


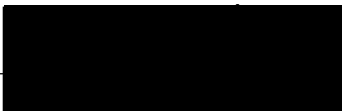

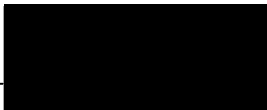

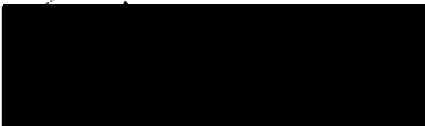
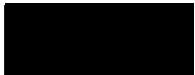
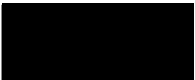
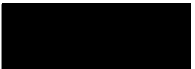


Programme Better Junctions

Project Archway scheme

Document reference Archway scheme EqIA

Equality Impact Assessment (EqIA) HR Form

		Signature	Date
Prepared by	 Programme Officer		<u>12/12/2014</u>
Reviewed by	Endorsement statement  TfL Equality & Inclusion Team		<u>12/12/2014</u>
Approved by	I confirm that this deliverable meets the requirements of the relevant Pathway Product Description and that all consultation comments have been addressed to the satisfaction of consultees.  Programme Sponsor		 <u>12/12/2014</u>
Distributed to	 Portfolio Sponsor		
	 Programme Sponsor		
	 Scheme Sponsor		



Document History

Revision	Date	Summary of changes
A	05/12/14	First draft
B	12/12/14	Final draft



Equality Impact Assessment (EqIA) HR Form Initial Screening

Introduction:

As part of our legal duties to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between people who share a protected characteristic* and those who do not, the Equality Impact Assessment (EqIA) provides a way of developing your strategy, project or policy, that considers the need of all employees.

The Initial Screening of your strategy, project or policy will assist in identifying any potential impact(s), and help in ensuring that the decisions involved in your strategy, project or policy are fair to all employees. For further information, see the Equality and Human Rights Commission (EHRC) website, please [click here](#)

Please complete all four sections. For guidance notes to support you, please see page 15

** Age, people with a disability, gender reassignment, gender, marriage and civil partnership, pregnancy and maternity, race, religion and belief, sexual orientation.*

Section one: Your strategy, project or policy.

Name of strategy, project or policy:

Provide the full name of your strategy, project or policy:

Archway Gyratory Better Junction scheme

Person completing assessment: Provide the full name, position and department of the person completing the form.

██████████ Programme Officer, Road Space
Management Sponsorship

Telephone number:

Provide the telephone number of the person completing the form. (No Mobile or Auto Nos).

██████████

Section two: Assessment of impact(s)

Please note: London profile percentages are taken from the 2011 Census and TfL's workforce profile is taken from the 2012/13 Annual Workforce Monitoring Report

page 3



- 1. What is the main purpose of the strategy, project, or policy?** Describe what your strategy, project, or policy aims to achieve. (As outlined in the strategy, project, or policy section of the business case)

Better Junctions

The Mayor's Vision for Cycling in London, published in March 2013, describes an ambitious programme of work to deliver a step-change in the quality of provision for cyclists in London. Included in these plans are a number of key projects and programmes that will generate and support a large anticipated growth in cycling, with a target of 5% modal share by 2026. Better Junctions is one of these programmes.

The Better Junctions programme will look to deliver benefits to cyclists and other vulnerable road users by:

- Reduced collisions and casualties for all modes at junctions, including cyclists and other vulnerable road users
- Increase in and modal shift to cycling and walking
- Improved urban realm and sense of place
- Address severance and faster, simpler journeys for cyclists/pedestrians
- Enhance London's image as a leading and innovative city for cycling
- Smooth traffic and achieve reliable journeys to and through the network
- Through increased cycling and walking contribute to environmental objectives such as reduced greenhouse gas emissions and improved health

In so doing, the Better Junctions Programme, as part of the wider portfolio of investment, development and behavioural change, aims to make the key locations on London's road network safer and more attractive for cyclists, pedestrians and others - therefore contributing to TfL's targets for improvements in road safety and for increasing the visibility and attractiveness of cycling and walking.

- 2. List the main activities of the strategy, project, or policy (for strategies list the main policy areas):** Describe the key activities of the strategy, project, or policy. This should not just be a simple list of activities and should align with the business case for the strategy, project, or policy.

The Borough of Islington (LBI) has stated the main physical barrier in Archway is the gyratory. The Archway gyratory blights the area, divides the town centre and significantly reduces access to the island (the area in the centre of the gyratory) and surrounding neighbourhoods.

Transport for London



TfL has committed to improving safety for cyclists and vulnerable users at this location. Most cyclists currently avoid the area as the one-way system is intimidating and dangerous. Changes to the road system are needed to improve the safety for cyclists and provide a much greater improvement in the urban realm around the Archway Gyratory. This project seeks to remove the one way traffic system and closure of Lower Highgate Hill and Flowers Mews to all motorised traffic. This is considered to be one of the main steps that will improve the town centre and increase safety for cyclists and other vulnerable users. In addition to TfL's commitment to improve the safety for users, the borough has long standing ambitions to secure regeneration in the area as it is one of the more deprived parts of Islington.

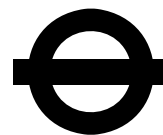
The objectives of this project are:

- Significant infrastructure improvement for cyclists
- Reduce the severance of the A1 close to the High street
- Improve Pedestrian safety
- Improve Cyclist safety
- Enhance the urban realm and to create an improved place to work, live and visit
- Improve the connectivity for pedestrians across the gyratory
- Protect traffic capacity on the A1
- Achieve a greater balance between the benefits for pedestrians, cyclists and traffic

Improvements to Archway Gyratory are required in order to increase the safety for vulnerable users and to contribute to the Mayor's cycling growth strategy as set out in the Mayor's Transport Strategy (MTS) and his casualty reduction target. The aim is not only to provide improved facilities for existing cyclists but also to attract new cyclists by breaking down negative perceptions associated with the dangers.

- 3. Have you consulted on this strategy, project, or policy?** Describe who have been consulted both internally and/or externally in regards to the strategy, project, or policy. This should include the feedback from the consultation (where applicable) and the changes made because of this feedback.

Engagement with people who might be affected by the Better Junctions is undertaken throughout the design and delivery of each junction, with opportunities to submit recommendations provided at key stages of the project. This includes, but is not limited to:



Transport for London

Internal

- London Buses
- Traffic Directorate
- Highways Operations
- Walking, Accessibility & Urban Realm
- Freight
- CSEP

External

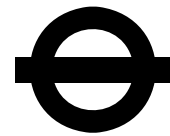
- London Boroughs
- Metropolitan Police Service
- English Heritage
- The Environment Agency
- Department for Transport

In addition, designs are presented to and discussed with a Design Review Group, consisting of key stakeholders such as:

- Institute of Advanced Motorists
- Living Streets
- Local Government Technical Advisers Group
- London Boroughs Cycling Officers Group
- London Cycling Campaign
- Motorcycle Action Group
- Road Haulage Association
- Roadpeace
- SusTrans

A Better Junctions webpage has been set up on the TfL website to provide information on the scheme to members of the public.

Transport for London



Additionally, the Marketing Communications team develop wider PR activities that build awareness and support for both the Better Junctions programme and the individual junctions. Recent examples include:

- Advertising & publicity
- Distribution of leaflets
- Online & email information
- Mobile activity
- Face to Face activity in key locations
- 'How to' educational films

Public consultation on the Archway scheme commenced on 3 November and runs until 14 December. This is available at www.tfl.gov.uk/archway-gyratory. Designs have been presented to ITAG and DRG, and an internal working group meets fortnightly.

4. Have you used any research to support your strategy, project, or policy? Describe what research has been used to support the strategy, project, or policy and the effect of this research on the strategy/project/policy.

Evidence used in the development of designs for this scheme includes:

- Accident statistics
- Pedestrian counts
- Cycling counts
- General traffic counts, including HGV counts
- Customer correspondence
- International benchmarking

Better Junctions continues to drive the introduction of innovative measures for cyclists. In doing so, further research into new infrastructure has been undertaken. This consists of both off-street and on-street trials and research, as appropriate. Examples of this new infrastructure include research into bus stop bypasses and trials of two-stage right-turns for cyclists by the Transport Research Laboratory.

5. Have you explained your strategy/project/policy to people who might be affected by it directly or indirectly? Describe how the strategy, project, or policy will be communicated to staff and/or customers who are affected by the strategy, project, or policy.

A public consultation is currently underway. It began on 3 November 2014 and will run until 14 December 2014. As part of this consultation, leaflets have been sent to all properties within a 0.5 mile radius of the scheme. Frontager letters have also been sent to

Please note: London profile percentages are taken from the 2011 Census and TfL's workforce profile is taken from the 2012/13 Annual Workforce Monitoring Report

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properties around the scheme location, highlighting changes to parking and loading which may impact them. In addition, two consultation events are taking place in LB Islington in order to give people the opportunity to ask questions about the proposals.

6. Who will be the main beneficiaries of the strategy, project, or policy?

Describe who will significantly benefit from this strategy, project, or policy and explain why this is the case and complete table 1. (Please refer to the guidance notes on page 15 to assist in completing Table 1.)

The main beneficiaries of the scheme will be:

- People who already cycle commute
- People who cycle at weekends and could be persuaded to commute via bike during the week
- Non cycling commuters who could be persuaded to commute via bike
- People who wish to cycle for health reasons
- Pedestrians: improved wayfinding and more direct journeys
- Residents: public realm improvements benefit residents by increasing attractiveness of local area and increasing perceptions of safety
- Other traffic modes: reduced conflict resulting from simplified junction layouts

It is anticipated that the majority of cyclists will be from those groups who cycle the most at present – white males aged 25-44, white females aged 45-59, black Caribbean and black Other, people who of mixed race and some younger people and children cycling to school.

However, there is also an opportunity to encourage other people to use the new road layout. TfL will also look to integrate the scheme with local borough initiatives to help people in some of the main equality target groups such as ethnic minorities, women, disabled people and older and younger people.

In line with the Mayor's cycling vision, TfL is seeking to "normalise" cycling by attracting new cyclist from all demographics through providing segregated cycling infrastructure. This scheme provides an opportunity to encourage other people to use the new road layout. TfL will also look to integrate the scheme with local borough initiatives to help people in some of the main equality target groups such as ethnic minorities, women, disabled people and older and younger people.

Pedestrians will also benefit from the scheme through a number of improvements to pedestrian facilities in a largely highway dominated environment. Such pedestrian

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improvements include enhanced crossing facilities and enhanced urban space provision on the island peninsula created by the scheme.

Table 1 – Evidence of impact

Protected Characteristic			
Age			
Demographics		London profile	TfL's profile
	Under 25	32.1%	2.5%
	Over 65	11.1%	1.2%
Impact rating please tick (✓)		Provide the evidence justifying the impact rating	
Positive Impact	✓	<p>Under 25 – encourage people under 25 to cycle. Safe environment for children to cycle to school/educational establishments</p> <p>Over 65 – the scheme is intending to broaden the demographic of cyclists but also includes a number of improvements to pedestrian facilities including enhanced crossing facilities, built out footways, new pedestrian crossings and the creation of an island peninsula with enhanced urban realm and access to Archway Station.</p>	
No Impact			
Negative Impact	✓	<p>Over 65 – elderly pedestrians will have to cross the cycle track to access the bus stops and stand alone pedestrian crossings</p> <p><i>Proposed mitigation:</i> in order to mitigate this potential negative impact, crossing points will be flush or will have dropped kerbs so that elderly pedestrians will not be required to negotiate a kerb upstand to access bus stops and pedestrian crossings.</p>	

Please note: London profile percentages are taken from the 2011 Census and TfL's workforce profile is taken from the 2012/13 Annual Workforce Monitoring Report

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Good Practice	<ul style="list-style-type: none"> • Flexible working is an option that allows all employees regardless of their age to manage their working patterns and contribute to TfL retaining the skills, knowledge and experience. Please click here for more information about flexible working options at TfL. • Reasonable Adjustments is a process that provides the tools that allow employees of all ages to work in an inclusive environment by reducing their barriers. Please see link below for TfL's Reasonable Adjustment guidelines which provide more information. <p>http://intranet.tfl/working-at-tfl/people-performance-rewards/reasonable-adjustments.aspx</p>
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Protected Characteristic Disabled People		
Demographics	London profile	TfL's profile* number of employees who have declared
	17%	531*
Impact rating please tick(✓)	Provide the evidence justifying the impact rating	
Positive Impact	✓	<p>Disabled pedestrians - the scheme includes a number of improvements to pedestrian facilities including enhanced crossing facilities, the creation of a large peninsula island and new pedestrian crossings.</p> <p>Disabled cyclists – through providing improved and largely segregated cycling infrastructure the scheme is considered to have a positive impact on this group as per impact on all cyclists.</p>
No Impact		
Negative Impact	✓	<p>Disabled pedestrians/bus passengers will need to cross the cycle track in order to access the bus stops and pedestrian crossings.</p> <p>Proposed mitigation – in order to mitigate this potential negative impact, flush crossing points and dropped kerbs will be provided so that wheelchair users will not be required to negotiate a kerb upstand.</p>

Please note: London profile percentages are taken from the 2011 Census and TfL's workforce profile is taken from the 2012/13 Annual Workforce Monitoring Report



		<i>There will be tactile paving at each crossing point, indicating the location of the crossing point to visually impaired pedestrians.</i>
Good Practice	<ul style="list-style-type: none"> It is recognised that disabled people face significantly more barriers to participating in work and other activities. Reasonable Adjustments is a process that provides the tools to allow employees who have declared their disability to work in an inclusive environment by reducing their barriers. Please see link below for TfL's Reasonable Adjustment guidelines which provide more information about the range of tools for consideration. <p>http://intranet.tfl/working-at-tfl/people-performance-rewards/reasonable-adjustments.aspx</p> <p>The Staff Network Group - Disability provides all employees with a forum to share ideas and suggest solutions to particular issues. Please click here to access the Staff Network Group website</p>	

Protected Characteristic Gender Reassignment		
Demographics	London profile	TfL's profile
	Equality and Human Rights Commission estimate London's population at 1,900 using numbers supplied by the NHS (Nov 2011).	N/K
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact		
No Impact	✓	Gender reassignment – no impact
Negative Impact		
Good Practice	TfL Guidelines for Transgender employees and their managers is available and People Management Advice (PMA) specialists can	

Please note: London profile percentages are taken from the 2011 Census and TfL's workforce profile is taken from the 2012/13 Annual Workforce Monitoring Report



	<p>provide advice and support to managers and employees when required. http://intranet.tfl/working-at-tfl/people-performance-rewards/people-management-disciplinary-processes/transgender-guidelines.aspx</p> <ul style="list-style-type: none"> Employees undergoing a change of gender, and their manager, are encouraged and supported to discuss in detail how to handle the process. Internal communications, covering transgender, will reinforce a positive message and create an inclusive environment. Guaranteed confidentiality is recognised as essential in allowing for a smooth transition for transgendered employees and their colleagues.
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Protected Characteristic Gender		
Demographics	London profile	TfL's profile
	51% (Female) 49% (Male)	22.5% (Female) 77.5% (Male)
Impact rating Please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact	<div> <div>✓</div> <div> Male Female Segregated cycle track creating an attractive environment for both male and females, both those who currently cycle and those who would like to cycle but do not currently do so. </div> </div>	
No Impact		
Negative Impact		
Good Practice	<ul style="list-style-type: none"> The ability to work flexibly can assist all employees in managing their working life. This is particularly utilised by women and those who have caring responsibilities. The Work Life Balance policy (click here) provides clear guidance on flexible working and how any agreed 	

Please note: London profile percentages are taken from the 2011 Census and TfL's workforce profile is taken from the 2012/13 Annual Workforce Monitoring Report



	<p>process should be applied.</p> <ul style="list-style-type: none"> Consideration can be given to part time working, and a Job Share Register will enable employees to register their interest and an opportunity for managers to advertise their vacancies as job shares . Please see link below for more information about the Job Share Register. <p>http://intranet.tfl/working-at-tfl/people-performance-rewards/time-off/1977.aspx</p> <ul style="list-style-type: none"> The Womens Staff Network Group provides all employees with a forum to share ideas and suggest solutions to particular issues. Please click here to access the Staff Network Group website 	
Protected Characteristic Marriage and Civil Partnership		
Demographics	London profile	TfL's profile
	Current not available	N/K
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact		
No Impact	✓	Marriage and Civil partnership – no impact
Negative Impact		
Good Practice	<ul style="list-style-type: none"> All the Human Resource policies and practices must reflect equal treatment of civil partnerships to married couples. Please click here for more information. 	

Protected Characteristic Pregnancy and Maternity		
Demographics	London profile	TfL's profile
	Figures not available	N/K
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact		

Please note: London profile percentages are taken from the 2011 Census and TfL's workforce profile is taken from the 2012/13 Annual Workforce Monitoring Report



No Impact	√	Pregnancy and maternity – no impact
Negative Impact		
Good Practice		<ul style="list-style-type: none"> TfL's Maternity and Parental leave provision highlights key information regarding entitlements and considerations in relation to leave, pay etc. For more information please click here. Supporting this is the Maternity and Parental Leave etc Regulation 1999.
Protected Characteristic Race (Ethnicity)		
Demographics	London's profile	
	40.2% (BAME) 59.8% (White)	TfL's profile 27.8% (BAME) 72.2% (White)
Impact rating please tick (√)	Provide the evidence justifying the impact rating	
Positive Impact	√	BAME – current demographics of cyclists are white males, therefore, this scheme aims to encourage people from other ethnic backgrounds to cycle as it becomes a more attractive and safe option.
No Impact		
Negative Impact		
Good Practice		<ul style="list-style-type: none"> Coaching and mentoring are tools that contribute to the development of all employees, equipping them with the knowledge, skills and confidence to improve their abilities. Please click here to access more information on learning and development opportunities. The Black, Asian and minority ethnic (BAME) Staff Network Group provides all employees with a forum to share ideas and suggest solutions to particular issues. Please click here to access the Staff Network Group website
Protected Characteristic Religion and Belief		

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Demographics	London's profile		TfL's profile
	69.8%		25.5%
Impact rating please tick (✓)	Provide the evidence justifying the impact rating		
Positive Impact			
No Impact	✓	Religion and belief – no impact	
Negative Impact			
Good Practice	<ul style="list-style-type: none">For employees who have a faith or belief, being flexible with hours worked during religious festivals is considered good practice. Please click here to view TfL's Faith and Cultural Calendar of key events and celebrations.The Faith and Wellbeing Staff Network Group provides all employees with a forum to share ideas and suggest solutions to particular issues. Please click here to access the Staff Network Group website		

Protected Characteristic Sexual Orientation.		
Demographics	London's profile	TfL's profile
	N/K	2.3%
Impact rating please tick (✓)	Provide the evidence justifying the impact rating	
Positive Impact		
No Impact	✓	Sexual orientation – no impact
Negative Impact		
Good Practice	<ul style="list-style-type: none">• Highlight the benefits to productivity of an inclusive environment .• The Lesbian, Gay, Bisexual (LGB) Staff Network Group provides all employees with a forum to share ideas and suggest solutions to particular issues. Please click here to access the Staff Network Group website.	

Please note: London profile percentages are taken from the 2011 Census and TfL's workforce profile is taken from the 2012/13 Annual Workforce Monitoring Report

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MAYOR OF LONDON



Section three: Outcome of impact(s)

- 8. What monitoring systems have been set up to carry out regular checks on the effects your strategy, project, or policy has on equality target groups.** Describe the monitoring processes that will be put in place to ensure that the equality effects of the strategy, project, or policy are measured and/or reported.

Post-implementation customer research will identify whether the scheme has improved the travel experience of Equality Target Groups. TfL and Greater London Authority Market Research reports will continue to be reviewed periodically by TfL to determine any substantial demographic changes at the junction. Cycle counts will also be undertaken to collect data on how many people are using the cycle tracks.

- 9. How will the strategy/project/policy be introduced including any necessary training? Does everyone involved in the strategy, project/policy know and understand what you have done? Are they able to put the strategy/project/policy into practice?** Describe the approach to introduce the strategy/project/policy, and where necessary any training that would be needed for the delivery of the strategy/project/policy.

Alongside other elements such as the public consultation, publicity will be undertaken during and after construction to promote the scheme, highlight the proposed changes and encourage people to use the new junction and cycle facilities. Prior to the scheme being launched, education videos and leaflets are also planned to be produced to explain to people how to use the infrastructure. Some of the proposals are new to London and so the videos will help people understand how to use them. E.g. low level cycle signals.

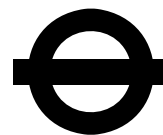
Furthermore, through the Supporting Measures workstream, funding for local training will be made available from the project.

- 10. What will be the measures of success of the strategy/project/policy and functions and the key performance indicators?** Describe how you will ensure that your strategy/project/policy has been delivered, and include any evidence that may be available.

Specific monitoring and data gathering activities will be undertaken to measure the success of the scheme:

Quantitative data gathering:

- Cycle flows



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- Cycle journey times
- Traffic flows/speeds
- Bus journey times
- Casualty figures

Qualitative data gathering:

- Attitudinal surveying about people's attitudes to cycling both at the junction and drawn from a wider sample of Londoners (drawn from customer research surveys)
- Behaviour change surveys of both users and non-users of the junction to establish what trips are being made, what change has taken place in trips, why this change has taken place and what aspects of the scheme were most successful or unsuccessful
- Customer satisfaction surveys
- Video monitoring of specific infrastructure

The success of the scheme will be reflected first and foremost by an increase in the number of cycling trips in the scheme area. The target of the Better Junctions is to support the 400% increase from the 2001 baseline in the number of cycling trips in London by 2026.

The measurable benefits are:

- Increased demand
- Reduction of casualties
- Journey time reductions
- Journey time reliability
- Improved on journey ambience (e.g. ease of navigation)
- Health benefits
- Environmental benefits
- Modal shift from crowded public transport modes

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APPENDIX A: Consultation Material

Archway gyratory improvements
Consultation closes Sunday 14 December 2014

Have your say:
tfl.gov.uk/archway-gyratory

Contact us:
We will also be holding roadshow events where TfL staff involved in the project will be available to answer any questions you may have.

Archway Methodist Church, Archway Close, London, N19 3TD

- Tuesday 18 November, 15:00 – 20:00
- Thursday 27 November, 15:00 – 20:00

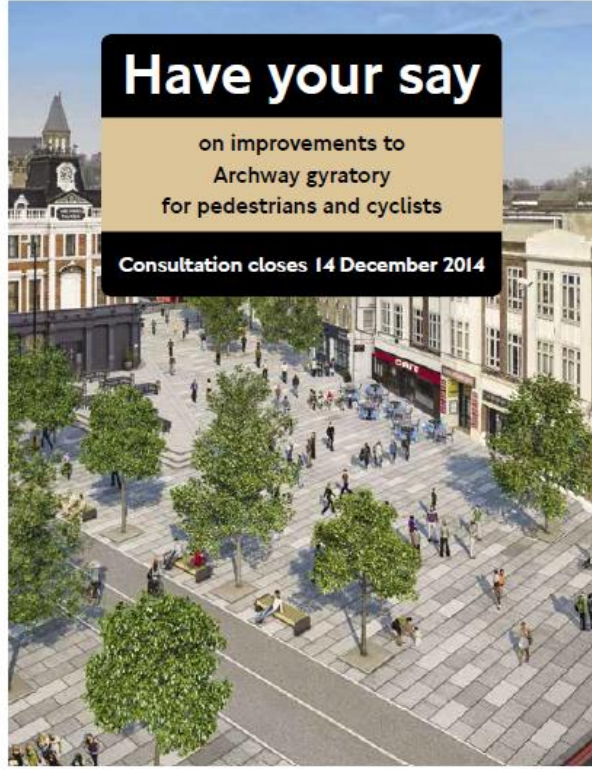
Email us at consultations@tfl.gov.uk

Paper copies of plans and responses are available by writing to FREEPOST TFL CONSULTATIONS or calling 0343 222 1234*.


*Service and Network charges may apply.

For information about the Mayor's Vision for Cycling, please visit tfl.gov.uk/cyclingvision

For information about work to support walking, please visit tfl.gov.uk/walking




Have your say
on improvements to
Archway gyratory
for pedestrians and cyclists
Consultation closes 14 December 2014



Front cover: Artist's impression of proposed Archway town centre.

MAYOR OF LONDON



TRANSPORT
FOR LONDON
EVERY JOURNEY MATTERS



Overview

We propose making major improvements to the Archway gyratory as part of our Road Modernisation Plan. The Plan includes enhancements at some of London's busiest junctions. At Archway we are also proposing to radically transform the town centre by creating a new public space.

What are we proposing?

We are proposing to transform Archway gyratory by changing the one-way traffic system to a two-way operation and creating a new public space in the heart of the town. Our proposals aim to make the town centre a more pleasant and accessible environment for all users, including improvements for cyclists and pedestrians.

The proposals would make major changes to the way that some people currently move through the area. We would therefore like to hear your views on the latest design.

Why are we proposing this?

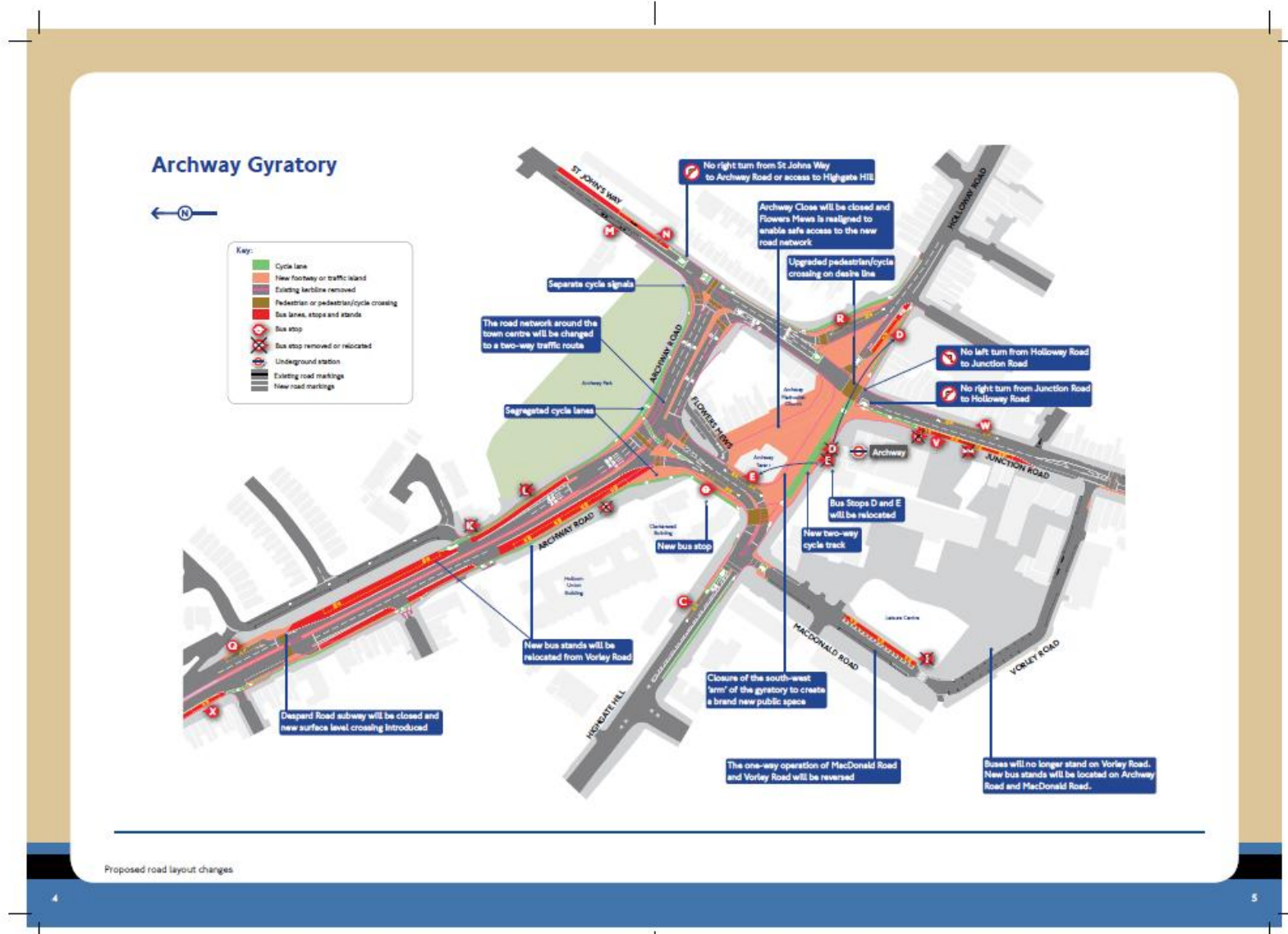
The gyratory system that surrounds Archway town centre can be difficult to navigate. In particular, the road layout makes it difficult to access the local businesses on the island in the middle of the gyratory.

The proposed changes would better balance the needs of all road users and make the area more welcoming.

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



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Proposed changes

Removal of the gyratory system

The proposals would introduce two-way traffic with clear signals, road markings and signs to assist all road users.

New cycling infrastructure

Dedicated cycle facilities would be provided on routes through the junction including a two-way cycle route past Archway Station. The new cycle lanes would be physically separated from traffic where possible. This would make cycling through Archway a safer and more attractive option.

Improvements to pedestrian crossings

Direct pedestrian crossings would be provided in the busier parts of the town centre, such as near the tube station, and a new pedestrian crossing would be provided on Archway Road (near Despard Road), replacing the pedestrian underpass.



Artist's impression of proposed Archway town centre.

We want your views on what this new public space should look like.

Visit tfl.gov.uk/archway-gyratory

Closure of the south-west 'arm' of the gyratory to create a brand new public space

The proposals would close the road between the station and the central island to all vehicles, and redirect the main road to the other side of the central island. This would create a brand new public space outside the tube station. As part of this consultation we welcome feedback and suggestions for how the space could be best used.



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What impacts will our proposals have on traffic flow?

Our proposals will mean changes to journey times for traffic. In the main these changes would not be significant, with some bus and road journeys getting shorter and some getting longer. The most notable change is an increase to journey times for traffic heading North on the A1 in the morning.

Our proposed designs include changing the traffic signal timings in the local area to ensure delays are kept to a minimum, and to improve journey times where possible. We are investing in advanced traffic signal technology to allow us to better manage traffic in London depending on differing conditions at any given time. There will also be customer information to enable road users to make informed journey choices and campaigns to encourage road users to check before they travel.

More information on traffic flow impacts is on our website:
tfl.gov.uk/archway-gyratory

What other changes will there be?

Changes to traffic movements

The changes would mean that certain traffic movements would be no longer possible. For example, motorists travelling from St John's Way would not be able to turn right to access Archway Road or Highgate Hill. Also, cars and lorries would no longer be able to loop around the roundabout to travel from Holloway Road into Junction Road and vice versa.

Closure of Archway Close, retaining Flowers Mews as an access route
Archway Close (the road in front of the businesses on the island) would be closed to traffic, as it would not be possible for vehicles to exit this road safely. Instead, Flowers Mews at the northern part of the island would be retained as an access route, and the parking and loading bays from Archway Close would be relocated to nearby locations. The exact location of these bays will be confirmed shortly. The closure of Archway Close provides an opportunity to include this area in the discussion on the design and use of the new open space.

Tree removal

A number of trees would need to be removed to make space for the new road layout. New trees would be planted to avoid a net loss of trees.



Transport for London



Changes to bus stops

To accommodate the new public space, some of the bus services that currently stop directly outside Archway Underground Station would need to be moved. The proposals would also require:

- The relocation of the northbound bus stop X on Archway Road (near Despard Road) slightly further up the road.
- The removal of northbound bus stop G (near the former UCL Campus)
- The removal of southbound bus stops K and L (near Archway Park) from Archway Road.
- The removal of the alighting bus stop on MacDonald Road, used by bus routes 4, 17, 41, 143, C11 and W5

Relocation of bus stands

The proposals would relocate bus stands from the existing site on Vorley Road to on-street locations. New bus stands would be provided on Archway Road for six of the terminating bus routes, with the last terminating bus route (41) standing on MacDonald Road adjacent to the leisure centre. To accommodate the new bus stand on MacDonald Road and allow bus routes 41 and 210 to serve the town centre, the one-way direction of Vorley Road and MacDonald Road would need to be reversed.

The stops and stands are marked on the map on pages 4&5. The tables opposite detail the proposed bus changes under the scheme. Any changes would be subject to a separate consultation on bus services.

Next steps

TfL will consider the responses to this consultation before finalising the design. Comments, including suggestions on how to use the new public space, will inform our design work and we will publish a consultation report in the New Year.

EXISTING

Bus Stop	Routes
C	4, 143, 210, 271, C11, W5
D	17, 43, 134, 263
E	143, 210, 271, W5
G	43, 134, 263
I	4, 17, 41, 143, C11, W5
K	134
L	43, 263
M	41, 210
N	41, 210
Q	43, 134
R	17, 43, 263, 271
U	4, 17, 41, C11, W5
V	134, 143
W	134, 390
390A – Alighting Only	390

PROPOSED

Bus Stop	Routes
C	4, 143, 210, 271, C11, W5
D	17, 43, 263, 271
E	4, 143, 271, C11, W5
New Stop – Tollhouse Way	41
M	41, 210
N	41, 210
Q	43, 134, 263
R	17, 43, 263, 271
V	134, 390
W	41, 134, 210, 390
X	43, 134, 263
Bus Stops Removed	G, I, K, L, U, 390A

