

<p><b>Proof of Evidence</b></p> <p>as presented by</p> <p><b>Friends of Tavistock Square</b></p> <p><b>21<sup>st</sup> September 2017</b></p>	<p><b>The Camden (Torrington Place to Tavistock Square) (Prescribed Routes, Waiting and Loading Restrictions and Loading Places) Traffic Order [2017]</b></p> <p><b>SUBJECT OF INQUIRY</b></p> <p><b>The Camden (Torrington Place to Tavistock Square) (Prescribed Routes, Waiting and Loading Restrictions and Loading Places) Traffic Order [2017]</b></p>
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The evidence presented here is in support of Statement of Case which was submitted on 8th September 2017. Our Evidence is based on London Borough of Camden’s Statement of Case and appendices dated 25th August 2017, which was circulated to participants of the enquiry in advance of Pre-enquiry meeting.

This document shows that the council’s pre-implementation study was inadequate and therefore the conclusions invalid. We have sought answers to the concerns of our constituency as presented in our Statement of Case within the Council’s circulated documents. We record as evidence the relevant section and pages of the said document that shows the inadequacy of the project.

As stated previously we are concerned that our Statement of Case and the subsequent evidence may need to be amended as further evidence regarding the traffic modelling emerges.

We understand that the concerns and the evidence will be repeated by various parties, however as requested not to be over repetitive where necessary we rely on the more detailed evidence of other organisations.

<b>Statement of Case</b>	<b>Our evidence</b>
Statement of Case no 1	Residents’ experience and evidence, see contents of the statement.
Statement of Case no 2	Section 4 Page 29 Officers response admits that Endsleigh Gardens and Street together with Gordon Square area were not included in the modelling
Statement of Case no 3	<p>Resident’s evidence</p> <p>The increased levels of traffic in Endsleigh Street has affected the wellbeing of the residents as levels of noise and pollution have risen.</p> <p>Pedestrian experience of both Endsleigh Gardens and Street has deteriorated due to dangers of increased traffic.</p> <p>Section 4 Page 29 &amp; 30, Officers response regarding Endsleigh Gardens and Street. The council admits that they installed monitoring equipment after residents raised concern. Evidently without comparative “before” data, we cannot ascertain levels in the increase.</p>

Statement of Case no 4	<p>Resident's evidence.</p> <p>It is evident that the council at no point during the pre-consultation and consultation phases posed the negative aspects of the scheme to the consultees. These matters were raised by the concerned members of public alone. The council is re-active in this regard as depicted in the council's document. The surveys also seem to give the same weight to assessing the responses of people not directly associated with the neighbourhood, the category is identified as "passing through" and they are numbered as 8,102 constituting 54% of respondents. These have no interest in the livelihood of the local residents (section 4 page 15)</p>
Statement of Case no 5	<p>On Section 4 pages 37 and 38 officers' response is inadequate and seems to concern the pedestrian and cycling issues. It fails to recognise that the difficulties faced by all businesses and residents who need access to the area. Section 4, pages 60 to 76 list local and national organisations including local residents groups and Friends of Tavistock Square who have recorded their preference for a return to pre-trial layout. The report seems to give little or no weight to this view point.</p>
Statement of Case no 6	<p>Section 4 page 31, 33. Officers have disregarded the issue in favour of telling us about potential benefit to disabled cyclists. As stated they offer the outmoded and discredited idea of round the back of the block ramps and drop off solutions.</p>
Statement of Case no 7	<p>Section 4 page 36,63 and 65 details the concerns of these bodies but does not offer an alternative solution.</p>
Statement of Case no 8	<p>Section 4 page 49 to 59 list the organisations in support of the scheme. These are mostly people passing through and organisations outside of the neighbourhood, including an inordinate number of Cycling Lobbies.</p>
Statement of Case no 9	<p>See item 8 above.</p>
Statement of Case no 10	<p>Section 4 page 36 refers to ongoing consultation but does not give any details of their responses or views.</p>
Statement of Case no 11	<p>It is self-evident that their service is an integral part of overall public transportation which has a direct impact on the local residents and reduction in private car ownership.</p>
Statement of Case no 12	<p>See Item 5 above</p>
Statement of Case no 13	<p>Bloomsbury is one of the most diverse yet integrated of all original London neighbourhoods. It has retained its character as an academic area together with a unique collection of buildings both private and institutional. The effective cycling superhighway has bisected this cohesive environment adversely, with the cycling traffic detracting from its neighbourly character. Any traffic management scheme should acknowledge this important point.</p>
Statement of Case no 14	<p>Please see our item 3 above.</p> <p>Residents can give evidence on their day to day difficulties in negotiating the two-way cycling traffic when crossing the road. The increase in number of casualties and near misses will be documented and presented by others.</p>
Statement of Case no 15	<p>The council's documents have not produced any evidence of the pedestrian flow rates nor have they scheduled the areas of inadequate width.</p>

Conclusions:

We think the exercise should be revisited with a broader study and consultation to ensure that the right balance is struck to help all the users. Until such time the scheme should be abandoned and the original road and usage layout reinstated.

We are however conscious of the need for a better traffic management system to benefit, the residents, pedestrians, cyclists and the other road users. We propose a system of localised traffic in line with shared surface ethos whereby the priority is given to the locals with reduced speed for cyclists and vehicles alike. Exhibition Road in Kensington is an example of such schemes in London.

Friends of Tavistock Square

21st September 2017