



**UNIVERSITY  
OF LONDON**

## **University of London**

### **Statement of Case in Support of The Camden (Torrington Place to Tavistock Place) (Prescribed Routes, Waiting and Loading Restrictions and Parking Places) Traffic Order [2017].**

#### **Planning Inspectorate Reference: DPI/X5210/17/8**

1. The University of London wishes to publicly state its support for the Camden (Torrington Place to Tavistock Place) (Prescribed Routes, Waiting and Loading Restrictions and Parking Places) Traffic Order [2017].

#### **Context:**

2. The University of London consists of 18 independent Member Institutions with outstanding global reputations and several prestigious central academic bodies and activities. The Member Institutions are considered universities in their own right; they set their own entrance criteria for their courses and they offer their own services to students. Some now also have their own degree awarding powers.
3. All students from all of the Member Institutions are also University of London students, making them part of a community of over 170,000 students, 120,000 based in London and 50,000 internationally through the University of London International Academy.

#### **University of London Estate:**

4. The central University's first charter dates from 1836, and as a separately incorporated body, it owns land independently of the Colleges and, since the 1920s, has acquired and developed progressively a considerable Estate in Bloomsbury north of the British Museum.
5. The central University's Estate is in a variety of occupations and is not limited to accommodating the academic Institutes, student residencies, central services and central offices. Some Colleges have their main holdings in University-owned property on the central precinct or nearby. The central precinct of 12 hectares freehold land in Bloomsbury includes the Senate House, the central University building.
6. The Bloomsbury buildings range from Georgian houses to very recent purpose-built academic accommodation. Colleges occupy Estate properties on a range of long and short leases. Some buildings are commercially let and some are in residential use.
7. In some cases the central University is ground landlord only, with the buildings the full responsibility of the lessee. In other cases the central University has to undertake tenants' responsibilities as well.

8. The proposed traffic order for the Torrington Place / Tavistock Place corridor runs straight through the University precinct from Gower Street to Bedford Way alongside University buildings including Student Central, the Warburg Institute and Connaught Hall and cuts in between two University operated Georgian squares, Woburn Square and Gordon Square. The proposed Traffic Order has a big impact on the University's land and is of great interest to the University.
9. The University of London support of the proposed Traffic Order is based on the specific evidence we are making available to the public enquiry, but also keeping in mind the many and varied users of our estate; not limited to its staff, students, residents of the estate, guests, visitors and members of the public using the University's estate, gardens and buildings.

#### **What the University will present in the Proof of Evidence**

10. The University has conducted two staff travel surveys, a short survey specific to the proposed order and conducted a transport and movement study as part of a master plan study for the Bloomsbury precinct which offer evidence for why the University is supporting the proposed Traffic Order. The University may also refer to qualitative evidence that supports the positive effect the experimental traffic order has had and that any initial concerns over logistics and business operations have not materialised.
11. University of London Master Plan, Appendix 10.8, Transport and Movement by Urban Flow. As part of a master plan study, conducted by the University of London throughout 2015 and published in 2016, the University commissioned transport planning and traffic engineering consultants Urban Flow to conduct a high mast video camera survey of the streets surrounding the Bloomsbury precinct. The survey was conducted in order to support the preparation of a campus development master plan led by the University's appointed architects but some of the results and the interpretation of those results by the consultants are relevant to the Traffic Order. A summary of the relevant sections of the survey will be presented in the Proof of Evidence.
12. The University of London conducted a staff travel survey in 2014. Some of the results of the survey are relevant to the Traffic Order and a summary of the relevant results will be published in the Proof of Evidence.
13. The University of London conducted a staff travel survey in 2016. Some of the results of the survey are relevant to the Traffic Order and a summary of the relevant results will be published in the Proof of Evidence.
14. The University of London conducted a short travel survey in September 2017 with specific questions surrounding the Traffic Order and will present a summary of the relevant results in the Proof of Evidence.
15. The University has reviewed evidence gathered which demonstrates that the implementation of the proposed Traffic Order will be beneficial to the University of London, its staff, students, residents of its estate, guests, visitors and members of the public using the University's estate, gardens and buildings and will improve the experience for the majority of road users within the Bloomsbury precinct.