TfL Ref: **FOI-2423-1617**

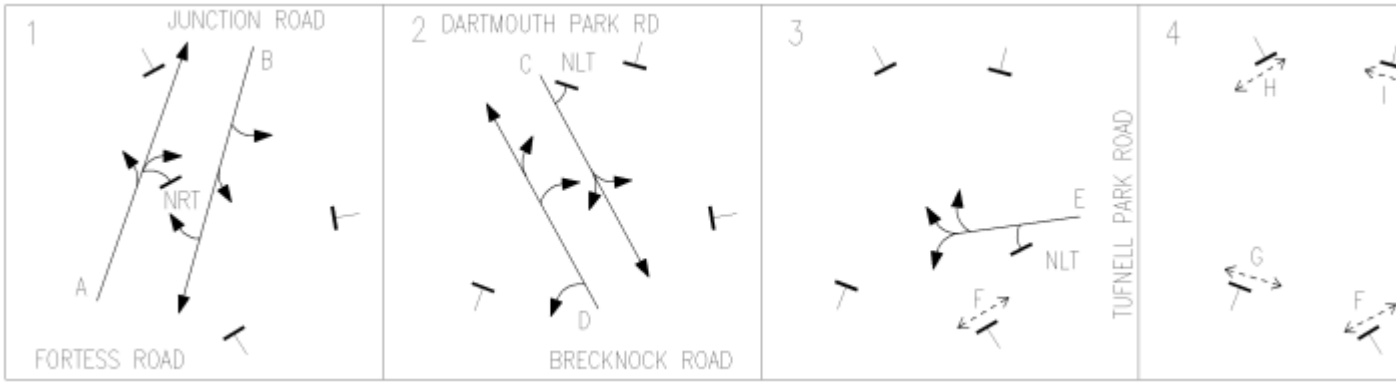
Works for the Archway Scheme started in February 2016, with the switch from the gyratory to two-way traffic on Sunday 18 December 2016. The construction of the Archway Gyratory scheme, including the public space, is due to be completed by the end of June 2017

During this time, Upper Holloway Bridge works were also undertaken with the following closures on Holloway Road between Tufnell Park Road and Junction Road:

- Friday 10 June 2016 – Monday 13 June 2016 closed to all vehicles in both directions
- Friday 21 October 2016 – Monday 31 October 2016 closed to all vehicles in both directions
- Monday 31 October 2016 – Saturday 24 December 2016 closed to all vehicles southbound
- Saturday 24 December 2016 – Monday 16 January 2017 closed to all vehicles in both directions

From Monday 16 January 2017 the northbound bus lane on Holloway Road remained closed. This was re-opened on Monday 6 March 2017.

JUNCTION RD / FORTESS RD / DARTMOUTH PK HILL / BRECKNOCK RD



This site runs the traffic staging above in the following sequence:

1. Junction Road and Fortess Road
2. Dartmouth Park Hill and Brecknock Road
3. Tufnell Park Road
4. All-round pedestrian stage

This has not changed due to the works at Archway.

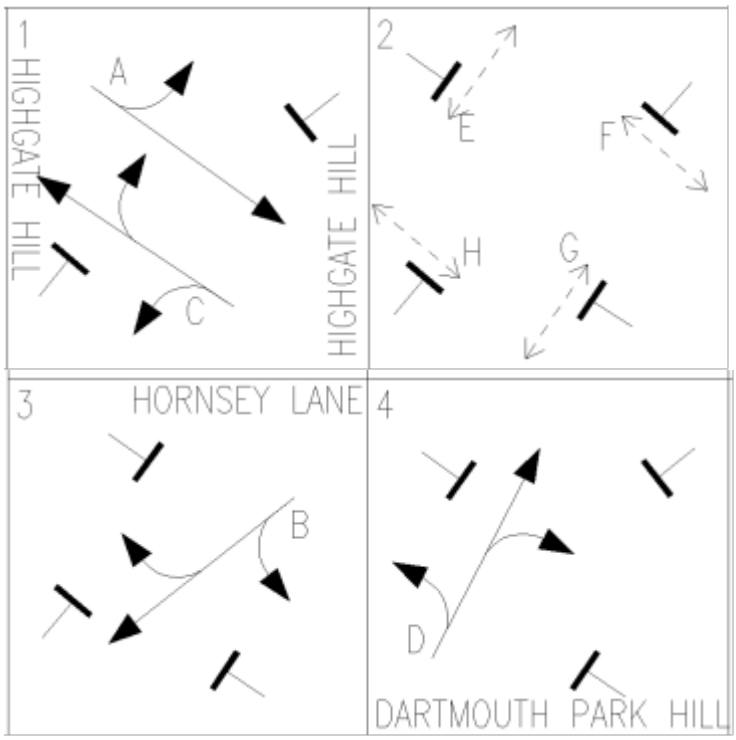
During the A1 closure due to the Upper Holloway Bridge replacement works, changes were made to the signal timings at this junction to enhance capacity and the following movements were biased for the two scenarios:

- Full closure of the A1- Junction Road and Tufnell Park Road movements were provided additional time to assist the diversion route
- Southbound directional closure of the A1- Junction Road movement was provided additional time to assist the diversion route

The specifics of the green time for each stage in the different scenarios and normal weekly operation is shown below:

Traffic Signal Plan	Cycle time	Stage 1 Green	Stage 2 Green	Stage 3 Green	Stage 4 Green
During Upper Holloway Bridge Works					
Full Closure	128 Secs	36 secs	14 secs	31 secs	8 secs
Southbound Closure	128 Secs	57 secs	13 secs	12 secs	8 secs
Current Weekly Automate Timetable					
AM 0700-1200 hrs	120 Secs	29 secs	31 secs	15 secs	8 secs
Off Peak 1200-1600 hrs	96 Secs	20 secs	17 secs	14 secs	6 secs
PM 1600-0000 hrs	120 Secs	29 secs	32 secs	16 secs	6 secs

HIGHGATE HILL / DARTMOUTH PARK HILL / HORNSEY LANE.



This site runs the traffic staging above in the following sequence:

1. Highgate Hill east and westbound
2. All round pedestrian stage
3. Hornsey Lane southbound
4. Dartmouth Park Hill northbound

This has not changed due to the works at Archway.

This junction utilises UTC SCOOT adaptive control, which varies traffic signal timings with demand on approach arms. This is a dynamic, demand-responsive traffic management system which helps to optimise the London traffic signal network. It is an adaptive real time system which continually optimises signal timings to meet changing traffic demand in a network responding automatically to fluctuations in traffic flow through the use of on-street detectors embedded in the road surface.

Please disclose records of projections of traffic volumes on minor roads around Archway (including Dartmouth Park Hill) after archway gyratory works

There was no strategic modelling undertaken for the scheme so we do not hold projections of traffic volumes on minor roads. We do hold information on the number of vehicles from the base model which can no longer make certain movements so will have to choose another route, however we do not have any modelling to predict where that would be. The information we do have is provided in the table below.

Records of any discussion or consideration of the impact of the new Archway gyratory on traffic using surrounding roads, including Dartmouth Park Hill

TfL has worked closely with Islington Council to understand existing traffic flows on residential roads and has analysed how these roads may be impacted by the Archway gyratory proposals.

The traffic modelling (an analysis of how the new road layout would accommodate the traffic levels that pass through the area), is based on a week's worth of traffic counts that were carried out in the local area in November 2013. Four of these days are weekdays.

☐Thursday 14 November 2013
☐Friday 15 November 2013
☐Saturday 16 November 2013
☐Tuesday 19 November 2013
☐Wednesday 20 November 2013

The counts took place on days which avoided any school holidays or impacting constructions works in the area or any other events which might have led to unrepresentative counts. Specific counts were not taken at Dartmouth Park Hill because of its distance from the gyratory. A summary of the modelling results is available on our website at https://consultations.tfl.gov.uk/betterjunctions/archway-junction/user_uploads/summary-of-modelling-results.pdf. An explanation of the traffic impacts can be found on our website at https://consultations.tfl.gov.uk/betterjunctions/7de015b0/.

The Council has also undertaken traffic counts on the potentially affected side streets over the last few years to understand what the current volume of traffic on these streets is. The Council and TfL are committed to monitoring the traffic levels following construction and will consider mitigating measures if the monitoring shows significant increases in traffic flows on local roads.

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.

Records of any discussion or consideration of increased traffic volume in side streets / residential areas as a result of cars avoiding the new Archway gyratory

The records that we have are detailed below:

The traffic modelling was developed to ensure all the traffic using the gyratory could be accommodated in the new highway design without displacement. The A1 southbound approach has ample storage space with bus lanes and the modelling predicts that the scheme will still be able to cope with existing traffic volumes. As such, all traffic flows and routes were retained from the base situation into the proposed with the exception of those routes that would change due to banned turns at the junction of Archway Road/St Johns Way.

From our internal document which is produced for all schemes, it records the outcomes from the traffic signal design audit and the network impact assessment undertaken for the scheme.

Traffic from St John's Way will no longer be able to turn right towards Archway Rd or Highgate Hill. Some of this traffic may progress through Archway and turn right at Vorley Rd. Some of the traffic may turn right before Archway and access Hornsey Lane via Cressida Rd. From June 2013 traffic counts the number of vehicles making these movements are as follows:

	Number of vehicles in PCU (Passenger Car Units)		
From St Johns Way	AM (0800 – 0900)	IP (1300 – 1400)	PM (1730 – 1830)
To Archway Road	60	8	43
To Highgate Hill	98	51	30