

John Russell

From: John Russell
Sent: 15 March 2016 14:49
To: PHULL, Karen; C Walduck; A Walduck
Subject: Fw: Tavistock Square ETO
Attachments: ONE_Model_Report v1.0.pdf

Hello Karen

Please see below from Andy.

I'll look through the validation report and see what it tells us about the streets in Bloomsbury.

Kind regards

John

From: Ulph Andrew (ST) <Andrew.Ulph@TfL.gov.uk>
Sent: Tuesday, 15 March 2016 13:38
To: John Russell
Cc: Bass Susanna
Subject: RE: Tavistock Square ETO

Dear John,

Thank you for your email.

With regards to your first point, this is correct, and as mentioned at the meeting we have since changed the way we give out ONE model results to avoid similar issues occurring in the future. Whilst we aim to be as open as possible with our stakeholders we now only give out strategic flow information in the form of flow difference plots, with the difference in vehicles given as banded bars.

For point 2, again this is a correct summary - as noted in the meeting TfL was only asked to model the ETO as implemented.

I have attached the model validation report for the ONE Model. Please note that this is not for wider distribution.

Kind regards

Andy

Andrew Ulph

Centre Area Performance Manager Outcomes Mangement
Road Space Management

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EVERY JOURNEY MATTERS

From: John Russell [mailto:john.russell@scptransport.co.uk]
Sent: 02 March 2016 16:45
To: Ulph Andrew (ST)
Subject: Tavistock Square ETO

Dear Andy

Many thanks for meeting me on Friday 26th February to talk about the modelling work TfL undertook with regards the Tavistock Place/ Torrington Place Experimental Traffic Order Scheme (the ETO). As I explained, the meeting arose from data requests which my client (the Imperial Hotel Group) has made to Camden Council regarding the ETO. Despite repeated requests for data, outstanding information we were still looking for includes:

- 1) The origin of a stated hourly increase in traffic volumes of 209 vehicles forecast on Torrington Place between Tottenham Court Road (TCR) and Gower Street (GS) to arise as a consequence of implementing the West End Project. The 209 vehicle figure was reported in Camden Council's January 2015 Cabinet report and used to established Cabinet approval to press ahead with working up the ETO adding that this is an increase of 102% on "existing"; and
- 2) The options which were tested for mitigating this 209 increase in traffic volumes including assessing changes in traffic volumes elsewhere in the area arising from each option tested.

In terms of point 1 above, we had a discussion about the suitability of the ONE model for various assessment purposes. My understanding was that the ONE model is a strategic assessment tool which hasn't be designed to be used in detailed assessments such as the reported increase of 209 vehicle movements. The model is able to provide information on changes in route as a result of changes to the road network which in turn provides an indication of which roads will be most affected by changes in traffic volumes compared to a reference case. However it is not suitable for being used to extract exact traffic numbers. I understand that TfL prepared a number of assessments for the West End Project to assist Camden in developing the project and that the figure of an increase of 209 vehicles per hour forecast on Torrington Place between Tottenham Court Road (TCR) and Gower Street (GS) to arise as a consequence of implementing the West End Project originated in that set of assessments. However I also understand that it was not the intention of TfL for the exact traffic volume number to be used in public consultation material but rather that the suite of assessments undertaken by considered as a whole provided a comparative assessment of competing scheme layouts as one indicator to assist Camden in making the decision on the preferred West End Project layout.

Turning to point 2, I understand that TfL were only asked to model the ETO as implemented. No other traffic management options for ameliorating reported increases in traffic volumes forecast for Torrington Place between Tottenham Court Road (TCR) and Gower Street (GS) to arise as a consequence of imp[lementing the West End Project were provided to TfL for assessment. TfL were asked to assess the ETO scheme and report back on the changes in traffic routes arising with the interpretation of this assessment work to be done by Camden Council.

I hope my understanding of matters set out above is correct but please let me know if I have misunderstood anything.

I was also wondering if the model validation report for the ONE model was available to have a read through? Is it on the TfL website? I have had a look and found reference to it but not the report itself.

I look forward to hearing from you and in the meantime, as I noted, I will be discussing with my Client how best to proceed with developing alternative options to the ETO which meet the requirement to mitigate traffic increases on Torrington Place between Tottenham Court Road (TCR) and Gower Street (GS) forecast to arise as a consequence of implementing the West End Project and in particular, how best we assess the potential access, noise and air quality impacts of alternative options compared to the ETO.

Kind regards

John

Regards
John Russell
Regional Director
On behalf of



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