

## The Camden (Torrington Place to Tavistock Square) Traffic Order

PLANNING INSPECTORATE REFERENCE: DPI/X5210/17/8

Proof of Evidence - Camden Cycling Campaign

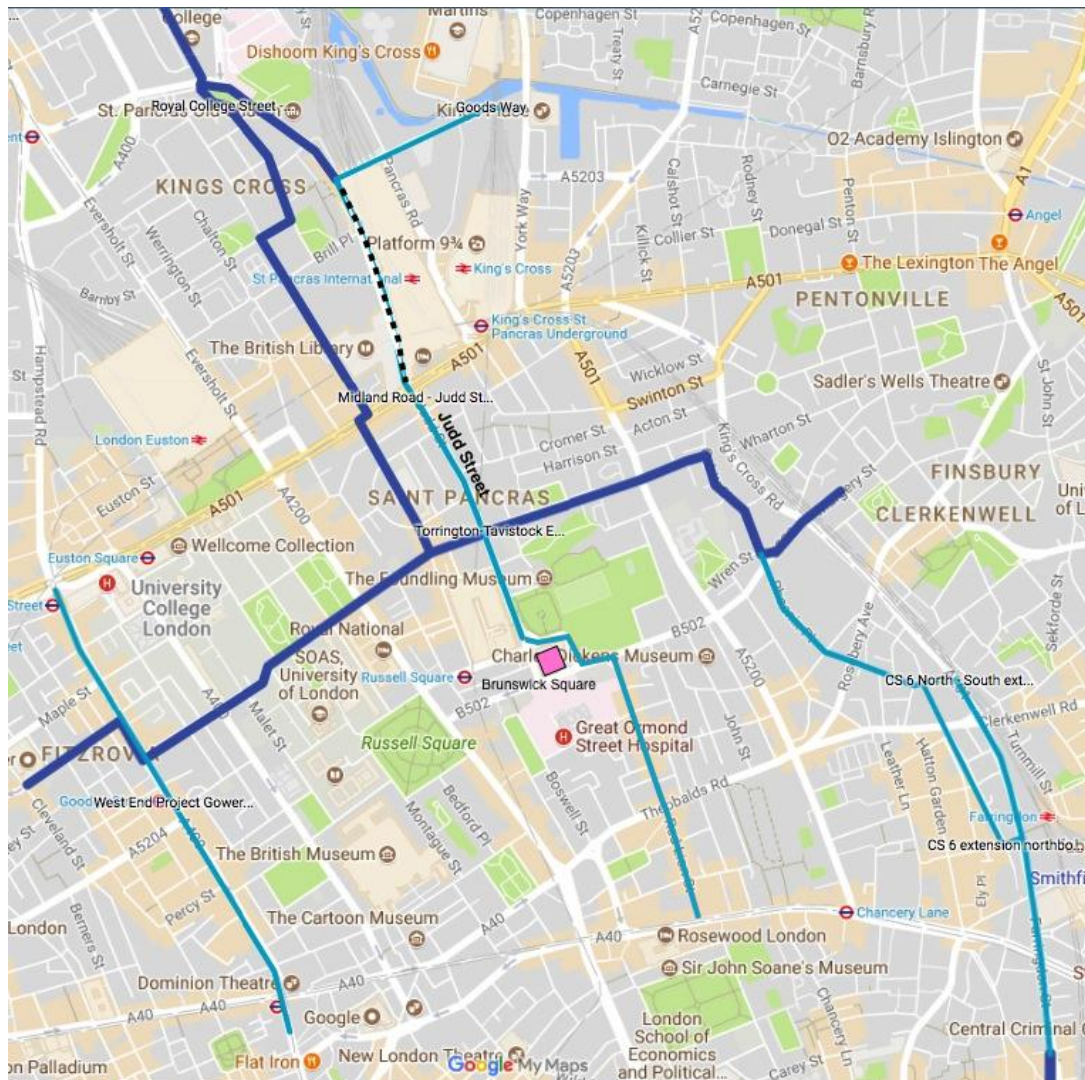
Witness: Jean Dollimore<sup>1</sup>, Title: Context

### Central London Cycling Grid

The Grid, funded by the Mayor's Vision for Cycling from 2014, is intended to be a network of safe cycle routes. The map in Figure 1 shows the Central London Cycling Grid<sup>2</sup> in Camden.

The dark blue lines show the completed routes:

- north-south (from Kentish Town) on Royal College Street, through Somerstown and Cartwright Gardens to Tavistock Place with a branch on Pancras Road;
- east-west from Howland Street at the Westminster border via Torrington Place – Tavistock Place across Gray's Inn Road and Farringdon Road to the Islington border.



**Figure 1:** Map showing the Central London Cycling Grid in Camden

<sup>1</sup> Coordinator of Camden Cycling Campaign 2004-2014.

<sup>2</sup> <https://tfl.gov.uk/travel-information/improvements-and-projects/central-london-cycling-grid>.

The light blue lines show agreed routes soon to be built or being improved:

- the north-south Cycle Superhighway 6 (CS 6) extension which joins the Tavistock Place route and then turns up Judd Street;
- the route in Gower Street (West End Project);
- the route from Judd Street, through Brunswick Square (pink square on the map) and on via Lamb’s Conduit Street and Red Lion Street to Holborn.

Camden has made excellent progress in the building of the protected routes on Royal College Street, Pancras Road and on Torrington Place – Tavistock Place.

(A protected route is one where people on bikes are separated from motor traffic, for example on stepped tracks.)

For the Grid to be useful, the distance between routes should not exceed 400m according to the Cycling Level of Service (CLOs) assessment matrix in which a good CLOs score requires a network density mesh width 250-400m<sup>3</sup>. (CLOs is a tool developed by TfL for setting a common standard for cycling infrastructure of routes, schemes, and individual junctions.)

## Judd Street

This street is of particular concern to Camden Cycling Campaign because

- it is on the route of CS6 and of an existing north-south route and it carries far too much motor traffic for comfortable sharing between cycles and motor vehicles – providing separated space for cycles would not be feasible due to road width and roadside access requirements and Camden has no intention to do this;
- We understand that BRAG is concerned about the motor traffic numbers that have increased since the Tavistock trial has been in place. These are shown in Figure 2.

	8:00 - 9:00 am		All Day		5:00 - 6:00 pm	
	Before	During	Before	During	Before	During
NB	233	242	3945	4796	292	301
SB	221	247	3162	3541	182	174
Total	454	489	7107	8337	474	475

**Figure 2:** Table showing motor traffic counts on Judd Street before and during the trial<sup>4</sup>

Even before the trial started, the traffic counts on Judd Street (over 450 vehicles per hour during both AM and PM peak periods) exceed the limit of less than 200 vehicles per hour at peak times required for the highest CLOs score.<sup>3</sup> In addition, LCC has adopted a policy that for a road to be suitable for shared use (i.e. without separation) by people on bikes and by motor vehicles, there should be fewer than 2000 motor vehicles per day (or 200 per hour).<sup>5</sup>

<sup>3</sup> Cycling Level of Service. [London Cycling Design Standards Chapter 2](#). Figure 2.3

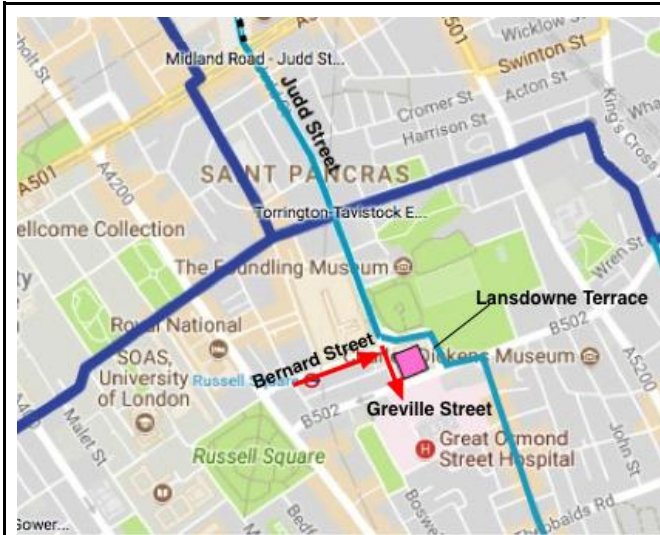
<sup>4</sup> From Simi Shah PoE Appendix 3

<sup>5</sup> [LCC AGM 2013, Motion 3](#). <https://goo.gl/CUL4Jj>

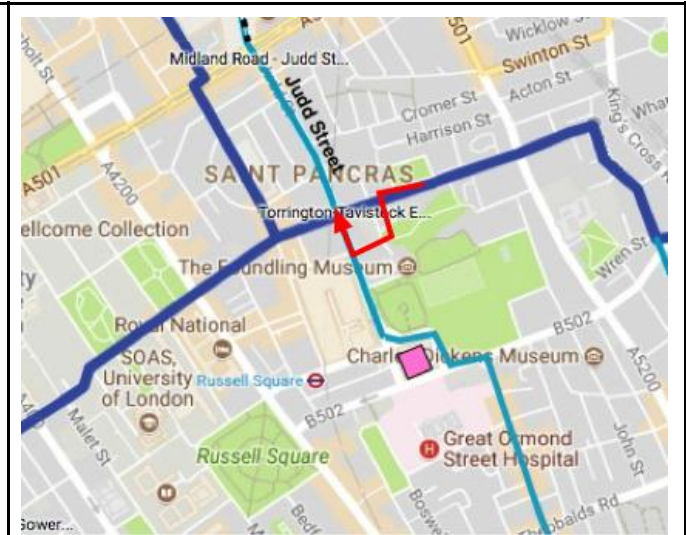
## Solutions

The proposals for improvements at Brunswick Square<sup>6</sup> include the closure of Lansdowne Terrace to through motor traffic but continue to allow southbound motor traffic on Greville Street and eastbound motor traffic on Bernard Street (see Figure 3).

However, even with the closure of Lansdowne Terrace, the traffic levels in Judd Street is likely to be too high for a residential road<sup>7</sup> and for comfortable cycling. These levels could be reduced substantially by the barring of the left turn from Judd Street into Euston Road<sup>8</sup>. (This left turn is currently the only permitted way for motor vehicles to exit from the north end of Judd Street).



**Figure 3. Brunswick Square**



**Figure 4. Dog-leg**

With this ban in place, only people driving to locations on or near Judd Street would turn north into Judd Street from the junction with Tavistock Place (via the dog-leg of Wakefield Street-Handel Street – see Figure 4). In other words, all through northbound motor traffic will be barred.

We therefore encourage Camden to progress both of these measures.

The reaction from some of the residents of Judd Street may be that they won't be able to get to or from their homes or businesses in their cars or by taxi. Appendix 1 shows that there will be no such problem<sup>9</sup>.

Even accepting that they can drive in and out, residents may fear that journeys will take longer and cost more when using taxis. Appendix 2 shows a brief study of some sample journey times between Hunter Street and UCH, as well as providing links to a map that will give estimates for the current journey time or for a specified date and time in the future. It shows that journey times are increased by a few minutes but not significantly and we believe that the benefits far outweigh the inconvenience.

<sup>6</sup> [Brunswick Square Consultation](#) 2016.

<sup>7</sup> Rachel Aldred, [We've slowed down traffic in residential streets – now let's reduce it](#) (last three paragraphs).

<sup>8</sup> [Suggested in the Midland Road consultation 2016](#).

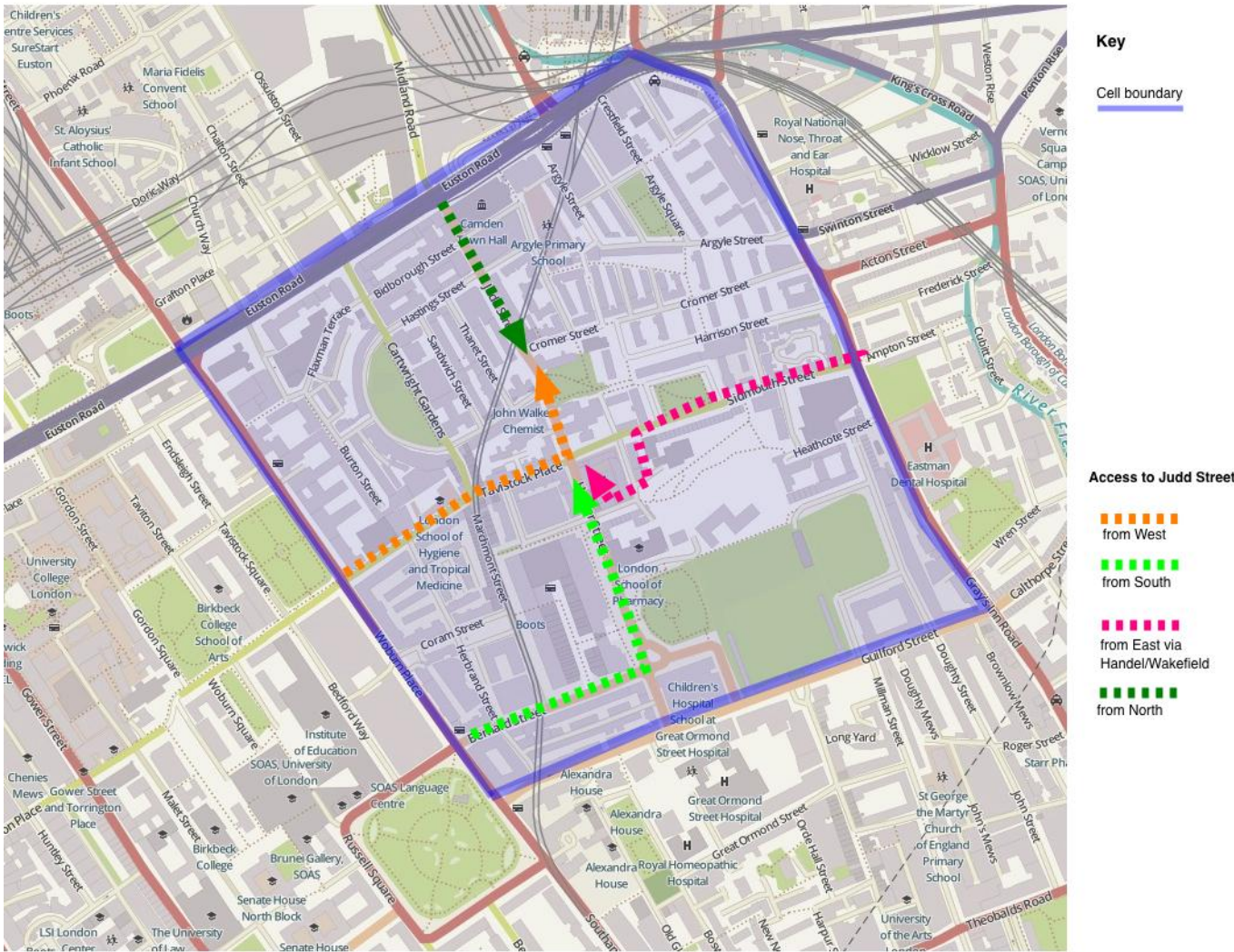
<sup>9</sup> See also [Motor Traffic Congestion in Judd Street](#).

# Appendix 1- local access with no left turn into Euston Road and Lansdowne Terrace closed

The reaction from some of the residents of Judd Street may be that they won't be able to get to or from their homes or businesses in their cars or by taxi. In order to discuss the possible routes around Judd Street and Hunter Street we need an enclosing cell and have chosen one enclosed by Euston Road, Gray's Inn Road, Woburn Place and Guilford Street. The cell boundary is shown in blue in the maps below.

## Driving into the area with no left turn into Euston Road and Lansdowne Terrace closed

Cell – bounded by Euston Road, Gray's Inn Rd, Guilford Street, Woburn Place



Routes into Judd Street

**Map A1. Showing inbound routes**

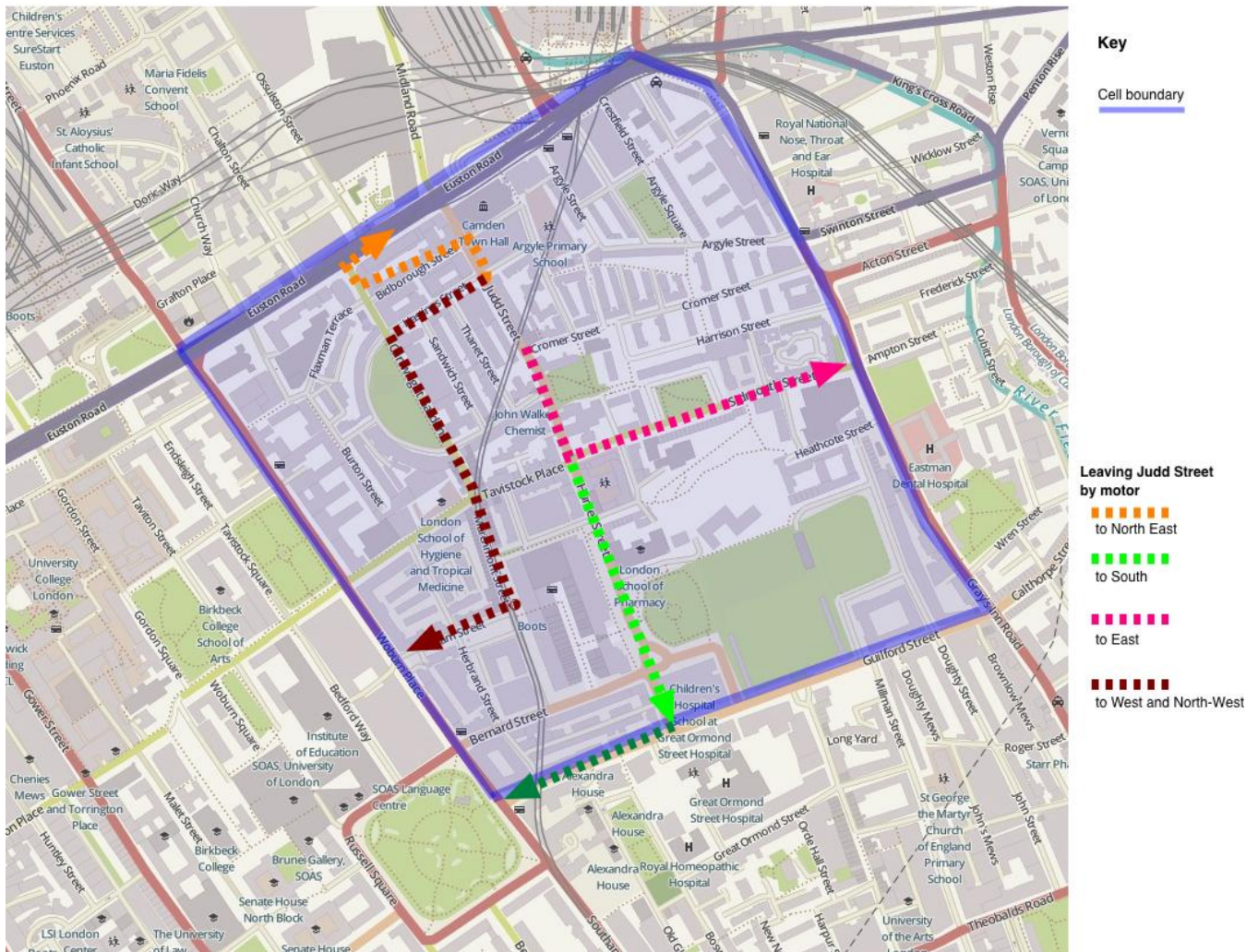
The inbound routes are:

- from the west via Tavistock Place – orange;
- from the south via Russell Square and Bernard Street – light green;
- from the east via Sidmouth Street – pink;

- from the north via Midland Road into Judd Street – dark green.

## Driving out of the area with no left turn into Euston Road and Lansdowne Terrace closed

Cell – bounded by Euston Road, Gray's Inn Rd, Guilford Street, Woburn Place



**Map A2. Showing outbound routes**

The outbound routes are:

- to the west and north-west via Cartwright Gardens, Marchmont Street and Coram Street– dark brown;
- to the south via Hunter Street – light green
- to the east via Sidmouth Street – pink
- to the north-east via the right turn into Euston Road via Mabledon Place – orange

Extracted from [Motor traffic congestion in Judd Street](#) by Jean Dollimore, 20th August 2016.

<https://goo.gl/GHEVda>

# Appendix 2- Car/taxi routes from Hunter Street to UCH showing travel times and traffic conditions

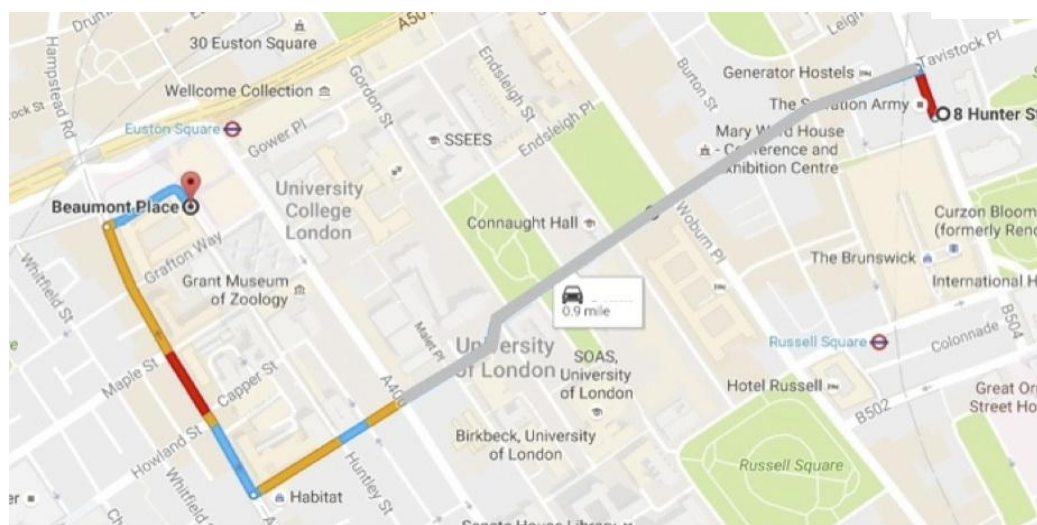
These surveys were taken on Monday 1st August 2016. However, you can get a current estimate by clicking on the links to the 'live map' i.e. to the journey at the time you click.

They give snapshots of travel times in traffic conditions at two different times as given by Google's crowdsourcing techniques<sup>10</sup>. Drop offs are at the disabled-friendly rear entrance to UCLH. Gower Street drop offs are about 3 mins quicker. A starting point anywhere on Judd Street or Hunter Street would give similar results.

## 1. Old route via Tavistock Place westbound

*No longer possible so no accurate time in traffic can be given.*

Distance 0.9 miles, travel time not available, estimated 10 mins.

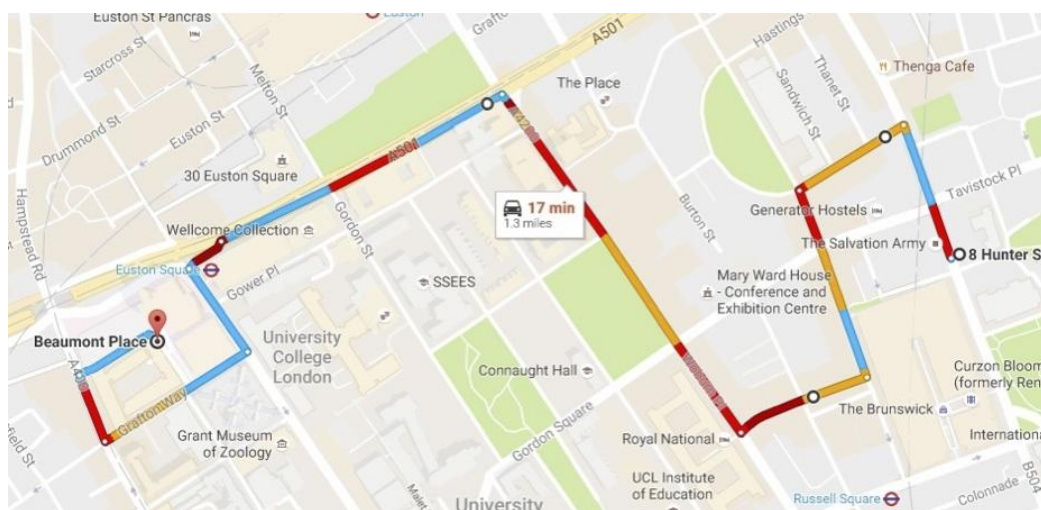


## 2. Via Coram Street and Woburn Place

*Feasible under all current and proposed restrictions (no left turn at Judd Street/Euston Road).*

Distance 1.3 miles, times: 17 mins at 10:15 am, 15 mins at 3:45 pm, ([Link to live map](#))

<https://goo.gl/ddxqz2>

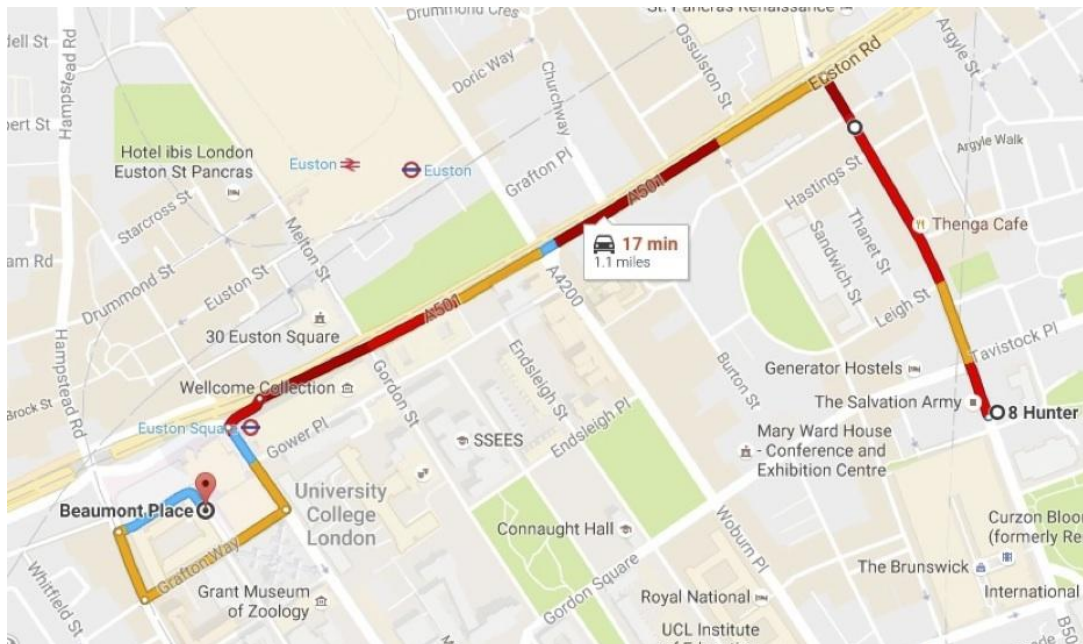


<sup>10</sup> See CCC PoE Tavistock Place evidence on journey times

### 3. via Judd Street and Euston Road

*Currently feasible but will not be with banned left turn at Judd St/Euston Road.*

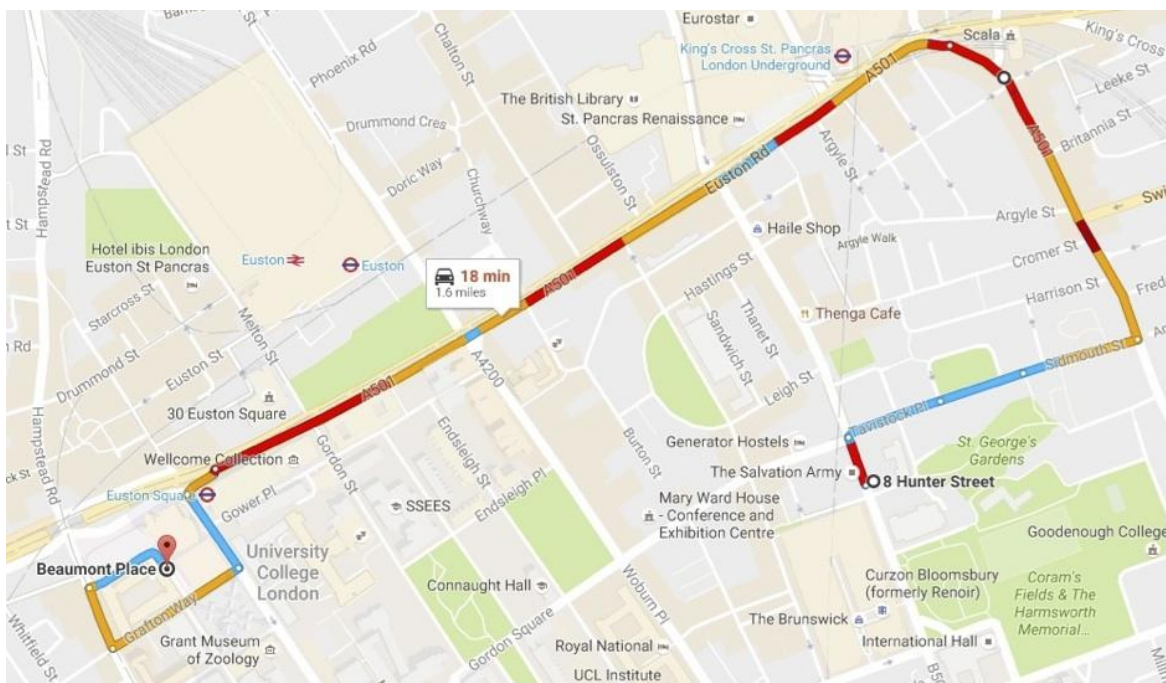
Distance 1.1 miles, time 17 mins at 10:15 am, 11 mins at 3:45 pm, [Link to live map](#)  
<https://goo.gl/E43765>



### 4. via Sidmouth Street, Gray's Inn Road and Euston Road

*Feasible under all current and proposed restrictions (no left turn at Judd Street/Euston Road).*

Distance 1.6 miles, time 18 mins at 10:15 am, 13 mins at 3:45 pm, ([Link to live map](#))  
<https://goo.gl/VYgBq2>



**Conclusion:** Examples 2 and 4 show that journey times are increased by a few minutes but not significantly and we believe that the benefits far outweigh the inconvenience.

By George Coulouris, August 2016.