

## Appendix H: Proposed Torrington Place trial

Detailed traffic modelling using an approved Transport for London traffic model (called the 'ONE' model) has been undertaken to assess the traffic impacts of the West End Project. The impacts on streets within and outside the project area were highlighted in the public consultation

<https://www.wearecamden.org/westendproject/you/traffic/>

During the public consultation, comments were received from local groups, residents and organisations that set out concerns about increased traffic for a number of streets. The key streets where the traffic impacts were highlighted are:

- Torrington Place
- Gordon Street
- Huntley Street\*
- Ridgmount Gardens\*
- Whitfield Street\*
- Charlotte Street

The traffic modelling data for these streets is set out below.

Street	traffic increase / hr	% change
Torrington Place	209	102%
Grafton Way (east of TCR)	113	38%
Charlotte Street (south of Goodge Street)	38	42%
Gordon Street	134	43%

It is important when determining if traffic changes are significant or not to examine the change in traffic not just as a percentage but also in absolute terms. This highlights that the potential impact on Torrington Place would be the most severe. Whilst increases in traffic on other streets remain a concern for residents, these are considered less significant. However, if the project were approved the traffic levels on key streets would be monitored before and after implementation and adverse impacts identified would be mitigated, where possible and appropriate.

As a result of comments received in the public consultation combined with the predicted impacts from the traffic modelling, it is recommended that mitigation be considered for Torrington Place.

The West End Project included proposals for Torrington Place between Tottenham Court Road and Gower Street and these are recommended for approval as set out in Appendix D. These changes are:

- Introduce 2m wide protected cycle lanes on the north side of the street
- Introduce 2m wide protected cycle lanes on the south side of the street
- Widen pavements on south side of street
- Maintain one traffic lane in a westbound direction
- Introduce loading area on south side of street

## **Appendix H: Proposed Torrington Place trial**

An assessment of potential mitigation for Torrington Place has been considered and has highlighted that traffic levels on Torrington Place between Gower Street and TCR (where there is a concentration of residents) could be significantly reduced by making traffic changes to Torrington Place and Tavistock Place (east of Gower Street). Any changes to the street would also need to minimise adverse impacts on adjacent streets and take account of the importance of the street as a busy walking and cycling corridor and other requirements, e.g. local access and servicing.

To address concerns raised in the public consultation, it is recommended that a temporary trial of traffic changes to Torrington Place and Tavistock Place (east of Gower Street) of between six and twelve months is progressed to the public engagement stage. The trial would be subject to further design and Transport for London approval and include the following proposals:

- Convert the existing two-way segregated cycle track to operate as a one-way eastbound cycle lane
- Maintain one eastbound traffic lane
- Convert existing westbound traffic lane to a lane for cycling and servicing vehicles only (all other westbound traffic would not be permitted to use the street)
- Loading and access would be permitted in certain sections of the street and at specific times of the day.

If the trial showed that positive impacts outweighed any adverse impacts, the changes could be made permanent. This could also allow further improvements to Torrington Place and Tavistock Place to make the street better for residents, businesses and visitors including widening pavements.