

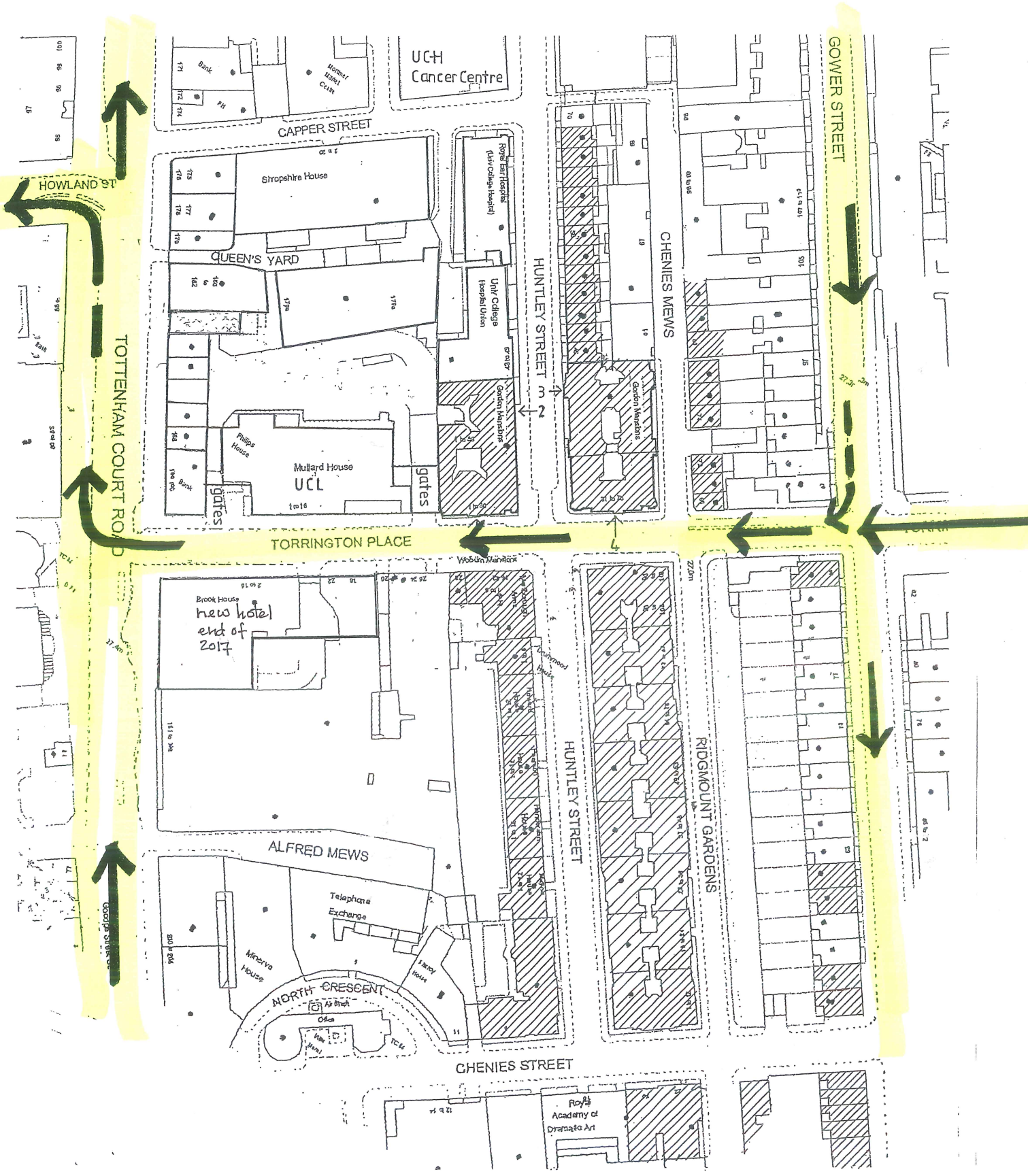
PROOF OF EVIDENCE

Re: Public Inquiry for Camden's Torrington Place/Tavistock Place Traffic Order

APPENDIX D:

D.1 GMRA's series of Maps showing the traffic routes and implications via Torrington Place (the "western" stretch between Gower Street and Tottenham Court Road):

- MAP 2: Situation previously BEFORE Camden's "Traffic Trial"
- MAP 3: Situation re. WEST END PROJECT WITHOUT Traffic Order
(where vehicle traffic from east of Gower Street enters "west" Torrington Place).
- MAP 4: Situation re. CURRENT "TRAFFIC TRIAL"/Traffic Order
(where vehicle traffic from east of Gower Street does NOT enter "west" Torrington Place).
- MAP 5: Future WEST END PROJECT plus TRAFFIC ORDER
(where vehicle traffic from east of Gower Street enters "west" Torrington Place).



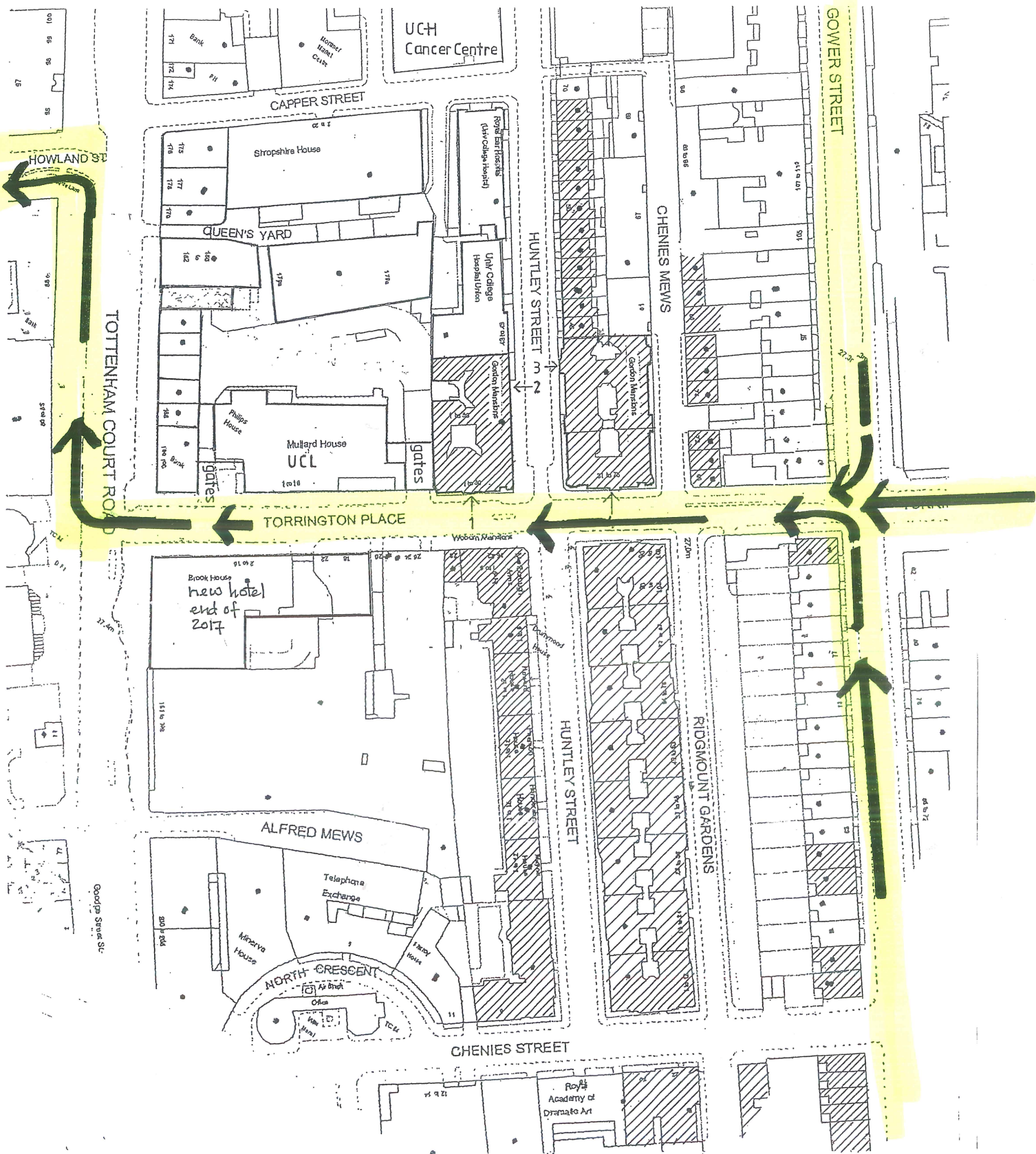
From: Gordon Mansions Residents Association

September 2017

MAP 2: TRAFFIC ROUTES/FLOWS

Situation previously BEFORE Camden's "Traffic Trial":

Torrington Place between Gower Street junction & Tottenham Crt Rd junction

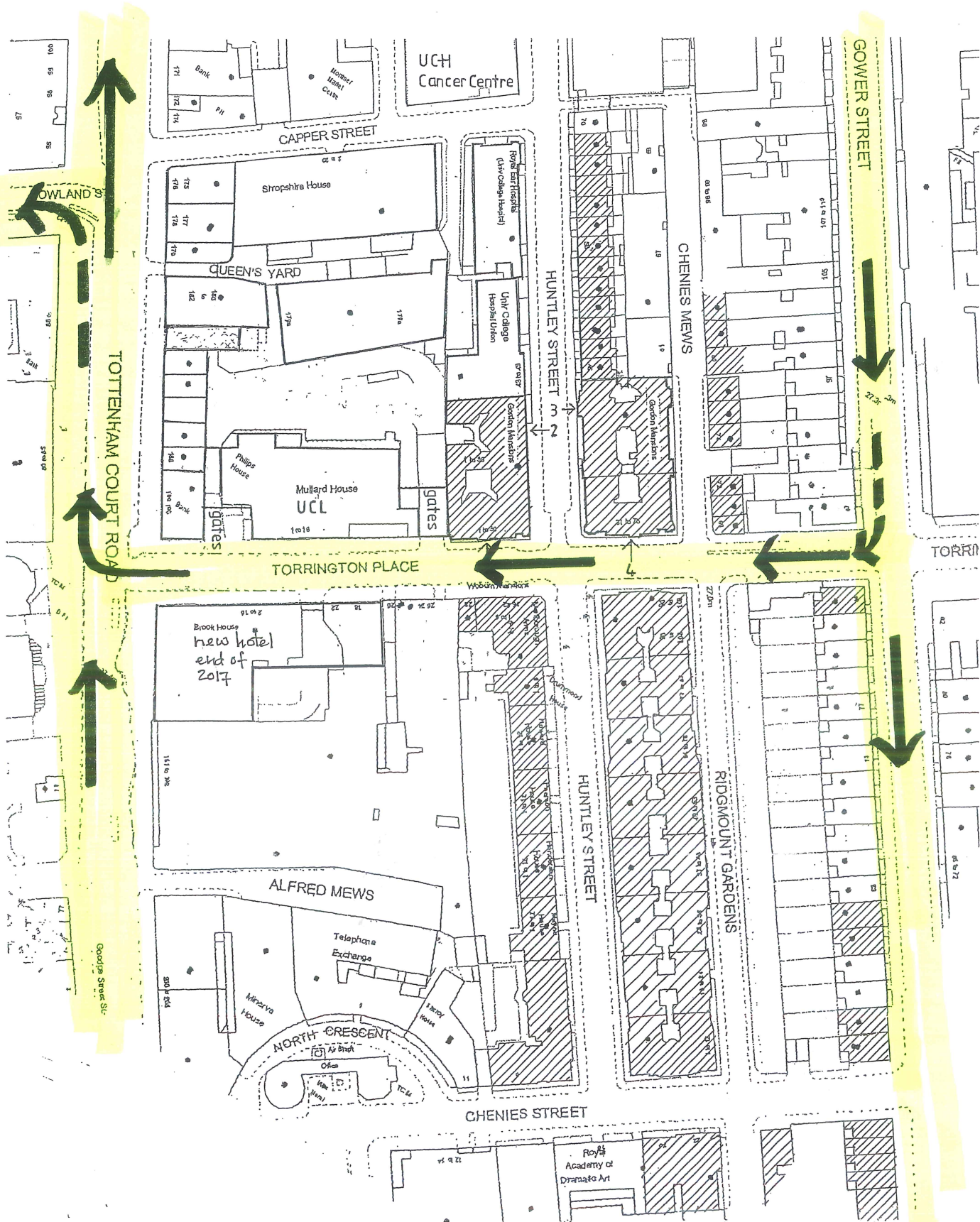


From: Gordon Mansions Residents Association

September 2017

MAP 3: TRAFFIC ROUTES/FLOWS

Situation re. WEST END PROJECT WITHOUT Traffic Order (where vehicle traffic from east of Gower Street enters "west" Torrington Place):
 Torrington Place between Gower Street junction & Tottenham Crt Rd junction

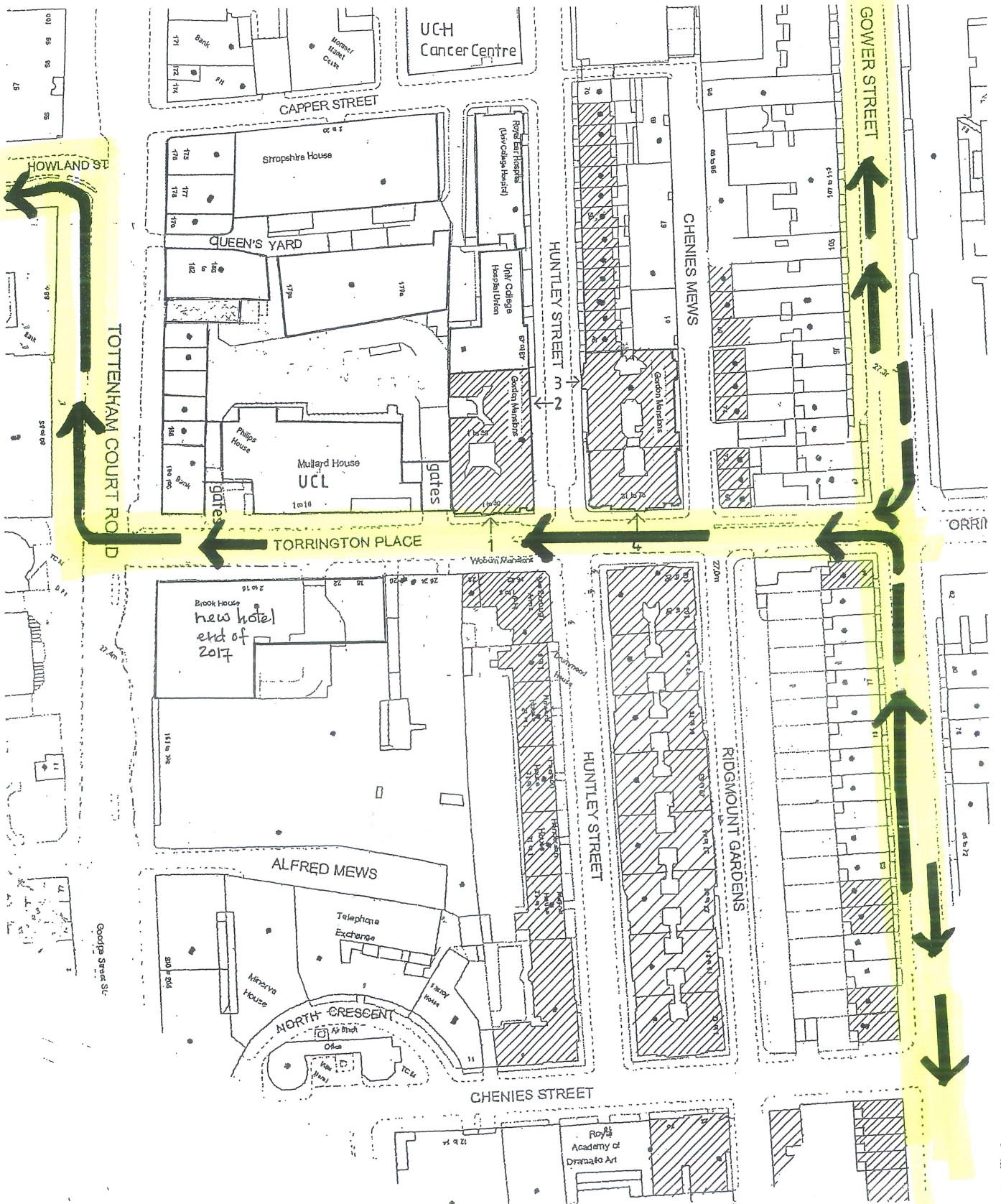


From: Gordon Mansions Residents Association

September 2017

MAP 4: TRAFFIC ROUTES/FLOWS

Situation re. CURRENT "TRAFFIC TRIAL"/ Traffic Order (where vehicle traffic from east of Gower Street does NOT enter "west" Torrington Place): Torrington Place between Gower Street junction & Tottenham Crt Rd junction



From: Gordon Mansions Residents Association

September 2017

MAP 5: TRAFFIC ROUTES/FLOWS

Future WEST END PROJECT plus TRAFFIC ORDER, (where vehicle traffic from east of Gower Street does NOT enter "west" Torrington Place): Torrington Place between Gower Street junction & Tottenham Crt Rd junction

PROOF OF EVIDENCE

Re: Public Inquiry for Camden's Torrington Place/Tavistock Place Traffic Order

APPENDIX E:

E.1 Traffic Impact Table: Predicted traffic impacts of the West End Project proposals
from Camden's West End Project's public consultation document: 9 June-18 July 2014

Traffic impacts table : from Camden's WEST END PROJECT document

Predicted traffic impacts of the West End Project proposals

Please note:

- A. These flows have been produced by a traffic model, from existing traffic counts for the morning peak hour.
- B. The figures represent an indication only of how traffic is likely to behave.
- C. Not all the streets in the area have been included in the traffic model.
- D. The model shows that the traffic flows in the area as a whole, and on most side streets, would go down, if the proposals were implemented.
- E. If the proposals were implemented, traffic impacts would be assessed and negative impacts would be addressed where possible and appropriate.

Streets	Existing* traffic flows	Proposed traffic flows	Change in number of vehicles (see note 1)	Percentage change (see note 2)
Bayley Street	174	0	-174	-100%
Bedford Square E	922	469	-453	-49%
Bedford Square N	19	32	13	68%
Bedford Square S	196	147	-49	-25%
Bedford Square W	193	32	-161	-83%
Byng Place	655	696	41	6%
Charing Cross Road N of Shaftesbury Ave	324	177	-147	-45%
Charing Cross Road S of Shaftesbury Ave	885	740	-145	-16%
Charlotte Street N of Goodge St	183	217	34	19%
Charlotte Street S of Goodge St	78	111	33	42%
Chenies Street	124	140	16	13%
Cleveland Street	107	142	35	33%
Denmark Street	87	7	-80	-92%
Drury Lane N of Long Acre	387	247	-140	-36%
Drury Lane S of Long Acre	275	218	-57	-21%
Earnshaw Street	108	109	1	1%
Endell Street	168	99	-69	-41%
Euston Road EB	1093	1139	46	4%
Euston Road EB off slip	649	574	-75	-12%
Euston Road EB on slip	131	148	17	13%
Euston Road WB	1168	1281	113	10%
Euston Road WB off slip	868	571	-297	-34%
Euston Road WB on slip	686	554	-132	-19%
Fitzroy Street	212	187	-25	-12%
Frith Street	144	152	8	6%
Goodge Street	259	140	-119	-46%
Gordon Square	794	863	69	9%
Gordon Street	309	443	134	43%
Gower Street S of Grafton Way	757	553	-204	-27%
Gower Street S of Torrington Pl	723	513	-210	-29%
Grafton Way E of Tottenham Court Rd	296	409	113	38%
Grafton Way W of Tottenham Court Rd	211	183	-28	-13%
Great Russell Street E of Bloomsbury St	382	354	-28	-7%
Great Russell Street E of Tottenham Court Rd	77	9	-68	-88%
High Holborn E of Museum St	680	538	-142	-21%
High Holborn E of New Oxford St	1102	1003	-99	-9%
High Holborn E of Shaftesbury Ave	728	492	-236	-32%
High Holborn E of St Giles High St	345	257	-88	-26%
Howland Street	307	308	1	0%
Malet Street	194	224	30	15%
Maple Street	155	129	-26	-17%
Monmouth Street	367	355	-12	-3%
Montague Place	194	224	30	15%
Montague Street	197	214	17	9%
New Oxford Street E of Bloomsbury St	578	511	-67	-12%
New Oxford Street E of Museum St	234	219	-15	-6%
New Oxford Street E of Tottenham Court Rd	511	477	-34	-7%
New Oxford Street W of Bloomsbury St	505	558	53	10%
Newman Street	164	204	40	24%
Oxford Street	465	496	31	7%
Russell Square E	875	979	104	12%
Russell Square N	409	445	36	9%
Russell Square S	211	226	15	7%
Russell Square W	427	480	53	12%
Shaftesbury Avenue N of High Holborn	364	751	387	106%
Shaftesbury Avenue S of High Holborn	1656	1228	-428	-26%
Shaftesbury Avenue S of Monmouth St	1446	1207	-239	-17%
Shaftesbury Avenue W of Charing Cross Rd	1472	1251	-221	-15%
Shelton Street	252	337	85	34%
Soho Square	97	91	-6	-6%
Soho Street	4	4	0	0%
St. Giles High Street	471	127	-344	-73%
Store Street	204	31	-173	-85%
Torrington Place	205	414	209	102%
Tottenham Court Road N of Bedford Ave	621	167	-454	-73%
Tottenham Court Road N of Grafton Way	572	295	-277	-48%
Tottenham Court Road N of Oxford St	699	175	-524	-75%
Tottenham Court Road N of Torrington Pl	727	474	-253	-35%
Tottenham Court Road S of Store St	775	197	-578	-75%
University Street	100	129	29	29%

* "Existing" flows are the current flows factored up to expected levels for 2016.

1. The streets highlighted in green show a decrease of 100 or more vehicles. The streets highlighted in red show an increase of 100 or more vehicles.

2. Decreases of 30% or more have been highlighted in green. Increases of 30% or more have been highlighted in red.

PROOF OF EVIDENCE

Re: Public Inquiry for Camden's Torrington Place/Tavistock Place Traffic Order

Appendix F:

Re. Camden's West End Project:

F.1 GMRA's letter of 10th August 2014, together with GMRA's petition (text only) of August 2014, in response to Camden's consultation on the West End Project.

F.2 GMRA's Deputation to Camden Council's Cabinet Meeting of 21st January 2015.

Gordon Mansions Residents Association

Please reply to: Clive Henderson, Chair, Gordon Mansions Residents Association,
5 Gordon Mansions, Torrington Place, London WC1E 7HE.

email: cliveNhenderson@yahoo.co.uk mobile: 07967 856 167

Natasha Brown,
Principal Transport Planner,
Public Realm and Planning,
Environment and Transport, Culture and Environment,
London Borough of Camden, London WC1H 8EQ.

10th August 2014

By email to: Natasha.Brown@camden.gov.uk

Dear Natasha Brown,

**Re: Camden's West End Project proposals: public consultation:
(proposed 2-way Tottenham Court Road & 2-way Gower Street, and other proposals):
Response from Gordon Mansions Residents Association (GMRA):**

I am writing on behalf of Gordon Mansions Residents Association, concerning our Residents Association's response to Camden's consultation on the West End Project proposals.

Thank you for coming to our recent General Meeting for residents on Tuesday 5th August 2014, at which our Agenda set out questions and issues that affect our residential community here in Gordon Mansions on Torrington Place and Huntley Street. Normally, we would expect higher attendance at our meeting, but as you know from our previous correspondence, we were caught between Ramadan (for the month of July: some 35% of households here are Muslim) and the (school) summer holiday period. As a reflection of this being August, we received 14 apologies.

Camden's Questionnaire:

For the second half of our Meeting, after you left, we discussed Camden's Questionnaire and our response. The Meeting considered and responded to each question in the Questionnaire. I now **enclose the Questionnaire from GMRA as completed at our Meeting**. The Meeting's response to the questions very much relates to the greatly negative impact that the Project will have on Torrington Place. Also, none of the questions directly relate or refer to Torrington Place. In the circumstances, our residents also generally felt unable to express an opinion on the questions relating to the various other (non-traffic) proposals.

Because Camden's Questionnaire does not ask about or refer to Torrington Place etc, we are setting out our response in this letter below on the issues raised at our Meeting.

SUMMARY OF MAIN OBJECTIONS AND ISSUES:

We wish to strongly object to this project as currently designed, for the reasons set out below.

We appreciate that there are, no doubt, good points about the Project (introduction of 2-way traffic to Tottenham Court Road and Gower Street; and buses in both directions in the same street).

Although Camden's document says that "... *the proposals will reduce [traffic] congestion and pollution; and will transform the area making it safer and more attractive for residents ...*", the scheme in fact makes even worse (in terms of traffic volumes, pollution, noise, & safety) what are already bad conditions in Torrington Place & our neighbouring streets. Camden predicts that the traffic in Torrington Place will increase 100% from 200 vehicles/hour to 400 vehicles/hour. **There is something wrong with a proposal that impacts so negatively on what is the most concentrated residential part in the area**, with many families living here including a large number of young children, and elderly people in Gordon Mansions.

Continued to page 2

Re: Camden's West End Project proposals: public consultation:
(proposed 2-way Tottenham Court Road & 2-way Gower Street, etc):

Response from Gordon Mansions Residents Association (GMRA) - *continued*:

(a). Torrington Place:

- There will be a doubling of traffic volumes (from an already high 200 vehicles/hour to 400 vehicles/hour) and with even more pollution, affecting children and older people.
- Additionally, the scheme will introduce further large service vehicles into Torrington Place, in order to access to the proposed Tottenham Court Road (Habitat-Heals & Alfred Mews) service bays during the restricted hours, due to the concept of servicing Tottenham Court Road from the side streets.
- The proposed cycle lanes on both sides of the street (*instead of existing double-cycle lane on one side*) will create serious difficulties, or may make impossible:
 - crossing the street;
 - setting-down or picking-up of residents, (e.g. infirm; disabled; from hospital; etc).
 - the daily servicing of the small (often food) outlets on the south side of the street.

(b). Huntley Street (combined with blocking off Capper Street and northern exit to Grafton Way):

- The proposed reversal of traffic flow (combined with the other proposals), means that all daytime and evening traffic serving the UCH & UCL and other buildings in Huntley Street will have to go via Torrington Place (adding even further traffic to the street) and the currently quiet "residential" part of Huntley Street, unlike at present. This will transform "our" part of Huntley Street outside the residential flats from relative quietness to heavily Trafficked.
- Camen's Traffic Impact Table does not list Huntley Street, and thus the document does not giving either existing or predicted traffic levels for our residential street.

(c). Tottenham Court Road:

- The key feature of Camden's proposal to restrict traffic to Buses and Cycles only (Monday to Saturday) is the major cause for the acknowledged huge increase in traffic that will occur in Torrington Place.
- We think that all traffic should be allowed in the proposed 2-way Tottenham Court Road.

(d). Camden's Summary and Questionnaire:

- In the summary that goes with the Questionnaire and in the Questionnaire itself, there is no reference to Torrington Place or to the acknowledged doubling of traffic in the street under these proposals.
- Thus, we are seriously concerned that a good number of our residents (and others) who answered the questionnaire will be unaware of this consequential major negative impact.

Below we set out in more detail the above issues affecting our residents:

A. RESIDENTIAL AREA: Torrington Pl/Huntley St/Ridgmount Gardens/Chenies Mews:

Camden's document does not acknowledge the presence or significance of this large residential area. Also, it does not mention explicitly Torrington Place and what is probably the most significant negative impact of the Project of the doubling of the traffic.

Residential context:

Please see our **attached Map Showing Residential**, which shows the very large Residential footprint in the area around Torrington Place/Huntley St/Ridgmount Gardens/Chenies Mews.

It is made up of a series of blocks of residential flats of differing character. In addition, there are the terraced houses/flats (owned by UCH; with 3 used by a child cancer trust as a "home from home" during treatment) in Huntley Street next to Gordon Mansions; and the terraced houses & flats in Chenies Mews.

Continued to page 3

Re: Camden's West End Project proposals: public consultation:
(proposed 2-way Tottenham Court Road & 2-way Gower Street, etc):

Response from Gordon Mansions Residents Association (GMRA) - *continued*:

The large blocks of flats alone have 326 flats with an estimated population of over 1,000 people. Four of the blocks are owned by Camden: Gordon Mansions (2 blocks) on Torrington Place and Huntley Street; Woburn Mansions on Torrington Place; and Chenies Chambers on the corner of Huntley Street and Chenies Street.

This is not just a collection of flats. There is very much a community here. In Gordon Mansions itself there is a long established settled residential community here whose diversity very much reflects that of Fitzrovia/Bloomsbury, with a mix of tenancies (tenants & leaseholders), different income groups, a range of different cultural & ethnic groups, and including many families with young children and elderly people. We estimate there are some 40 to 50 children under the age of 16 in Gordon Mansions. A very high proportion of residents have lived here for 20, 30 and 40 years, reflecting the stability of the community here. Our block of flats could be considered the "ideal" thriving central urban community that everyone is wanting to encourage.

Thus, it is vital that the residential amenity is protected to enable this permanent residential community to continue to live here as a whole. If anything the amenity should be enhanced, but certainly not made very considerably worse by increased traffic volumes and thus increased noise and pollution as will occur under the West End Project proposals.

B. TORRINGTON PLACE:

- (a). **The major reason of our objections is the predicted huge increase in traffic in Torrington Place**, with Camden's Predicted Traffic Impact table showing that there will be a 102% increase under these Proposals, from an already high 205 vehicles/hour to 414 vehicles/hour, which will add hugely to noise and pollution, which is likely to add to respiratory problems & illnesses. As mentioned above, there are some 40 to 50 children under 16 years of age in Gordon Mansions, as well as a large number of older people.
- (b). We understand that there is an EU Directive that requires an impact assessment of existing pollution/air-quality levels. Our Meeting asked that Camden carries out such an assessment of the existing air pollution in Torrington Place; and to also provide a prediction of future pollution/air-quality levels for this Project, (not a monitoring of it after the scheme is in place, as suggested by the officers).
- (c). We understand from officers that the reason for the increase in traffic would be due to restricting Tottenham Court Road to buses and cycles only (Monday to Saturday 8.00am to 7.00pm). As a result, north-bound traffic up Tottenham Court Road that turns west into Howland Street, would instead, under this Project, have to come up Gower Street and go via Torrington Place (and across Tottenham Court Road) in order to reach Howland Street.
- (d). In addition to this huge predicted increase, our concern is also that this newly "diverted" traffic along Torrington Place will also change the pattern and nature of traffic, so that:
- (1). It will occur in our "quiet" periods:
 - one of those quiet periods is Saturday daytime. Under the proposal, there will be this extra "diverted" traffic via Torrington Place to Howland Street, because Saturday is included in the "restricted" hours for Tottenham Court Road.
 - during the other "quiet" periods in Torrington Place, including public holiday periods, and during the summer holiday period (August).
 - (2). It will introduce more & larger service vehicles that normally go up Tottenham Court Road as at present.
 - (3). Furthermore, we fear that once traffic has got used to taking the route via Gower Street and Torrington Place, it will continue to take this route outside the "restricted" hours; i.e. continue to use the Torrington Place route in the evenings and on Sundays.

Continued to page 4

Re: Camden's West End Project proposals: public consultation:
(proposed 2-way Tottenham Court Road & 2-way Gower Street, etc):

Response from Gordon Mansions Residents Association (GMRA) - *continued*:

(e). 24-hour cycle of day/week/season/year from residents' point of view:

In a mixed-use area like ours including Torrington Place, there is the need to appreciate the 24-hour cycle throughout the day, the week, and the year from the residents' point of view, to appreciate the "quiet" periods which includes traffic and activity. There is a subtle balance, which, if upset, is very much to the detriment of our existing residential amenity.

In essence, the current pattern in terms of traffic tends to be:

- (a). Traffic is busy during daytime hours Monday to Friday, from about 8.00am to about 7.00pm, but is relatively quiet in the evenings, and very quiet throughout the night.
- (b). It is relatively quiet on Saturdays throughout the day;
- (c). On Sundays mornings, it is very quiet upto midday, after which Sunday shopping starts; as a result Sunday afternoons are busy with car drives seeking parking spaces in all the side streets.
- (d). Public/bank holidays tend to be particularly quiet periods. This also extends to the Easter holiday (including the Good Friday and Monday) and Christmas holiday and New Year days; and the traditional summer holiday/school/university holiday period of August, are all noticeably quieter even in the daytime with less traffic, (as now in this August).

We think that this subtle balance which gives these "quiet" times will be upset/lost with the current proposals for this additional "diverted" traffic via Torrington Place, very much to the detriment of our residential amenity.

(f). Traffic from eastern part of Torrington Place, beyond Gower Street (from the "east", but also includes traffic from central/south London via Russell Square):

Currently, at the Torrington Place/Gower Street junction, most coaches turn south into Gower Street. With the proposed cycle lane each side of Gower Street, we are greatly concerned that the coaches will not be able to physically turn into Gower Street, even though you said that the junction would be designed to enable coaches to make this turn. We not entirely convinced that the design will work, **but we would strongly object to such coach traffic continuing into "our" part of Torrington Place**, especially due to the vehicle coach noise which tends to be very pronounced.

(g). Camden re. reduction of East-West traffic along Torrington Place:

At our Meeting, you said that Camden was applying for funding to work on proposals to reduce East-West traffic along Torrington Place, to compensate for the large additional traffic under the present West End Project proposals.

As I said at the Meeting, I myself am sceptical about any such proposals until we see them on paper. Also, it would appear that any such proposals would be implemented after the West End Project was in place, so that in the meantime residents would have to put up with the hugely increased traffic in Torrington Place.

Although any reduction of East-West traffic is to be welcomed in the existing situation (i.e. decrease of existing traffic), I am doubtful that the reduction of the East-West traffic would really equally compensate for the presence of the additional (and different type of) traffic under the West End Project. I think that the currently proposed "diverted" traffic in the current West End Project is different both in terms of traffic volumes and, as importantly, in frequency and nature of vehicles, (as I have set out in paras. (c) and (d) above).

(h). Proposed Tottenham Court Road servicing arrangements:

This proposal introduces additional and large service vehicles into Torrington Place in order to access the proposed Tottenham Court Road services bays in front of Habitat-Heals and in Alfred Mews during the restricted hours including Saturdays. Currently, these large and other service vehicles drive directly up Tottenham Court Road to these large outlets.

We strongly object to this concept of servicing Tottenham Court premises via the side streets such as Torrington Place because of the further detrimental impact on the residential. The side streets inevitably contain the residential.

Continued to page 5

Re: Camden's West End Project proposals: public consultation:
(proposed 2-way Tottenham Court Road & 2-way Gower Street, etc):

Response from Gordon Mansions Residents Association (GMRA) - *continued*:

- (i). Cycle lane each side of street (instead of existing double-cycle lane on one side):

We think that the concept of having a cycle lane both sides of Torrington Place (instead of the existing double-cycle lane on one side only) is fatally flawed. As a result, we are not convinced that these issues can be resolved at a later design stage.

This concept will create serious difficulties, because:

- (1). It will be even more difficult for pedestrians/residents to cross the street.
Will the pedestrian islands outside the blocks of flats be retained? These were introduced many years ago (even before the current double-cycle lane) at the request of local residents because of the difficulties of crossing.
- (2). There are no set-down/pick-up places for residents arriving by taxi/car (e.g. infirm/elderly/disabled/returning from hospital). At our Meeting, Camden said that a taxi could stop at the cycle lane "line" to drop someone off; as we said, this would be highly dangerous and unrealistic, with the person likely to be knocked over by a cycle on one side or a vehicle on the other side.
- (3). We do not see how the daily servicing of the small (often food) commercial outlets will occur because it will conflict with the cycle lane; even though the outlets are small, they are serviced daily often by large (refrigerated) vans/lorries.

C. HUNTLEY STREET:

- (a). **There is strong objection to the proposed reversal of traffic flow to be north-bound (combined with the other proposals: the blocking-up of Capper Street and the current northern exit into Grafton Way)** because this will mean that all daytime and evening traffic serving the UCH, UCL and other buildings in Huntley Street will have to go via Torrington Place (adding even further to that traffic) and then via the quiet residential part of Huntley Street (pass Gordon Mansions and the terraced houses).
- (b). This part of Huntley Street outside the flats (between Capper Street and Torrington Place) is surprisingly quiet in traffic terms, and especially so in the evenings/night time. At present, traffic filters down from the northern part of Huntley Street, a high proportion of which leaves via Capper Street, (and thence into Tottenham Court Road), thus avoiding the flats and Torrington Place.

(Note: Camden's Map "Existing Motor Traffic Movements" in the consultation documents incorrectly shows Capper Street as existing one-way. Capper Street is currently two-way including at its junction with Tottenham Court Road).
- (c). There are on-going issues with the parking of UCH's & other hospitals' Patient Transport Ambulances in Huntley Street, which needs to be resolved, incl outside Gordon Mansions.
- (d). **Our Meeting strongly objected to the proposal for two-way cycling in one-way Huntley Street**, because residents think that, as pedestrians, it is dangerous and confusing. It is also likely to be dangerous to the many outpatients visiting the UCH buildings in Huntley Street, because they will be unfamiliar with the street.
- (e). North end of Huntley Street proposals:
Please see Sandra Wheen/GMRA Joint-Secretary's email of /8/2014, sent after our Meeting, concerning our comments/objections as discussed at the Meeting.

D. CAPPER STREET:

- (a). **There is strong objection to blocking-up Capper Street at junction with Tottenham Court Road, for the reason given above;** and we want it to remain two-way as at present.
- (b). Also, University College London Hospitals (UCLH) have had a recent meeting with our Residents Association concerning their redevelopment proposals for Medical Student Union

Continued to page 6

Re: Camden's West End Project proposals: public consultation:
(proposed 2-way Tottenham Court Road & 2-way Gower Street, etc):

Response from Gordon Mansions Residents Association (GMRA) - *continued*:

& Royal Ear Hospital buildings, (between Gordon Mansions in Huntley Street and the corner of Capper Street). Their design relies on Capper Street not being blocked off so that the service bay is in Capper at the back of their proposed buildings with access to and from Tottenham Court Road; thus avoiding the residential in Huntley Street and Torrington Place.

E. CHENIES MEWS:

Flats in the second Gordon Mansions block overlook this cobbled mews street, with small houses and flats at street level on the opposite side. Currently this intimate street does not have much traffic, but the concern is that under the proposals Chenies Mews could become a rat run for traffic, and especially service traffic day and night, wanting to get back from Huntley Street into Torrington Place and onto Tottenham Court Road. The cobbled surface makes vehicle traffic particularly noisy.

F. TOTTENHAM COURT ROAD:

- (a). **As we say in the early part of our letter, the key feature of Camden's proposal to Restrict traffic to Buses and Cycles only (Monday to Saturday) is the major cause for the acknowledged huge increase in traffic that will occur in Torrington Place.**

We think that all traffic should be allowed in the proposed 2-way Tottenham Court Road. In our Meeting, one of our residents suggested restricting cycles to one north-south route on Gower Street, so as to release space for normal traffic on Tottenham Court Road. We queried Camden's concept about Tottenham Court Road, including apparently its concept of it be a "boulevard".

In the Proposals, there are so many exceptions (e.g. the cross-routes; the access to servicing bays in Tottenham Court Road from the side streets) during the "restricted" times Monday to Saturday, we think that vehicle users will be confused.

- (b). **Bus Stops:**

The proposed bus stops are too few and too widely spaced out. We think that, for both North and South bound buses, the stops should relate to the tube stations, together with "intermediate" stops, similar to the current stops in Gower Street.

- (c). Currently, the north-bound stop on Tottenham Court Road outside the American Church; and the south-bound stop in Gower Street just above the Torrington Place/Gower Street junction are very convenient for both local residential population and for the university precinct. Torrington Place is one of the main, if not the main, natural pedestrian route between the public transport in Tottenham Court Road and the university precinct (to the east of Gower Street).

- (d). Due to the proposed new south-bound bus routes/stops on Tottenham Court Road (instead of in Gower Street), there is likely to be additional pedestrian traffic along Torrington Place to the University. We would ask that consideration be given to widening the already narrow/overloaded pavements in Torrington Place.

- (e). **Taxis:**

We think that taxis should be allowed in Tottenham Court Road at all times, partly because that where members of the public and shoppers will need and expect them, but also to avoid them using even more the (residential) side streets

G. Camden's QUESTIONNAIRE:

As we have said, there is no reference in the Summary or Questionnaire to Torrington Place or the huge negative impact as a consequence of respondents saying yes to the questions. We do think that this is deceptive especially for such major proposals. All the questions are such that you want to answer yes, and without being made aware of this serious negative impact.

Continued to page 7

Re: Camden's West End Project proposals: public consultation:
(proposed 2-way Tottenham Court Road & 2-way Gower Street, etc):

Response from Gordon Mansions Residents Association (GMRA) - *continued*:

When we raised this at our Meeting, your colleague said that the lesson would be learnt for next time, (presumably on another project) But, for this Project, our residents and those who responded to the questionnaire, this is only time for this Project and its consultation.

H. Non-notification to residents: Camden's A5 leaflets:

Although I referred to this in my letter of 21/7/2014 to you, I would just like to record that our residents in Gordon Mansions, as well as those in Ridgmount Gardens (and probably the other neighbouring blocks) did not receive Camden's A5 leaflets informing people about the West End Project consultation, and the only two dates for exhibitions with officers in attendance. Our local Councillors subsequently told me that the leaflets were supposed to be delivered to all households in the area. (Our residents only received them later, after the first exhibition date, when I discovered the situation and delivered them myself). This means that residents had little opportunity to visit the exhibition and speak to officers, in order to find out the implications of the Project.

PETITION:

Because a good number of residents were unable to attend our Meeting, we prepared a Petition, objecting to the Project as currently designed. Although people are away or were out, this has been signed (over this last weekend) by 51 residents from 47 of the flats. There are 77 flats in Gordon Mansions (3 of which are currently unoccupied). A copy of the Petition text was given to each signatory. **I enclose the signed Petition (5 pages).**

We would be grateful if you could let us know when the report on this consultation will be ready.

We look forward further consultation with you if you are proposing other solutions, and/or amending/rethinking the proposals.

If you have any queries on this letter, I can always be contacted on my mobile 07967 856 167.

Yours sincerely,

Clive Henderson,
Chair,

On behalf of Gordon Mansions Residents Association.

- Enclosed:**
1. Camden's Questionnaire, completed (4 sheets).
 2. GMRA's Map Showing Residential.
 3. GMRA's Map: montage of Camden's proposal maps with residential areas (hatched) superimposed.
 4. GMRA's Petition signed by residents (5 pages).

Copy to: GMRA Joint-Secretaries: Sandra Wheen, and Mary McAuley;
GMRA Committee.

John Fitcher, Camden/Public Realm & Planning.

Local Ward Councillors: Cllr Adam Harrison; Cllr Sabrina Francis; Cllr Rishi Madlani.

Frank Dobson, MP.

Gordon Mansions Residents Association

Re: DEPUTATION STATEMENT:

for CABINET Meeting of Wednesday 21st January 2015 at 7.00pm:

Agenda Item 16: WEST END PROJECT PUBLIC REALM IMPROVEMENTS:

Introduction and Background:

Our Association made comprehensive and detailed representations at the consultation stage on the consequences for our concentrated residential area between Tottenham Court Road and Gower Street; (i.e. for Torrington Place, Huntley Street and neighbouring side streets). Although we appreciate that the Project is to improve the Public Realm in Tottenham Court Road and other streets, the Report makes no mention, or assessment, or has a proper understanding, of the impact of the Project on the “residential amenity” of the very substantial residential in the side streets.

As we said in our objections last year, there is something wrong with a proposal that impacts so negatively on one of the most concentrated residential parts (Torrington Place and Huntley Street) in Fitzrovia - **please see our attached MAP, showing the large concentrated residential footprint.** One of the main impacts will be the doubling of traffic volumes from an already high 200 vehicles/hour to 400 vehicles/hour in Torrington Place. The Questionnaire and the accompanying Summary made no mention of Torrington Place & this high negative impact, so that the normal resident or member of the public would be unaware of the serious consequences.

One of the main reasons for this huge traffic increase in Torrington Place is due to the proposal to restrict daytime traffic in Tottenham Court Road. Thus, existing north-bound traffic up Tottenham Court Road that turns west into Howland Street would, instead, under the Project have to come (north-bound) up Gower Street and then go via Torrington Place (and across Tottenham Court Road) to reach Howland Street to go west.

It is not just a matter of traffic volumes, but also timing re. residential “quiet” periods:

What also needs to be appreciated is the subtle balance during the 24-hour cycle and seasonal/ yearly cycle, which provides “quiet” times for the local residential. Although very busy in the daytime Monday to Friday, Torrington Place is relatively quiet, traffic wise, all day Saturday; Sunday mornings (but busy Sunday afternoons due to Sunday shopping); and quiet on Bank holidays Mondays & other public holiday periods (Easter; Christmas). **These proposals upset this balance.**

(1). Option 2: allow taxis to use full length of Tottenham Court Road at all times:

We wish to press for Option 2, because we think it will help to relieve some of the additional traffic in Torrington Place and other residential side streets; as well as serving the needs of shoppers and the public, especially those who are less mobile for whatever reason.

(2). Traffic restrictions in Tottenham Court Road: daytime Saturday & public holiday Monday:

We ask that serious consideration be given to lifting the restrictions for daytime Saturday and daytime Public Holiday Mondays, so as to restore the current “quiet” periods for the residential in Torrington Place.

(3). Proposed Torrington Place Trial: Appendix H:

We cautiously welcome the proposed Trial, which we understand will take place in Summer 2015 in advance of the West End Project implementation.

If there was not the proposed traffic restrictions in Tottenham Court Road, the lack of traffic from east of Gower Street (into our part of Torrington Place) would make much difference. But, with the TCR restrictions, it needs to be fully appreciated that it will of course be replaced by the new additional north-bound traffic up Gower Street via Torrington Place (and across Tottenham Court Road) to go west into Howland Street. Even if this Howland-Street-bound traffic is similar in volume, we are greatly concerned that this new traffic will occur during our “quiet” periods; (evenings; daytime Saturday; Sunday morning; and public holiday periods).

(4). Service Access to Tottenham Court Rd from side streets; and Servicing Hours:

We still object to servicing the service bays in TCRd (e.g. Heals with its large lorries) from the side streets (Torrington Place) during daytime hours, because this will be introducing more

Continued to next page

large service vehicles into Torrington Place, vehicles that at present come up Tottenham Court Road.

We are also very concerned about the proposal to extend servicing hours especially to early morning (5am to 7am) and late evening, because of disturbance in the residential "quiet" period.

(5). Proposed design/layout of Torrington Place:

We still think that with the concept of a cycle lane on both sides of the street (instead of the existing double-cycle lane on one side only), is flawed, and we are not convinced that issues we raised can be resolved at the later design stage. **We urge that this is re-considered:**

Although the design recognises the needs of the commercial outlets, it does not recognise the diverse needs of the large residential population in the nearby flats, to provide convenient dropping-off/picking-up places for the many residents (ranging in age and mobility).

Crossing the street, especially to local newspaper shop, pub and other outlets on south side will be even more difficult, especially with the loss of the two pedestrian islands (outside the blocks of flats); originally requested by residents 40 years ago for safety reasons; they had to be strongly re-requested about 18 years ago when the present double-cycle lane was installed (because those proposals originally eliminated the islands).

(6). Huntley Street:

The southern half of Huntley Street (below Capper Street) has little through traffic both daytime and night-time; and is thus ideal for the quiet amenity of the blocks of flats (Gordon Mansions flats, Ridgmount Gardens flats & Bloomsbury Terrace flats), that line this whole stretch of street on both sides (from Capper Street junction to Chenies Street).

Because of the proposed changes at the northern end of Huntley Street (pocket park) and the stopping up of Capper Street (pocket park), all daytime traffic and evening/night-time service traffic (serving the various existing (and new) UCL Hospital buildings) will now be pushed down into this quiet residential part of the street; and traffic will always have to exit via Torrington Place (to TCRd) or via Chenies Street (to Gower Street).

We urge that this be re-considered: to allow part of Huntley Street to be 2-way, to enable alternative exit out of the area; and (b). re-consider consideration be given to: (a).

(7). Capper Street:

The importance of Capper Street, even though a small street, has not been appreciated concerning (a). the current daytime traffic avoiding the residential parts of Huntley Street; and (b). servicing of the hospital buildings (e.g. Cancer Centre; and proposed Dental & ENT hospital building both at Huntley Street/Capper Street corners), and thus the protection of the residential amenity of the nearby flats.

The blocking up of its junction with Tottenham Court Road (very small pocket park) means that all current daytime traffic and evening service traffic (as well as major construction traffic over the next 2 years for UCLH building) will have to go pass the blocks of flats and exit via Torrington Place and/or via residential Chenies Street.

We urge that this be re-considered: e.g, un-blocking of Capper Street at night time; allowing daytime left turn into TCRd; and or vehicle connection across TCRd to Howland Street.

(8). Bus stops in Tottenham Court Road:

We will still object to the location, and to the reduction in number of the bus stops. **We would urge that this is reconsidered** so that the number and location of the bus stops relates to the equivalent as in Tottenham Court Road and Gower Street as at present, to serve the convenience of the local population, as well as for the hospital and its departments/buildings, and the university precinct, and members of the public.