

Archway gyratory works queries - 7 April 2017

	Resident query/issue raised	Response
1	Traffic flow	
	Congestion	
1.01	Resident has complained about unusually long traffic signals, causing a build up and long queues of traffic. What is being done to address this?	<p>Although the main road construction works have been completed in the area, traffic patterns have not yet reverted back to normal and there still are significant factors affecting the traffic flows. Temporary road barriers are still in place to help drivers navigate the new road layout and the construction of the new public square is taking place (due to complete in April). TfL's contractors have observed that these factors are adding to the confusion of drivers not yet used to the new road layout, or using outdated navigation systems, thus contributing to slow-moving traffic and increased congestion. This is apparent especially at the junction of A1 and Junction Road and while turning onto St John's Way.</p> <p>In addition, road works in Upper Holloway, which were completed in late February 2017, have been affecting the traffic in the wider area, including the temporary closures of Holloway Road bus lanes. This project required TfL to implement a number of temporary traffic management measures, including on the junction of Tufnell Park Road and Junction Road, which were removed in late March 2017.</p> <p>We believe that these factors may have led to congestion and/or drivers taking alternative routes through local streets. TfL has advised that with a project on the scale of the Archway gyratory removal, it would take from six months up to a year for the traffic to settle. The Council and TfL are committed to monitoring the traffic following construction. The Council has undertaken baseline traffic counts on the A1 and on the potentially affected side streets over the last few years to understand what the volume of traffic on these streets was before the changes to the road layout. The traffic counts will be repeated six months after the gyratory works have been completed.</p> <p>If the monitoring shows that the project has resulted in permanent changes to traffic patterns, especially on local streets, the Council will implement mitigating measures in consultation with the local community. The Council could allocate some of the annual TfL Local Implementation Plan (LIP) grant to the Council for improvements to local streets to help mitigate against any additional traffic in the affected streets.</p>

1.02	<p>The new junction is failing to enable traffic to make reasonable progress, with vans and cars being forced to divert or do u-turns on residential streets. This causes tail backs and increases the health risk to residents and pedestrians. What can be done to improve traffic exiting the area and reduce general noise, traffic and pollution?</p>	<p>Although the main road construction works have been completed in the area, traffic patterns have not yet reverted back to normal and there still are significant factors affecting the traffic flows. Temporary road barriers are still in place to help drivers navigate the new road layout and the construction of the new public square is taking place (due to complete in April). TfL's contractors have observed that these factors are adding to the confusion of drivers not yet used to the new road layout, or using outdated navigation systems, thus contributing to slow-moving traffic and increased congestion. This is apparent especially at the junction of A1 and Junction Road and while turning onto St John's Way.</p> <p>In addition, road works in Upper Holloway, which were completed in late February 2017, have been affecting the traffic in the wider area, including the temporary closures of Holloway Road bus lanes. This project required TfL to implement a number of temporary traffic management measures, including on the junction of Tufnell Park Road and Junction Road, which were removed in late March 2017.</p> <p>We believe that these factors may have led to congestion and/or drivers taking alternative routes through local streets. TfL has advised that with a project on the scale of the Archway gyratory removal, it would take from six months up to a year for the traffic to settle. The Council and TfL are committed to monitoring the traffic following construction. The Council has undertaken baseline traffic counts on the A1 and on the potentially affected side streets over the last few years to understand what the volume of traffic on these streets was before the changes to the road layout. The traffic counts will be repeated six months after the gyratory works have been completed.</p> <p>If the monitoring shows that the project has resulted in permanent changes to traffic patterns, especially on local streets, the Council will implement mitigating measures in consultation with the local community. The Council could allocate some of the annual TfL Local Implementation Plan (LIP) grant to the Council for improvements to local streets to help mitigate against any additional traffic in the affected streets.</p> <p>The Council is also working to monitor and improve air-quality in Archway. The Council has installed over 20 diffusion tubes across the area to monitor air quality on both main and local streets. To support air quality improvements in the area, the Council is championing a new Zero Emissions Network (ZEN), will provide free advice and specific grant-funded opportunities to businesses in Archway around key areas such as building efficiency reviews, green infrastructure, car-club support, EV charging infrastructure, cycle storage/training and cargo-cycles. For further information visit: http://archwaylondon.com/zen.</p>
1.03	Bottleneck on Holloway Rd northbound seems to be bad.	As above.
Road safety		
1.04	The left hand turn on St John's Way at the bottom of Archway Road is too narrow and will cause accidents. Has TfL considered this and is TfL going to address this?	
1.05	An ambulance crashed into a u-turning bus on the gyratory at 1pm 19/12. How will TfL avoid similar incidents?	<p>The Council has urged TfL to investigate the safety of the U-turn facility on Archway Road, make changes if and as necessary and monitor the road safety in the coming months.</p> <p>TfL has advised that the signals have been staged in a way to ensure that there is no north or southbound traffic moving while be buses are U-turning.</p> <p>TfL has also pointed out that on a project of the scale of Archway road improvements project, it takes time for the drivers to get used to the new road layout. TfL has implemented temporary traffic management measures (like adjusting the timing of the signals or installing temporary road barriers) to assist the drivers in navigating through the amended junctions.</p>

1.06	Buses are continuing to make U-turns on Archway (northbound) across the dual carriageway, going through red lights, which risks traffic accidents. How will TfL clamp down on buses making these dangerous U-turns and prevent bus drivers at the bus stand from going through the red light?	As above.
1.07	Has TfL reported back on the motorcycle incident at Archway, which occurred in February?	As above.
1.08	Driving on the A1 from Pauntley Street is more dangerous as there is now a bus stand in the area, so it is difficult to see if any traffic is coming and cyclists may collide with cars. Could an elevated circular mirror be installed to help motorists? If not, what does TfL intend to do about this dangerous junction?	TfL is currently re-designing the junction of Pauntley Street with Archway Road and the entry onto the cycle lane, which runs south from Pauntley Street. The remodelled junction will allow drivers leaving Pauntley Street to have better visibility of oncoming traffic. The changes will be implemented in late Spring 2017.
Traffic displacement - potential future impacts		
1.09	What happens if traffic starts to impact on Miranda and Cressida Road?	The Council and TfL are committed to monitoring the traffic following construction. The Council has undertaken baseline traffic counts on the A1 and on the potentially affected side streets over the last few years to understand what the volume of traffic on these streets was before the changes to the road layout. The traffic counts will be repeated approximately six months after the gyratory works have been completed, once drivers have got used to the new road layout. If the monitoring shows that the project has resulted in permanent changes to traffic patterns, especially on local streets, the Council will implement mitigating measures in consultation with the local community. The Council could allocate some of the annual TfL Local Implementation Plan (LIP) grant to the Council for improvements to local streets to help mitigate against any additional traffic in the affected streets.
1.10	Streets like Cressida Rd could be affected by the 'no right turn' from St John's Way. How will TfL address or monitor potential traffic build up?	As above.
1.11	Traffic is likely to be pushed to conservation areas such as Whitehall Park, which are supposed to be protected environment areas. Is TfL addressing this or was it even considered?	As above.
1.12	Traffic is likely to be pushed to conservation areas such as Whitehall Park, which are supposed to be protected environment areas. Is TfL addressing this or was it even considered?	As above.
1.13	Motorists do not seem to be aware that traffic cannot travel both ways on Vorley Road. Vehicles regularly have to give way or pass each other. How is TfL communicating the changes on Vorley Road traffic flow?	TfL has implemented a number of permanent measures to alert drivers of the reversed traffic on Vorley Road and MacDonald Road. On Vorley Road, there are 'one way' signs road markings for drivers turning from Junction Road and further arrow signs placed on street furniture. On MacDonald Road there are 'one way' road markings and 'no entry signs' for drivers travelling on Highgate Hill.
Traffic displacement - current impacts		

1.14	Traffic on Hazelville Road is well in excess of TfL's own modelling data (4 cars per minute at peak times). Narrowing the road would worsen air quality and the speed bumps have no discernable effect. Are TfL aware of this issue and addressing it?	<p>Although the main road construction works have been completed, there are significant factors affecting traffic flows in the area. Temporary road barriers are still in place to help drivers navigate the new road layout and the construction of the new public square is taking place (due to complete in May). TfL's contractors have observed that these factors are adding to the confusion of drivers not yet used to the new road layout, or using outdated navigation systems, thus contributing to slow-moving traffic and increased congestion. This is apparent especially at the junction of A1 and Junction Road and while turning onto St John's Way.</p> <p>We believe that these factors may have led to congestion and/or drivers taking alternative routes through local streets. TfL has advised that with a project on the scale of the Archway gyratory removal, it would take from six months up to a year for the traffic to settle. The Council and TfL are committed to monitoring the traffic following construction. The Council has undertaken baseline traffic counts on the A1 and on the potentially affected side streets over the last few years to understand what the volume of traffic on these streets was before the changes to the road layout. The traffic counts will be repeated approximately six months after the gyratory works have been completed, once drivers have got used to the new road layout.</p> <p>If the monitoring shows that the project has resulted in permanent changes to traffic patterns, especially on local streets, the Council will implement mitigating measures in consultation with the local community. The Council could allocate some of the annual TfL Local Implementation Plan (LIP) grant to the Council for improvements to local streets to help mitigate against any additional traffic in the affected streets.</p>
1.15	What traffic calming measures will the Council put in place in Pauntley Street and Gladsmuir Road, where motorists are using to avoid the traffic lights on Archway Road?	As above
1.16	The Archway Road layout change means that the best way for driver to reach the A1/Archway Road from St John's Way is to go via Waterlow Road. This creates a lot of noise, pollution and traffic for residents. Are TfL monitoring and will TfL introduce traffic calming measures, other than speed bumps, on this street? There are already speed bumps on Hazeville and Hornsey Lane and they have little effect.	As above
1.17	What traffic calming measures will the Council put in place in Pauntley Street and Gladsmuir Road, where motorists are using to avoid the traffic lights on Archway Road?	As above
1.18	Residents have complained about traffic build up on St John's Way, Hazelville Road. What is being done to address or monitor this?	As above
1.19	Drivers diverting onto Hazelville Road have to rev their engines to climb the steep hill, creating a lot of noise including at night, which wakes residents. Will this problem persist owing to the new gyratory layout or will it improve once Holloway Road	As above
1.20	HGVS are using Hazelville Road as an alternative route to the A1. The road is in a conservation area and is not designed for such heavy good traffic. What is being done to address this other than monitoring?	As above
1.21	There are more Heavy Goods Vehicles using Junction Road.	As above

1.22	Traffic volumes and speed have increased on St John's Grove.	<p>Because of St John's Primary School, the issue of speeding St John's Grove was raised with the Police a few months ago. The Police has done a stop and advise session on St John's Grove, which involved them stopping vehicles that were travelling in excess of the 20mph speed limit. We understand that 80% of the motorists stopped, were residents of the street.</p> <p>With regard to traffic volumes, we believe that the ongoing construction and the fact that drivers have not yet got used to the new road layout result in congestion and/or drivers taking alternative routes through local streets. TfL has advised that with a project on the scale of the Archway gyratory removal, it would take from six months up to a year for the traffic to settle. The Council and TfL are committed to monitoring the traffic following construction. The Council has undertaken baseline traffic counts on the A1 and on the potentially affected side streets over the last few years to understand what the volume of traffic on these streets was before the changes to the road layout. The traffic counts will be repeated approximately six months after the gyratory works have been completed, once drivers have got used to the new road layout.</p> <p>If the monitoring shows that the project has resulted in permanent changes to traffic patterns, especially on local streets, the Council will implement mitigating measures in consultation with the local community. The Council could allocate some of the annual TfL Local Implementation Plan (LIP) grant to the Council for improvements to local streets to help mitigate against any additional traffic in the affected streets.</p>
1.23	Archway Early Years nursery on Vorley Road is seeing increased traffic. How is safety of pedestrians and children being ensured?	<p>To address concerns about safety, TfL installed clearer signage to alert drivers of the reversed traffic on MacDonald Road and Vorley Road; those are both temporary signs and permanent road markings.</p> <p>In the medium term, the Council is planning to implement streetscape improvements, on consultation with the local community took place in January 2017. The improvements, which will be implemented in the autumn, will consist of a road build-out in front of the children's centre and planting trees and shrubs. This will create a physical barrier between the road and the entrances to the centre, which will help improve road safety and air-quality in the children's centre.</p> <p>To observe the changes to traffic in the long term, the Council and TfL will monitor traffic to measure impacts on local streets in Archway following the construction. To measure these changes, traffic counts will be repeated approximately six months after the gyratory works have been completed, once drivers have got used to the new road layout. If the monitoring shows that the project has resulted in permanent changes to traffic patterns, especially on local streets, the Council will consider mitigating measures in consultation with the local community.</p>
1.24	Residential streets have been adversely affected by the 'no right hand turn' on St John's Way, and directly links to many of the other issues raised. Can TfL review this planning decision?	<p>In the new road layout the St John's Way/Archway Road junction has become critical, as traffic from all main approaches to Archway moves through this junction. To prevent unacceptable delay to traffic on these approaches (including St John's Way), 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. 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. As the right-turn movement from St John's Way 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.</p>
Traffic monitoring		
1.25	When will monitoring on traffic flows actually commence?	TfL has advised that with a project on the scale of the Archway gyratory removal, it would take from six months up to a year for the traffic to settle. Therefore traffic counts will be repeated approximately six months after completion of the gyratory construction works, once traffic has settled down and motorists have got used to the new highway layout.
1.26	When will the scheme be monitored after project implementation?	As above.

2.01	When will the current temporary bus stops end and the new more permanent bus stops be implemented?	The installation of new bus shelters took longer than expected but was completed in early April 2017. The Council has also committed to review the location of bus stops and agree a new location with TfL if deemed necessary and appropriate.
2.02	Bus Stop E is now on a very narrow and bumpy pavement area, which poses a tripping risk. Can TfL move the stop a few meters away where the pavement is wider?	A temporary walkway has been provided to get passengers from Archway station to the stop, until the new footway area that forms part of the new public space is constructed. Unfortunately, it wasn't possible to complete any of this work in advance of the traffic switch as this area formed part of the old gyratory carriageway, but the walkway has been properly checked and there are no trip hazards along the route. In terms of the stop location, the lane widths on Tollhouse Road are sufficient to accommodate a stopped bus at the current location and passing traffic. However, it would not be possible to relocate this stop further north-east on Tollhouse Way as a stopped bus in that position would hold up traffic behind it and may block the junction with Archway Road.
2.03	Ill and disabled people travelling to Whittington Hospital now have to walk some distance to get to their bus. Can a new stop be created immediately above MacDonald Road, or somewhere else suitable, to address this?	TfL have agreed to review the possibility of bus routes terminating at Whittington Hospital and be in touch with the Council to take this forward.
2.04	Why are buses not terminating at Upper Holloway Station?	TfL have agreed to review the possibility of bus routes terminating at Upper Holloway Station and be in touch with the Council to take this forward.
2.05	Why is electronic information not being displayed at bus stops and Archway Station?	TfL buses will work on better bus information at Archway. They have plans for inside the station and will work with the Council to determine where signage should be located outside the station.
2.06	Is the hedge screening on Pauntly Street and at Archway going ahead to address the bus turning and stand etc?	TfL is willing to work with the Council to enable the greening to take place to screen Archway Road bus stand.
2.07	The most used bus service, the 41, which is used by elderly and disabled people, is far away from Junction Road. This makes interchange between buses and reaching health and GP services more difficult. Why did TfL relocate the bus stop in such a way and it be reversed?	The Council has raised the issue of the location of new bus stands directly with TfL and there is a commitment to review locations and move them as necessary. In the interim, Council staff have been asked to propose an alternative location for the 41 bus and discuss with TfL. We recognise the importance of bus services that help elderly and disabled people travel as easily as possible and access health and GP services. The Council is working hard to find a bus route that takes account of the new road layout and to help elderly and disabled people reach these services.
2.08	Where do the C11 and W5 buses now depart from? A resident has complained there is no information or signage on this.	Bus routes C11 and W5 now start their route at bus stop 'E' on Tollhouse Way, behind Archway Tavern. TfL is progressing works to install new bus shelters and signage as well as electronic bus information board in the Archway Underground Station.
2.09	Could signage to the temporary bus stops be improved and temporary bus stops made more obvious?	TfL completed the installation of the new bus shelters and their bus information boards in early April 2017. As a temporary measure, TfL will install additional signs outside of Archway Underground Station to ease wayfinding to the relocated bus stops. TfL is also progressing works to install an electronic bus information board in the Archway Underground Station.
2.10	Signage regarding the relocation of bus stops around Archway station is still very sparse. There is one notice in a bus shelter on Junction Road but the map of bus stops is very small and too high to read. Will TfL introduce more signs informing passengers of the changes as soon as possible?	As above.
2.11	Buses are unable to turn in Archway Road because of the volume of buses at the stand, which entirely blocks the A1. Is TfL reviewing buses' ability to travel and turn safely on the road? Are TfL monitoring the number of buses in the area?	The Council has undertaken a survey of the bus stands in Archway to investigate this issue and has raised concerns with TfL.
2.12	Some buses cannot proceed down the bus lane due to other stationary buses at the stand and lorries in the main carriageway preventing them from passing. Did TfL calculate that lane widths for bus travel were sufficient?	This issue seems to be caused by overcrowding of the bus stand on southbound Archway Road. The Council has undertaken a survey of the bus stands in Archway to investigate this issue and has raised concerns with TfL.
2.13	The new bus stop on Macdonald Road beside Archway leisure centre is always crowded with idling buses. This causes diesel pollution which pedestrians and school groups have to pass. Can TfL have the buses park elsewhere?	The Council has undertaken a survey of bus stands in Archway to investigate this issue and has raised concerns with TfL.

2.14	The buses outside the Archway Leisure Centre are no longer idling. However, councillors were under the impression that no more than 3 buses were allowed to park at this stop, but there are always 4. What is TfL's policy and will it reduce it to 3 buses?	As above.
2.15	The empty running of buses on Archway Road causes additional pollution. What is being done to reduce or discourage buses from running empty?	The Council and TfL are working to review bus routes in Archway to potentially extend some bus routes, including to the Whittington Hospital.
2.16	Buses on Archway Road in particular are waiting and idling at bus stops (particular 134 buses). If TfL are telling drivers not to leave engines running for more than a minute, why is this problem persisting?	TfL buses will work with the Council to ensure bus drivers comply with the Councils anti-idling agenda and will take steps to ensure that all their managing agents understand and work with their drivers to remind them of their responsibility. The Council has a strong anti-idling agenda and takes this issue very seriously. Enforcement officers have visited the area and spoken to bus drivers to clamp down on engine idling.
2.17	What action is being taken to ensure buses do not leave their engines running for any period of time?	TfL buses will work with the Council to ensure bus drivers comply with the Councils anti-idling agenda and will take steps to ensure that all their managing agents understand and work with their drivers to remind them of their responsibility. The Council has a strong anti-idling agenda and takes this issue very seriously. Enforcement officers have visited the area and spoken to bus drivers to clamp down on engine idling.
2.18	There are rumours that TfL are going to move the 46 and 214 buses to Pemberton Gardens garage, which councillors believed to be full. If it is not full, could TfL consider moving the 41 bus there? Currently its change of route, which means it does not stop at Junction Road any more, is causing real hardship.	TfL is considering replacing buses used on routes 46 and 214 by electric vehicles to comply with Ultra Low Emissions Zone requirements. Both bus routes are currently operated out of Kings Cross Garage, which doesn't have facilities for electric buses. Such facilities are available in Archway bus garage in Pemberton Gardens. Therefore, TfL and the bus operator are relocating both routes to Archway bus garage. If this proposal goes ahead, a decision would have to be made as to which route(s) would need to move from Pemberton Gardens to make room for bus routes 46 and 214.
3 Cyclists		
3.01	How are route changes being communicated to cyclists?	Once all the cycle lanes are opened TfL will organise events with travel ambassadors, who will be available on site to direct and advise cyclists.
3.02	The location of bus stops are very close to new cycle paths, which is an accident waiting to happen. How is TfL addressing or monitoring cyclist safety?	The new road layout was designed with safety of all road users in mind. To ensure cyclists do not have to mix with general traffic, segregated cycle lanes were provided where possible. Pedestrian crossings across the cycle lanes have been provided, especially in proximity to bus stops and pedestrian crossings across the main roads. The Council will work with TfL to monitor the cycle lanes after opening of all their sections to ensure safety and establish culture of pedestrian priority.
3.03	The mix of cyclist and pedestrian paths next to each other is unsafe and could result in collisions. Is TfL addressing this?	As above.
3.04	The new layout at Archway has designed into it multiple points of conflict between cyclists and pedestrians. What are the interim arrangements to prevent conflict until the actual cycle routes are in place?	As above.
3.05	The Charlotte Despard pub has had its loading bay removed and cyclists are now coming within a meter of its doors, which is dangerous. Did TfL anticipate this and what is being done now?	TfL has agreed to resolve this issue, and to ensure an interim solution and the necessary consultation for a more permanent solution. TfL will arrange for contact to be made with the owners of the pub.
3.06	Will the new public space have 'segregated' cycle lanes (as opposed to just lines painted on the ground)?	There will be a two-way segregated cycle lane provided in the new square. The cycle lane will be sunken below the level of the square, with a 50mm upstand kerb. There will be a pedestrian crossing in the middle of the cycle lane, opposite the entrance to the Archway Underground Station. Near the traffic lights, cyclists will share the waiting area at the crossings across Junction road and Tollhouse Way with pedestrians. Because of many different movements it has not been possible to segregate pedestrians from cyclists. This arrangement will be monitored following implementation.
3.07	Cyclists using the cycle road on Archway Road, who want to turn onto Junction Road, have to cross lanes of traffic or are forced onto Holloway Road, with no safe chance of going across onto Junction Road. This is a death trap for cyclists. What is being done to improve the cycle lane?	There is an alternative route for cyclists, who can use the cycle lane towards Sandridge Street and the shared pedestrians/cyclists crossing (i.e. toucan crossing) across Sandridge Street. Cyclists can then use the shared crossing across Holloway Road or position themselves in front of the the traffic going towards Junction Road using the green box for cyclists (i.e. Advanced Stop Line marked on the carriageway).
4 Pedestrians		

4.01	The moving of bus stops has created overcrowding on streets and people being pushed/crossing over the road. There have also been reports of pickpocketing. How is TfL managing the crowds?	We continue to monitor the new layout to ensure it is operating safely. We note the concerns raised about pedestrians crossing St John's Way and, while clear signage is located around the site to direct pedestrians to the signalised crossing points and the travel advisors are also encouraging people to use the crossing points, we'll review if any other measures are necessary. TfL will ensure appropriate 'look left/look right' road markings are introduced sooner rather than later.
4.02	Why are there no TfL barriers to prevent pedestrians from crossing in busy areas where there could potentially be accidents?	See above answer.
4.03	Will TfL introduce barriers on the section of St John's Way where pedestrians are dangerously crossing over between Tree Island and Second Chance (a shop)? If not, why?	See above answer.
4.04	The island in the middle of the crossing over Archway Road (that replaced the Underpass) is very narrow, which is dangerous. Can TfL make it bigger?	The carriageway in this location has been narrowed to shorten the length of the pedestrian crossing. Pedestrians waiting on either side of Archway Road can press the button to activate the green light at the crossing, which stops the traffic going in both directions. The green light for pedestrians is long enough to allow them to cross Archway Road in one stage, without needing to wait at the refuge island.
4.05	The island in the middle of the crossing over Junction Road is very narrow, which is dangerous. Can TfL make it bigger?	The crossing on Junction Road has been designed for pedestrians to cross in one stage. However pedestrian green time had to be shortened during certain phases of contrction works. The pedestrian green time should now be sufficiently long for most of people to cross to the other side of Junction Road. If anyone starts crossing the road shortly before the pedestrian light goes red, they can wait at the refuge island and push the button to wait for the next green light.
4.06	The new crossing signals on Junction Road are only on green for 6 seconds, which does not allow enough time for slower people (elderly, children) to cross safely. Can TfL reconsider the timings to allow for more balanced foot traffic?	As above.
4.07	There have been numerous reports of 'near misses' with traffic when pedestrians cross Vorley Road and Junction Road. What is TfL doing to address this danger?	TfL has implemented a number of permanent and temporary measures to ensure beter safety at this pedestrian crossing and to alert both drivers and pedestrians of the reversed traffic on Vorley Road. There are 'look right' and 'look left' road markings and temporary signs for pedestrians approaching the crossing and 'one way' signs and arrows for drivers.
4.08	Can TfL introduce signage, speed bumps or other safety precautions to encourage them to be cautious of crossing pedestrians in the area?	The scheme has been designed with safety of all road users in mind. Pedestrain facilities were improved, with many of the crossings designed to be crossed in one stage, instead of waiting for a green signal on a central reservation. The road safety is and will continue to be monitored during the construction works and following the implementation of the project. The Council will consider mitigating measures as and if necessary.
5	Environment	
5.01	What is TfL doing to address increased littering in the area?	There were temporary issues with increased littering where the construction works have affected access to waste collection points and litter bins. The Council's Street Environment Team has implemented temporary measures where necessary. TfL and the Council will install additional litter bins at the new bus stops and around the new square.
5.02	Will the Council undertake extra clean-up at Archway in light of the bus stop changes and the impact this is having?	As above.
5.03	How will street lighting be improved to coincide with the new bus stop arrangements?	The new permanent lighting column close to the relocated Bus Stop E is awaiting a new power connection, which will be provided by the end of April 2017. In the meantime, TfL have arranged for a mobile lighting unit to be installed here, which should improve the situation.
5.04	A blinding searchlight run by a noisy diesel generator has been placed by bus stop E. There is a broken tall street light next to the stop but it is broken. Will TfL fix this light and remove the searchlight?	See above answer.
5.05	The lighting in Archway Road where the buses turn has been out for several weeks. When will it be fixed?	Where new lamp columns are proposed, TfL will make the outstanding power connections by the end of April 2017.

5.06	Is the Council or another relevant organisation taking air pollution monitoring? When will this be in place?	<p>TfL commissioned a survey of air quality before the gyratory works started and a modelling study of the changes to air quality post-construction works. The air quality predictions have been completed for 29 locations across the site, with particular emphasis on residential buildings in the vicinity of the former Archway gyratory and the surrounding arms of the junction.</p> <p>The Council has also installed over 20 diffusion tubes across Archway to monitor air quality on both main and local streets. We will continue to do so to assess any changes in local air quality.</p> <p>To support air quality improvements in the area, the Council is championing a new Zero Emissions Network (ZEN) to engage local stakeholders to work with the Council to improve the air quality of the area. An open two-way conversation has been the start of improving the carbon footprint and air quality in Archway to make the area a greener, healthier place to live and work.</p> <p>The Archway ZEN will provide free advice and specific grant-funded opportunities to businesses in Archway around key areas such as energy efficiency, green infrastructure, car-club support, electric vehicles' charging infrastructure, cycle storage/training and cargo-cycles. For further information visit: http://archwaylondon.com/zen</p>
5.07	What action are TfL and the Council taking in relation to idling buses?	<p>TfL buses will work with the Council to ensure bus drivers comply with the Council's anti-idling agenda and will take steps to ensure that all their managing agents understand and work with their drivers to remind them of their responsibility. The Council has a strong anti-idling agenda and takes this issue very seriously. Enforcement officers have visited the area and spoken to bus drivers to clamp down on engine idling.</p>
5.08	Does the Council have a copy of the Environment Impact Report?	A copy of the Air Quality and Noise Assessment is available at TfL's website: https://tfl.gov.uk/travel-information/improvements-and-projects/archway-gyratory
5.09	Does the Council have a copy of TfL's Equality Impact Report of their bus changes decision?	As above.
5.10	Is there a pollution monitor behind Giesbach Road, at the end of St John's Way at the bottom of Archway Road? With the loss of trees, residents think it's important to monitor pollution.	The Council has installed over 20 diffusion tubes across Archway to monitor air quality on both main and local streets, including one near Giesbach Road.
5.11	TfL has agreed to work with the Council to enable greening to take place to screen Archway Road bus stop (Pauntley Street). What is the progress of this?	The Council has commissioned a landscape designer to develop a proposal for this location. TfL has committed to working with the Council if a feasible proposal is developed.
6	Businesses	
6.01	What compensation will be provided to businesses?	Islington Council raised this issue with TfL. Unfortunately, there is no legal precedent for providing compensation to businesses who have lost earnings due to road works.
6.02	Businesses on Holloway Road have lost foot fall because of the Archway works. Why can they not advertise their businesses using sandwich boards to counter this?	As above.
7	Communication	

7.01	What information is being distributed to help residents and visitors navigate the changes to traffic and crossings?	<p>TfL have reviewed all on-site communications and believe signage has improved significantly. There are still a number of temporary stops which somewhat limits the amount of information that can be displayed around the stops directly, but there are now maps and 'where to catch your bus' type information available all around the areas and at temporary stops where there is space for it.</p> <p>There is also additional information within and immediately outside Archway station and, as you know, we have had Travel Advisors on-site to help customers find the new bus stops and explain how the bus routes pass through the area. We also re-issued a detailed briefing to the Advisors about the importance of them providing advice and support to passengers proactively, following your feedback on Friday. As we outlined during the call, the on-site information has also been complemented with an extensive engagement campaign, including emails to bus passengers and other road users, letters to c.23,000 residents and businesses and updates to the business community. Our travel advice webpage (tfl.gov.uk/archway-gyratory) has also been updated to reflect the recent changes to bus services. We are planning to keep the Travel Advisors on-site until the New Year to help people adjust to the changes to the bus services and during the ongoing works at Upper Holloway. We will keep updating signage around the site and at bus stops during this transition period.</p> <p>TfL's helpline staff will provide enhanced information about changes to bus stop locations and routing through the area.</p>
8 Other questions		
8.01	When can we see an updated timetable of works and when the implementation of the Gyratory Removal scheme will complete?	The construction will be completed by late Spring 2017.
8.02	Comment: The end results of £38m public money spend on this project is: decimated bus services; an impassable junction that has already driven vast amounts of traffic onto other routes (including Hornsey Lane); termination of bus services to the hospital; guarantee of yet more public money to be poured into retrospective attempt to prove 'improvements' valid; vastly extended bus journey times; more stop-start pollution in the area. How does TfL respond?	<p>The scheme is delivering a number of key benefits for the local area:</p> <ul style="list-style-type: none"> - It provided improved pedestrian facilities, including direct pedestrian crossings in the busy areas around the station. - It reconnected the central island with the station and reduced the severance caused by the one-way road system. - It provided direct pedestrian access from Junction Road to the businesses on the island (pedestrians previously had to cross three times). - It created a brand new public space outside the station, with opportunities to plant new trees. - It delivered improved public spaces at Archway Corner (the small park on the corner of St John's Way and Sandridge Street) and at Despard Road (where the underpass entrance has been closed and filled in, including potential tree planting). - It provided improvements for cyclists who currently have to share the road with vehicles. This includes long stretches of off-road cycle tracks and crossings for cyclists. - For bus passengers, most journeys in the morning peak time would be faster. - All bus routes to St John's Way (41 and 210) stop at the same stop (these were previously split). - It would improve the air quality in the busier areas where more people are (e.g. around the station). - It relocated the bus stand from its current site on Vorley Road (which creates problems for the nearby children's centre) and provides the opportunity to build affordable housing on this site. - It replaced the underpass on Archway Road (near Despard Road) with a street level pedestrian crossing.
8.03	Are TfL benefitting from the 'regeneration' of Archway as freeholders? TfL are freeholders of Vantage Point and possibly other developments in the area, and other commercial landlords in the rest of Archway are seeing rates rise to their benefit.	TfL schemes are not done for profit and its income is fully reinvested in the transport network.
8.04	Rents are already rising and parking is becoming increasingly limited. This risks the closure of small local businesses. What steps are being taken to protect the local community and not let the area simply become gentrified?	<p>One of the benefits of the project is that the new square will reconnect the gyratory island to the station and the wider town centre. The shop keepers on the island have been disadvantaged for many years due to poor pedestrian access. More generally, the Council believes that the changes will improve the appearance of the town centre, attracting more people to shop and spend time in Archway, which will benefit many businesses in the area.</p> <p>We have also been supporting independent businesses in Archway by a programme of shop front improvements, which is coming to a close. The Council has given grants to many local businesses in the area to improve their shop fronts, including independent second hand shops like 'Second Chance' and 'Resurrection Boutique' as well as a 'Chicken Pot' and 'Archway Kebab' to support businesses used by the wider community and not only those on higher incomes.</p>

8.05	What services and provisions are being made specifically for disabled passengers?	To facilitate public transport interchanges the Council has been working with TfL on the design of the public spaces in front of the Archway Underground Station and in proximity to bus stops. Most of the bus routes heading in the same direction are grouped together at one bus stop and for some bus routes, a reduction in journey times has been achieved. Pedestrian accessibility would be improved by the provision of direct pedestrian crossings in the busiest areas. TfL is also working on providing an electronic bus information board inside Archway Underground Station to help commuters choose the most convenient bus stop for their needs.
8.06	What will the Council do with the recent award it received from TfL for transport improvements (Local Implementation Plan award)?	The Council proposes to allocate some of the annual TfL Local Implementation Plan (LIP) grant to the Council to improvements to local streets to help mitigate against any 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 any additional vehicles.
8.07	The Despard Pub believes that the underpass which has been filled in on Archway Road has a leak that has not been fixed. It has just been cemented over and could become a bigger problem in the future. What is TfL's response?	
8.08	Could some of the Archway regeneration money be used to build a power station (similar to that in Bunhill) in Junction Ward?	The Council is committed to replicating the Bunhill Energy Centre across Islington in order to tackle fuel poverty, and is looking at external funding for this.
8.09	TfL's plans show that the drivers' toilets are positioned beside the new ground-crossing over Archway Road (southbound), which is very unsightly. Can they be moved further away, along with the pipes, so they are hidden from public view?	The Council has been liaising with TfL about the location of the toilet required for bus drivers that use the bus stand on southbound Archway Road. We advised TfL to prioritise the existing pedestrian routes from the pedestrian crossing across Archway Road to bus stop 'Q' and towards Pauntley Street, by keeping these routes clear of any obstacles. We also advised TfL to ensure that the Whitehall Park Conservation Area would not be affected by the toilet's location. TfL has therefore decided that the most suitable location would be on the lower footway, between the retaining wall and Archway Road. At the proposed location, the footway is of sufficient width to accommodate the toilet. The footway narrows to only 1m wide further south. It would not be possible to locate the toilet on this narrower section of the footway, as bus drivers would need to step into the carriage way to access the toilet or bus stand, which would be unsafe.
8.10	TfL have knocked down the wall beside Archway Road. Will this be reinstated as it provided some noise protection to nearby pedestrian streets?	TfL will widen the Pauntley Street footway and raise the wall which separates it from Archway Road on the lower level. These works are necessary for pedestrian safety.
8.11	Could a few parking bays be removed on Pauntley Street? Currently it is very dangerous for pedestrians with children crossing the road because they have to move between parked cars	The Council will review parking on Pauntley Street, in consultation with residents, in light of road safety concerns.