

From Better Archway Forum January 2016 Update

Archway Bus Consultation

With the go-ahead on the Archway road changes now announced, TfL has finally organised a consultation on the bus services. Sadly, they haven't seen fit to ask what the users need.

The consultation is at <https://consultations.tfl.gov.uk/buses/archway-consultation/consultation/subpage.2015-09-03.3976631085/view>. Please do complete it, and urge as many others as possible to do the same. Our recommended answers would be as follows, though best if put into your own words:

Questions 1-4/ - Answer "No"

Question 5/ Proposals worsen public transport, not improve as would be feasible. In particular:

- Loss of common stopping places for buses up Highgate Hill (143, 210, 271 & W5), up Archway Road (43, 134 & 263), to Crouch End (41 & W5) or to East Finchley (143 & 263).
- Loss of stop for northbound 17, 43 and 263 at Archway station without crossing roads.
- Loss of convenient interchange for instance Northbound from 43, 134, 390 and 263 to 41, 143, 210 and W5.
- No improvement to the poor interchange between buses terminating from the north to those starting to the south.
- Worsened interchange instead of improved access from the North to Upper Holloway station which is not even indicated on the proposal map.
- Worsened interchange instead of improved access to the Hospital from the South.
- Wasteful empty bus running.
- Some bus stand retained and other through bus routing introduced in the inappropriate side streets of Vorley Road and Macdonald Road.
- Bus stands taking up two lanes of Archway Road which, not needed for traffic, could be put to better use.

The plan is noted " every journey matters" in which case these concerns, all previously known to TfL, should have been addressed before and not only after the current consultation.

Question 6-10/ Personal factual

Question 11/ It is not good practice to consult again on proposals that do not meet the needs of users, passengers and bus operators, especially when the arguments against the proposals have already been made clear to TfL in previous consultations. They are summarised below.

1. Traffic Hierarchy - *For more than 20 years the aspirations have been to improve pedestrian and access and public transport interchange by reverting to traffic hierarchy.*

Doing so would have the added benefit of reducing traffic currently attracted by the prospect of this short modernised dual carriageway section on the otherwise much narrower A1 between St Paul's Cathedral and Henly's Corner.

2. Right turn from St John's Way - To allow the reintroduction of the right turn if the future traffic situation permits, it would be most cost effective for the physical layout to be installed to allow either option, with only white lining and traffic light phasing to be adjusted.

There are currently three traffic lanes in St John's Way, one in each direction plus a bus lane westbound. These might become one in each direction plus a short right turn filter lane for the few vehicles involved, perhaps proceeding on every other phase. This would still be quicker than detour through Vorley Road or other side streets and in accordance with good practice allows a common stop for all buses up Highgate Hill.

The comments on the effect on capacity are much as those made to say that all green phases could not be installed at the Archway Road junctions with Shepherds Hill and with Muswell Hill Road, now both satisfactorily in operation.

3. Traffic impact on local roads - Given that the right turn from St John's Way is the lightest movement, only a short right turn filter lane is needed with the turn incorporated only at every other phase of the traffic lights.

The one time banned left turn from Archway Road into Muswell Hill Road was said to improve traffic capacity and flow, but this included vehicles continuing south to turn around the gyratory and return north to turn right into Muswell Hill Road, extra traffic that was not needed and benefits that were illusory.

4. Bus stands - The other strand of the whole concept throughout has been to mitigate the current unsatisfactory public transport interchange arrangements, not least having to cross roads to change between buses that share a length of road, or being obliged to change bus to reach one further stop up to the Hospital or down to the now TfL Overground station of Upper Holloway. Current proposals actually make interchange worse and remove common stops to common destinations.

The Whittington Hospital has been pressing for meeting TfL so as to allow buses from the south to set down and turn in the Magdala Avenue forecourt (where there is space for this to happen). The service is needed to take visitors up hill to their appointments where as the walk back down afterwards is not the same problem.

Space exists within the public highway for buses from the north to turn from Holloway Road into Pemberton Gardens, set down for the station, turn to stand and return without adversely impacting on other traffic such as out of service to the Metroline garage.

Instead of the current empty mileage through the Vorley Road stand and proposed empty mileage up and down Archway Road, the proposals above would use those miles (and expenditure) to carry passengers to where they need to be taken. By overlapping they also mitigate the poorer public transport interchange currently proposed.

Thus we are very close and will be there when these two elements are satisfactorily addressed.

If you have any queries about any of this before responding, please contact contact@betterarchway.org.uk.