

Consultation: Torrington Place/ Tavistock Place route

Proposed
improvements
for **walking**
and **cycling**



Further information

You can find more information at camden.gov.uk/torringtontavistocktrial
You can also email us at torringtontavistocktrial@camden.gov.uk

Artist's impression of proposed layout



Overview

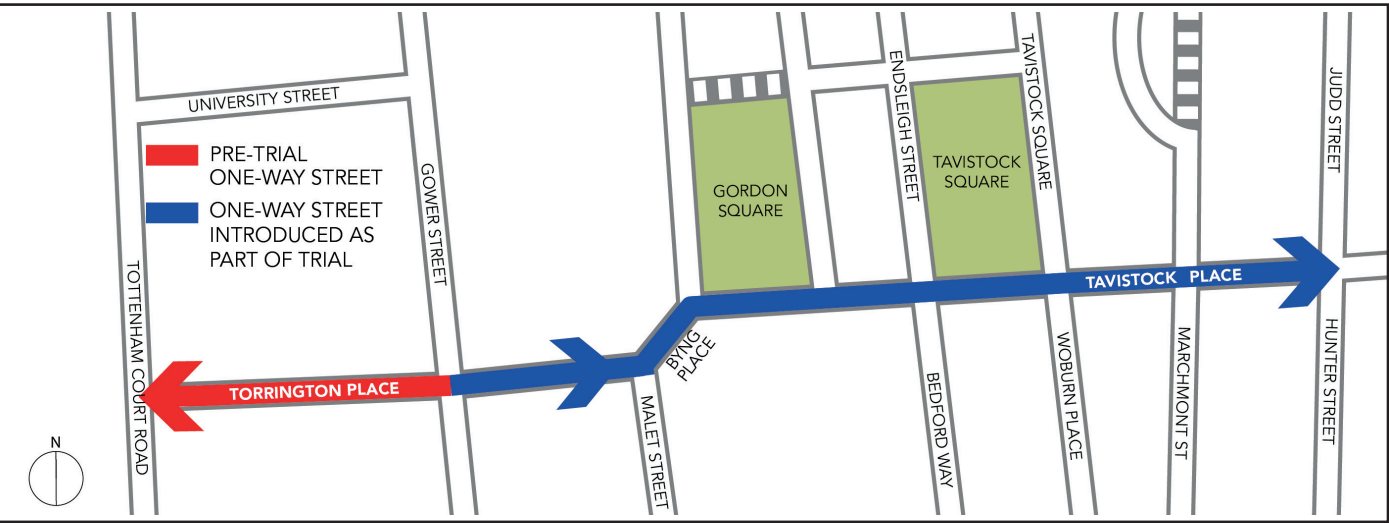
This consultation asks for your views on the current street layout at Torrington Place / Tavistock Place, which was implemented as a trial. We would like your opinion on whether to keep the current layout (with improvements such as wider pavements and stepped cycle tracks) or to remove it completely and return the street to its former, pre-trial layout (with two traffic lanes and a single, two-way cycle track).

Below you will find information on how the trial has affected the area, feedback we have received to date and information on improvements proposed if the trial layout were to remain.

Background

In November 2015 we introduced a trial that changed the route that motor traffic used along the corridor of streets that includes Torrington Place, Byng Place, Gordon Square, Tavistock Square and Tavistock Place. We also made some temporary improvements for pedestrians and cyclists by making the corridor mainly eastbound only for motor vehicles and introducing a partially segregated (protected) cycle lane on the southern section of the street. The existing segregated cycle lane on the north side was kept and some changes made to parking and loading.

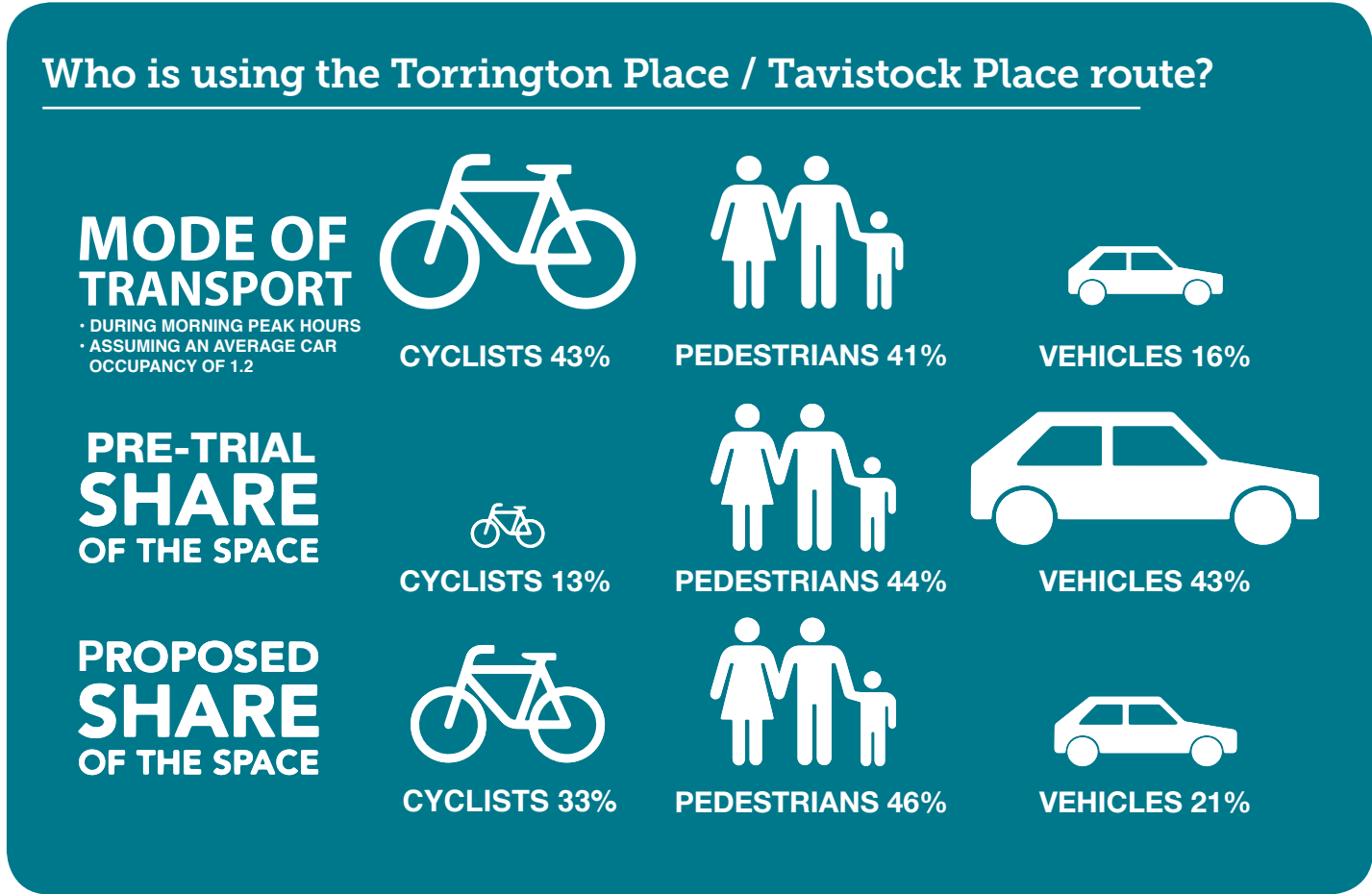
Figure 1: Traffic arrangements along the Torrington Place / Tavistock Place route, before and during the trial



Why was the trial introduced?

- The trial was introduced to address a number of issues:
- In 2015 this route was the busiest street for cycling in Camden and one of the busiest in London. The previous cycle lane had become overcrowded, causing safety problems.
 - With narrow pavements, a two-way segregated cycle lane (on one side of the street) and a traffic lane in each direction, the previous road layout did not provide a safe and attractive environment for the many pedestrians using the street.
 - Despite high levels of cycling, only a small proportion of the road provided protected space for cycling.
 - The route suffered from a high casualty record, particularly due to collisions between motor vehicles and cyclists, cyclists and cyclists, and motor vehicles and pedestrians.
 - The road is not wide enough to provide more space for walking and cycling without reducing the space available for motor traffic.
 - As part of the approval for the West End Project (camden.gov.uk/westendproject), we agreed to bring forward proposals for a trial to reduce the impact of through traffic on local residents in Torrington Place between Gower Street and Tottenham Court Road.

Figure 2: Shows who uses the Torrington Place / Tavistock Place route and the proportion of space allocated to each main mode of transport.





Effects of the trial

Information on the effects of the changes since their introduction in November 2015 is provided below. This is based on before and after monitoring, and feedback received during the trial. The busiest time periods are shown for each mode.

1. Collisions

Before the trial, there were 57 collisions in three years, twelve of which resulted in serious injuries. Collision data is not yet available for a sufficient length of time to measure the effect of the trial on road safety. However, feedback during the trial indicates that the street feels safer for both cyclists and pedestrians. A small number of pedestrians, however, have reported that the street is more confusing to cross. A few cyclists have reported safety concerns about left turning traffic at the junctions of Tavistock Place / Judd St and Tavistock Square / Bedford Way, which we are addressing through road markings and changes to traffic lights (subject to agreement by Transport for London).

2. Cyclists

Cycle counts were undertaken on weekdays before and after implementation of the trial. There have been significant increases in cycling east-west along the route in the morning and afternoon rush hours (up to 52%). In addition, protected space for cycling along the east-west Torrington Place / Tavistock Place route appears to have made it easier for people on cycles to access north-south cycle routes. For example, counts show increases in cycling northbound into Gordon Square of up to 173%. On Sundays, counts show average increases of 39% in cycling along and into the route, with an increase of 70% in eastbound cycling along Tavistock Place.

Feedback received during the trial indicates that some cyclists who previously avoided the route now use the cycle lanes for commuting, shopping and leisure trips, including families with children, older people and those with disabilities.

The table below shows before and after counts for **cycling** on selected streets along the Torrington/ Tavistock route (two morning peak hours are shown because cycling levels are high for an extended morning rush period):

Location	Tuesday 24/03/15 and Thursday 12/05/16											
	AM peak (8.15 to 9.15am)				AM peak (9.15 to 10.15am)				PM Peak (5.45 to 6.45pm)			
	Before	After	Change	% Change	Before	After	Change	% Change	Before	After	Change	% Change
Byng Place EB	183	223	40	22%	91	138	47	52%	546	632	86	16%
Byng Place WB	819	781	-38	-5%	403	479	76	19%	321	332	11	3%
Tavistock Place EB	242	307	65	27%	121	162	41	34%	609	692	83	14%
Tavistock Place WB	767	792	25	3%	390	499	109	28%	271	357	86	32%

3. Pedestrians

Overall, there were increases in pedestrian numbers in some places, while on other parts of the route, numbers fell slightly. This may be because some pedestrians have chosen to travel through the area by cycle or public transport or it may be that there were simply fewer pedestrians visiting the area on the days when surveys were undertaken.

Feedback during the trial has suggested that many pedestrians have found it easier to cross the road under the trial arrangements and have appreciated the reduction in motor traffic along the route. However, a small number of pedestrians were less comfortable interacting with cyclists on both sides of the road.

The table below provides before and after counts for **walking** on selected streets along the Torrington Place / Tavistock Place route:

Location	Tuesday 24/03/15 and Wednesday 11/05/16											
	AM peak (8.30 to 9.30am)				Lunchtime (1 to 2pm)				PM peak (5.15 to 6.15pm)			
	Before	After	Change	% Change	Before	After	Change	% Change	Before	After	Change	% Change
Torrington Place EB	814	1025	211	26%	1301	1173	-128	-10%	1193	1101	-92	-8%
Torrington Place WB	1009	1029	20	2%	1283	1262	-21	-2%	1303	1140	-163	-13%
Gordon Square EB	372	349	-23	-6%	1094	930	-164	-15%	1264	1341	77	6%
Gordon Square WB	1271	1414	143	11%	1111	942	-169	-15%	901	925	24	3%
Tavistock Place EB	271	296	25	9%	375	402	27	7%	483	586	103	21%
Tavistock Place WB	545	567	22	4%	327	390	63	19%	354	433	79	22%

4. Motor Traffic

We have undertaken detailed traffic counts to assess how the trial has affected the movement of motor vehicles through the area. Overall, since introduction of the trial, motor traffic has reduced along the Torrington Place / Tavistock Place corridor and on some adjoining streets but some other streets have seen increases. A number of major construction sites in the Bloomsbury area may also have influenced traffic patterns. Further traffic count information for local streets can be found in Appendix 1.



5. Air Quality

Nitrogen dioxide (NO₂), which is harmful to human health, is the key air pollutant of concern in Central London, where many streets breach the annual mean health-based limit of 40 micrograms per cubic metre (µg/m³). The main source of NO₂ is motor traffic. Monitoring information at the three sites in the project area where nitrogen dioxide emissions have been measured indicates significant improvements in air quality, following implementation of the trial, of between 9% and 20%.

Monitor Location	Before trial 01/07/2015 – 08/11/2015	During trial 24/11/2015 – 01/07/2016	Absolute change	% Change
Gordon Square	51.38	46.67	4.71	-9%
Russell Square	46.60	41.78	4.82	-10%
Tavistock Place	33.11	26.23	6.88	- 21%

6. Feedback received during the trial

Feedback on the temporary changes has been mixed. The majority of those who have contacted us have supported the changes but some have raised concerns. The main arguments are summarised below. This feedback will be taken into consideration, alongside the results of this consultation, when making a decision.

Supportive comments	Concerns
Significant improvements in terms of space and protection for cyclists from motor traffic. Pedestrians also enjoy additional protection from motor traffic as additional cycle track provided in trial provides buffer from traffic.	Concerns that the changes unfairly benefit cyclists over other road users.
Increased safety for all users.	Concern that the rubber blocks used to separate the cycle lane and traffic lane could pose a trip hazard to pedestrians.
Reduced traffic on Torrington Place / Tavistock Place creating a quieter and cleaner environment.	Reports of increased traffic congestion on some other local streets.
Support from many businesses in and around the area which encourage cycling to work.	Concerns that taxi journey times have increased to some destinations.
Older cyclists, families and cyclists with disabilities feel more comfortable cycling in the Bloomsbury area.	The eastbound one-way traffic lane makes it more difficult for taxis dropping disabled passengers off at the Tavistock Hotel as the wheelchair ramps are only accessible on the traffic side and not kerbside.

What is planned for the Torrington Place / Tavistock Place route?

If a decision is taken to keep the current (trial) street layout, the following improvements will be made to make the route safer and more attractive for all users:

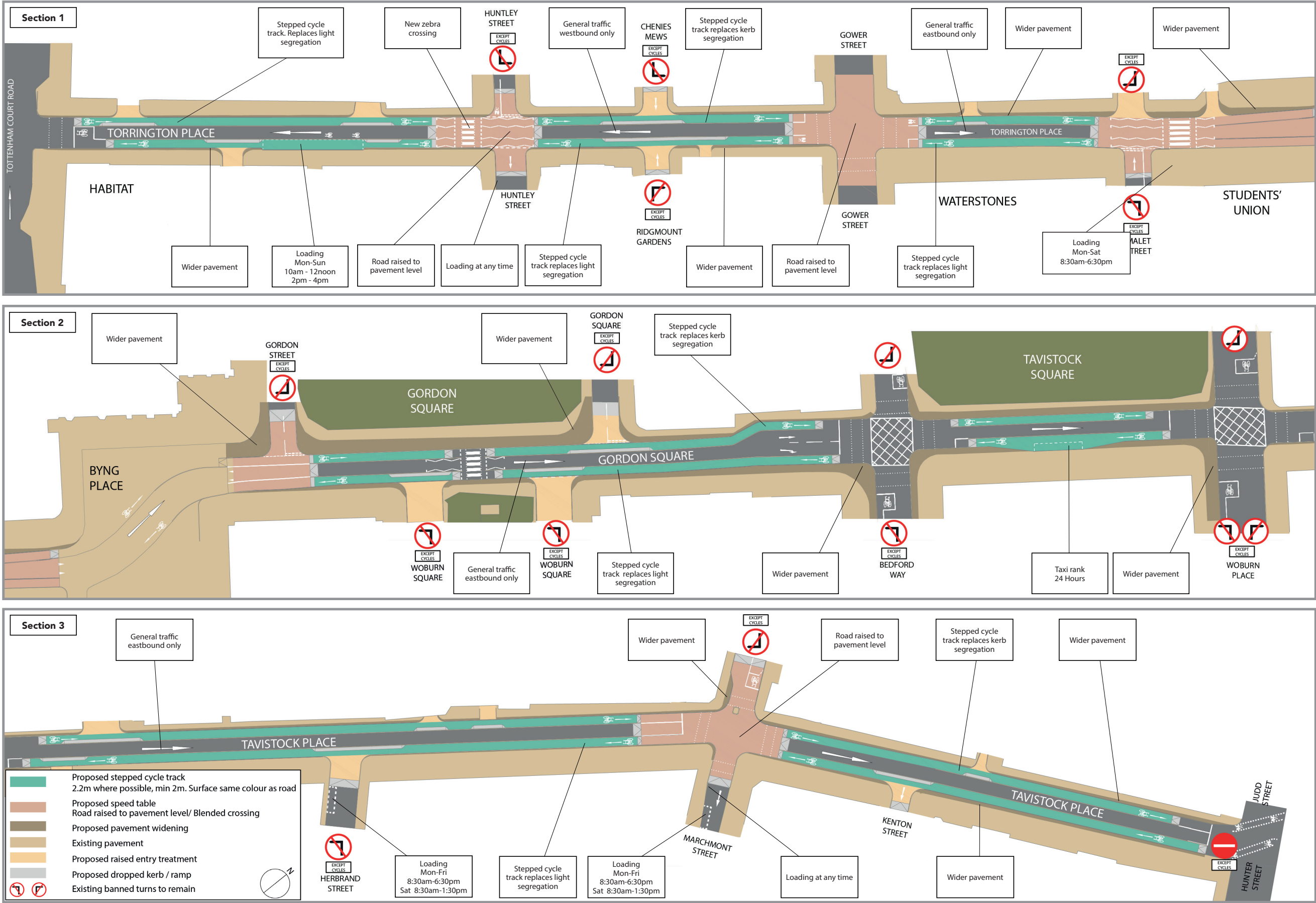
- Wider pavements.
- Raising the road to the level of the pavement at junctions to improve safety and provide more priority for pedestrians and cyclists.
- Improved cycle safety at signal junctions (subject to traffic signal modelling and approval from Transport for London).
- Remove kerb used to separate the cycle lane from the traffic lane, and the rubber blocks used for the trial. These would be replaced with stepped cycle tracks, eastbound and westbound, on either side of a single one-way traffic lane. (A stepped track runs between the pavement and the road. It is lower than the pavement, and higher than the carriageway for traffic.)
- More cycle parking facilities and, where possible, new trees and other planting.
- Retain the taxi rank and loading bays provided as part of the trial.



Proposed layout for Gordon Square



The plan below shows how the current (trial) street layout could be kept to provide safety benefits to pedestrians and cyclists, and improvements made to provide a more attractive public space.





Why we are consulting

This consultation asks for your views on the current street layout at Torrington Place / Tavistock Place, which was implemented as a trial.

We would like your opinion on whether to keep the current layout (with improvements such as wider pavements and stepped cycle tracks) or to remove it completely and return the street to its former, pre-trial layout (with two traffic lanes and a single, two-way cycle track).

Please ensure we receive your response by Friday 21 October 2016.

You can:

- Find out more and let us know your views at camden.gov.uk/torringtontavistocktrial
- Attend one of our staffed drop-in sessions at Camden Town Hall (Committee Room 3A) on **Thursday 22 September** (12 noon to 2pm) or **Wednesday 12 October** (6.30 to 8.30pm).
- View the proposals at Holborn and Pancras Square libraries between **12 September** and **21 October**.

Respond by freepost

You can also pick up a printed copy of the consultation questionnaire at Holborn and Pancras Square libraries or email torringtontavistocktrial@camden.gov.uk to request a copy.

Return the questionnaire to Holborn or Pancras Square library or send to the address below using a standard envelope. No stamp is required.

“Torrington Place / Tavistock Place Consultation”
London Borough of Camden, Supporting Communities Directorate,
Transport Planning and Parking Strategy Service,
FREEPOST RLZH-UEYC-ACZZ,
London, WC1H 8EQ.

Related proposals

Together with Transport for London, we have recently consulted on proposals for the North South Cycle Superhighway and Midland Road / Judd Street cycle improvements. A decision will be made on the North South route on 8 September 2016 and the outcome will be published on our website shortly after. No decision will be made on Midland Road / Judd Street until the results of this consultation have been considered. More information on these and other Council projects can be found on our website, camden.gov.uk

What happens next?

While it will not be possible to reply to you individually, all comments will be taken into account. We are likely to make a decision in early 2017 as to whether or not to proceed with the proposed scheme.

Location	Direction	Monitoring undertaken on Tuesdays (before trial on 12 May 2015 / during trial on 17 May 2016)												
		AM peak (8.45 to 9.45am)					Lunchtime (12noon to 1pm)					PM Peak (5.45 to 6.45pm)		
		Before trial	During trial	Difference	Difference (%)	Difference	Before trial	During trial	Difference	Difference (%)	Before trial	During trial	Difference	Difference (%)
Bedford Place (north of Great Russell Street)	Northbound	79	96	17	22		123	94	-29	-24	152	104	-48	-32
Bedford Place (north of Great Russell Street)	Southbound	133	135	2	2		331	173	-158	-48	109	94	-15	-14
Bedford Way (south of Gordon Square)	Northbound	265	349	84	32		586	476	-110	-19	327	396	69	21
Bedford Way (south of Gordon Square)	Southbound	193	245	52	27		463	329	-134	-29	154	170	16	10
Bloomsbury Street (north of Streatham Street)	Southbound	578	702	124	21		632	588	-44	-7	823	851	28	3
Byng Place (west of Torrington Square)	Eastbound	155	276	121	78		164	261	97	59	180	348	168	93
Byng Place (west of Torrington Square)	Westbound	295	n/a	-	-		352	n/a	-	-	310	n/a	-	-
Charing Cross Road (north of Andrew Borde Street)	Northbound	324	120	-204	-63		320	132	-188	-59	355	120	-235	-66
Denman Street (west of Flitcroft Street)	Westbound	107	26	-81	-76		168	44	-124	-74	150	54	-96	-64
Earnshaw Street (south of Bucknall Street)	Northbound	213	275	62	29		204	245	41	20	182	227	45	25
Endsleigh Gardens (east of Endsleigh Street)	Westbound	131	99	-32	-24		112	108	-4	-4	61	91	30	49
Endsleigh Gardens (east of Gordon Street)	Eastbound	78	180	102	131		50	327	277	554	51	191	140	275
Endsleigh Gardens (east of Gordon Street)	Westbound	130	123	-7	-5		131	64	-67	-51	141	120	-21	-15
Endsleigh Place (east of Tavistock Square)	Eastbound	80	100	20	25		75	99	24	32	64	112	48	75
Endsleigh Place (east of Tavistock Square)	Westbound	42	108	66	157		236	391	155	66	52	92	40	77
Endsleigh Place (east of Taviton Street)	Eastbound	45	216	171	380		85	58	-27	-32	24	136	112	467
Endsleigh Place (east of Taviton Street)	Westbound	34	62	28	82		25	114	89	356	28	28	0	0
Endsleigh Street (north of Endsleigh Place)	Northbound	68	181	113	166		25	20	-5	-20	76	232	156	205
Endsleigh Street (north of Endsleigh Place)	Southbound	126	92	-34	-27		74	231	157	212	74	92	18	24
Euston Road (west of Gordon Street)	Eastbound	1356	1484	128	9		1359	1277	-82	-6	1182	1323	141	12
Euston Road (west of Gordon Street)	Westbound	1609	1254	-355	-22		1338	1295	-43	-3	1552	1745	193	12
Euston Road (west of Tonbridge Walk)	Eastbound	1330	1513	183	14		1350	1279	-71	-5	1182	1639	457	39
Euston Road (west of Tonbridge Walk)	Westbound	1225	997	-228	-19		1075	920	-155	-14	1101	1355	254	23
Euston Road (west of Upper Woburn Place)	Eastbound	1428	1461	33	2		41	104	63	154	1155	1470	315	27
Euston Road (west of Upper Woburn Place)	Westbound	1189	1219	30	3		963	1040	77	8	1118	1384	266	24
Gordon Square (E) (north of Gordon Square)	Northbound	76	24	-52	-68		400	461	61	15	63	30	-33	-52
Gordon Square (E) (north of Gordon Square)	Southbound	45	39	-6	-13		83	31	-52	-63	33	31	-2	-6
Gordon Square (W) (north of Gordon Square)	Northbound	167	73	-94	-56		35	19	-16	-46	190	42	-148	-78
Gordon Square (W) (north of Gordon Square)	Southbound	243	226	-17	-7		141	38	-103	-73	279	135	-144	-52

Gordon Square (S) (west of Bedford Way)	Eastbound	260	413	153	59		532	91	-441	-83	240	378	138	58
Gordon Square (S) (west of Bedford Way)	Westbound	550	n/a	n/a	n/a		180	n/a	n/a	n/a	512	n/a	n/a	n/a
Gordon Square (S) (west of Woburn Square)	Eastbound	245	373	128	52		553	38	-515	-93	319	400	81	25
Gordon Square (S) (west of Woburn Square)	Westbound	559	n/a	n/a	n/a		246	n/a	n/a	n/a	644	n/a	n/a	n/a
Gordon Street (north of Endsleigh Place)	Northbound	182	67	-115	-63		226	109	-117	-52	242	31	-211	-87
Gordon Street (north of Endsleigh Place)	Southbound	132	235	103	78		210	45	-165	-79	154	138	-16	-10
Gower Place (west of Gower Court)	Westbound	51	187	136	267		75	196	121	161	63	168	105	167
Gower Street (north of Grafton Way)	Southbound	886	610	-276	-31		215	246	31	14	884	787	-97	-11
Gower Street (south of University Street)	Southbound	883	1089	206	23		792	1056	264	33	895	1171	276	31
Grafton Way (east of Whitfield Way)	Westbound	51	235	184	361		151	234	83	55	104	207	103	99
Grafton Way (west of Huntley Street)	Westbound	208	137	-71	-34		17	33	16	94	215	116	-99	-46
Grays Inn Road (north of Argyle Street)	Northbound	918	781	-137	-15		843	893	50	6	616	1507	891	145
Grays Inn Road (north of Roger Street)	Northbound	539	474	-65	-12		491	493	2	0	631	557	-74	-12
Grays Inn Road (north of Roger Street)	Southbound	319	311	-8	-3		243	263	20	8	359	336	-23	-6
Grays Inn Road (north of Verulam Street)	Northbound	347	345	-2	-1		291	338	47	16	395	484	89	23
Grays Inn Road (north of Verulam Street)	Southbound	398	453	55	14		303	333	30	10	332	383	51	15
Grays Inn Road (south of Heathcote Street)	Northbound	388	412	24	6		422	452	30	7	482	494	12	2
Grays Inn Road (south of Heathcote Street)	Southbound	323	357	34	11		241	283	42	17	279	311	32	11
Great Russell Street (west of Bury Place)	Eastbound	342	219	-123	-36		460	438	-22	-5	392	222	-170	-43
Great Russell Street (west of Bury Place)	Westbound	242	393	151	62		192	373	181	94	231	435	204	88
Guilford Street (east of Hebrand Street)	Westbound	555	458	-97	-17		462	162	-300	-65	495	349	-146	-29
Guilford Street (west of Mecklenburgh Place)	Eastbound	499	482	-17	-3		454	308	-146	-32	552	507	-45	-8
Guilford Street (west of Mecklenburgh Place)	Westbound	685	556	-129	-19		506	345	-161	-32	613	515	-98	-16
Herbrand Street (south of Tavistock Place)	Southbound	97	124	27	28		90	84	-6	-7	75	104	29	39
High Holborn (west of Dury Lane)	Westbound	531	565	34	6		352	446	94	27	604	736	132	22
High Holborn (west of Endell Street)	Westbound	371	310	-61	-16		409	257	-152	-37	402	339	-63	-16
High Holborn (west of Endell Street)	Westbound	678	530	-148	-22		346	321	-25	-7	626	598	-28	-4
High Holborn (west of Great Turnstile)	Eastbound	559	556	-3	-1		492	597	105	21	602	714	112	19
High Holborn (west of Great Turnstile)	Westbound	667	498	-169	-25		635	463	-172	-27	782	617	-165	-21
Howland Street (east of Whitfield Street)	Westbound	417	208	-209	-50		207	245	38	18	420	219	-201	-48
Hunter Street (south of Tavistock Place)	Northbound	335	327	-8	-2		272	280	8	3	368	323	-45	-12
Hunter Street (south of Tavistock Place)	Southbound	295	315	20	7		216	256	40	19	272	275	3	1
Huntley Street (north of University Street)	Northbound	3	2	-1	-33		0	5	5	n/a	2	9	7	350
Huntley Street (north of University Street)	Southbound	44	4	-40	-91		7	7	0	0	59	4	-55	-93

Location	Direction	Monitoring undertaken on Tuesdays (before trial on 12 May 2015 / during trial on 17 May 2016)							
		AM peak (8.45 to 9.45am)				Lunchtime (12noon to 1pm)		PM Peak (5.45 to 6.45pm)	
		Before trial	During trial	Differ-ence (%)	Difference (%)	Before trial	During trial	Differ-ence (%)	Differ-ence (%)
Judd Street (north of Tavistock Place)	Northbound	253	399	146	58	248	350	102	41
Judd Street (north of Tavistock Place)	Southbound	258	360	102	40	173	226	53	31
Leigh Street (east of Marchmont Street)	Eastbound	35	35	0	0	31	18	-13	-42
Marchmont Street (north of Tavistock Place)	Northbound	23	26	3	13	6	5	-1	-17
Marchmont Street (north of Tavistock Place)	Southbound	155	182	27	17	82	111	29	35
Marchmont Street (south of Tavistock Place)	Southbound	92	131	39	42	82	80	-2	-2
Montague Place (east of Malet Street)	Eastbound	206	109	-97	-47	193	116	-77	-40
Montague Place (east of Malet Street)	Westbound	58	62	4	7	4	6	2	50
Montague Street (north of Great Russell Street)	Northbound	152	159	7	5	100	89	-11	-11
Montague Street (north of Great Russell Street)	Southbound	213	208	-5	-2	113	126	13	12
New Oxford Street (east of Charing Cross Road)	Eastbound	177	244	67	38	163	154	-9	-6
New Oxford Street (east of Charing Cross Road)	Westbound	441	611	170	39	392	504	112	29
Regent Square (east of Wakefield St)	Eastbound	176	252	76	43	179	114	-65	-36
Regent Square (east of Wakefield St)	Westbound	168	252	84	50	195	248	53	27
Russell Square (east of Bedford Way)	Eastbound	254	265	11	4	259	228	-31	-12
Russell Square (east of Bedford Way)	Westbound	204	229	25	12	183	172	-11	-6
Russell Square (north of Guilford Street)	Northbound	449	602	153	34	573	507	-66	-12
Russell Square (north of Guilford Street)	Southbound	511	550	39	8	550	455	-95	-17
Russell Square (north of Montague Place)	Northbound	174	314	140	80	237	221	-16	-7
Russell Square (north of Montague Place)	Southbound	237	194	-43	-18	553	111	-442	-80
Russell Square (south of Guilford Street)	Northbound	367	550	183	50	425	517	92	22
Russell Square (south of Guilford Street)	Southbound	617	621	4	1	627	594	-33	-5
Russell Square (west of Bedford Place)	Eastbound	56	41	-15	-27	56	27	-29	-52
Russell Square (west of Bedford Place)	Westbound	202	228	26	13	135	153	18	13
Southampton Row (north of Fisher Street)	Northbound	317	632	315	99	356	520	164	46
Southampton Row (north of Fisher Street)	Southbound	565	619	54	10	616	607	-9	-1
Southampton Row (south of Bloomsbury Place)	Northbound	417	611	194	47	453	631	178	39
Southampton Row (south of Bloomsbury Place)	Southbound	630	605	-25	-4	613	634	21	3
Southampton Row (south of Cosmo Place)	Northbound	379	596	217	57	464	588	124	27
Southampton Row (south of Cosmo Place)	Southbound	471	581	110	23	505	577	72	14

St Giles High Street (south of Andrew Borde Street)	Northbound	83	N/A	-	-	86	N/A	-	-	78	N/A	-	-
Tavistock Place (east of Marchmont Street)	Eastbound	179	265	86	48	197	290	93	47	232	318	86	37
Tavistock Place (east of Marchmont Street)	Westbound	264	n/a	-	-	173	n/a	-	-	221	n/a	-	-
Tavistock Place (west of Herbrand Street)	Eastbound	260	343	83	32	210	26	-184	-88	287	369	82	29
Tavistock Place (west of Herbrand Street)	Westbound	294	n/a	-	-	65	n/a	-	-	273	n/a	-	-
Tavistock Place (west of Marchmont Street)	Eastbound	162	245	83	51	166	17	-149	-90	198	106	-92	-46
Tavistock Place (west of Marchmont Street)	Westbound	238	n/a	-	-	177	n/a	-	-	207	n/a	-	-
Tavistock Square (north of Tavistock Place)	Northbound	334	483	149	45	67	285	218	325	504	532	28	6
Tavistock Square (north of Tavistock Place)	Southbound	541	459	-82	-15	56	50	-6	-11	533	526	-7	-1
Tavistock Square (S) (west of Woburn Place)	Eastbound	199	364	165	83	377	112	-265	-70	259	367	108	42
Tavistock Square (S) (west of Woburn Place)	Westbound	457	n/a	-	-	233	n/a	-	-	390	n/a	-	-
Tavistock Square (south of Endsleigh Place)	Northbound	274	404	130	47	450	549	99	22	322	499	177	55
Tavistock Square (south of Endsleigh Place)	Southbound	452	510	58	13	513	477	-36	-7	423	519	96	23
Tavistock Square (W) (south of Endsleigh Place)	Northbound	61	305	244	400	333	287	-46	-14	82	341	259	316
Tavistock Square (W) (south of Endsleigh Place)	Southbound	105	95	-10	-10	131	149	18	14	66	77	11	17
Taviton Street (south of Endsleigh Gardens)	Northbound	71	38	-33	-46	116	115	-1	-1	59	138	79	134
Taviton Street (south of Endsleigh Gardens)	Southbound	44	15	-29	-66	55	115	60	109	25	25	0	0
Theobalds Road (west of Emerald Street)	Eastbound	535	582	47	9	491	467	-24	-5	724	606	-118	-16
Theobalds Road (west of Emerald Street)	Westbound	600	554	-46	-8	426	634	208	49	665	723	58	9
Torrington Place (east of Chenies Mews)	Westbound	336	274	-62	-18	1085	993	-92	-8	389	246	-143	-37
Torrington Place (east of Gower Street)	Eastbound	172	210	38	22	311	154	-157	-50	215	298	83	39
Torrington Place (east of Gower Street)	Westbound	341	n/a	-	-	344	n/a	-	-	404	n/a	-	-
Torrington Place (west of Huntley Street)	Westbound	355	270	-85	-24	1433	1262	-171	-12	386	177	-209	-54
Tottenham Court Road (north of Capper Street)	Northbound	393	448	55	14	315	437	122	39	446	684	238	53
Tottenham Court Road (south of Alfred Mews)	Northbound	616	522	-94	-15	574	522	-52	-9	729	668	-61	-8
Tottenham Court Road (south of Great Russell Street)	Northbound	615	538	-77	-13	539	508	-31	-6	649	549	-100	-15
Tottenham Court Road (south of Stephen Street)	Northbound	660	560	-100	-15	558	500	-58	-10	696	618	-78	-11
Upper Woburn Place (north of Endsleigh Gardens)	Northbound	264	347	83	31	348	423	75	22	365	413	48	13
Upper Woburn Place (north of Endsleigh Gardens)	Southbound	481	474	-7	-1	505	497	-8	-2	522	467	-55	-11
Wakefield Street (south of Tavistock Place)	Northbound	19	17	-2	-11	32	29	-3	-9	28	29	1	4
Wakefield Street (south of Tavistock Place)	Southbound	33	95	62	188	39	71	32	82	33	42	9	27
Woburn Place (north of Coram Street)	Northbound	468	556	88	19	133	354	221	166	590	543	-47	-8
Woburn Place (north of Coram Street)	Southbound	508	448	-60	-12	243	18	-225	-93	488	393	-95	-19