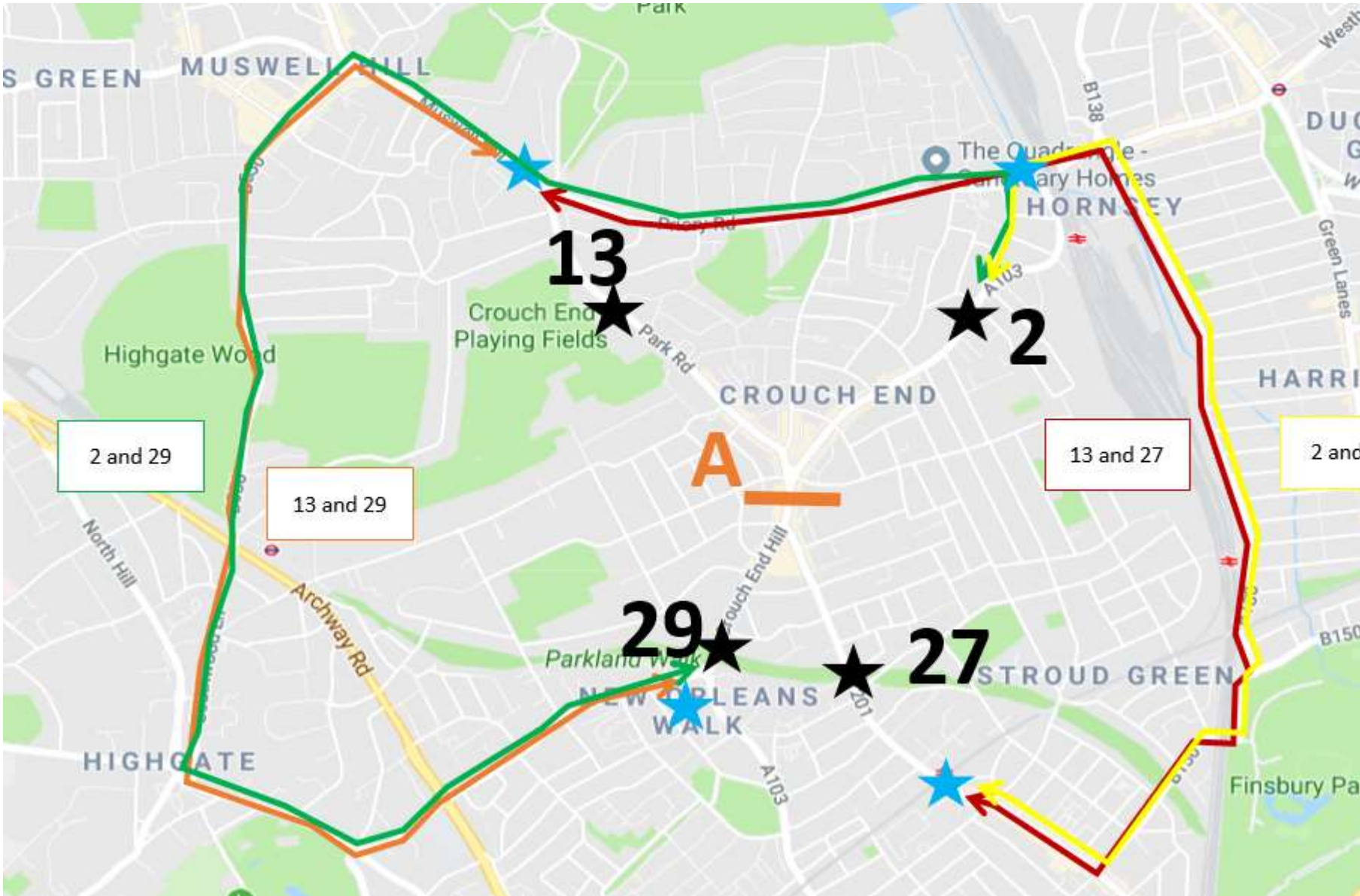


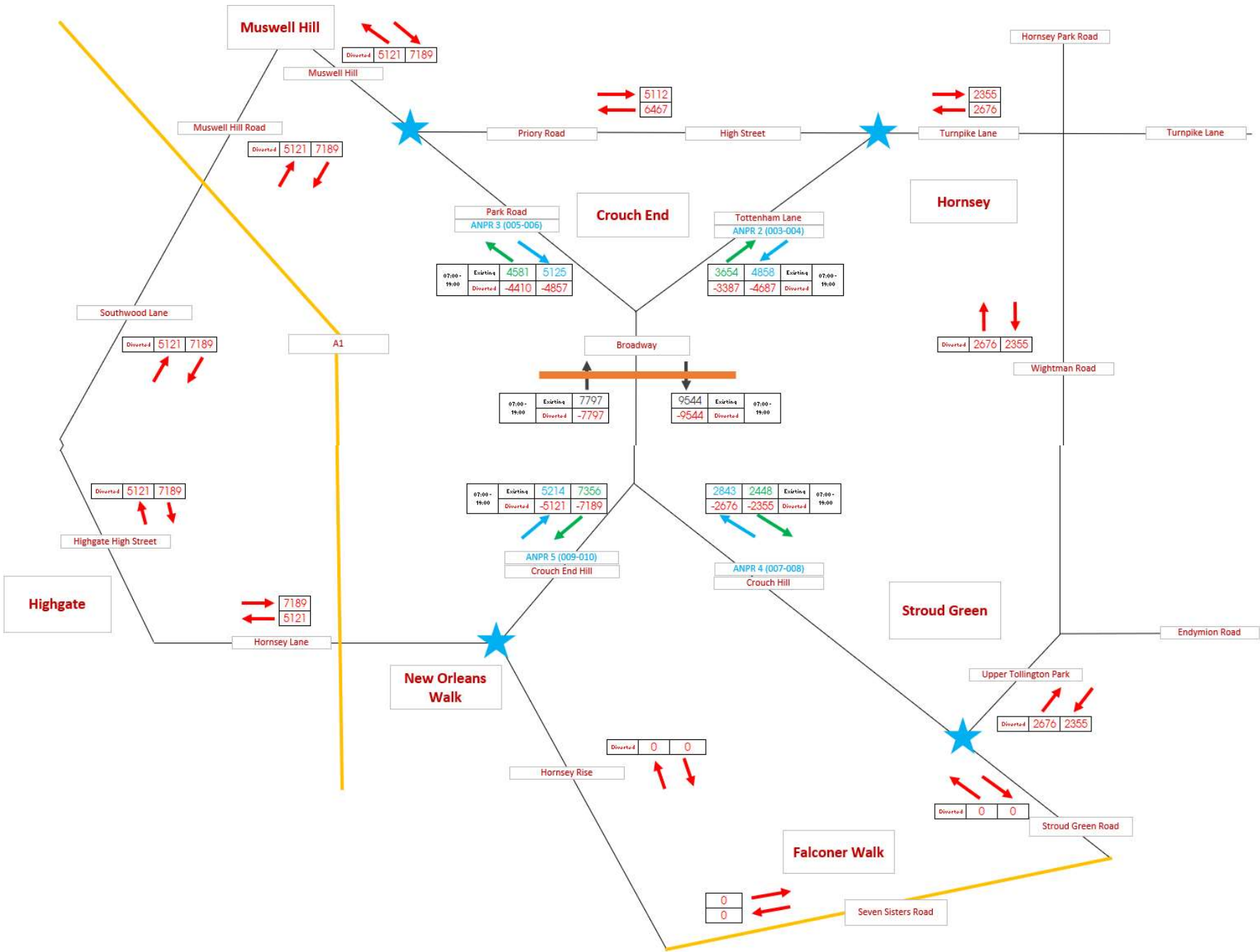
# 1. ADVANTAGES AND DISADVANTAGES – CLOSURE OF THE BROADWAY, CROUCH HILL, CROUCH END HILL.

Advantages	The Broadway closure	Crouch End Hill closure	Crouch Hill closure	Advantages	
Better air quality in Crouch End town centre	xxx	xx	x	high impact	xxx
Better air quality around Coleridge School	xxx	xxx	x	medium impact	xx
Traffic noise and volume reduced in Crouch End	xxx	xx	x	lower impact	x
Promote active travel	xxx	xx	x		
Promote public transport	xxx	xx	x		
Reduce use of private vehicle	xxx	xx	x		
Bus journey time to be improved for route 41 1 bus every 4-8 minutes during peak time	xxx	xxx	x		
Bus journey time to be improved for route 91 1 bus every 5-7 minutes during peak time	xxx	xxx	x		
Bus journey time to be improved for route W5 1 bus every 11-12 minutes during peak time	xxx	xxx	x		
Bus journey time to be improved for route W7 1 bus every 3-7 minutes during peak time	xxx	xxx	xxx		
Disadvantages	The Broadway closure	Crouch End Hill closure	Crouch Hill closure	Disadvantages	
Change in loading arrangements, increasing loading distance	xxx	xx	x	high impact	xxx
Diversions involve displacing vehicles from A-roads onto B-roads	xxx	xxx	xxx	medium impact	xx
Long diversions	xxx	xxx	xxx	lower impact	x
Diverted traffic expected to use residential roads such as Wightman Road	xxx	xx	x	no impact	
Difficulties for B roads to cope with increased volume of traffic	xxx	xxx	x		
Delays on bus route 210 1 bus every 9 -13 minutes during peak time	xx	xx			
Delays on bus route W3 1 bus every 6-9 minutes during peak time	x	x			
Delays on bus route W5 1 bus every 11-12 minutes during peak time	x	x	x		
Delays on bus route W7 1 bus every 3-7 minutes during peak time	x	x	x		
Delays on bus route 43 1 bus every 5-8 minutes during peak time	x		x		
Delays on bus route 102 1 bus every 7-11 minutes during peak time	x		x		
Delays on bus route 134 1 bus every 6-10 minutes during peak time	x		x		
Delays on bus route 143 1 bus every 10-14 minutes during peak time	x		x		
Delays on bus route 144 1 bus every 7-11 minutes during peak time	x		x		
Delays on bus route 234 1 bus every 9 - 13 minutes during peak time	x		x		
Delays on bus route 271 1 bus every 7 - 11 minutes during peak time	x		x		

1.1 DIVERSION IF THE BROADWAY IS CLOSED TO GENERAL TRAFFIC. ONLY BUSES AND CYCLES ALLOWED

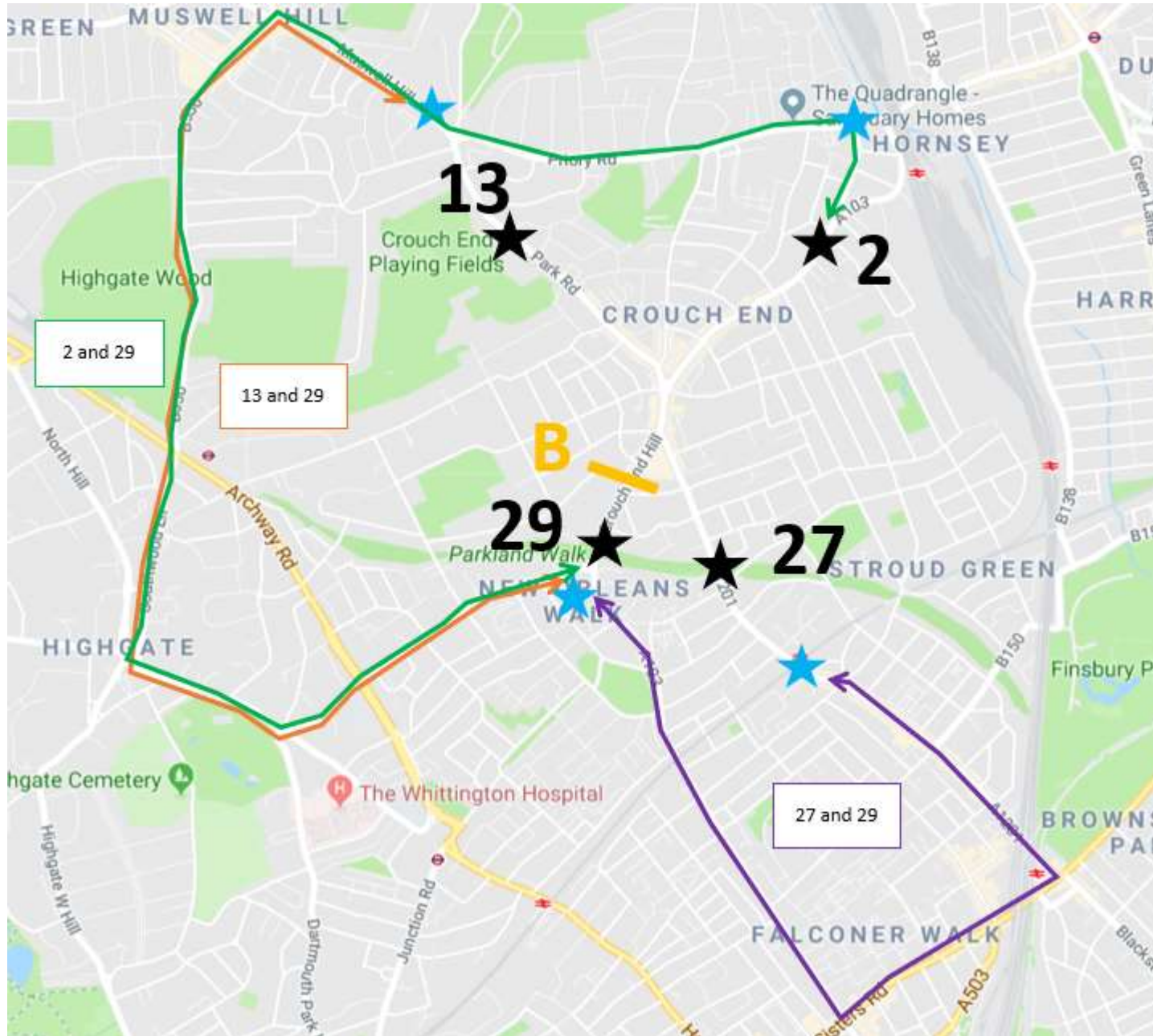


1.2 NETWORK DIAGRAM IF THE BROADWAY IS CLOSED TO GENERAL TRAFFIC. ONLY BUSES AND CYCLES ALLOWED

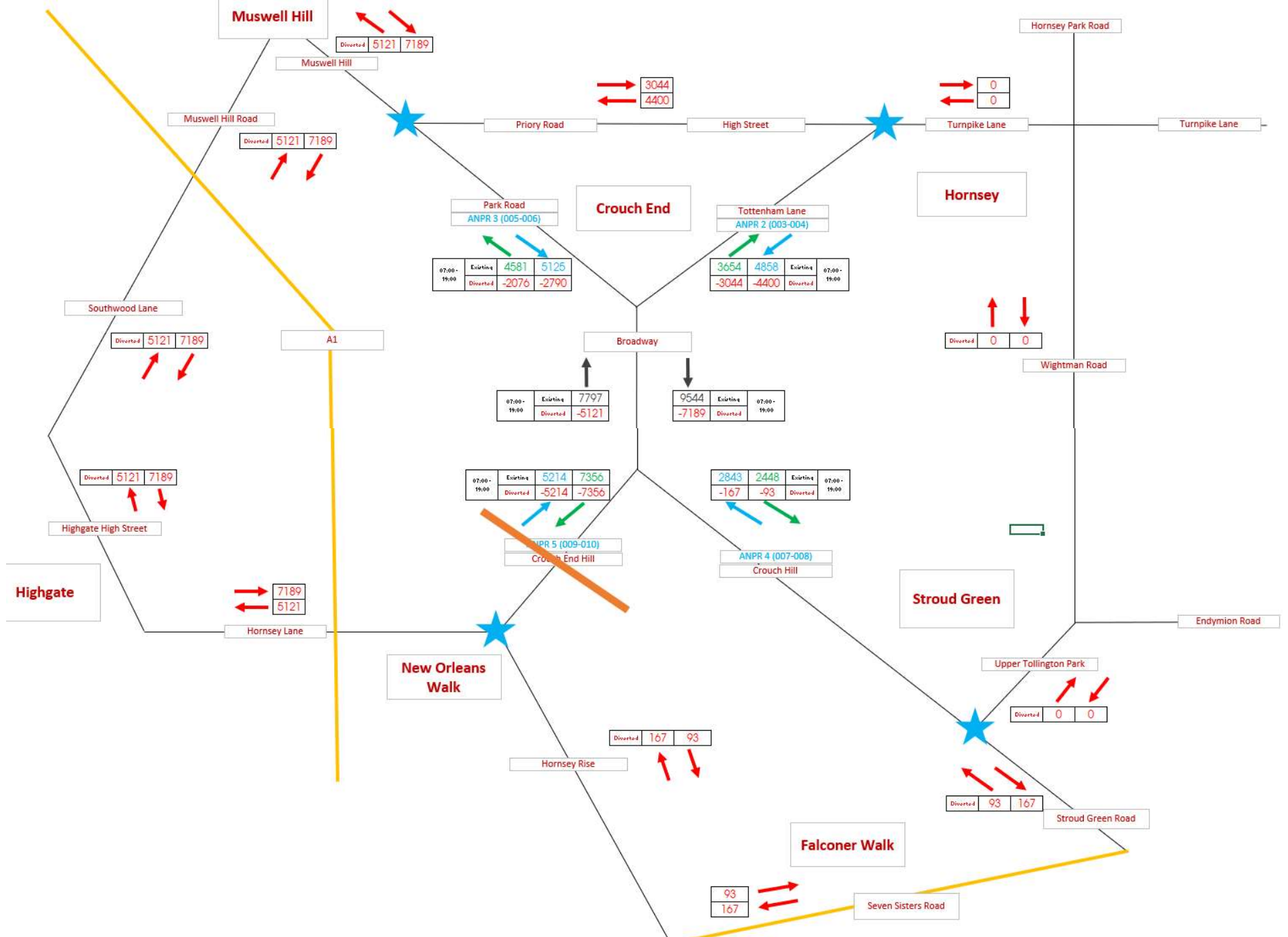




**1.3 DIVERSION IF CROUCH EN HILL IS CLOSED TO GENERAL TRAFFIC. ONLY BUSES AND CYCLES ALLOWED**



**1.4 NETWORK DIAGRAM IF CROUCH EN HILL IS CLOSED TO GENERAL TRAFFIC. ONLY BUSES AND CYCLES ALLOWED**





A map of the Crouch End area in London, showing ward boundaries and polling stations. The map includes the following features:

- Wards:** CROUCH END, STROUD GREEN, BROWNSWOOD PARK, and FALCONER WALK.
- Neighboring Areas:** HORNSEY, DUCKETT'S GREEN, GAY, and WOOD.
- Streets:** Crouch End Hill, Park Rd, Junction Rd, Falconer Walk, Blackstock Rd, Green Lanes, W Green Rd, and St Ann's.
- Parks and Green Spaces:** Crouch End Playing Fields, Finsbury Park, and Brownswood Park.
- Landmarks:** The Whittington Hospital and The Quadrangle - Sanctuary Homes.
- Ward Numbers and Stars:**
  - Ward 13: Located in the top left, marked with a blue star.
  - Ward 2: Located in the top right, marked with a blue star.
  - Ward 29: Located in the bottom left, marked with a blue star.
  - Ward 27: Located in the center, marked with a blue star.
- Boundary Lines:**
  - Red line: Boundary between Ward 13 and Ward 2.
  - Yellow line: Boundary between Ward 2 and Ward 27.
  - Purple line: Boundary between Ward 27 and Ward 29.
  - Green line: Boundary between Ward 29 and Ward 27.
- Other Labels:**
  - 2 and 27 (yellow box)
  - 13 and 27 (red box)
  - 27 and 29 (white box)
  - A103, A1201, A503, B150, and A1201 (road numbers)

The map illustrates the bus network in the Hornsey and Crouch End area. Key features include:

- Major Roads:** Muswell Hill Road, Park Road, Broadway, Tottenham Lane, Hornsey Park Road, Turnpike Lane, Wightman Road, Endymion Road, Stroud Green Road, Falconer Walk, Seven Sisters Road, Hornsey Rise, New Orleans Walk, Hornsey Lane, Highgate High Street, Southwood Lane, and A1.
- Bus Stops and Routes:**
  - Muswell Hill:** Muswell Hill (0, 0), Muswell Hill Road (0, 0), Southwood Lane (0, 0), Highgate High Street (0, 0), Hornsey Lane (0, 0).
  - Crouch End:** Park Road (ANPR 3 (005-006), 4581, 5125, -2334, -2068), Tottenham Lane (ANPR 2 (003-004), 3654, 4858, -342, -287), Broadway (7797, -2676, 9544, -2355), Crouch Hill (ANPR 4 (007-008), 2843, 2448, -2843, -2448), Crouch End Hill (ANPR 5 (009-010), 5214, 7356, -93, -167).
  - Hornsey:** Hornsey Park Road (2355, 2676), Turnpike Lane (2355, 2676), Wightman Road (2676, 2355), Upper Tollington Park (2676, 2355), Stroud Green Road (93, 167).
  - Other Locations:** Highgate (0, 0), New Orleans Walk (167, 93), Falconer Walk (93, 167), Seven Sisters Road (93, 167).
- Legend:**
  - Bus Stop:** A small circle with a number inside.
  - Bus Route:** A line with a number inside a box.
  - Direction:** Indicated by red arrows.
  - Time:** Indicated by a box with a time range (e.g., 07:00 - 19:00).
  - Distance:** Indicated by a box with a distance (e.g., 2068, 2334).

## 2. ASSUMPTIONS TO CALCULATE THE DIVERTED TRAFFIC

The amounts shown in the network diagram are very rough estimates, based on many assumptions about traffic behaviour. The following are the assumptions that were used to calculate the changes to traffic volumes as a result of possible diversions. Items in bold are the likely to impact on the numbers the most.

1. The traffic data is based on the ANPR and ATC data for the 4 surveyed sites on the strategic roads;
2. The proportions for the ANPR (in regard to Origin to Destination movements) are applied to the ATC data for the same survey period;
3. Where the related ATC data is surveyed over the same time period, 2 of the sites were not surveyed 4<sup>th</sup> December so a similar neutral weekday was analysed instead;
4. **No local road traffic is included, Including: Strategic to Local, Local to Strategic, or Local to Local traffic data.**
5. All diverted traffic use only strategic routes;
6. All traffic for each diverted route uses the same alternate route (there is only one alternate route per diversion);
7. The alternate route with the shortest distance has been used for each diversion;
8. All U-Turn movements in the OD proportions have been left out;
9. In addition, the right-turn banned movements from Tottenham Lane to Park Road and Crouch End Hill to Crouch Hill have been left in, as the proportion of traffic doing these movements are negligible.
10. The traffic data used is unclassified;
11. **For Scenario A, cutting off Broadway, it's been assumed the Left-Turn slips on both the north and south sides still operate. (As well as the banned right-turn); e.g. there will be full movement between Crouch End Hill and Crouch Hill, even though this is currently a banned movement.**
12. The diverted traffic is directed from the closest strategic junction of the origin to the closest strategic junction of the destination;