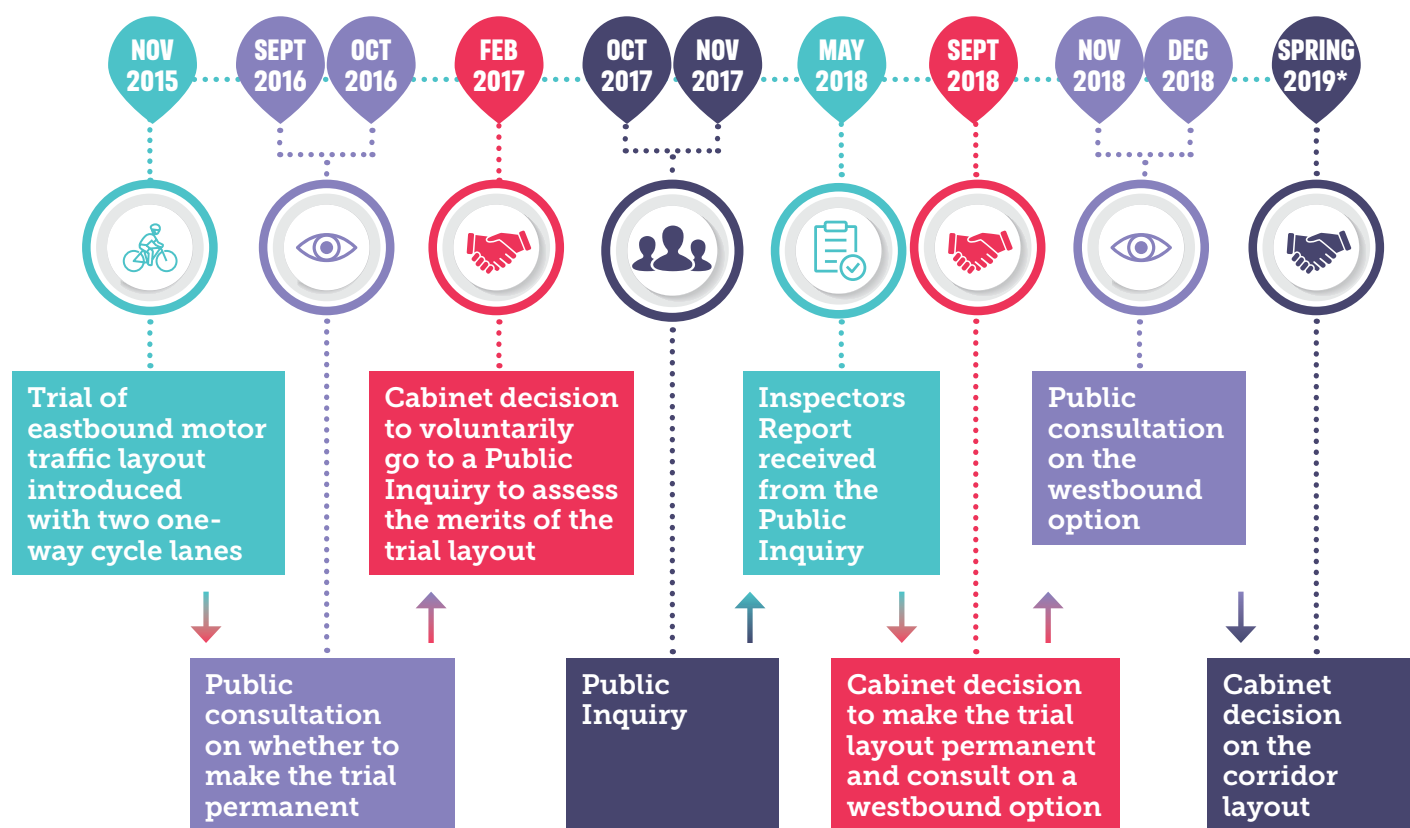


Consultation: Torrington Place / Tavistock Place Corridor

Proposed
changes



TIMELINE FOR CONSULTATION AND APPROVAL



*anticipated date which could be subject to change.

OVERVIEW

Camden council wants to hear your view on the direction of traffic flow for motor vehicles along Torrington Place and Tavistock Place. We also want to know what you think of further improvements that we could make along these streets subject to funding being available.

BACKGROUND

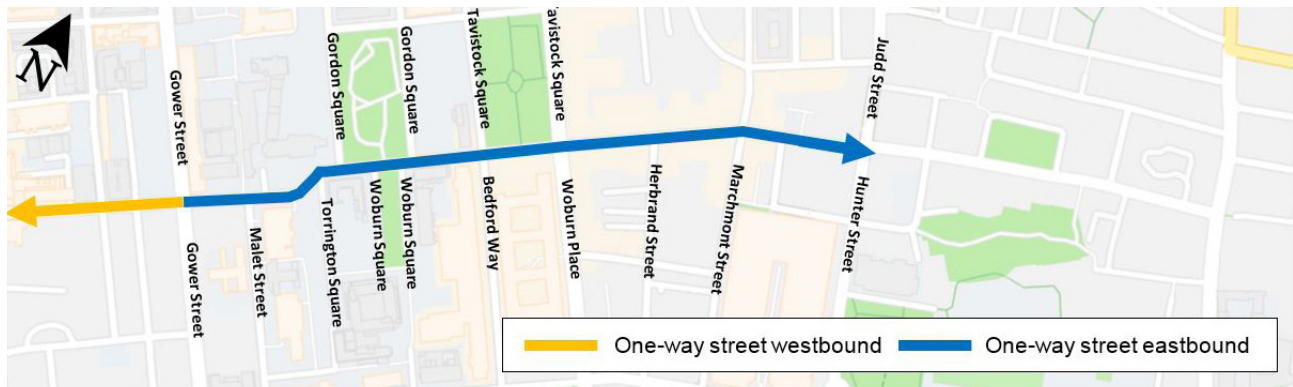
In November 2015, Camden council began a trial of new traffic arrangements which removed motor traffic in the westbound direction along the east-west route that includes Torrington Place, Byng Place, Gordon Square, Tavistock Square and Tavistock Place (referred to throughout this consultation as 'the corridor'). The layout removed a lane of motor traffic and used the space to provide two segregated one-way cycle lanes, to accommodate

growing demand for space for cycling along Tavistock Place and Torrington Place.

In addition to these changes there are other changes taking place nearby which are certain to happen. These are:

- The West End Project (making Gower Street and Tottenham Court Road two-way and building new parks and pavement space);
- Closure of Judd Street at the junction with Euston Road (and associated changes on Midland Road north of Euston Road);
- Changes to Brunswick Square including the closure of Lansdowne Terrace at its western end;
- Closure of the north end of Gordon Street (as per the HS2 works).

Figure 1 : Current motor vehicle traffic direction along Torrington Place / Tavistock Place



A public consultation was then held in September 2016 which asked whether the trial should be made permanent or whether the road layout should revert back to two-way for motor traffic. In total, 15,917 responses were received where 79% of respondents were in favour of retaining the trial layout rather than removing it.

After the public consultation, the council voluntarily entered into a public inquiry conducted by an independent inspector to examine the merits of the trial layout (called the eastbound scheme). In his report the inspector recognised the benefits of removing one lane of motor traffic and creating two one-way cycle lanes. However while recognising it was a finely balanced matter, he recommended that the trial should not be made permanent and that the council should consider reversing the direction of flow of motor traffic. The Council carefully considered the Inspector's recommendation but made the trial permanent whilst making it clear that it would follow his recommendation to consider reversing the direction of flow of motor traffic. As a result, the council is now consulting on whether or not to change the direction of one-way motor traffic flow.

Details of how you can respond are included at the end of this leaflet.

CURRENT CONDITIONS



Walking

The pavements along the corridor are congested at points throughout the day and there are locations where the pavements are narrow or with 'street furniture' on them, which reduces the overall width available for people to walk along the street. The number of pedestrians using the corridor has remained at around the same level since 2015. Further information about these figures and other pedestrian data is available on the council's website at www.camden.gov.uk/torringtontavistock



Cycling

Cycling levels along the corridor are high (around 5,600 a day), particularly during the morning and evening peak periods (around 1,000 per hour). In general the number of cycle trips has been increasing along the corridor. For the breakdown of figures and further analysis of cycle survey data please see the council's website at www.camden.gov.uk/torringtontavistock



Road safety

The most recent verified collision data up to 31 December 2017 shows that the average number of collisions per year along the corridor has reduced in recent years. The data suggests that the severity of collisions has also reduced since the implementation of the trial: one collision designated as 'serious' has been recorded within the most recent two years' of data (since the motor traffic was reduced to one lane in one direction). Further information on road safety data is available on the council's website at www.camden.gov.uk/torringtontavistock.



Motor vehicle traffic

The council conducted traffic counts this year which showed that the average number of motor vehicles travelling along the corridor is around 250 vehicles an hour in the morning peak hour and around 350 vehicles per hour in the evening peak hour.

On the streets next to the corridor, traffic counts also conducted this year show that the total number of vehicles on these streets has reduced by around 10% since 2015. For further information on the breakdown of figures and the location of the survey stations see the council's website at www.camden.gov.uk/torringtontavistock.

The introduction of one-way working along the corridor reduced the number of routes available through the area for motor traffic. Some journey times will have increased and some individual streets will have experienced an increase in motor traffic, and some a decrease. Further details of the key routes is available on the council's website (see address above).

Picking up and dropping off of passengers is permitted along the length of the corridor.



Air quality

The most recent diffusion tube air quality monitoring (passive monitoring) suggests NO₂ levels vary throughout the area, where some sites on average demonstrate higher NO₂ concentrations than the EU legal limit of 40µg/m³ and others average lower. Recent data for 14 sites in the area close to the scheme indicates that annual mean NO₂ concentration at the sites range between 31µg/m³ and 56µg/m³.

Comparing diffusion tube data from 2017 with data from 2014 (before the trial) suggests that generally the NO₂ concentrations measured at sites close to the corridor are similar or have experienced a reduction since 2014. Diffusion tubes elsewhere in Camden have shown a small increase on average.

Analysis of the latest automatic air quality monitoring station (another type of monitor that continuously monitors) in Russell Square indicates a steady reduction in NO₂ concentrations from 55.1µg/m³ in 2012 to 37.7 µg/m³ in 2017. (This is the first year this site has met the national air quality objective for NO₂). Other automatic monitoring stations in the borough – on Euston Road, Holborn and Swiss Cottage – have also shown similar improvements in the past few years.

For a further breakdown of the figures and the location of the survey stations see the council's website at www.camden.gov.uk/torringtontavistock.



Loading

The council conducted a loading survey during the trial in 2017 which suggested that most loading on and near the corridor was able to take place on the streets next to the corridor. There were, however, some infrequent instances, generally around lunchtime, when demand for loading was higher than the number of spaces available. The survey also indicated that the designated loading bay on Torrington Place was used throughout the day, even during the restricted periods, and that demand sometimes exceeded capacity in this location.

Further information on the loading survey can be found on the council's website at www.camden.gov.uk/torringtontavistock.

WHY ARE WE CONSULTING?

Following the public inquiry the inspector recommended in his report that the council consider implementing an option to reverse the flow of motor traffic to a westbound direction. Since then the council has undertaken traffic modelling on a potential westbound option. This consultation asks whether people have a preference for motor traffic to be eastbound or westbound. In both options there will be separate cycle lanes and both can accommodate the potential additional changes to the cycle facilities and pavement widening. This is outlined later in this leaflet.

THE WESTBOUND OPTION

The westbound scheme proposes to reverse the flow of motor traffic along the corridor between Gower Street and Judd Street/ Hunter Street making the corridor one-way westbound for motor vehicles between Judd Street/Hunter Street and Tottenham Court Road.

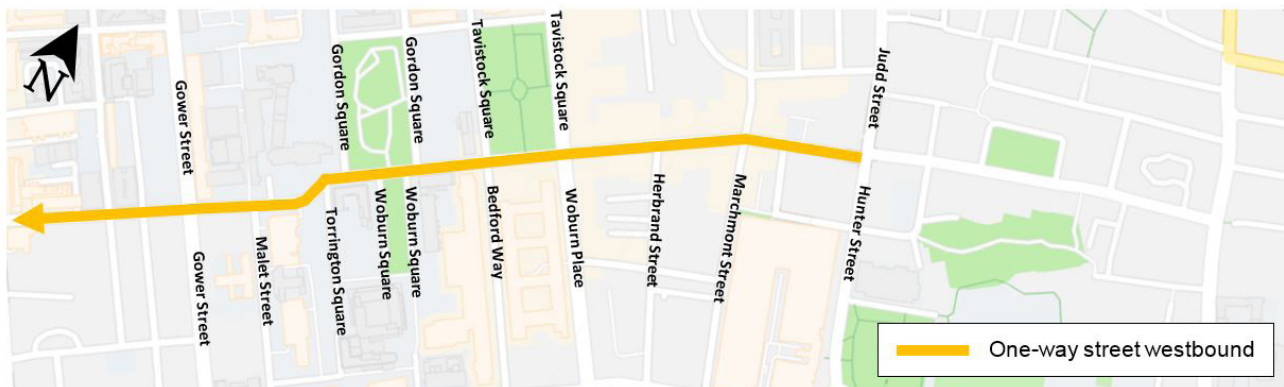


Figure 2 : Proposed westbound motor vehicle traffic direction along Torrington Place / Tavistock Place

Effect on motor vehicles

The council has undertaken detailed traffic modelling to assist with the assessment of the westbound option for motor traffic along the corridor. The traffic modelling considers the strategic impact of the option on the wider area and the potential traffic reassignment using TfL's ONE Model (the London-wide model produced by TfL that includes all changes that are definitely taking place, such as those outlined at the start of this leaflet). The council has also undertaken local traffic modelling in order to assess the impact on 'junction capacity' along the corridor (the maximum number of vehicles that can use each junction). The council has also used local modelling to assess the likely

extent motor vehicle queues at the junctions along the corridor.

The modelling results included in this leaflet show a future year scenario, estimated to be 2021, which includes changes that are definitely taking place (as outlined at the start of this leaflet). Further information on the modelling is available at the council's website at www.camden.gov.uk/torringtontavistock

The results of a further option which does not include the closure of Gordon Street are available on the council's website (see address above). This will show the impact of the option before the closure of Gordon Street in the next few years.

Traffic Reassignment

The council has used TfL's ONE model to assess the likely effects that reversing the flow of motor traffic on the corridor (from the current eastbound to westbound) will have on traffic flows in the area. The diagrams below show where changes in traffic flow are expected and by how much.

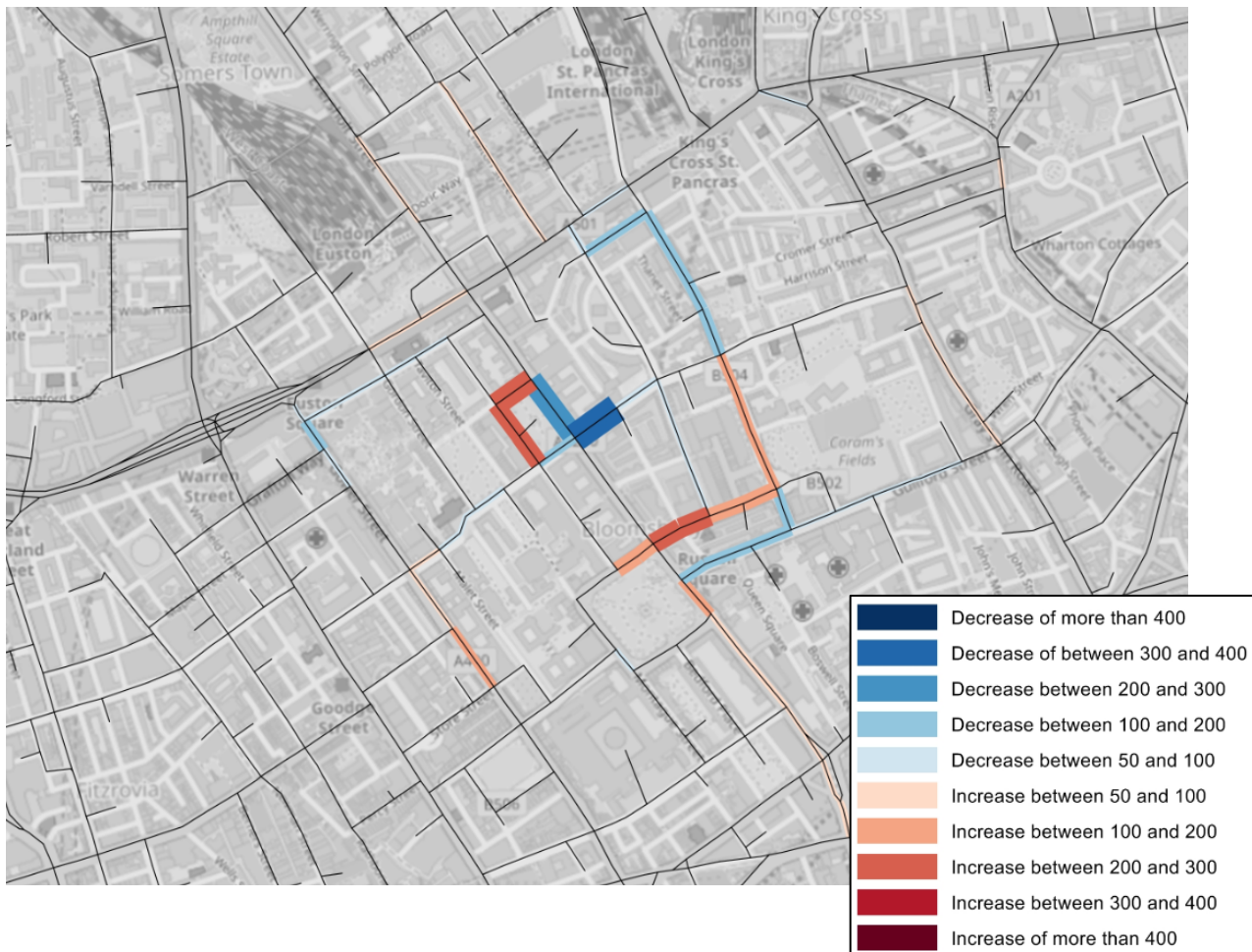
They show the differences in traffic flow between the eastbound option and the westbound option. In both options, all future schemes that are definitely taking place have also been included. The blue lines show where decreases in traffic are predicted with the westbound option and the red lines show where increases are predicted.



Figure 3: Westbound traffic reassignment in PCUs¹ compared to eastbound option - AM peak hour

¹PCUs stands for Passenger Car Unit which is a way to quantify traffic from different modes in traffic modelling

Figure 4: Westbound traffic reassignment in PCUs (future scenario) – PM peak hour



The effects are broadly similar for the morning and the evening peak hours. Traffic flows are generally expected to decrease on side streets north of the corridor and increase on the side streets to the south. On the corridor itself the only significant change in overall traffic flow is expected to be a reduction in flow between Herbrand Street and Woburn Place.

Further details are included in the additional traffic impact information available on the council's website at www.camden.gov.uk/torringtontavistock

Junction Capacity

The capacity of a junction is generally measured by its degree of saturation, the higher the percentage figure, the closer the junction is to its maximum capacity. Local traffic modelling has been undertaken on both the eastbound and the westbound options (including all future committed schemes). The diagrams below show these results in green for junctions with a degree of saturation of less than 80% (meaning that the junction operates with plenty of spare capacity), amber between 80% and 89% (meaning that the junction is still operating efficiently) and red where the degree of saturation is over 90% (meaning that the junction is close to capacity and operates less efficiently). Figures shown in black are where the degree of saturation is over 100% (meaning that the junction is at capacity).

Figure 5.1: Eastbound Degree of Saturation (future scenario) - morning peak hour

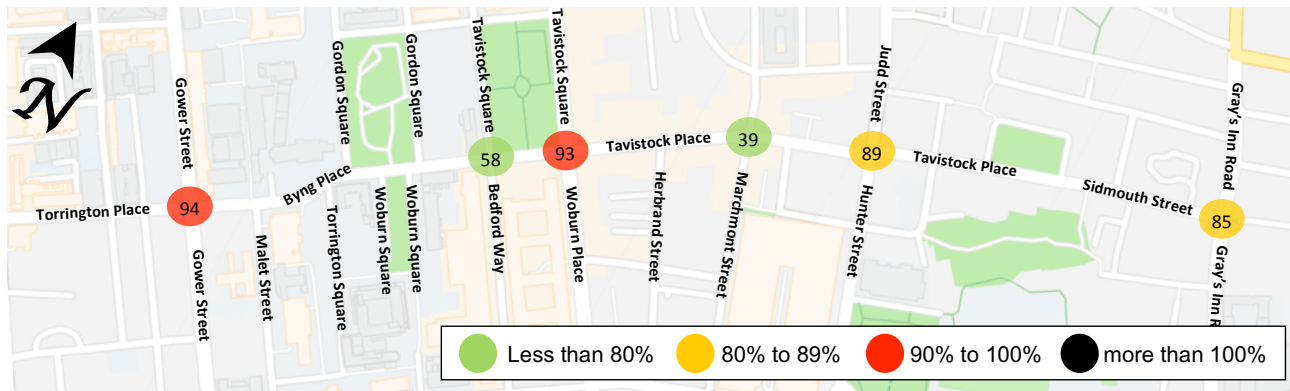
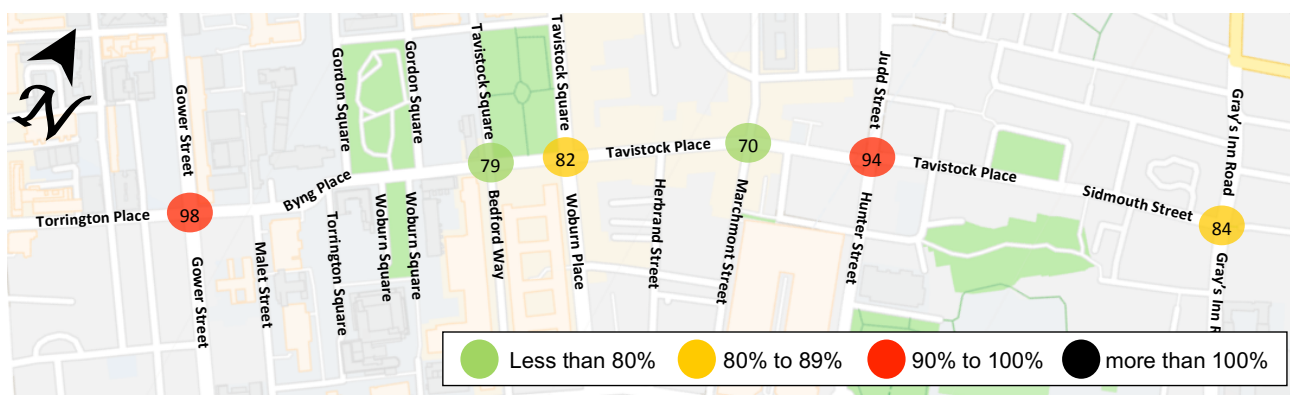


Figure 5.2: Westbound Degree of Saturation (future scenario) - morning peak hour



As shown in Figure 5.1 and Figure 5.2 in the morning peak hour:

- There are a number of junctions expected to operate close to or at capacity in both options
- In general, the degree of saturation is higher in the westbound option than the eastbound option particularly at the Gower Street and Judd / Hunter Street junctions
- The degree of saturation is only significantly higher under the eastbound option than westbound option at the Woburn Place junction.

Figure 6.1: Eastbound Degree of Saturation (future scenario) evening peak hour

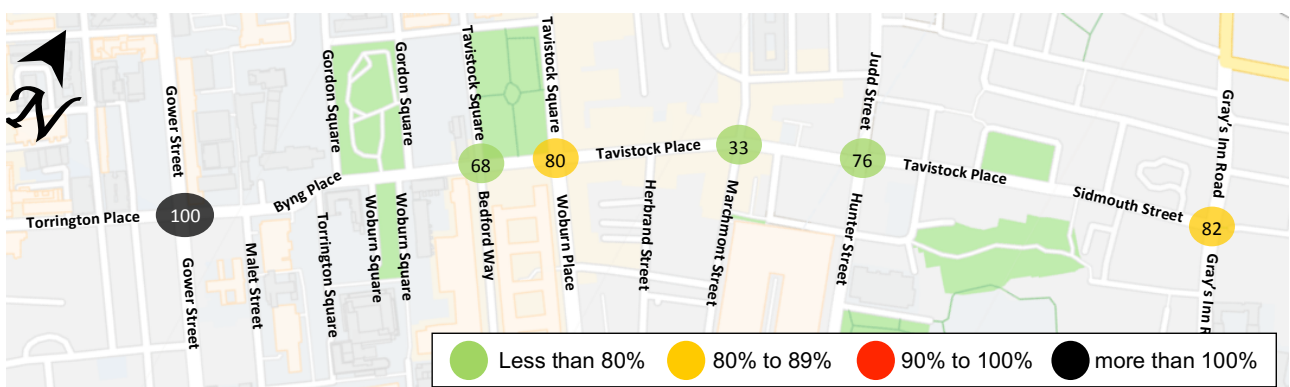
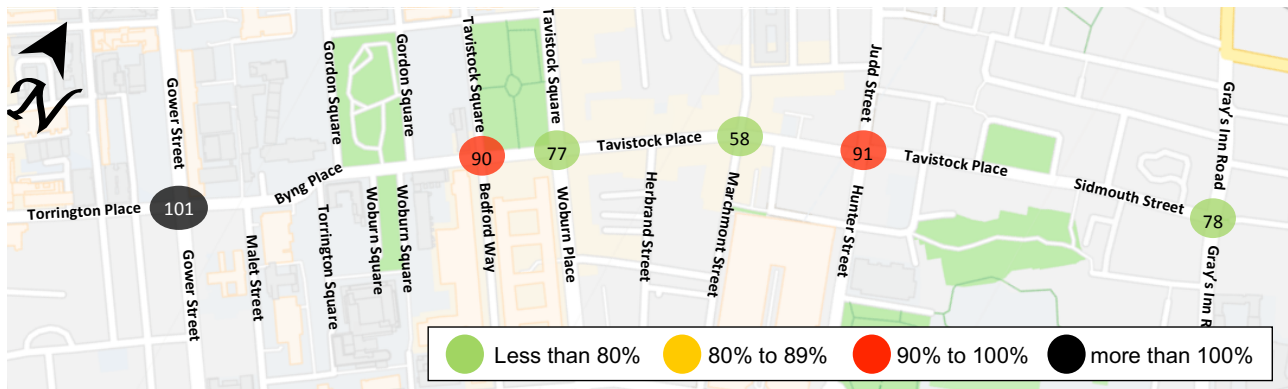


Figure 6.2: Westbound Degree of Saturation (future scenario) evening peak hour



As shown in Figure 6.1 and Figure 6.2 in the evening peak hour:

- Apart from Gower Street, all junctions operate efficiently or well within capacity under the eastbound option
- The Gower Street junction is expected to be just about at capacity in both options
- The junctions with Bedford Way and Judd Street / Hunter Street are both close to capacity in the westbound option with low network resilience

Vehicle Queues

The council has undertaken local modelling to predict the queue lengths of motor vehicles at the junctions on the corridor for both the eastbound and westbound options. These are visually represented in Figures 7 and 8 below.

Figure 7: Queue lengths for both options (future scenario) morning peak hour

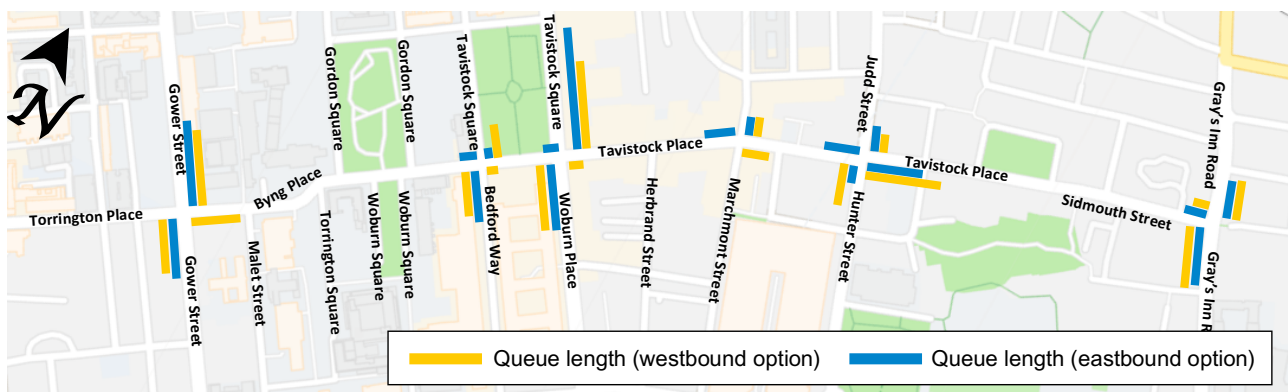
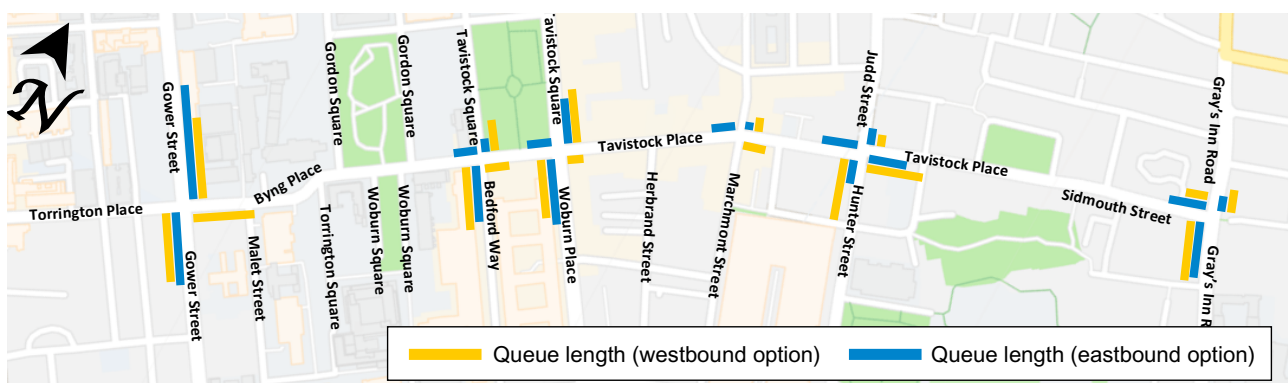


Figure 8: Queue lengths for both options (future scenario) evening peak hour



As shown in Figure 7 and Figure 8 in the morning and evening peak hour in general the queue lengths for the westbound option are likely to be broadly similar in length to the queue lengths of the eastbound option.

The eastbound option shows a small queue on the eastbound approach to the Judd Street/ Hunter Street junction, which is removed under the westbound option.

The eastbound option does not have any westbound queue on the approach to the Gower Street junction. Under the westbound option it is expected that there would be a westbound queue approximately 60m (around 10 vehicles) in length during the peak hours. This queue could extend back into Byng Place. The eastbound option does not have any westbound queue on the approach to the Gower Street junction, yet under the westbound option it is expected that there would be a westbound queue approximately 60m (around 10 vehicles) in length during the peak hours. This queue could extend back into Byng Place.



Motor vehicle routes

Reversing the flow of motor traffic on the corridor (to westbound from the existing eastbound) will change the routes available for motor vehicles. There is information available on the council's website which sets out what the changes to the routes available to and from key destinations are at www.camden.gov.uk/torringtontavistock



Expected effects of the westbound option on walking and cycling.

The westbound option will be broadly similar to the existing layout (eastbound option) for pedestrians.

The cycle lanes will continue to enable more cyclists and a wider range of cyclists to use the corridor safely and improve the experience for cyclists along the route.



Expected effects of the westbound option on road safety

It is anticipated that the effects on road safety will be the same for both eastbound and westbound along the corridor. The segregated cycle lanes have created a safe environment for cyclists which will be retained in the westbound option and the separate traffic lights operation for cyclists at some traffic signals will further improve the safety for cyclists moving along the corridor.

Further details of the changes to the corridor and how they relate to road safety can be found on the council's website at www.camden.gov.uk/torringtontavistock



Expected effects from the westbound option on air quality

Changes in the motor vehicle traffic as described in the modelling section of this leaflet can give some indication of how air quality can change although the relationship between NOx emissions and traffic is not linear. Around half of NOx emissions in Camden are from road transportation, one-third is from the combustion of gas for domestic and commercial heating, and the remainder from non-road mobile machinery.

Further information on air quality can be found at the council's website at www.camden.gov.uk/torringtontavistock

FURTHER CHANGES

Further to the consideration of the direction of motor traffic, the council is also seeking your view on potential further changes that could be made to the area subject to future funding. These could be with either the westbound or the eastbound option and include:

- Changing the partially segregated cycle lane on the southern side of the street to a 'stepped cycle track'. (A stepped track runs between the pavement and the carriageway. It is lower than the pavement,

and higher than the carriageway – as shown in the visualisation in Figure 9.)

- ♦ Removing the kerb used to separate the cycle lane from the traffic lane on the northern side of the street, replacing this with 'stepped cycle tracks'
- ♦ Wider pavements in the busiest areas for pedestrians
- ♦ Measures to increase cycle access, such as separate traffic lights for cyclists making it easier for cyclists to turn on and off the corridor

- ♦ Reducing the width of the traffic lane for motor vehicles to improve safety

The wider pavements would further increase the pedestrian comfort on the street and make walking a more attractive choice. The extra space would accommodate more pedestrians of all abilities safely and will help to avoid people stepping out into the cycle lanes. The reduced width of the traffic lane would make crossing the street easier as the distance between the pavements will be less.

Figure 9: Visual of stepped cycle tracks and pavement widening at Gordon Square



As part of the changes to the cycle tracks, we are proposing to introduce stepped tracks to increase the comfort of cyclists and offer better protection from motor vehicles. It is proposed to have frequent dropped kerbs to facilitate crossings for people who are less mobile and those with reduced vision. It will also enable cyclists to mount and dismount the tracks along the corridor if they wish to.

Additional turning movements at the junctions would improve the connectivity for cyclists travelling through the area and thus would make travelling by cycle easier and more attractive.

The reduced carriageway width would help to slow motor vehicular speeds and thus improve safety along the route.

OTHER OPTIONS

Alternative options to stepped cycle tracks could also be considered for the corridor. These include:

- ♦ A kerb segregated cycle track (such as the existing cycle track on the north side of the corridor)

- ♦ Light segregation (such as the 'orcas' that are on the southern side of the corridor at present, where these black and white plastic markers on the street partially segregate cyclists from motor vehicle traffic)
- ♦ Painted road markings to delineate between the motor vehicle space and cycle lane (however, this would not provide physical segregation for cyclists)

PROPOSED LOADING CHANGES (FOR BOTH OPTIONS)

To alleviate the loading capacity issues encountered outside and around Planet Organic on Torrington Place, the council is proposing additional loading facilities on Huntley Street.

To the south of the junction with Torrington Place the council is proposing to remove a section of single yellow line from outside Howard House (west side) and relocate the existing parking bays south. This will allow the double yellow lines section at the junction to be increased by approximately 4 metres. On the east side of Huntley Street the council is proposing to do the same and remove a section of single yellow line from opposite Howard House (east side, shift the parking bays south). This would allow the double yellow lines section at the junction to be increased by approximately 8.5 metres.

We are also proposing additional loading facilities on Ridgmount Gardens and Herbrand Street.

On Ridgmount Gardens the council is proposing to remove the two small sections (5 metres) of single yellow line, shorten a pay by phone bay by 1.5 metres and a resident parking bay by 2.5 metres and shift the parking bays forward. This will allow for a 9 metre loading facility on the east side of the street just south of the junction with Torrington Place.

On Herbrand Street following initial discussions with representatives of the London Ambulance Service based at the

Herbrand Street ambulance station it is possible to reposition some ambulance bays and resident bays to increase the length of the loading bay.

Drawings showing the proposed loading changes are available on the council's website at www.camden.gov.uk/torringtontavistock.

Please ensure we receive your response by Monday 24 December 2018

You can find out more and let us know your views at www.camden.gov.uk/torringtontavistock or view the proposals at Holborn and Pancras Square libraries between 12 November and 24 December. You can also email us transportconsultations@camden.gov.uk if you have any further questions.

If you would like a hard copy of what is on our website, please call **020 7974 6516**.

RESPOND BY FREEPOST

You can also pick up a printed copy of the consultation questionnaire at Holborn and Pancras Square libraries or email transportconsultations@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 Strategy Service,
FREEPOST RLZH-UEYC-ACZZ, London,
WC1H 8EQ.**