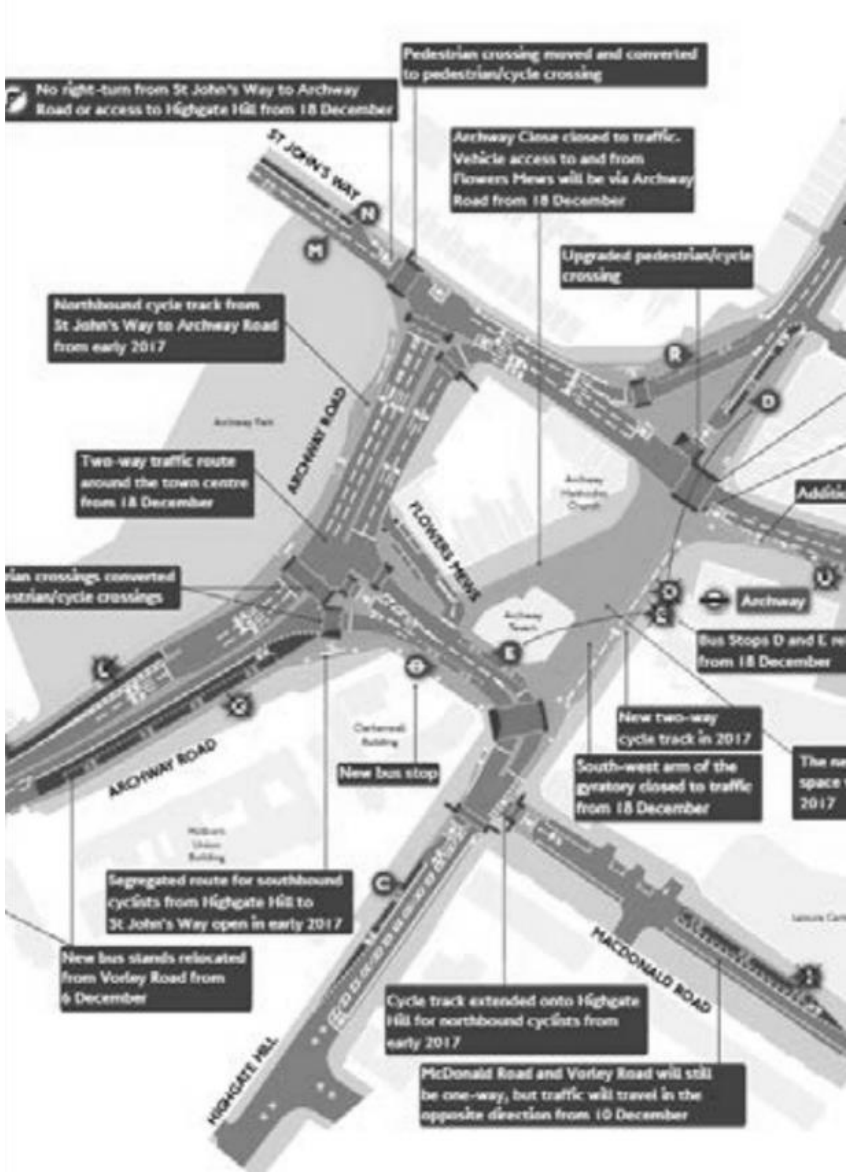
Archway Gyratory: Future Proofing the Network

TfL Lane Rental Industry Publication



Introduction

Over 26 million journeys begin on London's roads each day and TfL are undertaking the largest investment in a generation, to improve London's roads. The plan includes hundreds of transformational projects designed to radically improve living and travelling conditions through safer, greener and more attractive streets and town centres, and safer conditions for cyclists and pedestrians. Working with the boroughs, large scale improvements are being carried out on bridges, tunnels and major roads, resulting in a road network that enables people and vehicles to move more efficiently, safely and reliably around London.

As part of this, TfL in partnership with London Borough of Islington developed a scheme to significantly transform Archway by creating a new public space, dedicated cycle lanes and new pedestrian crossings in the area. Rather than excavate the area in the future, it was agreed that additional ducting capacity should be provided during the construction phase to convert Archway Gyrator to a new two way traffic road layout. This would help to mitigate future disruption on the network – the estimated social cost of delayed saved as a result of future proofing the network in this way has been estimated at £300,000.

The Project

The proposal consisted of the installation of 364 metres of six 125mm diameter black flexible ducts and connecting chambers around the old Archway Gyratory including road crossings over Tollhouse Way, Archway Road, Junction Road, Holloway Road and Sandridge Street. Steel ducts were installed across Tollhouse Way to meet depth restrictions as a result of an existing infilled subway. This equated to 36 metres of two 150mm diameter ducts.

In addition, twelve flexible ducts were installed and attached to the roof of the infilled subway under the A1 Archway Road near Despard Road for use in the future. These works were initiated and funded outside of Lane Rental

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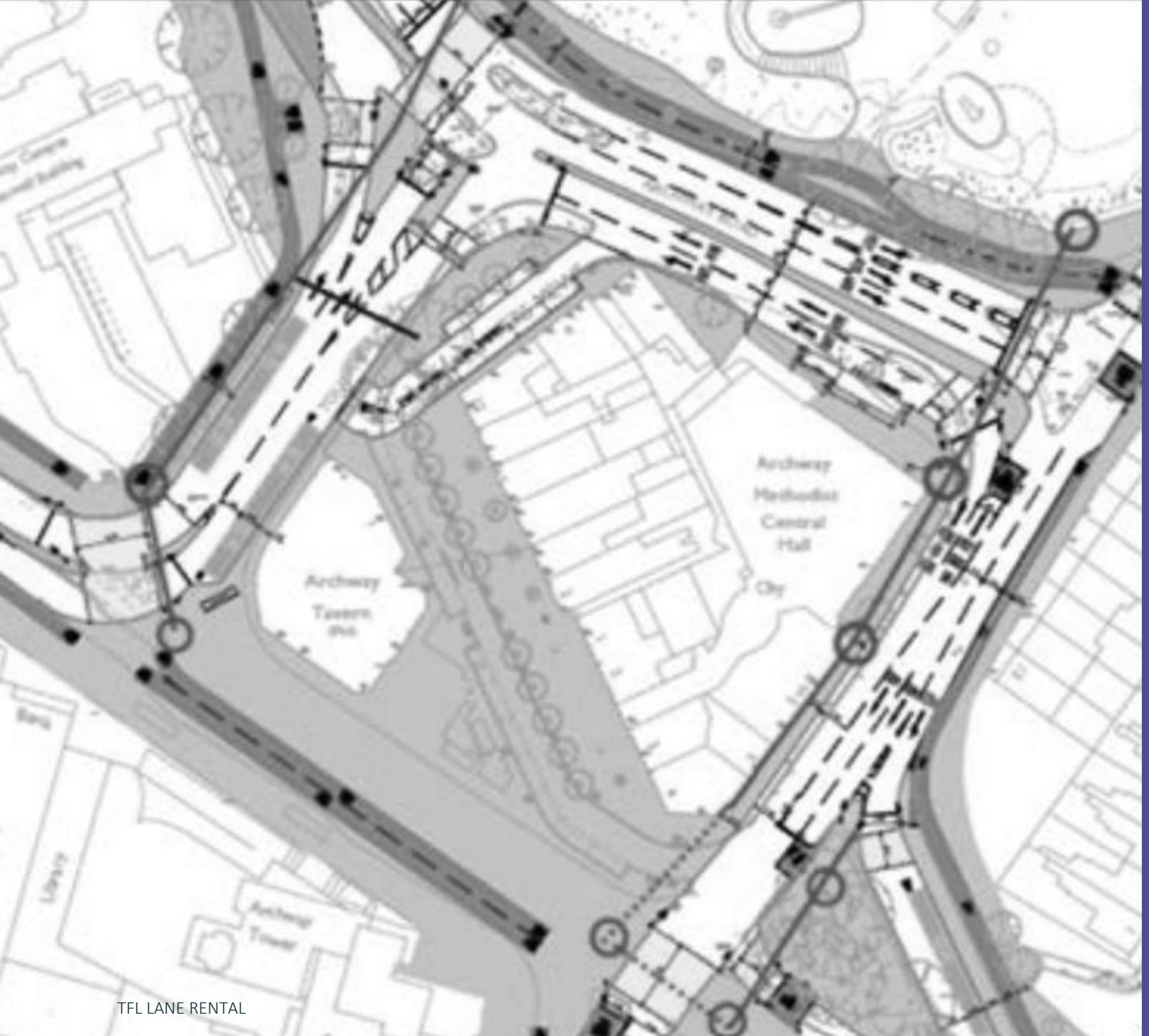
Outcomes

The objective was to minimise disruption to road users and the local community by reducing the number of interventions in the future. A section of future proofing within the public realm area on Highgate Hill had to be descoped during the project. There were numerous existing stats located in this section and a number of new trees were installed which made establishing a route difficult within the time frame. While not ideal, this did not impact the social cost of delay saved as Highgate Hill was not included in the calculation due to the area being pedestrianised. It remains at the conservative estimate of £300,000, which was based on the reduction of a maximum two future interventions on the road network.



Conclusions/ Recommendations

Ducting has been successfully installed as part of the project and details will be distributed to the street works industry to ensure that every opportunity is taken to utilise the ducting in future.

TfL Lane Rental Scheme

Optimising customer journeys through the delivery of safer, innovative and sustainable roadworks

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