



Scheme Impact Assessment Decision Letter

Our ref: N1500762

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London Borough of Camden

Transport for London
Planned Interventions
Operations - Road Space
Management

Palestra
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www.TfL.gov.uk

Dear Alexis,

Tavistock Place Torrington Place

Thank you for submitting information on the above works, which was received in full on 16th July 2015. Planned Interventions (PI) has reviewed the proposals and is satisfied that the scheme can be implemented under a 12 month Experimental Traffic Order.

The proposed scheme includes the implementation of east and westbound segregated or semi-segregated dedicated cycle facilities on the Tavistock Place / Byng Street / Gordon Square / Torrington Place corridor between its junctions with Judd Street and Tottenham Court Road. This would be facilitated by the removal of two-way traffic on the corridor between Gower Street and Judd Street with the existing westbound general traffic movement banned to all vehicles and the existing eastbound general traffic movement maintained. The existing westbound only general traffic movement on Tavistock Place between Gower Street and Tottenham Court Road will be maintained and carriageway markings remarked to allow for the westbound cycle lane on the south side of the road.

The proposed scheme also includes the following design elements (as per drawing reference "Tavistock Trial Illustration"):

- Loading facilities on Huntley Street, Herbrand Street and Marchmont Street with no waiting or loading permitted on the Tavistock Place corridor during the trial
- Zebra crossing on the western side of the Tavistock Place / Huntley Street junction
- Unbanned right turn from Malet Street into Torrington Place
- Allowing northbound traffic only onto Endsleigh Gardens and retaining two way cycle movements
- Allowing southbound traffic only from Endsleigh Place onto Gordon Square (left-turn only)
- Banning the existing left-turn from Bedford Way onto Gordon Square but retaining the left-turn for cyclists

- Maintaining taxi provision within the contraflow westbound cycle facility outside the Tavistock Hotel

It is expected that this experimental layout will be operational from mid-November 2015 for 12 months. If this road layout is made permanent it will be subject to a further scheme TMAN which should include any design and/or mitigation changes necessary to facilitate its permanency on the network. This decision letter will cover the scope of this experimental road layout only.

The following documentation has been reviewed and assessed to carry out this assessment. Comments on particular figures/points of note are included, as are particular conditions that are applicable under the Traffic Management Act (2004):

- Layout plans
 - o Scheme: "Tavistock Trial Illustration", "Appendix A – Proposed Design Option 2"
 - o Experimental layout: TM Gordon square, TM Tavistock Place Marchmont to Woburn, TM Tavistock Place Judd to Marchmont, TM Tavistock square, TM Torrington Place, TM Torrington stage 1, TM Torrington stage 2
- Collision data
 - o The distribution of collisions across the corridor has been assessed and demonstrates a clear dispersal rather than significant congregation around junctions. NIMT agree with collision reduction being a significant measure of success (and it is acknowledged that this monitoring may need to take place over a longer amount of time than 9 months to show representative findings) and propose that the distribution of collisions is also reanalysed to demonstrate any change in this pattern as a result of the scheme's implementation.
- Traffic modelling and traffic count data
 - o Strategic modelling has demonstrated that the most likely affected roads by westbound traffic reassignment are Guilford Street and Euston Road in both the AM and PM peaks. Key other links affected by reassignment are Gordon Street, Gordon Square and Tavistock Square owing to trips travelling north
 - o Compared to the ONE base model, it is expected that degrees of saturation will increase over 85% at High Holborn / Southampton Row and Bloomsbury Street / Great Russell Street in the AM peak. This may increase congestion at these junctions which may require mitigation as a result of monitoring.
- Monitoring strategy and success criteria (as described in "Torrington Trial Monitoring v0.3" and in Table 1 below)
 - o Before and after comparisons of the following criteria will be used to determine whether the scheme should be made permanent:

- Traffic volumes and classification
 - Speed – to assess whether average speeds comply with LB Camden's 20MPH borough-wide speed limit
 - Pedestrian and cyclist volumes across the corridor – to assess any increase in volumes owing to improved facilities
 - Collisions – incidence and severity. There were no particular trends identified during collision analysis to assist in monitoring types of collisions.
 - Air quality.
- LB Camden will also be using representative surveys to assess views from statutory stakeholders, public consultees and local businesses and residents to establish support for the scheme and identify any issues that require mitigation for the scheme to be made permanent. A dedicated project email address has been set up to receive ongoing views. For these surveys to be considered representative a response from at least 500 respondents is required.
 - LB Camden officers will be carrying out on-site observations in the first four weeks after the trial has been implemented. Please capture any observations requiring immediate operational or enforcement attention and share these with Planned Interventions.
 - Monitoring timescales
 - It is understood that monitoring will be undertaken over a 9 month period post-implementation and it is recommended that a meeting is organised with Planned Interventions to review monitoring data.
 - Review with TfL and other stakeholders
 - Consultation material – NIMT request to be consulted on any consultation material before it goes out to the public.
 - Feedback from specific stakeholders – NIMT request that overall consultation data is presented as per business-as-usual schemes. However, please could particular comments relating to loading facilities for local businesses be identified as the existing use of the site demonstrates illegal kerbside loading, particularly at the western extent of the corridor. It would be useful to understand whether this behaviour continues with the scheme in place or whether loading activities successfully consolidate within the 3 off-street loading bays.

Impact	Measure	Threshold for success	Notes
Traffic volumes	Torrington Place	Overall reduction $\geq 20\%$	
	Surrounding Road Network	Increase in traffic volume to not exceed levels modelled by TfL +5% variance	Refers to modelling report entitled <i>Tavistock Place / Torrington Place – Westbound Closure between Judd Street and Gower Street</i> approved 29/06/2015. Threshold applied except where unprecedented traffic increases can be attributed to factors unrelated to the trial, such as a local development / incident on the highway etc
Collisions (Torrington Place)	Collision Rate	≤ 4 collisions	Assuming a three month monitoring period. Base collision data indicates 59 collisions in 3 years, making an average of 4.9 collisions in a three month period.
	Collision Severity	≤ 1 'serious' collision reported	Base collision data indicates an average of 1 serious collision per three month period.
Air quality (Torrington Place)	NOx Emissions on Torrington Place	Reduction $\geq 15\%$	
Public stakeholders	Level of support	$\geq 50\%$	

Table 1 – key monitoring metrics agreed between Planned Interventions and LB Camden

Other Considerations:

It is recommended that LB Camden take into account the following further considerations:

- NIMT are currently awaiting a build programme for the West End Project which demonstrates which, if any, build phases are likely to be on site while this experimental traffic order is enforceable. This includes enabling works. The purpose of comparing the West End Project build programme against this time period is to assess any construction impact that may skew monitoring results when determining whether the experimental traffic order should be made permanent. Please share this with NIMT as soon as possible to carry out this exercise.
- LB Camden will be leading on enforcement. Please ensure that enforcement services report repeated instances of non-compliance with loading regulations on the corridor.
- It is understood that if the trial is made permanent there may be further changes to the design following consultation with stakeholders and the public, and operational feedback. Please liaise with Planned Intervention on revised design iterations going forward.

If any of the document references referred to above are superseded, it is the duty of the promoter to make Planned Interventions aware of this. All impact assessment comments/conditions above have been made from the specified document references and more recent versions are subject to review.

This decision letter is not a permit to work. A provisional advance authorisation (PAA)/permit application (PA) must still be submitted to enable the works to be coordinated with any other known works and dates for road occupation secured.

It is essential that you contact the London Streets Traffic Control Centre (LSTCC) on 08458502621 and email LSTCCInformationDesk@tfl.gov.uk to provide a minimum of 5 days advance notice prior to the works commencing, together with a valid site contact number throughout the duration of the works.

If for any reason changes are required to the work dates or times, or the temporary traffic management measures please advise PI of these changes and submit a variation to the permit so that conflicts with any other works can be re-checked. Please also re-consult all key stakeholders to confirm that they have no objections to the revised changes.

If there is an urgent requirement to alter the TM outside normal NRSWA working hours (Mon-Fri 0800-1630), the LSTCC must be contacted on 0845 850 2621 prior to making any amendments on site.

This decision letter is issued based on a traffic management impact assessment only and all site safety remains the responsibility of the Work Promoter. Similarly, the Work Promoter must also secure consent from the relevant London borough environmental team to execute any noisy work during unsociable hours.

If you have any queries regarding this decision, please do not hesitate to contact the undersigned.

Yours sincerely



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Copy to: Simi Shah (LB Camden)