

= A1 in London =

The A1 in London is the southern part of the A1 road . It starts at Aldersgate in the City of London , passing through the capital to Borehamwood on the northern fringe of Greater London , before continuing to Edinburgh . The road travels through the City and three London boroughs : Islington , Haringey and Barnet , which include the districts of Islington , Holloway , Highgate , Hendon and Mill Hill , and travels along Upper Street and Holloway Road , crossing the North Circular Road in Hendon , a district in the London Borough of Barnet .

The A1 is the most recent in a series of routes north out of London to York and beyond . It was designated in 1921 by the Ministry of Transport under the Great Britain road numbering scheme , comprising existing roads and streets , mostly historic , and later using stretches of purpose @-@ built new roads in what is now the outer London borough of Barnet . The Archway Road section was built by Thomas Telford using Roman cement and gravel , an innovative technique that was used there for the first time , and is the basis for modern road building . The route closely follows the historic route of the Great North Road , though from 1954 it has diverted round the congested suburbs of Finchley and High Barnet along modern roads constructed in the 1920s and 1930s .

The A1 is one of London 's main roads , providing a link to the M1 and the A1 ( M ) motorways , and on to the Midlands , Northern England and Scotland . Despite this , its main use is to connect a number of neighbourhoods within north London ; less than 5 % of its vehicles are through traffic ? the bulk is local . The roads along which the A1 route travels are the shared responsibility of the local boroughs , the Greater London Authority , and the British Government via the Department for Transport .

= = History = =

The A1 is the latest in a series of routes north from London to York and beyond , and was formed in 1921 by the Ministry of Transport as part of the Great Britain road numbering scheme . The earliest documented northern routes out of London are the roads created by the Romans during the period 43 to 410 AD , which consisted of a variety of " lters " on the Antonine Itinerary , a combination of which were used by the Anglo @-@ Saxons as the route from London to York , and which became known as Ermine Street . Ermine Street later became known as the Old North Road , and is used within London by the current A10 . By the 12th century , because of flooding and damage by traffic on Ermine Street , an alternative route out of London was found through Islington and Muswell Hill , and this was the origin of the Great North Road that would become the A1 . Until the 14th century the route went up what is now Hornsey Road ? the A103 road , but when that became impassable a new route along Holloway Road via Highgate was created in the 14th century . The section through Highgate was bypassed in the early 19th century by the creation of a new road , Archway Road , and around the same time a turnpike road , New North Road and Canonbury Road ( the A1200 road ) , was constructed linking the start of the Old North Road around Shoreditch with the Great North Road at Highbury Corner .

The route of the A1 in London originally started at Aldersgate Bars , which marked the boundary of the City of London , and followed the Great North Road mail coach route through Barnet ; the route was re @-@ designated in 1954 to follow the East Finchley and Barnet by @-@ passes built in the 1920s and 1930s , so within London the coaching route is now mainly only followed when passing through the borough of Islington . During the early 1970s plans to widen the A1 along the Archway Road section were abandoned after considerable opposition and four public inquiries during which road protesters disrupted proceedings . The scheme was finally dropped in 1990 .

= = Governance = =

The roads along which the A1 route travels are the shared responsibility of the local boroughs , the Greater London Authority ( GLA ) , and the British Government . The first organised London @-@ wide authority dealing with roads in London was the Metropolitan Board of Works ( MBW ) , set up in

1856 . The MBW replaced the disparate turnpike trusts which had already been amalgamated in 1826 into the single control of Government Commissioners , and was itself replaced by the London County Council ( LCC ) in 1889 . The LCC became the Greater London Council ( GLC ) in 1965 , and during the 1960s when traffic management in London was being modernised , and the London Ringways was proposed , the GLC , which was not in favour of increasing traffic into central London , had control of the inner London roads , while the government , through the Ministry of Transport , which was in favour of widening roads , had control of outer London . These different approaches resulted in the Ministry of Transport widening a stretch of the A1 until it reached the control of the GLC , when the widening abruptly stopped . Due to the problems associated with two different and opposing bodies having responsibility for London 's roads , the government were keen to take control of the major routes , and made plans in 1983 for the Department of Transport to take over 70 miles of road , including significant parts of the A1 ; when the GLC was abolished in 1986 , the Department of Transport took over direct control of the 70 miles of major routes , plus had a significant influence on another 300 . In 2000 control of roads in London passed to Transport for London , a department of GLA created in 2000 as part of the Greater London Authority Act 1999 , and the major roads , including the A1 , were declassified as trunk roads .

= = Route = =

The route of the A1 in London runs from the northern end of St. Martin 's Le Grand in the City to Borehamwood in Hertfordshire , then travels on the northern fringe of Greater London to Bignell 's Corner , where it crosses the M25 and becomes a motorway , designated A1 ( M ) , which alternates with the dual carriageway A1 as it continues to Edinburgh . The London section of the road passes through part of the City of London and three London boroughs : Islington , Haringey and Barnet . The A1 is one of London 's main northern routes , providing a link to the M1 motorway and the A1 ( M ) motorway , and on to the Midlands , Northern England and Scotland . It connects a number of major areas within London , and sections of it serve as the High Street for many of the now @-@ joined villages that make up north London . Even though it is one of London 's major roads , less than 5 % of its approximate 60 @,@ 000 vehicles a day are through traffic ? the bulk is local .

The current start of the A1 is the modern roundabout at the northern end of St. Martin 's Le Grand where it meets Aldersgate Street , near the site of the now demolished General Post Office , London , the headquarters of the Post Office from 1829 to 1910 . When originally designated in 1921 the A1 started a little further north along Aldersgate Street at Aldersgate Bars , which marked the boundary of the City , though some later maps indicate it starting at the southern end of St. Martin 's Le Grand , near St Paul 's Cathedral . The route runs north from Aldersgate along Aldersgate Street which is a modern dual carriageway , and from the 13th century was known as a wide street with fine buildings and travellers ' inns ; these were destroyed or badly damaged during the Blitz , and from 1965 to 1976 the 40 acre ( 162,000m <sup>2</sup> ) Barbican Estate , an arts complex and residential estate , was constructed along the entire eastern side of the street . At the end of Aldersgate Street stood Aldersgate Bars , which marked the limits of the City of London .

= = = Islington = = =

The route enters the London Borough of Islington at Goswell Road becoming a single carriageway running north from the border of the City to Angel through a mix of offices and urban housing . Goswell Road and St John Street were the ancient routes from the City to Islington , with St John Street being the start of the Great North Road until the General Post Office headquarters was built at St Martin 's @-@ le @-@ Grand in 1829 , whereafter stagecoaches used Aldersgate Street and Goswell Road . The New River originally flowed down the centre of Goswell Road , but is now underground and no trace of it can be seen at the surface . The street was reported in 1720 to be " meanly built and inhabited " , containing numerous inns and brothels , and it largely remained a slum area until the rebuilding that took place after the Second World War , and in particular the residential development that spread out from the Barbican since 1980 .

At the northern end of Goswell Road , the route northwards follows a one @-@ way section to the Angel , turning right into Islington High Street . The southwards route from Islington High Street follows City Road for a short distance before joining Goswell Road via Wakley Street . The earliest reference to Islington High Street is its appearance on a 1590 map of the area . At this time , nine inns ( including the Angel , which subsequently gave its name to the area ) , as well as housing and a public pond were shown lining the street . The Peacock Inn , one of the nine inns , and which operated on Islington High Street from 1564 to 1962 , was where Tom of Tom Brown 's Schooldays stayed prior to travelling to Rugby School . In 1716 Islington High Street came under the control of the newly formed Islington Turnpike Trust . The Trust grew rapidly and soon had control of most major roads in the area , building a number of major road arteries through the expanding residential areas , including Caledonian Road , Euston Road , City Road and New North Road .

Upper Street , running roughly north from Islington High Street to Highbury Corner , is the main shopping street of Islington , and dates back to at least the 12th century . Livestock herded along the Great North Road for Smithfield Market , would ? when passing through what was mainly fields and farmland ? pause at lairs built between Upper Street and Liverpool Road by an enterprising farmer , Richard Laycock ; Laycock 's lairs would be used in 1861 for the site of the Royal Agricultural Hall , and a number of pubs and shops existed along the street to serve farmers and travellers headed for Smithfield . In the 18th century , Upper Street began to develop from an agricultural to a residential area . Ten houses were built in 1768 ( later named Hornsey Row ) , and a further group built immediately south of Hornsey Row in 1792 . Liverpool Road , originally called Back Road , was used as an alternative to Upper Street for the Smithfield herders , and both streets have a " high pavement " constructed to protect pedestrians from being splashed by the passing animals ; in places , the pavement is approximately 1 m above the road surface .

After reaching the eight @-@ way interchange at Highbury Corner , the A1 turns north @-@ west as Holloway Road . Until the 14th century the route turned off along what is now Hornsey Road ? the A103 road ? to go through Muswell Hill , but when that became impassable a new route along Holloway Road via Highgate was created in the 14th century . The earliest record giving the name of the road as the Holloway dates from 1307 . The main stretch of Holloway Road runs through the site of the villages of Tollington and Stroud . The exact time of their founding is not known , but the earliest record of them dates from 1000 . The names ceased to be used by the late 17th century but are still preserved in the local place names " Tollington Park " and " Stroud Green " ; since that time , the area has been known as Holloway . The northern point of Holloway Road is the complex interchange at Archway . The construction of the interchange left a few buildings isolated in the centre of the roundabout , including the Archway Tavern , which appears on the cover of The Kinks ' 1971 album Muswell Hillbillies .

= = = Haringey = = =

After the Archway roundabout , the A1 enters a cutting , and becomes Archway Road . The original road north went up the very steep Highgate Hill ( now the B519 ) to the village of Highgate . By the early 19th century , this was proving unsuitable for increasingly heavy traffic , and a road , crossing the hill through a tunnel at a shallower gradient , was proposed by a mining engineer , Robert Vazie , in 1808 ; a turnpike trust ? the Highgate Archway Company ? was set up and work started in 1810 . The brick built tunnel collapsed during construction on 13 April 1812 , and John Nash constructed a brick bridge , using a series of arches like a canal viaduct , to carry Hornsey Lane over what was now a cutting . Nash 's Archway Bridge , a little way south of the current bridge , and the new Archway Road were opened in 1813 , though the road surface , being constructed of sand and gravel , proved difficult for heavy traffic . Parliamentary Commissioners took over the road , and John Benjamin Macneill , chief engineer to Thomas Telford , proposed using Roman cement and gravel , an innovative technique that was used for the first time on Archway Road , and is the basis for modern road building . The construction was financed by tolls which were abolished in 1876 ? traffic increased substantially thereafter , particularly after the introduction of trams on the road .

Between 1897 and 1900 , Nash 's bridge was replaced with the present cast @-@ iron Hornsey

Lane Bridge , designed by Sir Alexander Binnie , accessible from the Archway Road level by a steep flight of steps . Hornsey Lane Bridge is informally called " Suicide Bridge " as it is a known suicide spot . It was the venue for the mental illness campaign group Mad Pride 's inaugural vigil in 2000 , and was the subject of Johnny Burke 's 2006 film The Bridge . When , at the end of 2010 , three men in three weeks committed suicide by jumping from the bridge , a campaign was set up by local residents for better anti @-@ suicide measures to be put in place . Hornsey Lane and the bridge marks the boundary between the Inner London Borough of Islington and the Outer London Borough of Haringey .

An inquiry was held into widening the section from the Archway intersection to the Hornsey Lane Bridge to a three lane dual carriageway in 1969 and work started in 1971 . It was originally intended to widen a further section of the road , but severe disruption led to the first inquiry being abandoned in 1978 , and a second inquiry in 1984 , chaired by Air Marshal Sir Michael Giddings , was also abandoned . The traffic flow was projected to increase to 180 @,@ 000 cars a day by 1981 , but by 1986 the actual flow was only 30 @,@ 000 a day .

When originally constructed , Archway Road went through countryside with few buildings - though by 1828 the Woodman pub at the junction with Muswell Hill Road , and the now demolished Wellington pub at the junction with North Hill provided refreshments to travellers ; however , with the coming of the railways in 1867 ribbon development started along the road , including the Camra Heritage listed Winchester Tavern with the distinctive attached parade of shops and house with deep arched eaves built by the Imperial Property Investment Co in 1881 . At the northern end of Archway Road , the road re @-@ intersects with the traditional Great North Road route ( at this point called North Hill ) . The roads almost immediately re @-@ diverge , with the Great North Road route heading north as the A1000 towards Finchley , Whetstone and Barnet and the A1 heading west as Aylmer Road .

Aylmer Road is a very short stretch of road , running west for less than half a mile between the junction with the A1000 in Haringey to the junction with The Bishops Avenue in Barnet . The entire southern side of the road is taken up by Highgate Golf Course , while the northern side is a mixture of small shops , flats and allotments . The road is named for General Sir Fenton John Aylmer , VC KCB , who received the Victoria Cross for his part in the assault on Nilt Fort on 2 December 1891 .

= = = Barnet = = =

After crossing The Bishops Avenue , the A1 becomes Lyttelton Road , which was laid out in 1931 as part of the residential development of the area , and runs east ? west along the northern foot of Highgate Hill between Hampstead Garden Suburb and East Finchley . It is for the most part residential ; on the northern side stands the Belvedere Court block of flats . Built with the road in the 1930s , the building is now Grade II Listed as an example of 1930s architecture . After passing playing fields to the south , the A1 briefly becomes Market Place , a former street market that has evolved into a short stretch of shops , then becomes Falloden Way ? built between 1914 and 1924 as part of a programme of planned extensions to Hampstead Garden Suburb , and runs on an embankment due to a dip in the ground caused by Mutton Brook , a tributary of the River Brent , which runs parallel to the road immediately to the south for its entire length . The north side of the road is occupied by 1930s housing blocks , whilst the southern side is occupied by a narrow strip of parkland following the brook , and by the northern tip of Big Wood and Little Wood ? two of the few surviving remnants of the ancient woodland that once covered what is now north London .

The A1 merges with the North Circular Road ( A406 ) and the two routes run briefly together , crossing over the Henlys Corner interchange . Henlys Corner is a junction with the 1820s turnpike road , Finchley Road , which was built to provide a by @-@ pass to the route north from London through Hampstead ; the name changes to Regents Park Road on the northern , Finchley , side of the junction . The junction had an £ 8 million upgrade completed in January 2012 , which included Britain 's first " hands @-@ free " pedestrian crossing to allow Orthodox Jews to reach the nearby Finchley Synagogue , one of Europe 's largest , without operating machinery on the Sabbath . While a synagogue has stood on the site since 1935 , the current building dates from 1967 .

After the Henlys Corner interchange , the routes diverge , with the A406 going south to Brent Cross , while the A1 turns north @-@ west as Great North Way through the leafy suburbs of Mill Hill and Hendon . Great North Way , built in 1926 , joins Watford Way carrying the A41 , completed in 1927 , at Fiveways Corner , and in 1970 a junction with the M1 motorway was created . The A41 and A1 continue together as Watford Way via Mill Hill Circus to Apex Corner , where they separate , with the A41 turning west , and the A1 turning to run straight north . After passing Apex Corner , the A1 runs north and out of London as the dual carriageway Barnet Way / Barnet Bypass . This dual carriageway was part of a 1920 ? 4 road improvement programme that was mentioned in parliament in 1928 as hopefully being completed by the end of that summer . The northbound carriageway passes the entrance to Scratchwood , an area of ancient forest which is now a local nature reserve , then crosses the A411 from Watford to Barnet at the Stirling Corner roundabout . A 0 @.@ 6 miles ( 0 @.@ 97 km ) proposed link road at this roundabout , estimated at £ 22.8m in 1987 , would have provided access to the M1 , but the plans were subsequently abandoned . The link had been planned during discussions for the Hendon Urban Motorway , which was intended to carry the M1 all the way down to Hyde Park Corner as part of the London Ringways scheme ; the interchange would have been junction 3 on the motorway ; which is currently the unnumbered junction for London Gateway services .

Past Stirling Corner , the A1 skirts Borehamwood , before turning northeast and running through open countryside to Bignell 's Corner . At Bignell 's Corner the A1 crosses under the M25 motorway at a large roundabout near South Mimms services . North of Bignell 's Corner the A1 becomes the A1 ( M ) motorway for a while , and follows the Great North Road route , running north to Edinburgh .

= = Construction = =

The A1 route was designated in 1921 by the Ministry of Transport under the Great Britain road numbering scheme . Through the inner boroughs of the City , Islington , and Haringey it uses existing roads and streets ; when it reaches what is now the outer London borough of Barnet , some stretches of purpose @-@ built new roads were built , and others have been widened and made into dual carriageways . In 1828 , John Benjamin Macneill , chief engineer to Thomas Telford , used Roman cement and gravel to solve problems with wear and tear on the Archway Road section of what is now the A1 , an innovative technique that was used there for the first time , and is the basis for modern road building .