

Note on “Appendix 3” traffic flows

FOR PUBLIC INQUIRY COMMENCING ON 10th OCTOBER 2017

SITE

The scheme is located on the Torrington Place / Tavistock Place Corridor, between the junctions with Tottenham Court Road and Judd Street

SUBJECT OF PUBLIC INQUIRY

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

PLANNING INSPECTORATE REFERENCE:

DPI/X5210/17/8

CAMDEN REFERENCE:

SC/2017/04

1 Clarification on figures in Proof of Evidence (Simi Shah)

- 1.1 During cross-examination there were queries on the traffic flows provided within Appendix 3 of Simi Shah's Proof of Evidence. Following a further review of the data some errors were identified which have been corrected within the attached revised Appendix 3 document. The errors in the data presented in Appendix 3 were generally minor, with the exception of site 5 where data was missing in the original survey, this data has been 'patched' with data from the following week (from the same day of the week).
- 1.2 The data within the original Appendix 3 was used within the analysis presented within the tables on Page 41 of Simi Shah's Proof and as such these updated tables are provided below.

Location	All day (excluding M/C and P/C) (vehicles)			
	Before (Tue 12 May 15)	After (Tue 17 May 16)	Difference	Difference (%)
1. Traffic in the area	203474	188996	-14478	-7%
2. Traffic along the Corridor	44337	25639	-18698	-42%
3. Traffic in the area excluding traffic along the Corridor	159317	163357	4220	3%

Location	08:00 - 09:00 hours (excluding M/C and P/C) (vehicles)			
	Before (Tue 12 May 15)	After (Tue 17 May 16)	Difference	Difference (%)
1. Traffic in the area	11931	12047	116	1%
2. Traffic along the Corridor	2799	1882	-917	-33%
3. Traffic in the area excluding traffic along the Corridor	9132	10165	1033	11%

Location*	17:00 - 18:00 hours (excluding M/C and P/C) (vehicles)			
	Before (Tue 12 May 15)	After (Tue 17 May 16)	Difference	Difference (%)
1. Traffic in the area	11235	10240	-995	-9%
2. Traffic along the Corridor	2640	1613	-1027	-39%
3. Traffic in the area excluding traffic along the Corridor	8595	8627	32	<1%

- 1.3 The changes to the data in the tables requires an update to paragraph 4.46 of Simi Shah's Proof. This should now read (key changes shown in bold):

*As shown in the tables above, since the implementation of the trial layout, the total amount of motor traffic has reduced in the area. Daily motor traffic has reduced on average by **7%** and most markedly, reduced by **42%** along the Corridor. Total traffic in the area excluding the sites surveyed along the Corridor has been presented in the table as Location 3 to exclude the direct impact of removing westbound motor traffic from the Corridor. This has shown that, when excluding the effects on the Corridor, there has been an overall **increase** in daily traffic **of 3%** in the wider area.*

- 1.4 There remains an overall reduction in traffic in the area (7%) between the pre-trial and during trial count data. The sensitivity test shown to exclude traffic flows on the Corridor is now showing a 3% increase in daily traffic flow. However, as the Corridor forms part of the area it is not reflective of the entire area to exclude these sites completely from the assessment. There are five sites along the corridor included in the wider area flow count (multiple sites are also included on other streets). If we were to include only one site from the Corridor in the wider area assessment, Gordon Square (Site 17 which has an overall reduction in flows of 7,023), it would show that there is an overall reduction in traffic in the area.
- 1.5 The amendments do not alter the Council's key point that traffic flows in the area have reduced following the trial.