

John Russell

From: John Russell
Sent: 19 May 2017 12:28
To: 'Ulph Andrew (ST)'
Cc: May, Charlotte; 'Shah, Simi'; Fletcher Mark; Dichev Tony
Subject: RE: Tavistock Square ETO

Hello Andy

Many thanks for getting back. That sounds like a good idea to me. As I mention below the main purpose is to reach agreement on what modelling has been done and what the results are so we can present an agreed position to the Inspector and not get bogged down in modelling at the Inquiry.

Charlotte / Simi: I wonder if you could suggest some dates that would suit you?

Kind regards

John

John Russell | Technical Director

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From: Ulph Andrew (ST) [mailto:Andrew.Ulph@TfL.gov.uk]
Sent: 19 May 2017 12:16
To: John Russell <JRussell@motion.co.uk>
Cc: May, Charlotte <Charlotte.May@camden.gov.uk>; 'Shah, Simi' <Simi.Shah@camden.gov.uk>; Fletcher Mark <MarkFletcher1@tfl.gov.uk>; Dichev Tony <ToniDichev1@tfl.gov.uk>
Subject: RE: Tavistock Square ETO

Hi John,

Sorry for the slow reply.

We have been supporting Camden and their consultants on assessing different options for this scheme. I believe the reports are in the process of being finalised by Camden's consultants and is probably best that they provide these to you.

In terms of a meeting I, or one of the team, will be happy to come along but think it is important that Camden and their consultants, who did the work, are also present.

TfL agreed the process of updating the ONE model, the strategic assignment model used for this project and all other modelling approaches. We then would carry out an audit of the models to ensure they meet our current standards.

Regards

Andy

Andrew Ulph

Centre Area Performance Manager Outcomes Management

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EVERY JOURNEY MATTERS

From: John Russell [<mailto:JRussell@motion.co.uk>]

Sent: 17 May 2017 17:59

To: Ulph Andrew (ST)

Cc: Bass Susanna; May, Charlotte

Subject: RE: Tavistock Square ETO

Hello Andy

I was just wondering if you had had a chance to review my request below.

For information we are now instructed to prepare evidence on behalf of the Imperial London Hotel for the Public Inquiry into the Experimental Traffic Order which is to be held 3rd October with a pre-Inquiry meeting held during August. I would ideally be in a position by August whereby I can agree with Camden the area wide traffic changes arising from the (inter alia) westbound one-way option versus eastbound one-way alternatives along the corridor in order to assist the Inspector and to reduce time at the Inquiry.

Alternatively Charlotte: if you are able to produce the traffic modelling data for the Bloomsbury area (not just the Tavistock / Torrington Place corridor) to support the assertions made in the extract of the Cabinet Report that you sent me regarding the outcome of the modelling of the westbound alternative that would be great. I have copied the relevant sections below for information.

I look forward to hearing from you

Kind regards

John

3.3 Impact of the Trial if it were Reversed to make motor traffic westbound only

3.3.1 In response to the public consultation a number of local residents indicated a strong desire to consider reversing the direction of one-way traffic in the Corridor, making it one-way westbound for motor traffic. Predicted motor traffic reassignment has therefore been tested for this option. In

addition to removal of eastbound traffic along the Corridor, the model shows some notable traffic reductions heading northbound and southbound on Gordon Street; eastbound on Sidmouth Street and southbound on Hunter Street. The TLRN also experiences some minor relief. However, impacts to local borough roads are more substantial. Moderate increases to traffic volumes are shown on Endsleigh Street and Endsleigh Gardens in both directions and southbound on Woburn Place. Traffic heading eastbound finds an alternative route using Keppel Street, Malet Street, Montague Place, Russell Square and Bernard Street, rather than Euston Road (TLRN).

3.3.2 There is also a predicted increase on Sidmouth Street and Tavistock Place in the westbound direction, as traffic uses this route rather than Euston Road. Combined with predicted increases on Hunter Street (northbound) this option poses potential traffic reassignment on more borough roads. This would be detrimental to nearby cycling schemes including the committed North-South Cycle Superhighway (CS6) and routes on the Central London Cycle Grid.

Supernignway (CS6) and routes on the Central London Cycle Grid.

3.4 Impact of making short section of the Corridor two-way for motor vehicles

3.4.1 Responses to the public consultation also highlighted a desire to make a short section of the Corridor two-way for motor vehicles. This change has been considered in both options for the trial (i.e. if the Corridor is made either one-way eastbound or one-way westbound for motor vehicles). The traffic model predicted no notable impacts from this change in either option. Therefore, this design change is considered neutral in terms of strategic traffic reassignment.

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From: John Russell

Sent: 08 May 2017 10:17

To: 'Ulph Andrew (ST)' <Andrew.Ulph@Tfl.gov.uk>

Cc: Bass Susanna <SusannaBass@tfl.gov.uk>; 'May, Charlotte' <Charlotte.May@camden.gov.uk>; 'PHULL, Karen' <karen.phull@farrer.co.uk>

Subject: Tavistock Square ETO

Hello Andy

You may recall I came and spoke with you some time ago regarding the modelling work that TfL undertook investigating the Tavistock Place / Torrington Place ETO on behalf of Camden Council. I understand from Camden Council that further modelling work has been undertaken to investigate the impact of, inter alia, a reversal of the one-way traffic so that it is westbound only. I have asked Camden for details of the modelling work and they have directed me to yourselves.

I was wondering therefore if there were any generic reports you had prepared investigating these alternative traffic scenarios which I could obtain for review or whether I could meet up with you again to discuss the information I am looking for, what is available and how I would go about procuring it from TfL.

I look forward to hearing from you

Kind regards

John

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