

CPT EVIDENCE SUPPORTING STATEMENT OF CASE OPPOSING THE PROPOSED CAMDEN (Torrington PI to Tavistock PI) (Prescribed Routes Waiting and Loading Restrictions and Parking Places) Traffic Order 2017

The Confederation of Passenger Transport UK is the trade association of the bus and coach industry, representing over 1000 operators including large bus and coach companies and numerous SME companies.

SUPPORTING EVIDENCE

- 1) *There are a number of coach bays in Bedford Place. Malet St and Montague PI providing parking and layover facilities for the tourist coaches serving the hotels and attractions in the area. These facilities are essential for ensuring that the coach industry can continue to serve London and operate legally.*

As a result of prohibition on certain turns as a result of the scheme, journeys to these bays from the hotels and attractions are longer, increase the likelihood of congestion through increased traffic on the diversionary routes and resulting increased emissions contributing to poorer air quality

The implementation of various road schemes, predominantly cycle based, has resulted in a nett loss of coach bays in London at a time when tourism is increasing. This emphasises the value and importance of those bays which remain.

Typically journeys which will be extended are those of coaches parking on Bedford Way, a common parking location for coaches having dropped passengers at the British Museum or who have travelled from other locations to the South (Theatreland, West End tourist locations etc). This is increasingly common as coach parking is at a premium when demand for it is increasing as tourism grows.

Typical increased journey - Bedford Way to Woburn Place (Tavistock Sq/ Tavistock PI Jcn)

Previous arrangement	87m
Revised arrangement	385m
Additional distance travelled	298m (342% increase)

The increased distance would increase emissions by an amount not only commensurate with the additional distance travelled, but would likely be further increased by the additional idling time awaiting exit from Endsleigh PI.

As a through route, although of minimal significance for coaches, it is recognised that the corridor in question is a significant one for general traffic flow and clearly traffic displaced will inevitably seek alternative routes. Anecdotally, congestion on East-West and North-South corridors in this area has significantly increased during the period of the trial but it is accepted that there is no substantial evidence to link the two.

Additionally, there are safety concerns regarding the regular use of Endsleigh PI by large coaches, it is a comparatively narrow road, and the unsignalled exit on to Tavistock Sq.

- 2) *Access to the Tavistock Hotel has been restricted as a result of the temporary scheme. Customers, usually with baggage, have to walk further as there is no kerbside access to the main hotel entrance.*

Kerbside access is an important factor for hotels competing for business from groups. Much of this custom travels by coach and inevitably has baggage, often large and heavy. Where access is any distance away, even a short one, it can make it impossible to provide a level of service which matches customer expectations. Adequate portage in these circumstances is the only option and adds significantly to the costs in an increasingly competitive environment.

- 3) *Access for groups on coaches and minibuses to properties along the corridor is restricted as a result of the parallel cycle lanes, effectively restricting access to being available only using the side roads.*

Whilst CPT acknowledges that our members have not expressed any concerns for their particular business, we are aware outside of the commercial sector, of some operators providing passenger services to residential properties, typically for demand response and special needs transport. These require kerbside access for passengers with limited or restricted mobility, or special individual needs. CPT feels those properties along this corridor will be at a significant disadvantage where kerbside access is restricted or prevented.

- 4) The longer term impact of the West End Project is yet to be fully realised on transport in the area, therefore the situation cannot be judged at this moment in time.

Whilst it has been considered that this particular scheme was initiated as a partial mitigation for the impacts of the West End Project, it is CPT's view that as this impact is still theoretical and that the reality may not match the theory, any mitigating measures such as this particular scheme should be held until the ultimate outcome is clearer.

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