

The Camden (Torrington Place to Tavistock Square) (Prescribed Routes, Waiting and Loading Restrictions and Loading Places) Traffic Order [2017]

PLANNING INSPECTORATE REFERENCE: DPI/X5210/17/8

Statement of Case - Camden Cycling Campaign

1. Camden Cycling Campaign is the local branch of London Cycling Campaign. We represent the interests of cyclists living, working and travelling through Camden and are a statutory consultee on road schemes in the borough.
2. Camden Cycling Campaign strongly supports Camden Council's proposal to implement a permanent improved version of the trial scheme in Tavistock Place – Torrington Place. We fully support Camden's Statement of Case and do not propose to repeat the details of their argument.
3. Camden's implementation of an Experimental Traffic Order means that the impacts on traffic levels (motor, cycle and pedestrian) and air quality are not reliant on traffic modelling but can be directly measured.
4. Statistics collected during the trial scheme show¹:
 - a significant decrease in motor vehicle numbers leading to a much quieter street, a safer and more pleasant environment for walking and cycling, and lower noise levels for pedestrians and people in adjacent buildings.
 - improvements in air quality (reduction of NO₂) on Tavistock / Torrington Place and nearby.
5. Camden's consultation results² show support for the scheme amongst all cohorts except taxi drivers, with particularly positive comments from pedestrians, cyclists, students and staff at local institutions.
6. We are aware of claims of a significant increase in journey times for motor vehicles travelling from the Hunter Street area to UCLH. We will present evidence to show that journey times on this route are generally not unreasonable.
7. The trial scheme has shown that the route has an essential role in achieving a modal shift to cycling through Camden:
 - There has been a significant increase in the number of cyclists using the trial scheme and on the routes that access it³.
 - Some of the additional people cycling will have decided to use their bikes because of the increased safety that the new scheme brings compared to very heavily trafficked nearby roads.
 - We have noticed a significant increase in parents with young children, people with mobility impairments and cargo delivery bikes using the trial scheme.
8. Most local residents are NOT car owners⁴ and suffer from through motor traffic which brings them no benefit at all – just noise, congestion and pollution.
 - Recognising there has been an increase in motor vehicle numbers (much of which is non-local) in a few of the nearby streets including Judd Street, we support Camden Council's desire to implement the Cycle Superhighway 6 and Brunswick Square

¹ Consultation detailed information (attachment to consultation document) at

<https://consultations.wearecamden.org/corporate-services/torrington-place-tavistock-place-route-proposed-im/>

² Consultation detailed information (as above)

³ Consultation detailed information (as above)

⁴ Census 2011, accessible through Camden Open Data at opendata.camden.gov.uk

schemes referred to in their SoC (paragraphs 2.5 and 2.6) to reduce the motor vehicle numbers in Judd Street.

9. We support a permanent scheme, implemented with all the improvements shown in the consultation plans⁵, including the increased and improved space for pedestrians. This will continue to encourage people (of current and future generations) to choose sustainable methods of travel, whether walking or cycling.
 - The scheme strongly supports the Mayor's Healthy Streets Strategy⁶.
 - London Living Streets is fully behind the scheme and sent an official supportive response to the consultation.
 - The scheme improves health and fitness whilst also tackling congestion and pollution in Central London.
 - The scheme significantly improves the environment for local people as well as visitors to the area.
10. Camden Cycling Campaign therefore fully supports Camden Council's proposal to make the scheme permanent, with all the improvements in the final plans implemented. This will be a significant demonstration of the Council's order of road user priorities to encourage healthy and sustainable travel, as referred to in their SoC (section 5):
 1. Pedestrians
 2. Cyclists
 3. Public transport
 4. Private motors
11. We are aware that some groups have proposed modifications to the scheme, including reversing the direction of motor traffic in parts or all of the corridor and/or allowing two-way motor traffic by reducing the space allocated to cyclists and pedestrians. We believe that none of these are reasonable alternatives and that all of them have serious disbenefits for vulnerable road users.
12. Reverting to the previous layout would be a hugely retrograde step and would have negative implications for cycling and pedestrian schemes in Camden and across London. This is especially the case in view of the upcoming changes to Tottenham Court Road and Gower Street (the "West-End Project"). It would also be in breach of local, London-wide and national policy. Issues such as traffic displacement believed to be caused by the scheme should be dealt with through Camden's planned mitigation measures rather than by removing this scheme.
13. Camden Cycling Campaign proposes to call witnesses representing local residents, traffic policy experts, representatives of local educational institutes and others to support our case.

SOC v0.4

5th September 2017

⁵ Consultation Leaflet 2016 (Camden Council)

⁶ GLA June 2017: Mayor's Transport Strategy - Draft for Public Consultation