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6 December 2016

Mayor Sadiq Khan,
City Hall
The Queen's Walk
London, SE1 2AA

By e-mail only to : mayor@london.gov.uk

Dear Mayor Sadiq Khan,

ARCHWAY GYRATORY

We represent our 1400 members of the Highgate Society most of whom use Archway underground Station rather than Highgate and who use our local buses. Of 818 comments on the consultation on bus stop relocations, 75% were against the proposals and many were 'partially against' making a total of 90% of local people being against the proposals. Despite the 75/90% objections, TfL are just going ahead and ignoring the overwhelming and realistic concerns.

There is no doubt that splitting the scheme into two consultations as set out below was either deeply flawed or was intended to obtain a result known to feature serious flaws. Either way we have no faith in the reasonableness of the process. There should, without a shadow of a doubt, have been a single consultation and it is difficult to see why that was not the way it was done other than to achieve TfL's desired result without a serious intent to consider the effects on local people which are:

- massive inconvenience to pedestrians, bus and underground travellers
- dangerous combination of cyclists and pedestrians
- 50 U-turns per hour on the A1 in Archway Road combined with a pedestrian crossing

We therefore ask you to call-in the remainder of the Gyratory, cycle lane and bus stops alterations at Archway for an urgent review along with the proposed routing for the routes which terminate here. We were informed by TfL on Friday 2 December that the Gyratory scheme would be put into operation on Tuesday 7 December.

We and our members have been criticised by TfL for looking holistically at these proposals and so a lot of comments on the Gyratory and cycle lanes are now deemed to be too late (see reasons for proceeding with the scheme published on TfL's website).

We consider the following matters should form the basis of the review:

1. **Split consultation**

The Gyratory and cycle rout proposals were a first stage consultation about a year before the second consultation on the relocation of the bus stops. It made no sense whatsoever to split these two consultations and a review should determine why this was done. The cynics amongst us consider it was deliberate rather than ill-conceived.

2. **The Gyratory proposal**

The Gyratory moves traffic onto a small side road - Vorley Road - where there is a children's nursery, a Leisure Centre, existing housing and a Site Allocation for housing on the displaced bus station thus simply enlarging the existing Gyratory.

3. **Pollution**

The Planning Officer's delegated report for TfL's planning application P2016/1360/EIA states: *' 28. The Council's Public Protection Officer has advised that there are substantial adverse air quality impacts predicted at 5 receptors'*
http://planning.islington.gov.uk/NorthgatePublicDocs/00403764.pdf Reference should be made to 'Archway Gyratory Air Quality and Noise Modelling and Project Evaluation (no longer on Islington's Planning website)

4. **Cycle routes**

Although the aim of the Gyratory redesign was stated to have been improved safety for pedestrians this has not been achieved. Pedestrians, bus and underground travellers are seriously negatively impacted. Even for cyclists the scheme is hardly ideal with a very unsafe cycle section on St John's Way southbound, and the closure of a full four lanes of Lower Highgate Hill to create a cycle path simply for those approaching from Highgate Hill. However, this runs immediately outside the tube station exit in a pedestrianized area, creating significant safety implications. In response to an FOI request we received the following information.

"The Archway gyratory forms part of key cycling commuter routes between north London and central London. The predominant cycle movement is along the A1. Pre-construction cycle counts showed the following:

- *In the AM peak hours (7.00-09.45) 160 cyclists travelled Southbound from Archway Road to Holloway Road and 22 cyclists travelled the other way*
- *In the PM peak hours (16.00-16.45) 265 cyclists travelled Northbound from Holloway Road to Archway Road and 6 travelled the other way*

The existing highway arrangement does not offer balanced benefits for all modes of transport and currently has no designated cycle facilities. This can serve to create an intimidating part of the network for cyclists to negotiate. With the new cycle provision in place that separates cycles from general traffic, an increase in cycling trips is expected, however, it is challenging to predict the actual increase at this stage. Post construction counts are planned once users settle into the new highway layout."

We were also advised that the cost of Phase 1 of the Works was £7,481,584.24. Let us say that the total after implementation might be, say, 500 per day. This amounts to £15,000 in capital cost per cyclist or double that if the same cyclists are traversing it twice a day. Also, if our assumption of 500 cyclists per day is about right, you will see from Table 1 in 4.1 of the TfL Service Information document that this level of use falls in the low/medium category of up to 1000 bicycles per day.

5. **Bus stops**

The consultation on the relocation of bus stops ran from January to mid-February this year. We have been pressing for the results of this consultation ever since. We knew the delay meant TfL had a problem with the results and so were cynically expecting the results just before Christmas. We were right! What does it say about the honesty and integrity of TfL or the GLA to be so cynical about local democracy?

Adding the people who 'partially objected' to those who 'objected' gives a 90% objection rate to the extraordinarily inconvenient arrangement of bus stops. Buses with the same ongoing routes north are now not in the same place. This causes great inconvenience for people going northwards from Archway and for people going to Whittington Hospital.

We would like to see 'before' and 'after' scale flow diagrams of travellers leaving the underground station indicating the numbers catching buses on each of the bus routes; and also showing bus transfers at Archway.

Better Archway Forum and The Highgate Society objected in the first consultation to the removal of buses and bus stops from Lower Highgate Hill (that is, where the buses currently stop immediately outside the underground station). We wish this proposal to be considered as part of a review.

6. **Bus Stop E**

We are given to understand that Bus stop E, slightly more convenient for people travelling northwards by bus up Highgate Hill from the Underground, has been removed. Local people have not been re-consulted about the removal of Bus Stop E. At least here some buses on the same routes were grouped together, that is apart from the 210.

7. **Signage for bus stops**

Although staff were, as of today, unaware that an LED signage display about bus arrivals was imminently to be placed in the Underground Station, the signage at Archway Underground Station will need to be placed facing the head of the escalators. Archway Station is flagged up on TfL's website as one to be avoided in the morning rush hour. We envisage an unsafe situation developing in this area at peak times. This signage will need to be replicated at each bus stop for buses about to travel along the same routes.

8. **Bus to bus transfers**

TfL appears to believe that the only people who will need to know about bus arrival times are those arriving by underground. Many people change buses at this major interchange including those needing to reach Whittington Hospital., especially as Archway is the terminus for six buses.

9. **Numbers of underground travellers**

16017 people entered Archway underground station on average on a weekday in 2015 and 14900 exited the station. These numbers have been increasing by around 1000 year on year over several years. TfL's travel website flags up that Archway station has access issues. If we assume 75% of the total number enter the station during the morning peak, the number would be 12,000; and the evening peak exits would be 11,000. It is very likely that the great majority catch buses to reach and leave the underground station. It also seems very likely that most will be catching northbound or eastbound buses.

10. **U- turns in Archway Road**

We are simply unable to give any credence to TfL's assertions that 50 buses per hour making U-turns in Archway Road (together with a pedestrian crossing) will not disrupt traffic flows. We have made very good suggestions to TfL to remove the need for bus stands on Archway Road and therefore the U-turns involved .

It hardly needs to be pointed out that public transport travellers will be seriously inconvenienced by the proposed bus stop changes and the results of the consultation are hardly surprising. Their views must be taken into account.

The Highgate Society's suggestions to make immediate ameliorating improvements

The Highgate Society has for many years had a representative on Better Archway Forum (BAF). They have had a dialogue with TfL over the years.

You will note that TfL intend to look into extending some bus routes to Upper Holloway Station and Whittington Hospital. This proposal was put by BAF to TfL. We know from our meetings with the Hospital that they are very keen for these arrangements to be introduced as soon as possible. Yet although the option has been under consideration at TfL since May, no progress has been made. This suggests that it is another scheme which is being killed off contrary to public demand.

The following suggestions have also been made. All improve the TfL proposals. We shall not be satisfied if these suggestions, including extending all the bus routes currently terminating at Archway to Upper Holloway Station and Whittington Hospital are not implemented before the changes are made to the bus stop locations. These are the additional recommendations put to TfL by BAF:

Removal of the gyratory has been an aspiration of LB Islington, of the Highgate Society and of the Islington Society since the 1990's, firstly to improve bus and bus/tube interchange and additionally to avoid the isolation of the island it had created.

22 years later its removal has been a once in a generation opportunity, but the current proposals unnecessarily both lengthen pedestrian timings and severely worsen transport interchange. This was pointed out both by bus operators and by public:

- at the initial road layout consultation. Stakeholders were then told this to be a matter for the subsequent bus services consultation.
- again overwhelmingly in the subsequent bus services consultation last February as only now reported. The good advice received in both consultations is being disregarded, and the defective bus service changes are to implemented with two weeks notice.

Mitigation can still be achieved, if necessary in three stages:

1. Prior to routing improvements:

   a) A new stop immediately above Macdonald Road as first point served by 210 and all other buses up Highgate Hill,

   b) Retain existing Bus Stop G Archway Road/Tollhouse Way served by all buses up Archway Road, to Muswell Hill and to North Finchley.

   c) Additional stop in St John's Way outside the Methodist buildings as first point served by all buses up Archway Road, to Muswell Hill and to North Finchley.

2. Rerouting for proposed empty bus mileage instead to carry passengers to points of demand by extending all terminating bus routes to Upper Holloway station or to the Whittington Hospital.

a) 41 to set down and pick up near its proposed stand in Macdonald Road convenient for the Hospital and within reach of new stop as 1(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.

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 has multiple benefits:

- Passenger use of all mileage run.
- Through services to points of demand.
- Overlapping services improve interchange.
- Two lanes of Archway Road released, for instance for housing as the Better Archway feasibility study.
- Avoiding right-turn from Archway Road into Tollhouse Way frees capacity for the right turn from St John's Wayinto Archway Road and Highgate Hill and avoid rat-running.

3. Amend incomplete proposals for Archway Close and Lower Highgate Hill to allow:

a. Cyclist "Quiet Way" around the immediate junction and away from the heavy vehicles that are disproportionately involved in cyclists' injuries and deaths.

b. Bus way as until recently always proposed between tube station and Tavern to improve rather than worsen transport interchange.

Examples of inconvenience

- **Someone transferring at Archway en route to Whittington Hospital**
  This person needs to catch one of these buses: 4, C11 (both stop outside the main entrance), 143, 271 or 210. The stops they need to wait at: **E ? or N;** if not **E** then they must walk
- **Someone arriving by tube who lives in Despard, Waterlow, Cromwells/Winchesters, Cholmeleys**
- This person needs to catch one of these buses: 134 at **V;** 43, 263 or 271 at **D** ; 210 at **V or A**; 143, W5 at **E? or A**; 210 at **N or A**
- **Someone starting their journey at Archway i.e. those that have been to the hospital and want to go to Muswell Hill and beyond**. This person has to walk the length of Waterlow Road to bus stop X for either the 43 or 134; otherwise s/he needs to walk down to Archway to catch the 134 at bus top **V** or 43 at bus stop **D**
- **Someone who has taken either the 271 or 263 from the City and Highbury and Islington and want to go to Muswell Hill and onward.** This person will alight at bus stop **D** and needs to catch the 43 at bus stop **D** or 134 at bus stop **V**
- **Someone who has taken the 134 and wants to go towards East FInchley** alights at bus stop needs to catch either the 143 at bus stop **E? or A;** or the 263 at bus stop **D**
- **Someone who has taken the 43 from the City and wants to go to Highgate Village** needs to catch the 210 at bus top **N**; 143 at bus stop **E? or A;** or 271 at bus stop **D**
- Someone who has taken the 43 from the City and wants to go or towards East Finchley alights at bus stop **D** and needs to catch the 143 from bus stop **E? or A**; or 263 at bus stop **D**

These are a just a few examples of the obvious inconvenience to people who use public transport

REVIEW

This should look into the process, measuring useful and balanced outcomes against the declared Benefits and whether they were appropriate (from TfL's website):

Benefits

We're making these changes to better balance the needs of all road users and make the area more welcoming.

- Pedestrians will have improved crossings to access the town centre
- Cyclists will have dedicated routes, improving safety and making cycling more enjoyable
- Motorists will drive through a better road layout, with reduced risk of collision
- Tube passengers will be able to leave Archway station and walk directly into the new public space
- Everyone will benefit from an improved, more accessible town centre which might help attract investment

It should also consider the following:

1. **Safety and convenience for pedestrians/bus and underground travellers**
2. **Implementation of extended bus routes before the scheme is implemented**
3. **Consultation on the removal of bus stop E**
4. **Where and what signage is required to prevent travellers dashing across busy cycle routes and roads.**
5. **Who benefits in a value analysis?**

Yours sincerely,

Gail Waldman

Gail Waldman
Chair, Traffic & Transport Group of The Highgate Society

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