

From: [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]
Sent: 16 January 2014 11:39
To: [redacted]; [redacted]
Cc: [redacted]
Subject: Archway Flows

[redacted], [redacted],

Attached are the revised traffic counts for Archway. I'll get [redacted] to check how consistent they are with the previous ones.

Thanks,
[redacted]

[redacted]
Project Sponsor
Capital Development Team
Road Space Management

Transport for London, 8th Floor Palestra (8G6), 197 Blackfriars Road, Southwark, London SE1 8NJ
E: [redacted]@[tfl.gov.uk](mailto:[redacted]@tfl.gov.uk) | T: 0203 054 [redacted] | M: 075906[redacted] | Int: [redacted]

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From: [redacted]
Sent: 14 August 2015 10:19
To: [redacted] <[redacted]@tfl.gov.uk> ([redacted]@tfl.gov.uk)
Cc: [redacted]
Subject: Archway gyratory correspondence

Hi [redacted]

I hope you are having a good week.

I have attached the emails [redacted] has sent out to a number of residents yesterday. I have also listed below the residents for each email, along with any outstanding information that we need to get back to them on.

Name	Outstanding points to get back on
[redacted]	Clarification is needed on what the current situation is based on for the modelling, as the traffic modelling results on the website (link below) state that the current situation is based on 2014. We agree that this is confusing so we recommend that it is changed to clarify that it is based on counts in November 2013. https://consultations.tfl.gov.uk/betterjunctions/archway-junction/user_uploads/summary-of-modelling-results.pdf
[redacted]	To check if there are any plans to improve capacity at Archway Station.
[redacted] and [redacted] (email is under [redacted])	
[redacted] and [redacted]	
[redacted]	To provide more details on the bus consultation.
[redacted]	To provide more details on the bus consultation.
[redacted]	To confirm feasibility of providing a hedge along Pauntley Street.

As [redacted] mentioned to you in an earlier email, there is some correspondence from [redacted] and [redacted] that is being responded to by Councillor Webbe. We will forward this to you when it is sent out.

We are in the process of updating our website, and as discussed at our meeting earlier this week, we will be putting the traffic count data on there too. Please let me know if you want to discuss this further.

Have a good weekend.

Regards

[redacted]
Principal Planner
Environment and Regeneration
Islington Council

4th Floor, 222 Upper Street N1 1XR
Tel: 020 7527 [redacted]
Email: [redacted][@islington.gov.uk](mailto:[redacted]@islington.gov.uk)

Alternative Contact: [redacted]: 020 7527 [redacted]

www.islington.gov.uk

map to our office: www.islington.gov.uk/images/environment/222us.jpg

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From: [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]
Sent: 05 March 2014 15:32
To: [redacted]
Subject: Archway Traffic Counts

Hi [redacted],

Further to our discussion earlier, please see the attached traffic count summary for Archway. This is based on the week-long counts we did late last year.

Any probs let me know,

Thanks,

[redacted]

[redacted]
Project Sponsor
Capital Development Team
Road Space Management

Transport for London, 8th Floor Palestra (8G6), 197 Blackfriars Road, Southwark, London SE1 8NJ
E: [redacted]@tfl.gov.uk | T: 0203 054 [redacted] | M: 07590[redacted] | Int: [redacted]

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From: [redacted] (ST) [[mailto: \[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]
Sent: 10 January 2014 08:25
To: [redacted] (ST)
Cc: [redacted]
Subject: Re: Archway Counts

Thanks [redacted].
Sent from my Blackberry mobile device

----- Original Message -----
From: [redacted] (ST)
Sent: Friday, January 10, 2014 08:16 AM
To: [redacted] (ST)
Subject: RE: Archway Counts

Hello again [redacted],

I've spoken to the contractor. They're just doing the quality checks on Archway and if that goes smoothly they expect to send them through in the first half of next week.

All the best,

[redacted]

-----Original Message-----
From: [redacted] (ST)
Sent: 08 January 2014 18:02
To: [redacted] (ST)
Subject: Archway Counts

Hi [redacted],

Hope you had a good festive break. Just wanted to check if the Archway traffic counts have been received yet and if not are they still on track for the end of this week?

Thanks

[redacted]
Sent from my Blackberry mobile device

*

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*

From: [redacted]
Sent: 03 September 2013 18:00
To: [redacted]
Subject: FW: Archway Gyratory

-----Original Message-----

From: [redacted] On Behalf Of West, Catherine
Sent: 03 September 2013 16:54
To: '[redacted]@tfl.gov.uk'
Cc: '[redacted]@tfl.gov.uk'
Subject: Archway Gyratory

Dear [redacted]

I am very pleased to hear that TfL is becoming increasingly supportive of our longstanding commitment to remove the one way traffic system at Archway. I understand TfL is planning to take a formal view on the project at a meeting of the Network Management Group on 18 September 2013 and, subject to the outcome of that meeting, intends to commence consultation on the proposals in late September 2013.

I am writing to you because I am concerned that consultation at this stage would be premature and potentially damaging to the prospect of delivering the project. The traffic model for this scheme has recently been updated based on one day's worth of traffic counts. The new traffic forecasts indicate a marked increase in the displacement of traffic to local streets in Islington, Camden and Haringey. Whilst the scheme will bring substantial benefits to the local area, experience shows that residents of these streets will be extremely anxious about even small changes in traffic levels. They will wish to debate the traffic modelling and traffic forecasts in great detail. It is not unusual for Islington residents to undertake their own traffic counts.

We are concerned that the updated modelling shows an increase in traffic – despite a general fall in traffic across London. We are also uncomfortable about presenting increased traffic forecasts to anxious residents based solely on one day's counts and fear this will promote scepticism and build up unnecessary resistance to the project.

I would therefore like to request that TfL delays public consultation and updates traffic forecasts based on at least a week's worth of traffic counts. This will allow us to further consider our support for the project and ultimately, if the project goes ahead, take a much more credible and defensible position in terms of presenting traffic data to local residents. The new traffic forecasts also show some dis-benefit to bus services and I know that this is something that TfL Buses will wish to look at closely.

This is an important scheme for Islington and I hope that time can be taken to carry out the necessary traffic counts. We need to be confident in the traffic modelling before we have a scheme that can eventually be put out to consultation.

I look forward to hearing from you.

Best wishes

Cllr Catherine West
Leader of Islington Council
Tollington Labour Councillor

T: 020 7527 [redacted] (PA)

E: catherine.west@islington.gov.uk

W: www.islington.gov.uk

From: [redacted]
Sent: 01 July 2015 08:43
To: [redacted]
Cc: [redacted]; [redacted]
Subject: RE: Archway - questions for upcoming residents meeting

Hi [redacted]

Following our meeting yesterday, I have updated the table with some responses (see below). Can you please follow up the item highlighted in yellow, and let me know if you wish to add anything.

Thanks

[redacted]

	Question	Response
	<i>Bus stand</i>	
	Which bus routes will stand on Archway Road?	4, 17, 143, 390, C11, W5 It is generally planned that three bus routes from Highgate Hill will stand on the north-east side, and the other three on the south-west side.
	Will any buses stand on Archway Road overnight?	390
	Where exactly will buses stand on Archway Road?	Show on drawing, and point out that buses will generally park towards the front of the stand, with any further buses queuing behind.
	How long would buses be standing there, and how many at one time?	[redacted] to check how long buses will stand, how many at one time, and what times they start and end. The existing bus stand will give an idea of what happens at the moment.
	How will buses carry out U-turns?	Explain on map. Buses will pull up to the stop line on the outside northbound lane (this won't block the northbound bus or traffic lanes). When the traffic light goes red (linked to other junctions), buses will make the U-turn, and pedestrians will be able to cross at the same time.
	Where will the toilet facilities be located?	This is currently being looked at. TfL is looking for a suitable location that is as discreet as possible and meets four requirements (enables a solid foundation to be provided, connects to main sewer (dirty water), connects to clean water, and connects to electricity).

		<p>Potential locations of toilets will be discussed with LBI, and also needs to be discussed with Thames Water and National Grid.</p> <p>It is proposed to move the existing toilets from the bus stand, so this would give an idea of what they look like.</p>
	What will happen if drivers leave engines running?	Bus drivers are not permitted to leave engines running when the buses are pulled up to the stand. TfL will enforce against this, and issue fines to the bus operator if necessary. Issues can be reported.
	Will any trees/walls be destroyed?	No, the retaining wall and line of trees along Pauntley Street will be retained.
	How will people living in Harberton Road be protected?	We will investigate putting a hedge along the retaining wall. We would need to check how drainage would work here, but it may be possible to put planters there.
	<i>Pedestrian crossing</i>	
	Where is the pedestrian crossing positioned?	Show on map.
	What is the impact of the pedestrian crossing on traffic flow, buses doing U-turns etc.	<p>The signalised bus U-turn and pedestrian crossing will run at the same time.</p> <p>The signals are linked to the other signals on the gyratory so to minimise any traffic delays.</p>
	<i>Right-turn ban</i>	
	General questions on right-turn ban are likely to be asked.	
	<i>Traffic flows</i>	
	Any information on existing traffic flows would be helpful.	Refer to November 2013 counts.

From: [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]

Sent: 22 June 2015 11:43

To: [redacted]; [redacted]

Cc: [redacted]

Subject: Archway - questions for upcoming residents meeting

Hi [redacted] and [redacted]

[redacted] might have mentioned that there is an upcoming Whitehall Park Area Residents' Association (WHPARA) meeting on Thursday 2 July which [redacted] has been invited to. [redacted] (chair of the group) has asked some informal questions in advance of the meeting so we thought it would be good to obtain answers to these beforehand. I've set these out in the table below. Perhaps we can go through at the catch up tomorrow, as some of these we already know, and some might need clarification from colleagues.

Also, not sure if you have seen this?

<http://www.citymetric.com/horizons/archway-story-how-gentrify-your-neighbourhood-5-easy-steps-1151>

Thanks

[redacted]

Question	Response
Bus stand	
Which bus routes will stand on Archway Road?	4, 17, 143, 390, C11, W5 Do we have certainty which routes will stand where? I think it was generally the case that buses from Highgate Hill will stand on the north-east side, but am not sure if that has changed.
Will any buses stand on Archway Road overnight?	390?
Where exactly will buses stand on Archway Road?	Show on drawing, and point out that buses will generally park towards the front of the stand, with any further buses queuing behind.
How long would buses be standing there, and how many at one time?	
How will buses carry out U-turns?	
Where will the toilet facilities be located?	
What will happen if drivers leave engines running?	
Will any trees/walls be destroyed?	
How will people living in Harberton Road be protected?	
Pedestrian crossing	
Where is the pedestrian crossing positioned?	

What is the impact of the pedestrian crossing on traffic flow, buses doing U-turns etc.

Right-turn ban

General questions on right-turn ban are likely to be asked.

Traffic flows

Any information on existing traffic flows would be helpful.

[redacted]
Principal Planner
Environment and Regeneration
Islington Council
4th Floor, 222 Upper Street N1 1XR
Tel: 020 7527 [redacted]
Email: [redacted][@islington.gov.uk](mailto:[redacted]@islington.gov.uk)

Alternative Contact: [redacted]: 020 7527 [redacted]

www.islington.gov.uk

map to our office: www.islington.gov.uk/images/environment/222us.jpg

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From: [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]
Sent: 23 October 2013 17:03
To: [redacted]
Cc: [redacted]
Subject: RE: Archway Counts

Don't have dates yet but suffice to say it will be done after 1st November and before xmas hols. Will let you know when I've got more details.

Thanks,
[redacted]

-----Original Message-----

From: [redacted] [mailto: [redacted]@islington.gov.uk]
Sent: 22 October 2013 11:46
To: [redacted] (ST)
Cc: [redacted]
Subject: RE: Archway Counts

Hi [redacted]

I was wondering if you had some dates in mind for the new counts? I understand half-term is next week (28 October - 1 November), so assume that it will be done after then.

Thanks

[redacted]

From: [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]
Sent: 04 October 2013 13:10
To: [redacted]
Subject: Archway Counts

Hi [redacted],

Further to our chat this morning about Archway counts, would you be happy with the following:

Tuesday - Friday: 07.30-10.00 12.00-14.00 16.30-19.00 22.00-00.00

Saturday: 10.00-15.00

I thought it might be worth collecting data during the 10pm to midnight times as people may be concerned about being kept awake at night with more traffic on local roads?

I haven't suggested full 24/7 counts as the results need to be interpreted manually.

Thoughts?

Thanks,

[redacted]

[redacted]

Senior Regional Planner (City & Islington) Capital Development Team

Road Space Management

Transport for London, 8th Floor Palestra (8G4), 197 Blackfriars Road, Southwark, London SE1 8NJ
E: [redacted][@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk) <[mailto:\[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)> | T: 0203 054 [redacted] | M:
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From: [redacted] (ST) [mailto: [redacted]@TfL.gov.uk]
Sent: 02 December 2013 14:30
To: [redacted]; [redacted]
Subject: RE: Better Archway Forum

Yeah all went fine apart from one camera failure that was collecting degree of saturation validation data. The retake will happen tomorrow. The rest of the flows are still being analysed and wont be ready for another week or so.
[redacted]

-----Original Message-----

From: [redacted] [mailto: [redacted]@islington.gov.uk]
Sent: 02 December 2013 14:11
To: [redacted] (ST); [redacted]
Subject: RE: Better Archway Forum

Thanks for the update [redacted].

How did the traffic counts go by the way?

Regards

[redacted]
Islington Council
020 7527 [redacted]

-----Original Message-----

From: [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]
Sent: 02 December 2013 13:29
To: [redacted]; [redacted]
Subject: Better Archway Forum

Hi both,

Just to let you know, [redacted] has written back (or is in the process of) to Better Archway Forum saying that TfL will get in touch to invite them to a design session explaining our current thinking and why we cant have a two-way interchange area etc.

I hope to invite you and [redacted] to this as well and will be in touch to discuss available dates in the next week or so.

Thanks,

[redacted]

[redacted]
Senior Regional Planner (City & Islington) Capital Development Team

Road Space Management

Transport for London, 8th Floor Palestra (8G4), 197 Blackfriars Road, Southwark, London SE1 8NJ
E: [redacted]@tfl.gov.uk <mailto:[redacted]@tfl.gov.uk> | T: 0203 054 [redacted] | M:
075906[redacted] | Int: [redacted]

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From: [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]
Sent: 05 July 2013 16:32
To: [redacted]; [redacted] (ST); [redacted]; [redacted]; [redacted]; [redacted] (ST)
Subject: RE: Archway - Drawings and modelling results

All,

The TSSR submission will be based on the existing flow levels. TD don't normally assess more than one option or different traffic flows.

However, given the major changes at this location, and particularly if it wont work under existing flow conditions, it would be useful for the Forward Planning (and NMG) assessment to have a technical note which looks at the flow levels with a 10 or 20% reduction. It would be useful if this model is a replica of the 'approved' proposed model but just with the elevated flow levels to ensure a robust output.

I'll clarify what happened on TH.

Thanks,
[redacted]

From: [redacted]
Sent: 05 July 2013 15:54
To: [redacted] (ST); [redacted]; [redacted]; [redacted]; [redacted] (ST)
Subject: RE: Archway - Drawings and modelling results

[redacted]

We (with [redacted]) have previously discussed future scenarios that DO include a reduction in flows, this is not an unreasonable expectation given the major changes in layout. Flows may also fail to recover following the major disruption associated with scheme implementation.

[redacted]

Can you clarify the TfL position on this? I was under the impression that the changes at Tottenham Hale have been introduced with an expected reduction in traffic flow? I can't recall where I heard this but I thought it was the case.

Regards

[redacted]

From: [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]
Sent: 05 July 2013 15:49
To: [redacted]; [redacted]; [redacted]; [redacted] (ST)
Cc: [redacted]
Subject: RE: Archway - Drawings and modelling results

Dear All,

From our point of view there is no point in carrying out that exercise because in the TSSR we will still not recommend the scheme on the basis that the scheme cannot cope with the existing traffic flows. We wouldn't show any results with reduced flow scenarios either.

Regards,
[redacted]

From: [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]
Sent: 02 July 2013 17:24
To: [redacted]; [redacted]; [redacted] (ST)
Cc: [redacted]; [redacted] (ST)
Subject: RE: Archway - Drawings and modelling results

Hi [redacted],

I guess this is one for [redacted] to give a steer on.

[redacted]

From: [redacted]
Sent: 02 July 2013 15:55
To: [redacted]; [redacted]; [redacted] (ST)
Cc: [redacted]; [redacted] (ST)
Subject: RE: Archway - Drawings and modelling results

All

A further instalment on progress.....

We have now worked through the Option models (for AM and PM) with the latest designs, and updated traffic flow data. At present the key findings are:

- Traffic volumes – generally increase from the original counts (see previous emails, below). This is particularly prevalent on the key section of St John’s Way between Archway Road and Sandridge Street (pretty much all traffic on the gyratory now goes through this section), where we have significant increases on the NB and SB through moves on the A1 (both peaks, both directions), plus a significant increase on Junction Road NB in the PM peak
- In terms of operation, all junctions work well within capacity, except for the **St John’s Way/Sandridge Street** junction (and to a lesser degree the Junction Road/Lower Highgate Hill junction). At this junction, the increase in traffic volumes result in:
 - PM peak – just about within capacity (but less resilience than previous)
 - AM peak – over capacity with significant queues (to the edge of the model) on Archway Road, St John’s Way and Holloway Road
- We have not output all the bus journey time data, but the feeling is that the results will not be significantly different from previous output (as there as bus lanes on almost all approaches into the system)

In terms of going forward, we don’t feel there is anything obvious in terms of design that can be done to mitigate further the operation of this area of the network. Consequently, we would propose providing models of the currently proposed layout, but with some sensitivity tests on flow volume reductions:

- AM – reduce total traffic volumes by 20% (the LINSIG analysis shows that this level of reduction produces similar performance to the original flow volumes)
- AM – reduce total traffic volumes by 10%
- AM – no reductions

- PM – reduce total traffic volumes by 10% (the LINSIG analysis shows that this level of reduction produces similar performance to the original flow volumes)
- PM – no reductions

An alternative would be to reduce volumes on just the A1 origins and/or destinations, but this is more fiddly and probably more difficult to justify.

Is this an acceptable approach? Happy to talk through in more detail

Thanks

[redacted]

[redacted]

From: [redacted]
Sent: 01 July 2013 11:00
To: [redacted]
Cc: [redacted]; [redacted] (ST)'; [redacted]
Subject: RE: Drawings and modelling results

All

Sorry for the delay, we are still working through the models of the options. Some of the layout changes that we incorporated are having a bigger impact on the co-ordination between junctions than I thought, so I am just working through what the best settings are. The issues I raised earlier with traffic flow and capacity will still apply though. In addition I am awaiting some checking from Sky High regarding the new counts, just to re-check a few of the movements. Interestingly (or not!) SB cycle movements towards Junction Road in the AM peak are significantly higher than those towards Holloway Road, which raises a few extra issues:

- This is at odds with the original counts and the “roadworks” counts, so I am asking for a check on this (I don’t know if anyone else has any anecdotal evidence to support this?)
- If it is true, then the CSH is not catering for the biggest movement through the gyratory....
- The SB movement on SJW approaching Sandridge Street (to head down Junction Road) has always been a bit of a pinch point in the network – now the new counts show a larger traffic volume on this move, plus a much higher cycle volume, which is further reducing the operational performance of this lane (particularly as we have widened the SB kerbside lane towards Holloway Road for the CSH)

I will keep you informed on progress...

Thanks

[redacted]

[redacted]

From: [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]
Sent: 25 June 2013 16:57
To: [redacted]
Cc: [redacted]; [redacted] (ST)'; [redacted]
Subject: RE: Drawings and modelling results

Hi [redacted]

Thanks for your email and explanation. A couple of points:

1. I think we agreed at the meeting that any traffic affected by the banned turn on St John's Way would be split 50-50 (50% to turn off beforehand, and 50% to go through to Junction Road to use other streets). For traffic moving from Junction Road to Holloway Road, we think we should assume that all traffic will instead use St John's Grove / Pemberton Gardens, so will all be outside the network.
2. If we reduced Sandridge Street northbound to one lane of traffic, this could provide cyclist / public realm benefits, but wouldn't this have an impact on capacity? We are also a bit reluctant to present a design change such as this to NMG – but happy to discuss further and get [redacted]'s steer on this.

Thanks very much and look forward to seeing the results in more detail later this week.

Regards

[redacted]

From: [redacted]
Sent: 25 June 2013 16:14
To: [redacted]; [redacted]
Cc: [redacted]; [redacted] (ST)
Subject: RE: Drawings and modelling results

[redacted]/[redacted]

Some brief results, and comment.....

- Flows are generally higher than the original counts, particularly in AM in SB Archway Road to Holloway Road movement
- The three movements we are banning (SJW-HH, SJW-AR, JR-HR) also increase compared to the original counts, see table below (pcus minus buses)

	AM			PM		
	Original	New	Diff	Original	New	Diff
SJW-HH	24	98	+74	26	30	+4
SJW-AR	34	60	+26	26	43	+17
JR-HR	48	62	+14	62	165	+103
Total	106	220	+114	114	238	+124

- Two other big changes in flow pattern are observed:
 - HH-AR reduces significantly, HH-HR increases
 - HR-SJW reduces significantly, HR-AR increases

	AM			PM		
	Original	New	Diff	Original	New	Diff
HH-AR	209	24	-185	160	9	-151
HH-HR	52	194	+142	45	135	+90
HR-SJW	175	43	-132	270	41	-229
HR-AR	240	394	+154	326	512	+186

The former results in a re-assignment between the two lanes on Tollhouse Way, with little general traffic using the kerbside lane (to turn left to Archway Road). The simplifications and changes we have made in the latest design (#113 as sent through by [redacted]) improve operation at the two junctions either end of Tollhouse Way, and therefore this re-assignment is not an issue (and in fact will benefit bus services towards Archway Road and the layover)

The latter is more problematic as it results in a demand imbalance on the two NB lanes on Sandridge Street, with very little (5%) using the offside lane towards SJW. This decreases the operational performance of the SJW/Sandridge Street junction, to a point where operational is predicted to be at saturation/oversaturated. The table below is a summary of degrees of saturation:

	AM		PM	
	Old	New	Old	New
SJW SB Ahead	74%	84%	76%	86%
HR NB kerbside	73%	92%	79%	86%
HR NB offside	24%	6%	31%	4%
JR NB Ahead	31%	35%	45%	73%
PRC%	22.5%	-2.3%	14.6%	+4.7%

Notes:

- The above results are assuming that all traffic on the banned turns **DOES NOT** appear in the network (i.e. it “disappears”). In the VISSIM models, at the moment, this banned traffic is retained (and re-assigned to a different move), so the VISSIM models would show worse operation than presented in the above table (plus these banned moves are higher than previously). Do we want to remove this traffic from the VISSIM models entirely, and assume it also “disappears”?
- In any case, we now require some drop in traffic on the Holloway Road approach to make this operate at the same level as we had shown previously, in the order of around 10-15%.
- The NB offside lane becomes very poorly used (<50v/h) so is it better to provide just a single wider lane, with better cycle provision? Or does this just reduce the perceived effectiveness of the alternative route via LHH and TW? The section just to the north, on the approach to the SJW/AR junction would still need to provide 2 NB lanes.

In terms of moving forward with the VISSIM work:

- Base models – these have been updated with new flows and signal timings, and just need fine-tuning (particularly in the AM peak) – these will be issued to [redacted] this week
- Option models – these are being updated with the new flows and the slight adjustments to the design (as per #113) – we are trying to have these complete by the end of Friday (including tables of results)

Thanks

[redacted]

[redacted]

From: [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]
Sent: 25 June 2013 12:19
To: [redacted]; [redacted]
Cc: [redacted]
Subject: Drawings and modelling results

Hi [redacted] and [redacted]

Following the meeting yesterday, [redacted] can you confirm what time you are planning to send the drawings over today? [redacted] and I will try to keep some time free around then to review the drawings.

Also, are the modelling results being sent through today?

Thanks

[redacted]
Principal Planner
Environment and Regeneration
Islington Council
4th Floor, 222 Upper Street, N1 1XR
Tel: 020 7527 [redacted]
Alternative Contact: [redacted]: 020 7527 [redacted]
www.islington.gov.uk

How to get here: <http://www.islington.gov.uk/visit222upperstreet>

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From: [redacted] [mailto:[redacted]@tfl.gov.uk]
Sent: 20 July 2015 17:08
To: [redacted]
Cc: [redacted]; [redacted]
Subject: RE: Archway gyratory - questions on bus stand

Hi [redacted]

Please see responses highlighted in grey for questions below.

Many thanks,

[redacted] | **Project Sponsor** | RSM Sponsorship | Transport for London

From: [redacted] [mailto:[redacted]@islington.gov.uk]
Sent: 14 July 2015 18:01
To: [redacted]
Cc: [redacted]
Subject: RE: Archway gyratory - questions on bus stand

Hi [redacted], thanks for this. I'll start drafting the responses, so feel free to send through any bits of information as you receive them.

Apologies there are a couple of extra questions that have come up, can you please check?

- Can you please confirm that the modelling is based on the November 2013 counts? [redacted] and I are pretty sure that it is, but some people don't believe this and think that the modelling is based on counts in 2014, when the bridge works were being carried out (I think the dates mentioned on your website have confused some people).

I can confirm that the flows are from 2013 before any bridge works.

- As some people have raised concerns about noise and pollution from buses, it would be good to add a point about what is proposed to make the buses using the bus stands (single decks C11, W5 and 143, double decks 4, 17 and 390), and those that use Archway Road (43, 134 and 263) cleaner. Can you please confirm? We understand that there is a plan to make many single and double decker buses electric (part of ULEZ), but are not sure if there are any further details we can share.

6 of the 12 routes serving archway fall into the ULEZ (4,17,43,134,271,390) I'm not sure which are single or double decker's . I suggest the lines below from the ULEZ website <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone?cid=ultra-low-emission-zone>

TfL Buses

As part of the ULEZ, we are taking extra steps to reduce emissions from our buses and to increase the number of zero emission capable vehicles.

- By 2020, all double deck TfL buses operating in central London will be hybrid and all single deck buses will be zero emission (at point of use). This means a substantial number of double deck buses operating in inner London will be hybrid, as will many in outer London
- We will progressively increase the number of these buses. From 2020 only buses of this type will be allowed to operate on routes in the ULEZ

Regarding the public space design, we need to meet with our internal colleagues from trees/highways on Thursday (the meeting last week had to be postponed), and so will be able to give you detailed feedback this week. I would say though that [redacted] and I are concerned that the latest plans don't appear to reflect what we have agreed at previous meetings. For example, our suggestions for the existing trees on Archway Close and the positioning of the cycle track haven't been picked up. Anyway, once we get some more feedback from our tree/highways colleagues on Thursday we will send a more detailed email.

Thanks

[redacted]
Islington Council
020 7527 [redacted]

From: [redacted] [[mailto: \[redacted\]@tfl.gov.uk](mailto:[redacted]@tfl.gov.uk)]
Sent: 14 July 2015 16:23
To: [redacted]
Subject: RE: Archway gyratory - questions on bus stand

Thanks [redacted],

The updates seem to have stirred up local interest again. I still have lots of correspondence to outstanding since the updated consultation map was sent out! I have requested the information from the relevant teams and hopefully should have the information back to you by the end of the week.

Do you have any comments on [redacted] updated urban realm design, PPD really need to have a decision and we would need to meet to discuss materials soon too.

Many thanks,

[redacted] | Project Sponsor | **RSM Sponsorship** | Transport for London
3rd Floor Y3, Palestra, 197 Blackfriars Road, Southwark, London, SE1 8NJ
Auto: [redacted] **Phone:** 020 3054 [redacted] **Email:** [redacted]@tfl.gov.uk

From: [redacted] [[mailto: \[redacted\]@islington.gov.uk](mailto:[redacted]@islington.gov.uk)]
Sent: 14 July 2015 11:14
To: [redacted]

Cc: [redacted]

Subject: Archway gyratory - questions on bus stand

Hi [redacted]

Following the residents meeting a couple of weeks ago, [redacted] and I have received many emails from residents to express concerns and ask questions about the bus stand.

I am drafting some responses which we'd like to send out this week, but I need to include some information from your side. Can you please have a look at the highlighted text in the table below and let me know what information you can provide so that we can respond?

If you can send me what you can in the next couple of days that would be great.

Thanks

[redacted]

No.	Raised by	Issue summary	Response
	[redacted]	How do the traffic movements work southbound from the bridge down Archway Road to the gyratory? Are lots of vehicles likely to get stuck at the signals where the U-turn is, or do they get lots of green time? There is a concern that vehicles will use Pauntley Street as a cut through if they are stuck in a queue on Archway Road.	[redacted] can you please check with [redacted]?
	Councillor Poyser	What consultation activities took place? This includes when and where leaflets were delivered to properties, emails, TfL staff at stations etc.	[redacted] can you please confirm consultation activities? I didn't find the email which set this out, but maybe [redacted] has a list of activities he can send through.
	(In response to email from [redacted])	How do TfL propose to consult on the bus stand proposals, and when will this take place?	[redacted] can you please confirm?
		How will buses make the U-turn and where does this happen elsewhere? Do we have examples to demonstrate that it doesn't cause lots of disruption to traffic?	[redacted] can you please check how the signals will be coordinated and find out how this works for Waterloo Road (or any other examples)?

	What is the reason for relocating the bus stand?	[redacted] to respond.
[redacted]	How will vehicles gain exit from Pauntley Street onto Archway Road? I think there is a concern that vehicles will not be able to safely join due to the bus stand, or because there will be a massive queue on Archway Road. This relates to question 4.	Response to question 1 to be inserted here with some explanation .
Councillor Poyser (in response to email from [redacted])	How will the streets be monitored after the scheme is implemented, and what commitment has been made to look at this?	We can set out what we said in the Council's consultation response, and refer to TfL's consultation report, which notes that streets will be monitored.
	What are the details for the bus stands?	Refer to response to question 10.
	Why can't the stands be located closer to Hornsey Lane bridge or to the gyratory?	Is it not possible to locate the stand closer to the gyratory as they wouldn't fit, but could they be located closer to the bridge? [redacted] could you please check?
	Further details requested on bus stands:	Answers are as follows: Three routes will stop there, and up to six buses.
	How many buses will stop there?	Uncertain, up to six but it will change from time to time. [redacted], can you check with Buses if they know more from the operation of the Vorley Road bus stand?
	How many buses will be there at one time?	
	How big is the bus stand?	[redacted] can you please check the length as I can't see it on the drawing?
	Where will the toilets go?	
[redacted]	Which bits of the bus lane will be closed?	I will use the previous answer [redacted] unless you know more?
	What screening/hedging is proposed to shield the bus stand?	The bus lane will remain continuous. We need our greenspace colleagues to look at this in more detail.
	Is any construction work proposed (apart from screening and the toilet)	Only the filling in of the underpass, is that right [redacted]?
	Will any trees be removed?	No trees will be removed on Pauntley Street.
	Further detail requested on the bus stand consultation. See question 3.	Insert response to question 3.

[redacted]
Principal Planner
Environment and Regeneration
Islington Council
4th Floor, 222 Upper Street N1 1XR
Tel: 020 7527 [redacted]
Email: [redacted][@islington.gov.uk](mailto:[redacted]@islington.gov.uk)

Alternative Contact: [redacted]: 020 7527 [redacted]

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From: [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]
Sent: 18 July 2013 08:25
To: [redacted]
Cc: [redacted]
Subject: Re: Interlocking paving setts for high traffic areas

Should have the counts by 10am apparently...
Sent from my Blackberry mobile device

----- Original Message -----

From: [redacted] [mailto: [redacted]@islington.gov.uk]
Sent: Wednesday, July 17, 2013 03:10 PM
To: [redacted] (ST)
Cc: [redacted] <[redacted]@islington.gov.uk>
Subject: RE: Interlocking paving setts for high traffic areas

Ok, fine to wait for a bit and see how other issues get resolved.

Have the counts been released?

[redacted]

-----Original Message-----

From: [redacted] (ST) [mailto: [redacted]@tfl.gov.uk]
Sent: 16 July 2013 12:12
To: [redacted]
Cc: [redacted]
Subject: RE: Interlocking paving setts for high traffic areas

Hi [redacted],

Apparently it hasn't been used anywhere on the TLRN. I would need to take it to our Streetscape review group to gain an exemption if we were to use it. The next meeting is the 22nd August but I suggest we wait until we're approaching detailed design before seeking this approval. If you know any sites that have used it though I'd be interested to have a look on Google....?

I've chased the traffic counts this morning and they've promised them by tomorrow.

Thanks,
[redacted]

-----Original Message-----

From: [redacted] [mailto: [redacted]@islington.gov.uk]
Sent: 15 July 2013 10:57
To: [redacted] (ST)
Cc: [redacted]
Subject: FW: Interlocking paving setts for high traffic areas

Hi [redacted]

Please see below some information about interlocking setts that could potentially be used in the bus/cycle only areas at Archway. Would be good to know if TfL knows this and may be interested to trial this at Archway (or elsewhere).

[redacted]

PS any news back on the traffic counts?

-----Original Message-----

From: [redacted]

Sent: 12 July 2013 16:12

To: [redacted]

Subject: Interlocking paving setts for high traffic areas

Hi [redacted]

I hope all is well with you and you're enjoying this fantastic weather.

[redacted] mentioned to me that you were interested in interlocking setts for special road surfacing. I've recently been looking at such a material in relation to a project I'm working on in Camberwell. Southwark Council are now specifying via their street design manual a particularly robust type of imitation granite sett for road surfacing in areas where they want to achieve a high quality public realm. This is in preference to traditional granite setts due to their ability to withstand heavy traffic. It's called Sienna VS5 and it has interlocking elements on 5 faces - the four sides of the sett plus on the underside so it grips the sub-base. It is apparently very robust and in Germany, where it is manufactured, it's used in bus stations, town centres and other similar areas. The UK distributor is Tobermore, and the German manufacturer is SF Kooperation. Further details can be found via these links:

[http://www.tobermore.co.uk/\(S\(hjtarnmvw2j1oj4530o0kvi1\)\)/comm-sienna-vs5.aspx](http://www.tobermore.co.uk/(S(hjtarnmvw2j1oj4530o0kvi1))/comm-sienna-vs5.aspx)

<http://sf-kooperation.com/index.php4?sid=3151>

[redacted] suggested that it might be something you want to consider for the bus only section for Archway so I hope this is of some use.

Best wishes

[redacted]

Btw - How did the Finsbury Park project turn out in the end?

[redacted]