INFO NOTE

THE CAMDEN (TORRINGTON PLACE TO TAVISTOCK PLACE) (PRESCRIBED ROUTES, WAITING AND LOADING RESTRICTIONS AND LOADING PLACES) TRAFFIC ORDER [2017] PUBLIC INQUIRY

TRIAL AND REVERSE TRIAL – BLOOMSBURY VEHICLE KILOMETRES

IDENTIFICATION TABLE	
Client/Project owner	London Borough of Camden
Project	The Camden (Torrington Place to Tavistock Place) (Prescribed Routes, Waiting and Loading Restrictions and Loading Places) Traffic Order [2017] Public Inquiry
Title of Document	Trial and Reverse Trial – Bloomsbury Vehicle Kilometres
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1. INTRODUCTION

1.1.1 This note provides a response to the assertions on traffic impacts of the Reverse Trial identified in 6.3 ii of "TN08 – Review of Camden Evidence and Response Document", dated 17/10/17 and produced by Mr John Russell. In 6.3 there is an assertion that 'reversing the flow of traffic along the Corridor so that motor traffic can only travel westbound between Judd Street and Gower Street would also:'

> ii. Result in a lower volume of traffic displacing from the Corridor to adjacent local streets compared to the Trial with the associated traffic impacts and traffic related environmental impacts. It is an agreed position by all participants that traffic volumes along the Corridor were higher in the westbound direction than the eastbound direction with the westbound direction accounting for around 60% of daily traffic volumes.

1.1.2 Whilst it is agreed that that traffic volumes along the corridor were higher in the westbound direction than the eastbound before the implementation of the trial, the following analysis of forecast vehicle kilometres, by type of road, suggests that assertion in 6.3 ii cannot be substantiated.

2. VEHICLE KILOMETRE ANALYSIS

2.1.1 This note provides a summary of the modelled vehicle kilometres in the 'Bloomsbury box', bounded by and including Grays Inn Road, Euston Road, Gower Street and Theobalds Road.

2.1.2 The vehicle kilometre metric provides an indication of traffic volumes reflecting the number of vehicles and the length vehicles travel on the network, with the overall measure being a sum across all modelled road links of the vehicle flow and the link length. For this analysis links have been classified into three types:

- Strategic roads – Grays Inn Road, Euston Road, Gower Street and Theobalds Road bounding the 'Bloomsbury box', and the north-south main/bus route Southampton Row, Woburn Place, Upper Woburn Place
- Corridor – those links on the Corridor itself between Gower Street and Judd Street
- Local roads – all other links within the area.

2.1.3 The table below shows the peak period vehicle kilometres forecasts for:

- No Trial, with WEP and Brunswick[1]
- Trial, with WEP and Brunswick
- Reverse Trial, with WEP and Brunswick.

2.1.4 All vehicle kilometres are shown to the nearest 50 vehkm. Percentage changes are shown from both the 'no Trial' and 'with Trial forecasts.

[1] Decision awaited on Brunswick

AM Peak - vehicle kilometres	Corridor	Local Roads	Strategic Roads
No Trial, WEP + Brunswick	400	2550	6300
Trial, WEP + Brunswick	150	2600	6300
Reverse Trial, WEP + Brunswick	250	2700	6250
Change relatiive to No Trial			
Trial, WEP + Brunswick	-62%	1%	0%
Reverse Trial, WEP + Brunswick	-44%	5%	-1%
Change relative to Trial			
Reverse Trial, WEP + Brunswick	47%	4%	-1%
PM Peak - vehicle kilometres	Corridor	Local Roads	Strategic Roads
No Trial, WEP + Brunswick	450	2450	6300
Trial, WEP + Brunswick	200	2400	6400
Reverse Trial, WEP + Brunswick	250	2600	6350
Change relatiive to No Trial			
Trial, WEP + Brunswick	-58%	-1%	2%
Reverse Trial, WEP + Brunswick	-47%	7%	0%
Change relative to Trial			
Reverse Trial, WEP + Brunswick	25%	9%	-1%

2.1.5 The table identifies that the Trial and Reverse Trial reduce vehicle kilometres in the Corridor by between around 60% and 45%, respectively, with the higher westbound flows in the Reverse Trial remaining on the route compared to the Trial reflecting the pre-Trial directional flows.

2.1.6 Within the local network, there are small changes in vehicle kilometres arising from either the Trial or Reverse Trial. With the Reverse Trial local road vehicle kilometres increase relative to the Trial by 4% in the AM peak and 9% in the PM peak. Alongside these changes are slightly lower vehicle kilometres on the strategic roads with the Reverse Trial than with the Trial, resulting on a small 1% differential in both time periods.

3. CONCLUSIONS

3.1.1 The analysis of forecast traffic flows undertaken by both Mr Russell on behalf of ILHL and SYSTRA for the Council has been broadly consistent in identifying key flow impacts and acknowledging the higher pre-Trial westbound flows.

3.1.2 Overall within the Bloomsbury area, the changes in vehicle kilometres are relatively small. However, the analysis does not support Mr Russell's assertion that taking out the (higher) westbound flows results in more diversion of traffic onto local roads within Bloomsbury than removing the eastbound would have.

3.1.3 In part, the lower local road vehicle kilometres with the Trial arise from a modest difference between use of the strategic road network between the Trial and Reverse Trial (differences are 50 in both the AM peak and PM peaks when rounded to the nearest 50). The traffic diversion impacts of the Trial, whilst affecting a similar number of roads to the Reverse Trial (Council Response document 7.36), but with some impacts outside of Bloomsbury, primarily to the west (ILHL 16 para 5.30, and accepted by David Carter under cross-examination). Mr Russell effectively supports this view that the local impacts of the Reverse Trial have a less geographic spread than the Trial and are therefore more concentrated in the local Bloomsbury area.

APPROVAL					
Version	**Name**		**Position**	**Date**	**Modifications**
1	Author	David Carter, Torsten Schneider	Director Consultant	19/10/2017	
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