.

However, one benefit I would like to point out is that we have created a new common stop (to St John's W) that doesn't currently exist (210 and 41 together). I also note that the 210 doesn't stop westbound on Tolhouse Way with the other routes to HH (which seems to be assumed in the note). Furthermore throughout the note the C11 seems to have been forgotten in a number of instances.

Lastly, I would be interested to know who takes a bus to Archway Road (a bus stop that's now split). I assume people don't come off the Northern Line to do this at Archway as they could continue to Highgate (or is interchange at Archway easier). So would it be bus-bus interchange? E.g. from route 17 (HR terminating) to 263 or 43? Or from 390 (JR terminating) to the 134? I think only if you look at where people are coming from before they get on a bus to Archway Road you can make a sensible statement as of if they are worse or better off.

But then again, if the overall feeling from buses is that this scheme is reasonably ok, maybe there is no need to go into this level of detail.

[redacted]

**From:** [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]  
**Sent:** 22 July 2014 12:00  
**To:** [redacted]; [redacted]; [redacted]; [redacted]  
**Cc:** [redacted]  
**Subject:** Archway Buses Feedback

Hi all,

Following a meeting with [redacted] (Director of Buses) this morning, I thought I'd feed back some thoughts.

- Concern remains over the suitability of bus stands, particularly those on MacDonald Road. If we receive a lot of negative comments at public consultation I think we will need to consider relocating the 41 stand back into Vorley Road bus station (or a revised smaller version).
- I've mentioned this a few times and I know it is only minor but we need to put driver welfare facilities on the plans.
- Some concerns we raised over the u-turn facility – considering the gradient on which it will operate, what saturation flow have we assumed in the model? Will the gradient alter the turning circle at all?
- Unsurprisingly concerns over the extra walking interchange distance and the loss of common stops were raised however I think this is unavoidable and given we had difficulty getting the alternative arrangement with buses outside the station to work.

Attached is a brief note prepared by [redacted] ahead of the meeting which summarises the impacts – let me/[redacted] know if you think this is incorrect in any way.

Also attached is our predictions from a year ago on when construction would start – clearly I was far too optimistic and [redacted] looks the closest now I reckon!

Overall though I think it was a positive meeting and [redacted] seemed fairly relaxed about the journey times. We need to commence public consultation no later than November so let's crack on!

Thanks,  
[redacted]

[redacted]  
*Portfolio Sponsor (Interim)*  
**Major Projects Team**  
**Road Space Management Sponsorship**

Transport for London, 8th Floor Palestra (8G6), 197 Blackfriars Road, Southwark, London SE1 8NJ  
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**From:** [redacted] [mailto:[redacted]@tfl.gov.uk]  
**Sent:** 20 July 2015 17:08  
**To:** [redacted]  
**Cc:** [redacted]; [redacted]  
**Subject:** RE: Archway gyratory - questions on bus stand

Hi [redacted]

Please see responses highlighted in grey for questions below.

Many thanks,

[redacted] | **Project Sponsor** | RSM Sponsorship | Transport for London

**From:** [redacted] [mailto:[redacted]@islington.gov.uk]  
**Sent:** 14 July 2015 18:01  
**To:** [redacted]  
**Cc:** [redacted]  
**Subject:** RE: Archway gyratory - questions on bus stand

Hi [redacted], thanks for this. I'll start drafting the responses, so feel free to send through any bits of information as you receive them.

Apologies there are a couple of extra questions that have come up, can you please check?

- Can you please confirm that the modelling is based on the November 2013 counts? [redacted] and I are pretty sure that it is, but some people don't believe this and think that the modelling is based on counts in 2014, when the bridge works were being carried out (I think the dates mentioned on your website have confused some people).

I can confirm that the flows are from 2013 before any bridge works.

- As some people have raised concerns about noise and pollution from buses, it would be good to add a point about what is proposed to make the buses using the bus stands (single decks C11, W5 and 143, double decks 4, 17 and 390), and those that use Archway Road (43, 134 and 263) cleaner. Can you please confirm? We understand that there is a plan to make many single and double decker buses electric (part of ULEZ), but are not sure if there are any further details we can share.

6 of the 12 routes serving archway fall into the ULEZ (4,17,43,134,271,390) I'm not sure which are single or double decker's . I suggest the lines below from the ULEZ website <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone?cid=ultra-low-emission-zone>

## TfL Buses

As part of the ULEZ, we are taking extra steps to reduce emissions from our buses and to increase the number of zero emission capable 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
- We will progressively increase the number of these buses. From 2020 only buses of this type will be allowed to operate on routes in the ULEZ

Regarding the public space design, we need to meet with our internal colleagues from trees/highways on Thursday (the meeting last week had to be postponed), and so will be able to give you detailed feedback this week. I would say though that [redacted] and I are concerned that the latest plans don't appear to reflect what we have agreed at previous meetings. For example, our suggestions for the existing trees on Archway Close and the positioning of the cycle track haven't been picked up. Anyway, once we get some more feedback from our tree/highways colleagues on Thursday we will send a more detailed email.

Thanks

[redacted]  
Islington Council  
020 7527 [redacted]

**From:** [redacted] [[mailto: \[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]  
**Sent:** 14 July 2015 16:23  
**To:** [redacted]  
**Subject:** RE: Archway gyratory - questions on bus stand

Thanks [redacted],

The updates seem to have stirred up local interest again. I still have lots of correspondence to outstanding since the updated consultation map was sent out! I have requested the information from the relevant teams and hopefully should have the information back to you by the end of the week.

Do you have any comments on [redacted] updated urban realm design, PPD really need to have a decision and we would need to meet to discuss materials soon too.

Many thanks,

[redacted] | Project Sponsor | **RSM Sponsorship** | Transport for London  
3rd Floor Y3, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ  
**Auto:** [redacted] **Phone:** 020 3054 [redacted] **Email:** [redacted]@tfl.gov.uk

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**From:** [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]  
**Sent:** 14 July 2015 11:14  
**To:** [redacted]

Cc: [redacted]

Subject: Archway gyratory - questions on bus stand

Hi [redacted]

Following the residents meeting a couple of weeks ago, [redacted] and I have received many emails from residents to express concerns and ask questions about the bus stand.

I am drafting some responses which we'd like to send out this week, but I need to include some information from your side. Can you please have a look at the highlighted text in the table below and let me know what information you can provide so that we can respond?

If you can send me what you can in the next couple of days that would be great.

Thanks

[redacted]

No.	Raised by	Issue summary	Response
	[redacted]	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 green time? There is a concern that vehicles will use Pauntley Street as a cut through if they are stuck in a queue on Archway Road.	[redacted] can you please check with [redacted]?
	Councillor Poyser	What consultation activities took place? This includes when and where leaflets were delivered to properties, emails, TfL staff at stations etc.	[redacted] can you please confirm consultation activities? I didn't find the email which set this out, but maybe [redacted] has a list of activities he can send through.
	(In response to email from [redacted])	How do TfL propose to consult on the bus stand proposals, and when will this take place?	[redacted] can you please confirm?
	[redacted]	How will buses make the U-turn and where does this happen elsewhere? Do we have examples to demonstrate that it doesn't cause lots of disruption to traffic?	[redacted] can you please check how the signals will be coordinated and find out how this works for Waterloo Road (or any other examples)?
	[redacted]	What is the reason for relocating the bus stand?	[redacted] to respond.
		How will vehicles gain exit from Pauntley	Response to question 1 to be inserted here

Street onto Archway Road? I think there is a concern that vehicles will not be able to safely join due to the bus stand, or because there will be a massive queue on Archway Road. This relates to question 4. with some explanation .

Councillor Poyser (in response to email from [redacted]) How will the streets be monitored after the scheme is implemented, and what commitment has been made to look at this? We can set out what we said in the Council's consultation response, and refer to TfL's consultation report, which notes that streets will be monitored.

[redacted] What are the details for the bus stands? Refer to response to question 10.

Why can't the stands be located closer to Hornsey Lane bridge or to the gyratory?

Is it not possible to locate the stand closer to the gyratory as they wouldn't fit, but could they be located closer to the bridge? [redacted] could you please check?

Answers are as follows:

Three routes will stop there, and up to six buses.

Further details requested on bus stands:

Uncertain, up to six but it will change from time to time. [redacted], can you check with Buses if they know more from the operation of the Vorley Road bus stand?

How many buses will stop there?

[redacted] can you please check the length as I can't see it on the drawing?

How many buses will be there at one time?

I will use the previous answer [redacted] unless you know more?

[redacted] How big is the bus stand?

Where will the toilets go?

Which bits of the bus lane will be closed?

The bus lane will remain continuous.

What screening/hedging is proposed to shield the bus stand?

We need our greenspace colleagues to look at this in more detail.

Is any construction work proposed (apart from screening and the toilet)

Only the filling in of the underpass, is that right [redacted]?

Will any trees be removed?

No trees will be removed on Pauntley Street.

Further detail requested on the bus stand consultation. See question 3.

Insert response to question 3.

[redacted]  
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Alternative Contact: [redacted]: 020 7527 [redacted]

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**From:** [redacted]  
**Sent:** 20 January 2014 11:53  
**To:** [redacted]; [redacted] (ST); [redacted]; [redacted]  
**Cc:** [redacted]  
**Subject:** RE: Archway Gyrotory 210114 Agenda

Hi all

[redacted] I understand you have spoken to [redacted] and [redacted] about some of the points we expect BAF to raise tomorrow.

I've attached a draft response to stakeholders on issues raised so far on the proposals (this hasn't been issued yet). I've shaded the issues raised by BAF, and have highlighted the text where we need to do more work to respond to the issue in full. It would be worth reading this before the meeting – the main things BAF will probably want to discuss tomorrow are the following:

- Possibility of crossroads junction outside station (see point 9) – we have looked into this, but [redacted] I think you mentioned on the phone that the design shown at Appendix A of the note might not even work?
- Feasibility of southbound bus access on Lower Highgate Hill (see point 22) – [redacted] I think you are looking at this today.
- Opportunities to relocate bus stands to better serve Whittington Hospital and Upper Holloway Station (see points 23-25) – something for us all to think about today.

On the last issue of bus stands, we have been thinking about the opportunity to introduce bus stands in these areas to improve bus access in the area generally. The Council has recently written to TfL about the possibility of extending the 277 from Highbury Corner to Archway in improve bus capacity on Holloway Road (I've attached this letter for information).

Thanks

[redacted]  
Islington Council  
020 7527 [redacted]

**From:** [redacted]  
**Sent:** 20 January 2014 11:02  
**To:** [redacted] (ST)  
**Cc:** [redacted]; [redacted]; [redacted]; [redacted]  
**Subject:** Re: Archway Gyrotory 210114 Agenda

Morning all (BAF removed)

What do you need us to bring along tomorrow?

I am not back in the office until next week but either [redacted] can bring things along or I can arrange to have things dropped off to [redacted] later today or tomorrow morning.

Kind regards  
[redacted]

On 20 Jan 2014, at 10:16, "[redacted] (ST)" <[redacted]@tfl.gov.uk> wrote:

Morning all,

Please see the attached draft agenda for tomorrow morning, let me know if you would like any additions/amendments.

Thanks.

[redacted]

[redacted]

*Project Sponsor*

**Capital Development Team**

**Road Space Management**

Transport for London, 8th Floor Palestra (8G6), 197 Blackfriars Road, Southwark, London SE1 8NJ

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<Agenda 210114.docx>

**From:** [redacted] [mailto: [redacted]@tfl.gov.uk]  
**Sent:** 03 November 2014 14:19  
**To:** [redacted]  
**Cc:** [redacted]; [redacted]  
**Subject:** RE: Archway gyratory consultation

Hi [redacted],

Yes it actually happened! I see LCC have picked it up and tweeted asking for comments already lets hope they are positive!

Point 1. The consultation text you received for review contains more information on Buses than the website. Formal approval from Buses is required before all the bus information can be shared in the public domain. In order to get the consultation live today it was decided to go live without some of the details pending approval Once approval is gained this week these will be added to the website on 10<sup>th</sup> November. No new information will be shown on the website.

Point 2. There is no pre prepared information. All requests will be responded to individually and responses tailored to each request.

Many thanks,

[redacted] | Project Sponsor | **RSM Sponsorship** | Transport for London  
8th Floor G5, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ  
**Auto:** [redacted] **Phone:** 020 3054 [redacted] **Email:** [redacted]@tfl.gov.uk

**From:** [redacted] [mailto: [redacted]@islington.gov.uk]  
**Sent:** 03 November 2014 11:59  
**To:** [redacted]  
**Cc:** [redacted]; [redacted]  
**Subject:** Archway gyratory consultation

Hi [redacted]

I see that the consultation page has gone live!

There are a couple of parts where additional informational will be provided:

1. The website notes: "More detail on changes to bus stops and stands will be available on 10 November 2014."  
Just wanted to confirm what this will be and whether the information will be put up on the website, or just by request? Either way, it would be good for us to have a look at this information too.
2. The traffic impacts attachment notes: "Further detailed modelling information is available on request by emailing your requirements and contact details to trafficmodelling@tfl.gov.uk."  
Can you please send us the information that you are planning to send out to any interested parties?

If you have a package of information that you are happy to send out to the public, would you be able to send this to us to have a look at?

Thanks

[redacted]  
*Principal Planner*  
Environment and Regeneration  
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Alternative Contact: [redacted]: 020 7527 [redacted]  
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**From:** [redacted] [mailto:[redacted]@tfl.gov.uk]

**Sent:** 08 September 2014 15:01

**To:** [redacted]

**Cc:** [redacted]; [redacted]

**Subject:** RE: Archway Meeting

Hi [redacted],

Please find the rough notes I took at the meeting below. Please let me know if you need clarity on any.

#### Cycling

- Cyclists travelling from St Johns Road to Junction road are unprotected once they leave the ASL

#### Buses

- Bus stands on Archway road affect Pauntly St residents. This is of little concern as the removal of stops on Archway Road result in a slightly longer walk to the nearest proposed stop (estimated extra 40m) which was seen to be negligible when compared to the level of benefit the scheme delivered for cyclists and the urban realm.
- Currently and in the proposed design customers have to dismount the No.41 and then catch the 210 to get to the Hospital, This causes delays for hospital visitors and costs an extra bus fare. Could the No.41 route be extended to the hospital? There is a unused gated driveway that could be used as a stand. In the past buses have stopped outside the hospital (Routes 17,390,41)
- Could the route W5 be extended on Upper Holloway?
- [redacted] (ICAG?) would prefer the bus stands D&E to stay outside the station due to bus passenger disbenefit for route 43 . It was explained a new public square and heavy motorised (100 buses an hour) road could not coexist.

#### Pedestrian Cyclist interaction

- [redacted] mentioned Living streets and disability groups do not favour floating bus stops when there is a high frequency of buses and high pedestrian footfall
- Need a larger space for wheelchair users to be able to ride onto and off the ramp without encroaching the cycle lane
- Would like the area to be 20mph due to the high levels of pedestrians which will be standing on the island at the floating bus stop
- Would like the 3m island increased in width. Suggestion to reduce Sandridge Triangle width and increase width of island

#### Motorists

- The groups focused on which movements would no longer be available and the impact on the wider local road network.
- [redacted] clarified the least dominant route was banned in the proposed design
- Due to loss of left turn into Archway Road [redacted] raised concerns by local residents of displacement into the Whitehall park area, especially Cressida Road.

#### A1

- Question was asked by [redacted] if the capacity of the A1 could be reduced as bridge works nearby show this can be done.
- TfL strategic policy is clear the capacity of the strategic road network cannot be impacted.

## Urban Realm – New public Square

- make the benefits for pedestrians clear on consultation documents
- would like nice places to sit
- safe cycle parking requested.
- Assess pedestrian desire lines & likely routes across the new area
- Why does the bidirectional cycle track not end at the crossing on each end? Issue of pedestrian and cyclist cross over conflicts were explained
- Extend the pavement on the west side of Junction road to encourage residents East of the Gyratory to walk to the new square. This route is unattractive at weekends and used mainly by commuters. Many residents choose to visit Nags Head instead
- Include some set down, pick up from the station

Many thanks,

[redacted] | Project Sponsor | **RSM Sponsorship** | Transport for London  
8th Floor G5, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ  
**Auto:** [redacted] **Phone:** 020 3054 [redacted] **Email:** [redacted]@tfl.gov.uk

**From:** [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]

**Sent:** 08 September 2014 10:24

**To:** [redacted]; [redacted]

**Cc:** [redacted]

**Subject:** RE: Archway Meeting

Hi [redacted] and [redacted], hope you had a nice weekend.

I am just starting to write up our notes of the meeting. Would you mind sending me through some rough bulletpoints of your notes, or a scan of your notes if that's easier? I will compile these and send back to you to check or add to.

Thanks

[redacted]  
Islington Council  
020 7527 [redacted]

**From:** [redacted]

**Sent:** 05 September 2014 14:29

**To:** [redacted]

**Cc:** [redacted]; [redacted]

**Subject:** RE: Archway Meeting

Hi [redacted]/ [redacted]

Yes, I feel it was a successful meeting too. Some worries didn't materialise, which is always nice. But as always, there was also some food for thought.

[redacted] and I will compile our notes and maybe you want to add to it as a record of the meeting and to add to the list of things still to consider. We should be able to send something over soon after the weekend.

Have a nice weekend, and no doubt we will be in touch next week.

[redacted]

**From:** [redacted] [\[mailto:\[redacted\]@tfl.gov.uk\]](mailto:[redacted]@tfl.gov.uk)  
**Sent:** 05 September 2014 10:25  
**To:** [redacted]; [redacted]  
**Cc:** [redacted]  
**Subject:** Archway Meeting

Morning [redacted] / [redacted]

I just wanted to say thank you for the meeting last night – I think it went very well and it was good to hear a range of feedback on the design – particularly that curve ball about the open space!!

Thanks again

[redacted]

[Interim Portfolio Sponsor - Better Junctions](#)

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Road Space Management Sponsorship | Road Space Management | Surface Transport | Transport for London

8G5 | Palestra | 197 Blackfriars Road | London | SE1 8NJ

☎ 020 3054 [redacted] Auto [redacted] 📞 07711 [redacted] ✉ [\[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)

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From: [redacted]  
Sent: 23 February 2015 11:44  
To: [redacted]  
Subject: RE: cressida rd

I had a chat with the person who organises the meetings. She said that Councillor Spall had requested the item on the agenda as an update item. So I guess it would be an update on where we are, a bit about the right turn ban issue and what work you have been doing to look into this, and next steps.

She also mentioned that the bus U-turn and bus stand were mentioned at the last meeting, so people might ask about that.  
People might also ask about air quality so you might want to check where the environmental assessment is at.

Will speak to you/[redacted] tomorrow.

Thanks

[redacted]

-----Original Message-----

From: [redacted] [[mailto: \[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]  
Sent: 23 February 2015 10:58  
To: [redacted]  
Subject: RE: cressida rd

Thank you!

-----Original Message-----

From: [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]  
Sent: 23 February 2015 10:56  
To: [redacted]  
Subject: FW: cressida rd

FYI

-----Original Message-----

From: [redacted]  
Sent: 27 January 2015 12:24  
To: [redacted] ([redacted])  
Cc: '[redacted]@tfl.gov.uk' ([redacted]@tfl.gov.uk); [redacted]  
Subject: FW: cressida rd

Hi [redacted],

As discussed this morning, please see below my email to the Hillrise councillors explaining what we think will happen with traffic that can't turn right from St John's Way into Archway Road/Highgate Hill. This email has been published somewhere on a website.

This may come in handy for the meeting with the Hillrise Ward Partnership on Wednesday 25 February 2015 at 7.30pm. [redacted] can confirm details of location, etc, closer to the date. Thanks for being so kind to meet them again. We will discuss and assist on how best to approach this over the next few weeks.

[redacted]

[redacted]

Team Leader Planning and Projects (East-West) Planning & Development Islington Council 4th Floor, Laycock Wing, Municipal Offices, 222 Upper Street, N1 1XR

Tel: 020 7527 [redacted]

Alternative contact: [redacted] 020 7527 [redacted] [www.islington.gov.uk](http://www.islington.gov.uk)

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-----Original Message-----

From: [redacted]

Sent: 28 November 2014 18:01

To: Poyser, Dave

Cc: Spall, Marian; Ngongo, Michelline; [redacted]; [redacted]; Planning

Subject: RE: cressida rd

Dear Councillor Poyser,

In response to your query about likely traffic displacement associated with the Archway gyratory proposals as part of Transport for London's (TfL) currently consultation, I have set out below why it is proposed to ban the turn from St John's Way in to Archway Road and Highgate Hill (the main reason for the traffic displacement in Hillrise Ward) and what the likely impact on local streets would be.

The gyratory was introduced in the 1960s to improve the operation of the road system for vehicle traffic. It does this very efficiently, although, as we know, 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 would be directed via the northeast side of the island (as per the proposals that TfL is currently consulting on); traffic from all main approaches to Archway would have to move through this junction. To prevent delaying traffic on these approaches (including St John's Way) too much, 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.

Ideally the design would have included a right-turn movement 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, it was proposed to ban this turn and not any of the other more heavily used movements through the junction.

TfL undertook one week's traffic counts at the gyratory last year to understand what movements people make through the area. It showed that an average of just below two vehicles per minute currently make the right turn in the busiest morning peak hour and one vehicle per minute in the busiest evening peak hour (for comparison, the traffic flow on Archway Road in one direction (southbound) in the morning peak is approximately 14 vehicles per minute). The majority of this traffic goes to Highgate Hill, although some goes to Archway Road. It is not possible to determine exactly how much of this traffic would use Cressida Road or any of the other alternative routes to Highgate Hill or Archway Road. However, these two vehicles per minute in the morning peak (or one in the evening peak) could choose from a number of routes: via Vorley Road, via Hazelville Road and Hornsey Lane, via Hornsey Road and Hornsey Lane or via Cressida Road. Each of the four routes is therefore likely to take a share of the two (or one) vehicles per minute. Alternatively some of this traffic might choose routes further away, by-passing the area altogether.

We are proposing that the Council allocate some of the annual TfL Local Implementation Plan (LIP) grant to improvements to local streets to help mitigate against 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 the additional vehicles.

We have 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. One of the options on how to deal with any impact of traffic displacement would be to repeat the traffic counts after the proposals have been implemented (if they were to go ahead) to establish which roads are most affected and based on this introduce any mitigating measures.

Lastly, in terms of your suggestion for signage to inform motorists of the banned turn early on, this is something we can look at as part of the work to mitigate the impacts of traffic in the short term.

I hope this is clear, but please feel free to call me if you would like me to clarify anything or if you have any further questions.

Have a good weekend.

Regards,

[redacted]

[redacted]

Team Leader Planning and Projects (East-West) Planning & Development Islington Council 4th Floor, Laycock Wing, Municipal Offices, 222 Upper Street, N1 1XR

Tel: 020 7527 [redacted]

Alternative contact: [redacted] 020 7527 [redacted] [www.islington.gov.uk](http://www.islington.gov.uk)

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-----Original Message-----

From: Poyser, Dave

Sent: 26 November 2014 02:21

To: [redacted]

Cc: Spall, Marian; Ngongo, Michelline

Subject: cressida rd

[redacted], hi

I think you gave us an estimate for extra traffic that might use Cressida Rd and Hazelville Rd if/when the TfL Archway scheme goes ahead. Is this a figure I can give to people who write? We had a letter from a lady in Miranda Road, and I really cant think that her street would get any extra traffic (except for lost cars in the first couple of months after the change).

Would there be a sign on Sunnyside Road saying 'no right turn up the A1' on Sunnyside Road to avoid chaos in the first few months?

Thanks

Dave

Coun Dave Poyser (Labour, Hillrise Ward)

Address - Islington Town Hall, Upper St, N1 2UD

Surgery 11am -12, Third Saturday of the month (except August), Hornsey Lane Estate Community Office (go through the estate from the Hazelville Road Entrance)

Tel (home) 020 7609 [redacted]

Sent with Good

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**From:** [redacted] [mailto: [redacted]@tfl.gov.uk]  
**Sent:** 24 February 2015 17:04  
**To:** [redacted]  
**Subject:** RE: Meeting tomorrow

Hi [redacted]

This is extremely useful – thank you! I will review tonight, along with some of the other details. A couple of ‘key messages’ and questions I wanted to check with you:

- From a TfL perspective, we are still reviewing the consultation responses and no decision has yet been made whether the scheme will progress. I have been advised that until the report is published we should not use exact ‘% support’ figures. Like you suggest, we can highlight the key themes being picked up so far.
- Is LB Islington due to make a formal ‘approval’ to progress the scheme as it impact some areas of borough highway? E.g. Scheme Approval?
- As mentioned on the phone, please could we avoid mentioning workshops specifically, and frame it more broadly that we are reviewing comments from consultation and next steps for the urban realm.
- Has funding for the side road monitoring been discussed previously? We would have some funds available from the project but I don’t know that these would cover any physical changes should the Council deem them necessary. Is it something we would arrange via LIPs?
- Are there any sensitive issues from an Islington Council perspective I should be aware of?

Many thanks  
[redacted]

**From:** [redacted] [mailto: [redacted]@islington.gov.uk]  
**Sent:** 24 February 2015 16:21  
**To:** [redacted]  
**Subject:** RE: Meeting tomorrow

Hi [redacted]

I have made some notes of some things that you/[redacted] might want to cover during the update tomorrow night. Let me know what you think – I’m around today and tomorrow to discuss.

- Have been invited to provide an update on the Archway gyratory project (worth mentioning if they don’t make it clear when introducing you, just so people don’t expect you to be talking about the banned turn the whole time).
- A few headline points on the consultation: over a thousand responses, generally supportive/positive, lots of ideas for the square etc.
- Have considered the feedback received during the consultation, including the views provided by local residents and councillors. Although feedback has been generally positive there are some issues raised that TfL has been looking into.

- Understand that one of the main issues relates to the banned right turn from St John's Way into Archway Road / Highgate Hill, and the potential impact this would have on local streets.
- Explain briefly why ban is required: as part of the proposals all the traffic comes together at this junction, and it would not be possible to accommodate all traffic movements through the junction. Therefore the lowest traffic movement was banned. Based on a week's worth of traffic counts carried out in November 2013, this showed that an average of up to two vehicles a minute in the busiest morning peak hour, and one vehicle a minute in the busiest evening peak hour that make this right turn.
- Islington Council, along with various members of the community have asked TfL to look at this junction again to see whether it would be possible to introduce a right turn movement.
  - o Design wise it would be difficult to accommodate space for right turning vehicles – this would require additional pedestrian crossings (four times over Archway Road), and would enlarge the junction and Archway Road, potentially impacting on the edge of Archway Park.
  - o Explain briefly what would happen to the traffic if the ban was introduced. It would be useful to get some easy to communicate points from [redacted]/ [redacted] on how the staging would work and what would happen.
  - o Consequences of allowing right turn: excessive queuing on all approaches that would likely result in people seeking alternative routes in the immediate area. Would it bring the traffic a standstill?
  - o Sensitivity testing: what happens if we allow only buses to turn right? I guess you would still need to have it as a separate stage for the bus right turn, which would take away too much time from other traffic movements.
  - o Also by how much traffic would need to reduce by to make the junction work? People might ask about this.
- With the banned movement, it is expected that a variety of alternative routes could be taken in the local and the wider area, and these will take a share of the two vehicles per minute in the morning peak, and one vehicle in the evening peak. It is also possible that some traffic might choose routes further away.
- As we don't know exactly what traffic will do, the Council has requested that the local streets are monitored before and after the works, to understand which streets are most affected and develop mitigating measures where necessary.
- General monitoring to see if traffic goes down? Might be good to mention.
- In reviewing other feedback we have been able to provide some improvements to the junction – provided right turn for cyclists, less pedestrian crossing phases over Archway Road.
- Next steps: consultation report released on x date which will include written responses to the issues raised, decision taken on x date, progress design of new square, and proposing to be on site in early 2016.

You may not need to mention it up front but people might ask about the things below, so be prepared for these!

- Traffic problems on other surrounding streets/junctions – Hornsey Lane was mentioned as well as Stanhope Road / Shepherd's Hill and Shepherd's Hill / Archway Road I think. If there is any general monitoring that will happen it would be good to mention that.
- Bus stand and bus U-turn – people might ask about impacts of this, particularly on the southbound side. Be good to mention that stand is set back from the residential properties, bus stands will be lower due to retaining wall, proper management to make sure buses aren't left running etc.
- Air quality – would be good to mention the environmental assessment and when it will be finished – I hope that this would be finished before a decision is taken by TfL?

I hope you find this useful – do let me know if there is anything further you want to discuss.

Thanks

[redacted]  
Islington Council  
020 7527 [redacted]

**From:** [redacted]  
**Sent:** 24 February 2015 11:53  
**To:** [redacted]  
**Subject:** RE: Meeting tomorrow

Hi [redacted]

Yes that's fine.

I'll have another look at everything this afternoon and will let you know.

Thanks

[redacted]  
Islington Council  
020 7527 [redacted]

**From:** [redacted] [[mailto: \[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]  
**Sent:** 24 February 2015 10:57  
**To:** [redacted]  
**Subject:** RE: Meeting tomorrow

Hi [redacted]

Yes that's perfect. Is 6:30 ok? There is a chance that [redacted] will still be unwell tomorrow so I will go through all the information you sent me and sort out getting large print outs of the designs. Let me know if there's anything else useful I could bring.

Many thanks

[redacted]

**From:** [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]

**Sent:** 24 February 2015 10:20

**To:** [redacted]

**Subject:** Meeting tomorrow

Hi [redacted]

Saporia is open until 10.30pm tomorrow night so we can meet there?

Thanks

[redacted]

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**From:** [redacted]  
**Sent:** 30 January 2015 16:02  
**To:** [redacted]  
**Cc:** [redacted]; '[redacted]@tfl.gov.uk' ([redacted]@tfl.gov.uk); [redacted]@tfl.gov.uk  
**Subject:** RE: Vorley Road bus stand

Hi [redacted]

Yes, the Council's position on the Vorley Road bus stand is very clear: we want to redevelop this council-owned site for affordable housing. This was made clear in the council's response to the recent gyratory consultation (from Councillor Webbe to the Mayor of London). It says in the third paragraph of the letter:

*"Relocation of the bus stand will unlock an important development site at the heart of the town centre providing new homes for local people."*

One of the main drivers for the Council to take the lead on the redesign for Archway gyratory a few year ago was to also investigate if the bus stands currently using the Council-owned Vorley Road site could be relocated to on-street locations.

Please find attached correspondence between [redacted] and [redacted] in December 2015 with attachments, which set out the council's aspiration in terms of the bus stand in communication with your bus colleagues. We believe that alternative bus standing provision has been found that meets your bus colleagues' criteria.

In any case, you will also be aware that the design is now such that the bus stand can't be used anymore unless the design is changed considerably.

- Vorley Road is one-way clockwise in the current design, so I don't know how buses could get to the bus stand; the 17 and 390 couldn't access it via Junction Road, and the buses from Highgate Hill would have to go all the way clockwise around the Central Island to Junction Road to access Vorley Road from there; although leaving the area for these routes would be a problem in terms of bus stop pick up location.
- Reversing it is not possible unless buses can turn right from St John's Way into Archway Road.
- Two-way would be extremely complex in terms of junction layout at both ends and in terms of the road width, and is in particular not desirable in terms of additional traffic on local streets and along the Vorley Road Children Centre where the pavement is already extremely narrow.
- Also, I doubt that both in terms of traffic modelling of the junction (extra buses routing around the central island through the key junctions would add traffic to the critical sections) and in terms of bus journey times (which may well increase as a result) this would at all be achievable and desirable.

The implications of your bus colleagues' request are likely to be many more. You may want to have a good look at the designs to see what other implications this suggestion/request is likely to have.

However, the main point and answer to your question is that after nearly four years of hard work and having found a bus standing alternative, the Council will absolutely not consider an option whereby the bus stand remains on the Council's Vorley Road site.

I hope this helps you with your discussions with your bus colleagues. Let us know how you get on.

[redacted]

**From:** [redacted] [[mailto: \[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]  
**Sent:** 30 January 2015 15:14  
**To:** [redacted]  
**Subject:** Vorley Road bus stand

Hi [redacted],

I'm hoping you can help with a few points. I am looking to set up a follow up meeting with TfL buses and would like some clarification on LB Islington's position regarding the bus stand on Vorley Road.

At a previous meeting TfL buses has suggested the bus stand on Vorley road remains in its current position due to operational and management challenges. Please could you confirm LB Islington's position on the Vorley Road bus stand and its removal. Also if LB Islington would consider an option whereby the stand remains on Vorley Road?

Many thanks,

[redacted] | Project Sponsor | **RSM Sponsorship** | Transport for London  
8th Floor G5, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ  
**Auto:** [redacted] **Phone:** 020 [redacted] 2741 **Email:** [redacted][@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)

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**From:** [redacted]  
**Sent:** 16 December 2014 12:07  
**To:** [redacted] (ST)  
**Cc:** [redacted]  
**Subject:** RE: Vorley Road Commitment

Hi [redacted]

I've attached a couple of letters from our files which I hope are of help.

We had some meetings with London Buses back in 2011, and we subsequently received a letter from London Buses (first attachment).

I also have a letter from Michelle Dix to our previous leader last year, which refers to the bus stand on page 2. This does relate to the previous bus stand layout, with buses split over Archway Road, Highgate Hill, MacDonald Road and Junction Road. Now that the buses are all together on Archway Road (with the exception of the 41 on MacDonald Road), this is a much better arrangement we have now.

Let me know if you need anything further.

Thanks

[redacted]  
Islington Council  
020 7527 [redacted]

**From:** [redacted] (ST) [[mailto: \[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]  
**Sent:** 16 December 2014 09:53  
**To:** [redacted]  
**Subject:** Vorley Road Commitment

Hi [redacted],

Hope you're well. Bit of a long shot this but do you have a copy of the letter that was sent to LBI from TfL which stated we would consider removing Vorley Road bus stand if suitable on-street provision could be identified? I'm struggling to find it in my emails and [redacted] is asking for it to aid her discussions with bus colleagues.

Thanks,  
[redacted]

[redacted]  
*Portfolio Sponsor*

**Major Projects Team**

**Road Space Management Sponsorship**

Transport for London, 2nd Floor Palestra (2Y1), 197 Blackfriars Road, Southwark, London SE1 8NJ  
E: [redacted][@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk) | T: 0203 054 [redacted] | M: [redacted] | Int: [redacted]

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Transport for London, 2nd Floor Palestra (2Y1), 197 Blackfriars Road, Southwark, London SE1 8NJ  
E: [redacted][@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk) | T: 0203 054 [redacted] | M: 075906[redacted] | Int: [redacted]

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From: [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]  
Sent: 20 February 2012 12:08  
To: [redacted]; [redacted] (LBSL)  
Cc: [redacted] (ST); [redacted]; [redacted]; [redacted]  
Subject: RE: Archway Gyrotory - Bus Stands

Thanks for this [redacted].

Given this is on the agenda I will attend the meeting tomorrow.

I don't believe we've had sight of proposed alternative stand proposals. It would be much more helpful if we could see things like this in advance of the meeting so we have time to actually consider them rather than just responding in the meeting.

See you tomorrow.

Regards

[redacted]

-----Original Message-----

From: [redacted] [mailto: [redacted]@islington.gov.uk]  
Sent: 20 February 2012 11:34  
To: [redacted] (LBSL); [redacted] (ST)  
Cc: [redacted] (ST); [redacted]; [redacted]; [redacted]  
Subject: RE: Archway Gyrotory - Bus Stands

Dear [redacted] and [redacted]

I thought I'd clarify the situation regarding [redacted]'s questions about the bus stand requirements at Vorley Road.

The main instruction that we gave [redacted] is to investigate if we could introduce two-way traffic at Archway; i.e. removing the one-way gyrotory system. As you know we have been investigating numerous options over the last few months.

Before Christmas we met with you to look at the proposals and you expressed concerns about the delay to bus services, especially to some high frequency services where the delay may require a very costly introduction of additional buses.

Partly because of these concerns, we have asked [redacted] to undertake further assessments and checks to see how we could improve on the situation for buses and prevent unacceptable delays.

The bus stand discussion is related to this. As you know, it is a council aspiration to relocate buses from the bus stand at Vorley Road and find alternative locations in the area, acceptable to London Buses. A final stage of the [redacted] commission has always been to investigate how and if this could be delivered. Initial assessments have now been undertaken.

Initially we were planning to discuss this with you separately in a few weeks time, not to mix the two projects: 1. the gyratory project itself, 2. the relocation of the bus stand. However, we have now found that relocating the bus stand may potentially provide some benefit to the gyratory scheme, and therefore the two should be considered together. This is what we will be presenting and explaining at our meeting tomorrow.

Regards

[redacted]

[redacted]  
Team Leader Planning and Projects (East-West)  
Islington Council

T. 020 7527 [redacted]  
E. [redacted][@islington.gov.uk](mailto:[redacted]@islington.gov.uk)  
W [www.islington.gov.uk](http://www.islington.gov.uk) <<http://www.islington.gov.uk/>>

Alternative Contact: [redacted]  
T. 020 7527 [redacted]  
E. j[redacted][@islington.gov.uk](mailto:[redacted]@islington.gov.uk)

-----Original Message-----

From: [redacted] (LBSL) [[mailto:\[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]  
Sent: 20 February 2012 11:14  
To: [redacted]; [redacted] (ST)  
Cc: [redacted] (ST); [redacted]; [redacted]; [redacted]  
Subject: RE: Archway Gyratory - Bus Stands

[redacted],

The bus stand requirement at Vorley Road is a minimum of 15 stand spaces, like [redacted] I'm curious as to why this information is requested since at the first meeting it was made clear that a this bus stand was not an option , but a requirement and we were assured that LB Islington had blocked the idea to reverse Vorley Road and it was therefore outside the scope of the scheme.

[redacted]

[redacted] | Area Manager - Central

Bus Operations | London Buses | Transport for London C/o room 511, 5th floor, 172 Buckingham Palace Road, London, SW1W 9TN  
mobile: 07818 [redacted] | office: 0845 603 [redacted] | auto: [redacted]

email: [redacted][@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk) <[mailto:\[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)> |

web: [www.tfl.gov.uk/buses](http://www.tfl.gov.uk/buses) <<http://www.tfl.gov.uk/buses/>>

Please consider the environment - do you really need to print this email?

From: [redacted]

Sent: 17 February 2012 09:59

To: [redacted] (ST); [redacted] (LBSL)

Cc: [redacted] (ST); [redacted]

([redacted][@islington.gov.uk](mailto:[redacted]@islington.gov.uk)); [redacted]; [redacted]

Subject: RE: Archway Gyrotory - Bus Stands

Thanks [redacted], the quick response is appreciated.

Yes, I think we probably will be discussing the Vorley Road bus stand on Tuesday so we look forward to seeing you..

Kind regards

[redacted]  
Principal Consultant

d. +44 20 7910 [redacted]

m. +44 (0)7940 [redacted]

t. +44 20 7910 5000

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

Sent: 17 February 2012 09:53

To: [redacted]; [redacted] (LBSL)

Cc: [redacted] (ST); [redacted]

([redacted][@islington.gov.uk](mailto:[redacted]@islington.gov.uk)); [redacted]

Subject: RE: Archway Gyrotory - Bus Stands

[redacted],

[redacted] to confirm, but I make it that the following routes the stand at Vorley Road as a Terminus. I've put in what I'd expect to see in terms of number of buses on the site at any one time based on frequency (buses per hour), but haven't looked at what is actually scheduled for this site.

Route

BPH

Stnd Req.

4

6

2

17

7.5

2

41

12

3

143

5

?1 or 2?

390

8

2

C11

7.5

2

W5

5

?1 or 2?

It may also be used occasionally for unscheduled curtailments of routes passing through Archway but these won't be planned, it will be if a bus has to turn short of its destination due to traffic conditions.

Can I ask why this being raised? Not sure it's pertinent to the discussions about the gyratory. I wasn't planning on attending on the meeting on Tuesday, but if we discussing Vorley Road Bus Stand I may come along.

Regards

[redacted]

[redacted] | Strategy and Planning Manager | Bus Infrastructure T 020  
3054 [redacted] | Auto [redacted] | M 07595 [redacted] 10th Floor - Zone G3, Palestra,  
197 Blackfriars Road, London SE1 8NJ

Transport for London | London Buses | Operations Directorate

From: [redacted]

Sent: 16 February 2012 19:44  
To: [redacted] (LBSL); [redacted] (ST)  
Cc: [redacted] (ST); [redacted]  
([redacted][@islington.gov.uk](mailto:[redacted]@islington.gov.uk)); [redacted]  
Subject: Archway Gyrotory - Bus Stands

[redacted] / [redacted]

Would it be possible to clarify the number of buses scheduled to stand at Archway at present? I know the Vorley Road stand has space for approx. 15 but we would like a breakdown of these and could do with understanding of this in advance of Tuesday's meeting. Your help would be greatly appreciated!

Kind regards

[redacted]

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**From:** [redacted] (ST) [mailto: [redacted]@TfL.gov.uk]  
**Sent:** 05 August 2015 19:10  
**To:** [redacted]  
**Cc:** [redacted]  
**Subject:** RE: Jeremy Corbyn Meeting on Friday

[redacted],

I understand Jeremy Corbyn is no longer due to attend, but will be represented by someone from his constituency office.

Nevertheless, bearing in mind the range of stakeholders present and potential issues, I will be attending as you suggest, possibly also accompanied by [redacted].

Regards

[redacted]

**From:** [redacted] [mailto: [redacted]@islington.gov.uk]  
**Sent:** 04 August 2015 16:53  
**To:** [redacted] (ST)  
**Cc:** [redacted]  
**Subject:** Jeremy Corbyn Meeting on Friday

Dear [redacted],

I hope that you are well and that your team continues to make good progress with the various major schemes in Islington.

I am writing to draw your attention to a public meeting that has been organised for Friday morning (7 August at 10am at Archway Children's Centre on Vorley Road).

You may be aware that Jeremy Corbyn (MP for Islington North, and currently quite a bit in the media for other reasons...) has asked for a meeting with parent representatives of the Archway Children's Centre on Vorley Road to discuss their concerns with the proposals for Archway Gyratory. This meeting will take place this Friday and both TfL and the Council will be represented.

Whilst initially we thought this would be a relatively small meeting with a group of concerned parent representatives, a much wider group of people has been invited to attend the meeting. The discussion may therefore be far wider than the immediate concerns raised by the Children's Centre parents, including concerns about the bus stand on Archway Road and potential displacement of traffic through other areas.

Considering the political nature of this meeting and the multiple groups who have been invited to attend, I feel that senior officer representation is required. I will therefore attend myself. I hope you will be able to attend too or are able to send someone with appropriate seniority from TfL.

Please give me a call if you wish to discuss.

Regards,

[redacted]

[redacted]  
Service Director - Planning and Development  
Environment and Regeneration  
222 Upper Street  
London N1 1XR

My PA is [redacted]. [redacted] can be contacted on 020 7527 [redacted]

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**From:** [redacted]  
**Sent:** 10 June 2015 14:35  
**To:** [redacted]  
**Cc:** [redacted]; [redacted]@tfl.gov.uk' ([redacted]@tfl.gov.uk)  
**Subject:** RE: Walls and Trees on Archway Road

Hi [redacted]

More queries are coming in about this bus stand. It sounds like this may turn into some sort of petition; if not now, than during the bus consultation.

A few questions we have to deal with now:

1. Is there any clarity yet on drivers facilities (toilet)?
2. Are there any drawings/plans on how the subway will be filled in?
3. Has a safety audit been carried out, and if so, did it raise any concerns with the safety of the bus stand on A'way Rd southbound; both in terms of the pedestrian crossing and vehicles joining A'way Road from the slip road?

Thanks

[redacted]

**From:** [redacted] [[mailto: \[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]  
**Sent:** 05 June 2015 14:07  
**To:** [redacted]  
**Cc:** [redacted]  
**Subject:** RE: Walls and Trees on Archway Road

Hi [redacted],

Buses have confirmed the 390 (24-hour) will stand on Archway Road overnight. All buses on non-night routes return to the garage at the end of the day schedule.

Many thanks,

[redacted] | Project Sponsor | **RSM Sponsorship** | Transport for London  
3rd Floor Y3, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ  
**Auto:** [redacted] **Phone:** 020 3054 [redacted] **Email:** [redacted]@tfl.gov.uk

**From:** [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]  
**Sent:** 05 June 2015 09:43  
**To:** [redacted]  
**Cc:** [redacted]  
**Subject:** FW: Walls and Trees on Archway Road

Hi [redacted]

Could you check something else for me?

People think that at night the buses will all stand on Archway Road. It is my understanding that out of service buses (non-night buses) would stand in the bus garage. Could you please check if this is correct?

Thanks

[redacted]

**From:** [redacted]  
**Sent:** 05 June 2015 09:39  
**To:** [redacted]  
**Subject:** RE: Walls and Trees on Archway Road

Thanks.

I will just say that we are still investigating additional planting options.

**From:** [redacted] [[mailto: \[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]  
**Sent:** 05 June 2015 09:31  
**To:** [redacted]  
**Subject:** RE: Walls and Trees on Archway Road

Morning [redacted],

Your understanding is correct, the trees between Pauntley street and Gladsmuir Road remain unaffected and the retaining wall will also stay.

There may be some opportunity for green planting adjacent to the retaining wall however this is proving challenging due to the filling in of the stairwell and level differences. It would also be unlikely anything tall enough to shield the view of the buses further than what the current tall mature trees offer.

Thanks,

[redacted]

**From:** [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]  
**Sent:** 05 June 2015 09:17  
**To:** [redacted]  
**Subject:** FW: Walls and Trees on Archway Road

Hi [redacted]

Could you have a look at this please? This is creating a lot of unnecessary concerns and correspondence. I want to clarify it so people stop worrying.

Thanks

[redacted]

**From:** [redacted]  
**Sent:** 03 June 2015 09:13  
**To:** [redacted] ([redacted]@tfl.gov.uk)

**Cc:** [redacted]  
**Subject:** FW: Walls and Trees on Archway Road

Hi [redacted]

Please see correspondence below.

I think I know the answer to this but wanted to double check if anything has changed.

It is my understanding that the bus stand southbound on Archway Road would be on the existing carriageway/bus lane and that the retaining wall alongside would not be affected and therefore the trees could stay. Is this correct?

Of course there is also the question of the request for the hedge that I think you are looking into (to shield the view of the standing buses from the residential area to the east).

Thanks

[redacted]

**From:** [redacted] [[mailto: \[redacted\]](mailto:[redacted])]  
**Sent:** 02 June 2015 22:56  
**To:** [redacted]  
**Cc:** [redacted]; [redacted]  
**Subject:** Walls and Trees on Archway Road

Dear [redacted],

[redacted], copied, and chair of the Whitehall Park Residents, has been in touch because one of her members is convinced that the plan to stand buses on Archway Road will involve the removal of mature trees on the Archway Road slip road from Whitehall Park. He also says that the wall there is purely for the underpass and when that is removed, the wall will go as well, further exposing the Whitehall Park Streets to the impact of the traffic.

I know the scheme is not yet finalised, and as you know we think it would be better for the buses to serve points of demand rather than stand on Archway Road. But if buses were to stand on Archway Road, my understanding is that they would do so on existing road surface, not requiring any demolition of walls (which look to me to be because of a change in height), or removal of trees. Do you think this is correct?

If it is it would be useful to have your confirmation as there is a danger that any misunderstanding could get out of hand,

Thanks, [redacted]

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