

# REPORT

of the

# COMMUNITY PLANNING DAY

organised by BRAG (Bloomsbury Residents Action Group)  
on  
Thursday 8 September 2016



Bloomsbury Residents' Action Group

**BRAG**  
Residents matter!



FOUNDATION STONE  
RAYMOND DENHAM POLAND ESQUIRE  
LONDON COUNTY COUNCIL  
SIR HORACE JEFFREY 1938



RESIDENTS MATTER!  
COMMUNITY PLANNING DAY

Join us at the event! Thursday 8 September 2016, 1.00PM - 8.30PM  
Venue: onekk, corner of Judd Street/Cromer Street, London WC1H 8BE

BRAG  
Brick Lane Action Group

EVERYONE IS WELCOME!

BRAG

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*BRAG is very grateful for the help and support provided by OneKX and Thenga Cafe (venue) Nick Taylor, John Russell and Leigh Yeats (facilitation) and John Thompson, for taking many of the photos included in this report. Thank you to everyone who participated.*

## **Fed up with the traffic jams, pollution and chaos caused by the recent road changes ?**



**The current 'experimental' one-way system on Tavistock Place has caused havoc in the area south of Euston Road between Tottenham Court Road and Gray's Inn Road. Now we have**

- **Congestion**
- **Pollution**
- **Danger for cyclists, pedestrians and those with disabilities**
- **Emergency vehicles impeded in this high risk area for terrorism**

**This one way system was imposed by Camden Council without consulting residents at all.**

**And more changes are proposed: there would be no entry or exit from Judd Street to Euston Road and no entry from Guilford Street**

***If you want to stop this join us!***

***Sign the petition – [www.brag.org.uk](http://www.brag.org.uk)***

***Register as a supporter***

***Put 8<sup>th</sup> and 19<sup>th</sup> September in your diary-see website for updates***

**BRAG** Bloomsbury Residents' Action Group  
was set up to give residents a voice  
[info@brag.org.uk](mailto:info@brag.org.uk)

**BRAG flyer distributed throughout the area, with help from local residents and shop-keepers**

# Introduction

## Formation of BRAG (Bloomsbury Residents Action Group)

BRAG was formed in the summer of 2016 by a group of neighbours in response to the realisation that decision-makers (Camden Council and Transport for London) are imposing changes to the physical layout of our neighbourhood without appropriate consultation with the people who live there, particularly long-term permanent residents. This concern is echoed by the owners and managers of small shops and local businesses, with whom residents interact on a daily basis.

## Torrington Place to Tavistock Place experimental traffic changes

An Experimental Traffic Order (ETO) enabled Camden Council to dramatically alter the traffic flow along Torrington Place, Byng Place and Tavistock Place. The sudden loss of this westbound route resulted in displaced traffic being forced into residential streets, such as Judd Street and Endsleigh Street (and many others) as vehicles sought an alternative route to reach their destination.

Frustrated drivers did three point turns to escape the gridlock, emergency vehicles (fire, police and ambulance) raced up the wrong side of the road into oncoming traffic. This increased the danger for cyclists and pedestrians on those streets; the exhaust fumes from idling engines stuck in traffic increased the pollution levels. All this started to impact massively on local residents' quality of life.

Camden's website described the reason for the decision, and claimed it had been developed with input from a number of groups. These were: Transport for London, Camden Cycling Campaign, London Cycling Campaign, Living Streets, University College London and the University of London. There was a noticeable absence of one group who would be most affected by the change: residents.

## Residents Matter!

A quick look at the 2015 electoral register confirms that there are at least 20,669 people living in the wards of Bloomsbury, Kings Cross and Holborn and Covent Garden, which makes it a highly dense inner city residential area. Bloomsbury has a population of 5,869, Kings Cross 6,379. [Figures comes from the 2015 Electoral Register.]

To live an ordinary day-to-day life, residents have different needs to the two groups of people for whom the change to the road layout is intended to benefit: students attending the University of London and UCL (and associated colleges such as Birkbeck, SOAS etc); and commuters going to work in Bloomsbury, whose homes are in other areas of London. It seems that the voice of those who are 'transient' is being heard; whereas those of long term permanent residents is not.

We thus formed BRAG to assert to all who would listen, that Residents' Matter!





# RESIDENTS SHOULD MATTER .... DO WE ?

## HAVE YOUR SAY at our COMMUNITY PLANNING DAY

Do you have  
concerns?  
Or ideas?

**SHARE THEM !**

**When?**  
1pm - 8.30pm  
Thursday 8 September 2016

**Where?**  
One KX  
corner Judd Street / Cromer Street  
London WC1H 8BS

Drop in for 10  
minutes or stay all  
afternoon...

**Everyone is  
welcome!**

The streets immediately south of the Euston Road comprise a large number of permanent residents whose concerns appear to be of little interest to decision-makers.

### We need to change this!

Are you angry about the lack of consultation over recent and proposed traffic changes?  
Do you have suggestions for positive improvements?  
How would you make the neighbourhood better and safer for residents, cyclists, pedestrians, and those with impaired mobility?  
Do services need improving?  
Whatever your thoughts - come along and share your ideas.

**A facilitated 'post-it' workshop will provide an opportunity to gather local knowledge about key local issues and explore ideas for improving the day-to-day lives of local residents.**

**Hands-on planning involves walk-about and working in small, facilitated groups to draw out key issues, constraints and opportunities for the area and start to plan ideas for the future.**

*A report will be produced summarising the outputs of the day.  
This will be made public to Camden Council and other interested parties.*



'Post-it' workshop



### Issues, Opportunities and Solutions

- 1.00pm: 'Meet and greet'
- 2.30pm: A facilitated 'post-it' workshop
  - to discuss concerns
  - to explore ideas for improving the lives of local residents
- 4.00pm: Tea break
- 4.30pm: Hands-on planning workshop (in smaller groups)
  - mapping what's good? what's bad?
  - exploring traffic flow alternatives
- 6.00pm: Reporting Back from each Hands-on Planning group
- 7.30pm: Local economy workshop (for shops & businesses)
- 8.30pm: Close



'Hands-on planning'



The Judd Street & Area Community Planning Day is being organised by the Bloomsbury Residents Action Group (BRAG).  
For further information contact [info@brag.org.uk](mailto:info@brag.org.uk) and look at our website

[www.brag.org.uk](http://www.brag.org.uk)

BRAG Community Planning Day flyer distributed throughout the area, with help from local residents and shop-keepers

# Introduction

## What residents need

Residents require deliveries (more so as the internet becomes an ever-growing retail focus). Local shops in particular rely on regular deliveries to be able to operate their business effectively. Shops that are used regularly by residents include the local convenience store, patisserie, café, hairdressers, building supplies and chemist.

Residents need to load and unload outside their front door. They may require building contractors to repair their homes. Such trades require nearby parking too.

Residents require the ability to move around without being penalised for living in WC1.

Without residents an inner city area can become dead. Passive surveillance, from people living and overlooking public spaces, also helps public safety. Many residents work from home and some have businesses that require the use of a car.

The area of London in which the trial took place includes a large number of Council and sheltered housing flats, occupied by the frail and elderly whose voice is less likely to be heard in the 21st century, dominated by social media as the preferred means of communication.

Most permanent residents of WC1 do not own a car; they rely on walking, cycling, or public transport to get around the city. Residents occasionally acquire large items, such as furniture and equipment, items not easily transportable on a bicycle. Car clubs and taxis are then brought into use. Some residents are infirm and need regular transport to and from one of the many hospitals in the area. Friends with cars can help, or taxis provide a useful service. These are not unnecessary journeys, they are part of the daily life of residents who may also be disabled and unable to walk or ride a bike.

## What BRAG did next

In June 2016 BRAG set up a website ([www.brag.org.uk](http://www.brag.org.uk)) and with the help of a leaflet invited local people to get in touch. It quickly became clear that a large number of residents were desperate to make their voice heard. They came from a wide range of local streets (details in Appendix 1).

Although the Tavistock / Torrington experimental scheme was the impetus for BRAG's formation, we felt it was necessary to see if there were other issues of concern that needed to be addressed, which might provide the focus of a future campaign. We wanted to be taken seriously; not be seen as just a 'single issue' group.

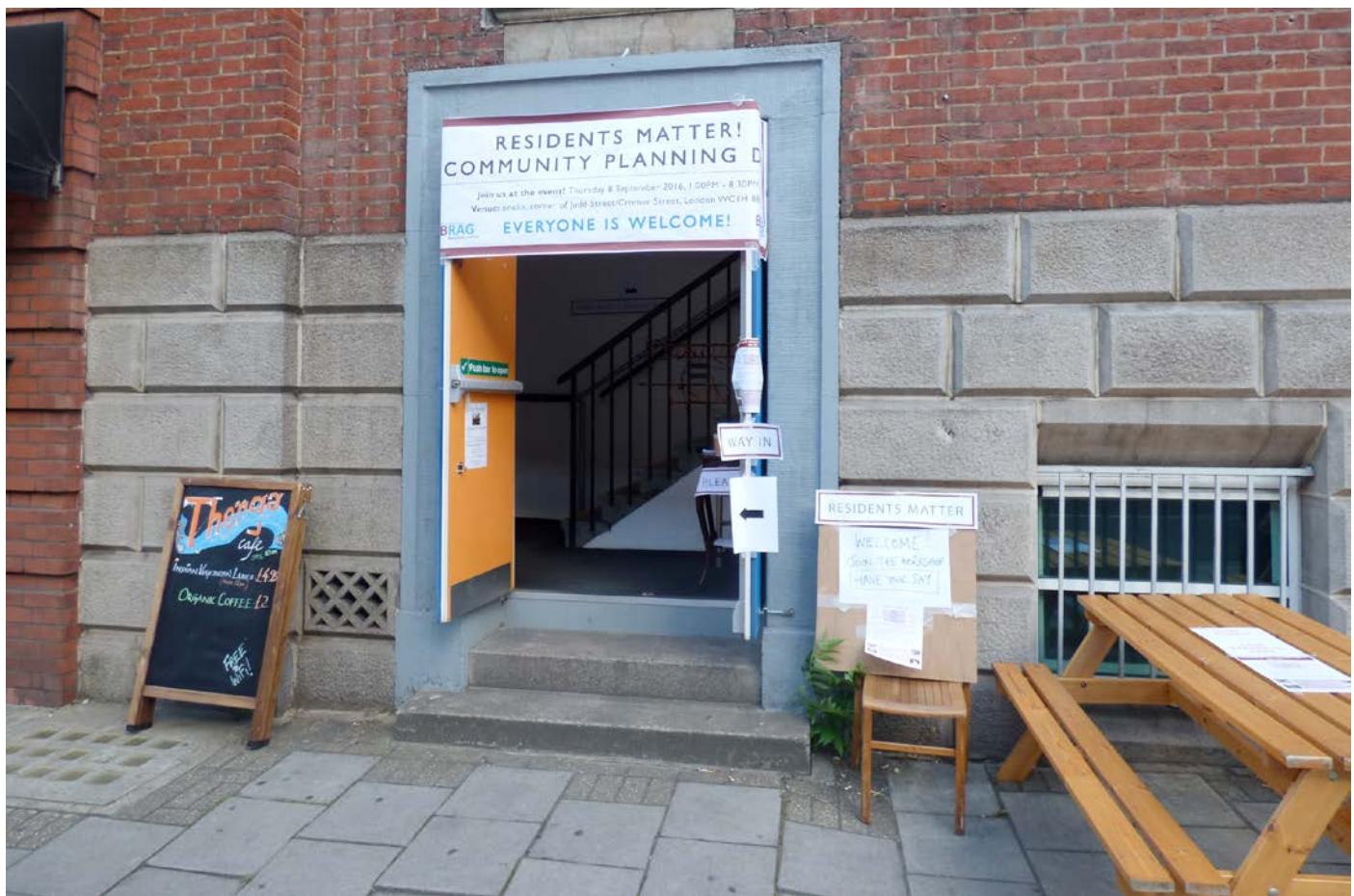
At our inaugural meeting on 26 May 2016, it was decided that a Community Planning Day would be one way to enable local people to Have Their Say. We were also aware that a number of local residents are very much in support of the increased space for cyclists. But being a resident is what matters - so the public event was open to anyone.

This document reports back what was said and written by all those who participated in the Community Planning process.

Written and compiled by  
Debbie Radcliffe  
for BRAG  
October 2016



The Community Planning Day was held at Thenga Cafe, at One KX, the community venue run by YMCA on the corner of Judd Street and Cromer Street



# Community Planning Day

## Introduction

As a way to bring people together and to identify what matters to local people, BRAG organised a community planning day on the 8th September 2016. Without any funding, our publicity was probably not as extensive as it could have been, but participants nevertheless came from flats, houses, shops and businesses in the Brunswick Centre, Cartwright Gardens, Coram Street, Crestfield Street, Endsleigh Street, Gray's Inn Road, Judd Street, Leigh Street, Marchmont Street, Montague Street, Sandwich Street, Southampton Row, Tavistock Place, and Thanet Street. There were a few participants from other boroughs of London.

The aim was to listen, and record what people said. People who couldn't stay for long wrote concerns on Comments Sheets, others took part in the workshop and smaller discussion groups.

## Facilitators

Nick Taylor contributed his professional expertise as an independent facilitator, for a zero fee and reimbursement of his train fare. Nick is currently Investment Manager for Scarborough Borough Council. He was Scarborough's Renaissance Manager during the Urban Renaissance Programme, which was run by Yorkshire Forward, the regional development agency for Yorkshire and the Humber until this was abolished in 2012.

John Russell, a transport and planning consultant whom we had met at the Imperial Hotel's public exhibition in August, also offered to help as a facilitator for a zero fee. John is the Regional Director for SCP Transportation Planning and Infrastructure Design consultants, with considerable experience in community consultation. John and his colleague Erica also attended the event as representatives of a local business in Southampton Row. His remit was to listen and report back people's concerns and ideas. The event was also attended by members of Camden Cyclists and representatives of the London Taxi Drivers Association.

## Community Planning Process

The event began at 1pm, so that participants who were working during the afternoon, could drop in to write down their concerns on comments sheets. It was also an opportunity for people to have lunch at Thenga, the Cafe at One KX, which was offering us the space for free.

At 2.30pm there was an introduction and Welcome by Nicky Coates, Chair of BRAG. This was followed by a brief explanation of the benefits of participatory planning by John Thompson, founder of the Academy of Urbanism and John Thompson & Partners (now JTP), architects, masterplanners and placemakers.

The workshop consisted of writing down problems and dreams and solutions on post-it notes. These were read out by the facilitator, leading to an open discussion. The post-its were then organised into categories. After a teabreak participants sat round tables and discussed issues in smaller groups. Outputs were reported back to the whole group, and there was further open discussion. The final session was timed for 7.30pm in order for those who run local businesses to attend. This was another round-table discussion. BRAG committee members were also on hand throughout the day to listen to individual people's concerns.



Nick Taylor facilitating the workshop, with participation by members of the community contributing to the discussion



# Workshop: Summary of Post-it Notes

## ISSUES

### Lack of trust

- Camden's inadequate consultation process
- Planning - devious methods used

### Loss of community spirit

### Development & construction

- Overdevelopment
- Badly managed construction sites
- Danger from HGVs

### Housing concerns

- High rents
- Need for social housing
- Impact of foreign property owners

### Environment and open space

- Council parks not closed at night
- Rough sleepers, drug dealing
- Poor air quality / increased pollution due to congestion
- Need for better energy conservation

### Local economy

- More support for local shops
- Local shops keep community vibrant
- Concern about increase of massage parlours

### Improvements needed to council services

- Street cleaning
- Better refuse collection
- Shortage of public toilets (urinating in side streets)

### Tavistock Place trial

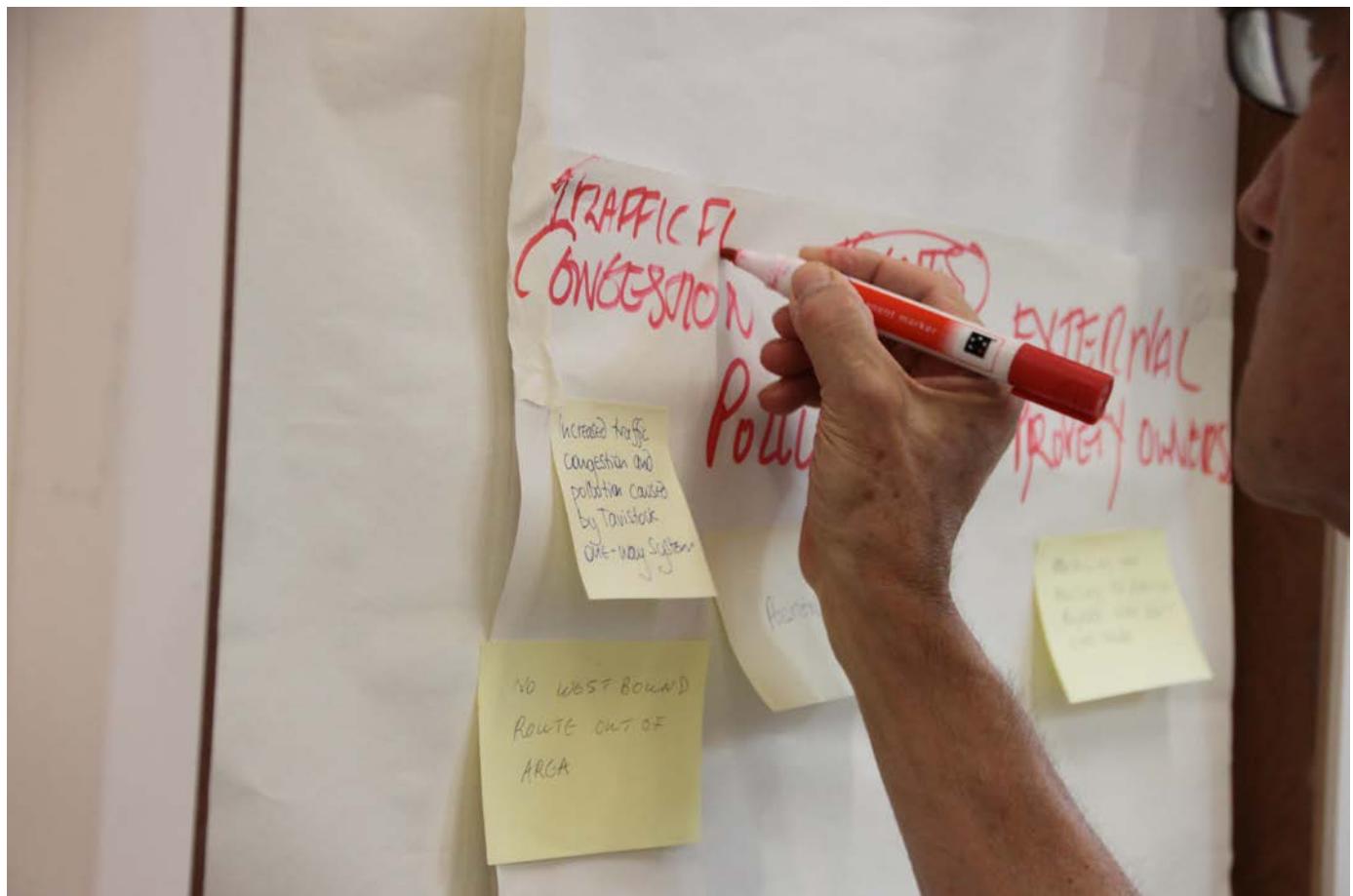
- Impact, cost, congestion, pollution, loss of westbound route

### Getting around

- Too many cruising minicabs and Uber drivers
- Pedestrians: narrow pavements / cycle infrastructure
- Illegal & dangerous parking too close to junctions
- Motor vehicles – speed, congestion, rat running, problems at KX gyratory
- Cyclists – unsafe junctions / lack of safe space
- Aggression & wrongdoing by cyclists and vehicle drivers
- Emergency vehicles delayed / obstructed by traffic
- Lack of concern for mobility problems of elderly / disabled
- Lack of vehicular access to hotels
- Problems of deliveries
- Too many delivery vehicles
- Increased traffic on residential streets



Writing and categorising post-its



# OPPORTUNITIES

## Getting around

- Ease of movement for all
- Better access, especially for disabled people
- Return Tavistock Place to two-way for traffic
- Fewer vehicles in the area
- Traffic restricted to essential journeys
- A small community bus for the disabled

## Safety and security

- Better policing, esp with increasing population (students)

## Community cohesion & integration

- Better behavior by everyone
- People being courteous & caring
- Combining action groups such as BRAG across Camden / London

## Keep it local

- Importance of local business and services for local people
- Local housing must be for local people, ie second generation

## Heritage

- Preserve and enhance beautiful buildings

## Environment

- More urban mini gardens

## Public realm

- No rubbish on streets

## A clean healthy living environment

- Less pollution
- Cleaner fuels

## Aspirational ‘postcards’

“I found a vibrant creative neighbourhood where traffic is reduced to essential journey only, pavements were widened and roads closed over a seasonal calendar to provide opportunities for festivals and cultural events celebrating the diversity of the community.”

“I came back and found “Bloomsbury Renaissance” holding its biennial event activating the whole neighbourhood, like the Clerkenwell Design Week and London Festival of Architecture, with the big players – University, RNIB et actively participating with local residents and entrepreneurs to build community pride and vision.”



The workshop process



# SOLUTIONS

## Planning and development

- Must have holistic approach
- Need to see area as a whole

## Attitude and behaviour

- Much better road and pavement behavior by everyone: drivers / cyclists/ pedestrians

## Getting around: public transport

- Special fare days
- Reliable transport for disabled
- Reduce number of buses in off peak hours

## Getting around: cycling

- Provide safe road space for 8 to 80!

## Getting around: vehicles

- Car pools (shopping weekend)
- Keep through traffic out of residential streets
- Coordinated / shared delivery and service vehicles
- No construction vehicles during rush hour Environment

## Safety and security

- Close parks at night

## Air quality

- Ban diesel / idling vehicles

## Energy conservation

- Close shop doors (re: air conditioning and heating)

## Housing

- Keep list of foreign-owned homes. Any empty after, eg six months, to be compulsory rented
- More housing for young people

## Importance of community

- Build community cohesion
- Better advertising of Bloomsbury Festival
- More community mini gardens
- Promote cultural history of area - eg history of pub names

## Public consultation

- Meaningful liaison with community

## Next steps for BRAG

- Become a charity organisation
- Advertise Camden wide / London wide
- Develop a Charter
- Invite other groups to share and campaign for common ground with BRAG

# What did people say?

## **Impact of traffic congestion**

“Do they want everyone to move out of central London?”

“If traffic means people can’t live ordinary lives here, they will leave. Then houses will be bought up by absentee landlords leading to a loss of community.”

“It’s a killer - choc a bloc traffic.”

“You’re generating more pollution by cutting off roads as the traffic gets stuck.”

“Running through here is a sewer of traffic.”

“They talk about reducing pollution but they’re creating pollution in other places.”

“It’s ruined the whole area.”

“My curtains now have to be cleaned every month because of the dirt coming in from all the extra traffic.”

“Get rid of the diesel. We need an incentive to change to electric.”

“The whole of London is traffic jammed – not just our local streets.”

## **Aspirations for Judd Street**

“Judd Street pedestrianised? That would be Utopia.... Though there’d maybe have to be a barrier to let commercial and delivery vehicles come along the street.”

“No more traffic? It would be like when it’s snowing and you can’t drive - all of a sudden people go out in the street and talk to each other.”

“We should have traffic calming on Judd Street, cars go down here far too fast.”

## **Impact on taxi drivers**

“Black cabs pick up children to take them to GOSH, we’re often getting people to hospital.”

“It’s having an impact on our livelihood - of course we’re unhappy.”

“I used to wait 10 mins for a cab to arrive, now it takes an hour to come.”

“A fare that used to be £18 is now £34 for a journey to Paddington.”

“What used to cost £7-£8 now costs £14 as we’ve literally got to go round the houses.”

“It’s costing a fortune for people to go to the hospital.”

“We’re trying to get people to Euston and then they miss the train.”

“It’s impossible to get to Paddington now as you can’t go through the middle.”

# What did people say?

## Getting around

“I’m not very sympathetic to cars.”

“We need many more safe zebra crossings for pedestrians. It should be much easier for pedestrians to cross roads.”

“Pavements are far too narrow in places.”

“I know three people who have fallen over the armadillos and one broke an arm.”

“You’re not always going to be 25 and able to walk and cycle. And any minute you could be run over by Uber and be unable to walk.”

“Dial a Ride and Com Cabs can be booked – but black cabs lose money.”

“We need to live in the real world, people have to get around in cars sometimes.”

“Closing off roads doesn’t calm the traffic as cars speed elsewhere, everyone’s losing their rag.”

“If you’re a cyclist or pedestrian, the routes are great, but what if you’re disabled, what if you can’t get around without a car?”

“The journey times are ridiculous lengthy now, especially getting elderly people to see their friends.”

“You can have ten buses in a row and they’re all more or less empty”

“The streets are too complicated round here to be a rat run, they’re used by people who need to get from A to B.”

“Refuse trucks constantly hold up the traffic. As you know, they don’t travel very fast.”

“Bus journeys have doubled too, what used to take 10 minutes, now takes twenty.”

“Other cities are rebalancing the space for cars – we need to do the same. But we do need some right of access.”

## Making life difficult

“There’s a single yellow line outside the entrance to where I live (Witley Court) so I can’t park and I can’t unload. There are now Santander bikes on one side and a double yellow on the other, so the available space is too short for a van or even a large car to park outside the entrance to my flat.”

“They dig up the road and put it back and then dig it up again. How much is that costing local tax payers?”

“Construction sites are taking up half the road.”

# What did people say?

## Community spirit

“The community needs to come together. If you live somewhere you need a strong community.”

“People can become isolated in London - it can be a lonely place.”

“The disabled and elderly are a big group among the community, they mustn’t be ignored.”

“We need to see the area as a whole.”

“Local businesses need to be considered important. They help to keep the community vibrant.”

“Corner shops rely on residents and passing trade.”

“We will lose community spirit if we’re not careful.”

“We need the small local businesses.”

“An awful lot of people live in the Brunswick Centre.”

“All of us have a responsibility to each other. That’s what makes it a community.”

‘How do we bring people together as a community?’

“Continue the participation - you need a Charter of common ground.”

“Combine groups to make change happen faster”

“Be bold!”

“We need to understand one another’s differences”

“The community needs to come together. United we stand, divided we fall! Work together as humans not as motorists, cyclists, etc”

## Anti-social behaviour

“There are a lot of Uber drivers and they’re wee ing in every park.”

“Thanet Street is being used as a toilet.”

“Laptops get stolen. We’re near so many stations, it’s easy for people to get off a train and steal things and get away again.”

“Regular drug dealing is taking place.”

“In the new student blocks there were going to be unmanned doorways along the street – which was an invitation to dealers. It took a lot of effort to persuade them not to have these. The dealers have gone away while the halls were being built but they’ll be back in September when the new students arrive.”

# What did people say?

## Housing need

“My daughter has been on the housing list for 13 years.”

“Overseas investors buy a property because they can't get any income if they put it in a bank.”

## Attitude to cycling

“It feels as though cyclists have been given a law to themselves, they're now the elite - the untouchables.”

“Cyclists should be held accountable, as cars are.”

“We used to have cycle proficiency tests. Does that happen any more?”

“I used to cycle in Oxford but haven't had the guts to do so in London.”

## Tavistock-Torrington cycle lane

“I'm a hundred percent about going back to the two way Tavistock Place.”

“It's dangerous crossing that road.”

“They dug up the road to put in concrete – how much did that cost? That's reckless council spending.”

“Pedestrians are scared to walk there. I'm a first aider and now I have to go and pick up the damage on the street.”

“The cycle scheme is being blamed for everything.”

## Council's consultation process

“The council is just not listening to anybody.”

“There's a feeling of powerlessness in the face of the Council and TfL steam-rolling plans through.”

“You need multiple ways to reach the community when you're consulting.”

“Residents matter and our views must be heard.”

“Doesn't the council realise that this is our home?”



The workshop process: participating





The workshop process: listening & recording





# Summary of Discussion Groups

During the afternoon three groups of participants sat round tables in smaller discussion groups. This allowed individual people to have their say on matters which concerned them. In case participants wanted to suggest better ways of getting round the area, there were plans of the area available to stimulate discussion.

Two key themes emerged from the workshop:

- Getting around the area
- How BRAG might develop as a local group representing residents

These formed a starting point for the two discussion groups.

Other people dropped in during the afternoon and joined either one of these groups.

The facilitators of the first two groups reported back a summary of their discussion to everyone present, which led to further debate. A third discussion group was formed when a member of the local business community arrived to take part in the community planning process. This was not reported back due to the event closing at 8.30pm.

## GROUP 1 - STREET TOLERANCE

This group focused on the ability of local people to get around an area that stretched from Tottenham Court Road to Gray's Inn Road and from Euston Road to Guilford Street. This included three squares – Gordon, Tavistock and Brunswick, and obviously brought into debate the controversial Tavistock Place Experimental Traffic Scheme. The group identified where people - and ambulances - try to get to and how they move around the area.

### Traffic flow

- Impact of changes to traffic flow on the quality of life of local residents
- Proposals to restrict access to Judd Street from Euston Road - a big concern
- Increased traffic congestion – leading to loss of air quality
- Noise is less of a problem if there are improvements to traffic flow
- Congestion on Euston Road, which is linked to extra cost of getting around by taxi
- Pollution on Gray's Inn Road and Euston Road due to increased congestion
- Impact on carbon footprint due to queuing traffic
- Concerns about rat-running
- Impact on commercial businesses, delays to deliveries, loss of passing trade

### Focus on Tavistock Place scheme

- Support for BRAG's suggested 2 way scheme as a viable alternative – returning to 2 way traffic, with cycle lanes in direction of traffic on both sides of the road
- Need for traffic calming
- Benefits of shared surfaces and raised tables at junctions to slow down traffic
- Difficulty for pedestrians crossing traffic lanes and bike lanes
- Pedestrians don't cross at traffic lights due to movements of bikes and cars – they prefer to cross half way, away from junctions

### Focus on cyclists

- Not a huge number of cyclists use Judd Street, as north/south route is on Cartwright Gardens but it is used by some
- Cyclists tend to go the flattest and most direct route

## Wider area considerations

- Emergency Access (A&E) – need to make sure emergency vehicles are not impeded by traffic restrictions or congestion
- Concern about terrorist attacks – will emergency vehicles get through easily?
- Reduce the number of one way streets and dead ends
- Should there be a network of roads that could be used by delivery vehicles, with drop off points en route?
- Maybe a series of specific routes for emergency vehicles too?
- Montague Place could be used for westbound traffic

## Attitude

- As everyone needs to share limited road space, people need to be much more tolerant of each other (drivers and cyclists). This should be widely advertised – so more people aware of intolerance and poor behavior.

## Discussion

In the discussion that followed the report back of this session, there were contributions from those who want to reduce traffic congestion by closing off streets, and those who think that closing off streets just moves congestion and pollution to other residential streets on the road network. Some people support the idea of shared surfaces, some people do not. Ben Hamilton-Baillie's work was referred to as an example of successful shared spaces. Barcelona was mentioned as a city which has changed from a car-dominated place to one where walking and cycling co-exists with necessary vehicle movements, resulting in an improved quality of life for everyone.



# What did people say?

## Living in Bloomsbury

“It’s a hotpotch area, that’s its charm. If traffic goes past, it’s part of living in the city. It makes it feel as though there’s a lot going on.”

“It’s become much more difficult to live in the Bloomsbury area in terms of access.”

“People who live here need to get in and out. They use taxis and need deliveries. Emergency traffic also needs to get around the area.”

“Pedestrians cross the area and there are cars and bikes to contend with. People just don’t like crossing at the lights, even if they should!”

“There’s a negative impact on shops if you’re a regular customer and can’t get there any more.”

“There’s always a conflict when it’s a discussion about pollution or congestion. Ideally we don’t want either.”

## Cycling and walking

“As a cyclist I always go the flattest and the shortest route. Eversholt Street is flat, Royal College Street is steep. Yet the cycle lane is on Royal College Street. Why is that?”

“People in motor vehicles are protected. They have much less regard for pedestrians who are much more vulnerable.”

“Byng Place is scary – there are pedestrians crossing in all directions.”

## Taxis

“Taxis have had a loss of trade. Fares are going up and people can’t afford to use them.”

“In 2018 all black cabs will have low emissions, so the air will be cleaner across the board.”

## Traffic planning

“There are lots of challenges - over the years there have been more one way streets, more dead end streets. More one-way streets are planned for the future.”

“The increasing number of people getting around has caused congestion and people just can’t get to places as easily as they used to.”

“If you reduce one way streets and dead ends, that will encourage more traffic to go through the area, resulting in more traffic jams.”

“If you open up the road system, so that any driver can come into the area, there will be more congestion.”

# What did people say?

## Getting around

“Rather than close roads off – use traffic calming and raised crossings.”

“Strike a balance. Discourage traffic now – it will reduce pollution now and in the long term pollution will go away.”

“Cars do not have to have absolute importance. Using mixed modes of travel can work.”

“Vehicles should be there by invitation, not right.”

“It makes sense to have a specific network of routes to reach different destinations.”

“You could open up Montague Place to go west and share the road.”

“You create environments, so if you make it a cycle lane, it says ‘it’s my space and I’ll cycle fast if I want to. That’s a problem.’”

“The congestion zone needs to be extended.”

“There should be much better visibility at junctions.”

## Share the space

“Open things up – share the space – don’t tell people where to go.”

“Shared space such as Exhibition Road doesn’t work – what you see are cars using it as a normal street.”

“There’s no point choosing one street to be a shared space.”

“Remove all the stuff which makes the decisions for drivers, then they have to think. If drivers have to naturally slow down, then it works.”

“It’s much better if drivers are made to think for themselves, not just following signals.”

“Everyone should show some respect, you know ‘after you’, ‘no after you’ – it brings a different sense to sharing the road.”

“It’s not ‘them and us’. We’ve ALL got the right to the space.”

# What did people say?

## Tolerance and compromise

“Space in a city belongs to everyone equally – everyone has to use it. We need to compromise. Compromise and tolerance are two key words.”

“Road users need to be much more tolerant of each other and how we use the limited space we have.”

“You need to design in tolerance, and compromise.”

“It’s a tiny area, a very condensed and over-populated area. Everyone has to give a bit.”

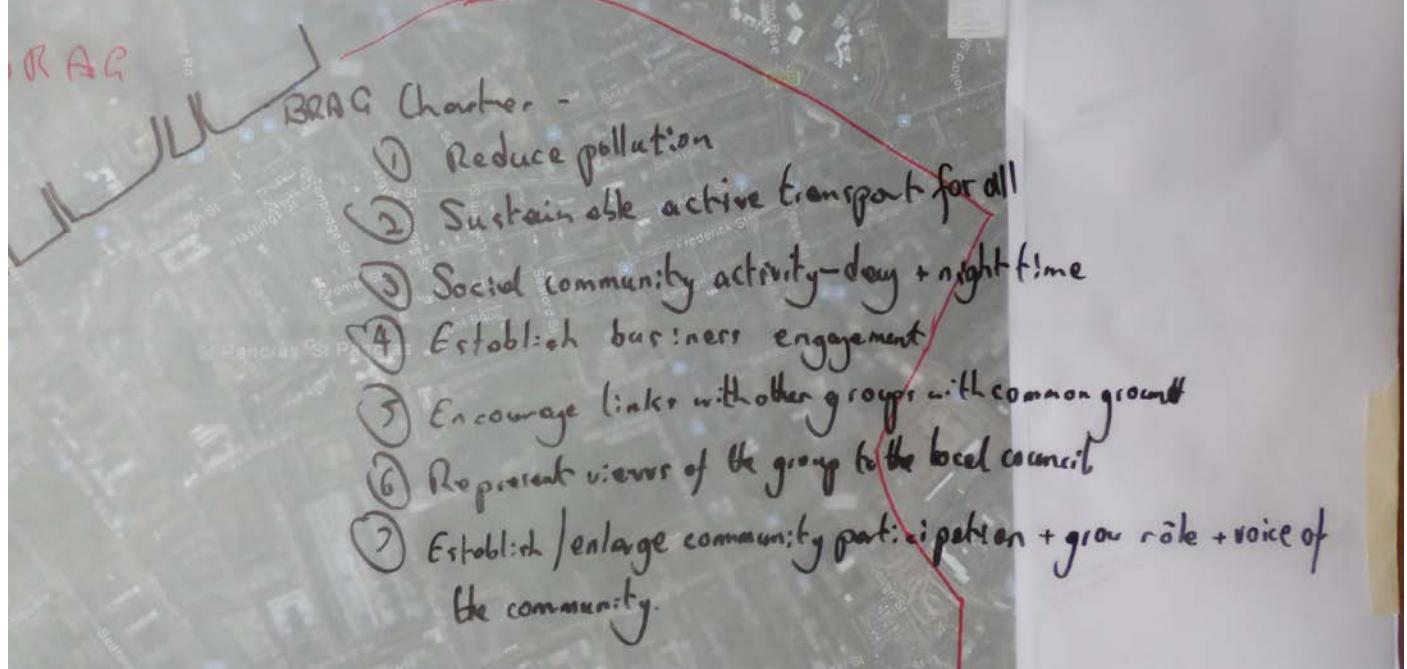
“It’s never going to be perfect for delivery vans or cyclists.”

“There are problems in each category of road user.”

“We’re condensing pollution into certain overpopulated areas. We need to dilute the pollution. Although it’s Utopia for some, it’s not fair to concentrate pollution in certain areas more than others.”



# - THE OPTIMISTS - To INFINITY + BEYOND



# GROUP 2 – THE OPTIMISTS

This group discussed a number of issues including:

- Getting about in a more sustainable way, which would also reduce levels of pollution
- How to reduce collective amount of vehicles on the road
  - Introduce dial-a-ride
  - Congestion charging (increase)
  - Traffic calming: speed bumps are bad for electric vehicles
  - Prevent repeat journeys
  - Reduce number of delivery points (60% of traffic is deliveries)
  - Use legal ways to restrict access: timed restrictions; type of vehicles allowed
  - Deliveries to have specific routes
  - Involve delivery vehicles in the discussion (Have they been consulted?)
  - To reduce levels of pollution, taxis must use different fuels
  - More encouragement of electric cars
  - Education is important – more people need to buy into the idea
- Community cohesion would be improved by increased social community activity, during the day and evening: to increase the ‘social glue’
  - Set an example
  - Be innovative and colourful
  - Small scale street parties
  - Community activities and action
  - Events
  - Festivities
  - Community clean-up
  - Gather together more
- Improve community participation through growing the role and ‘voice’ of the community. This could be achieved through development of a Charter for BRAG, which would provide a defined basis on which improvements could be promoted and assessed. i.e. We the people of the BRAG community – this is our commitment....
- Establish positive links with local businesses: funding, sponsorship
- Encourage apprenticeships for people who live here - it is part of the city
- Establish links with other community and friends’ groups to encourage areas of common ground. There is a need for a compelling argument; a united umbrella group
- How the message is conveyed outside is important. BRAG should aim to represent views of the group to the Council
- Learn from elsewhere: Preston High Street; Switzerland: Geneva, Bern, Basel; Hamilton-Baillie’s development of shared surface solutions

# What did people say?

## Congestion and pollution

“Nothing will work if the area is clogged up by cars.”

“Pollution doesn’t stop at the kerb.”

“There’s been a 15% reduction in trade at the Norfolk Arms. People don’t want to sit outside and smell the fumes.”

“There’s very little encouragement towards electric cars from our councilors.”

## Traffic flow

“All the traffic schemes need to be looked at together.”

“I don’t think road closures deals with the problem”

“More space = more congestion.”

“The word ‘rat run is being mis-used. These are proper roads – it’s not a short cut. Rat runs are where you go on back roads or through estates. This is a major link to the stations.”

“Camden could invite the experts, get the Dutch engineers over here to see what they’d do.”



# What did people say?

## Attitudes to cycling

“There’s a pedal cycling community in Basel which works very well.”

“I think the answers are already there, with the new cycle tracks. We’re never not going to have congestion.”

“It (a cycle track) has the MI affect on cyclists – they go too fast.”

“Culture has been given over to the motor car. Cyclists are fighting back and the fight back mentality has produced some aggression.”

“You get good and bad in all groups. In every community people are badly behaved.”

“We need a network of cycle routes that serve the local community, not just up and down a corridor.”

“If people are allowed enough space, they calm down.”

“Some of the worst cyclists are the new ones.”

“I walk to UCL but crossing the street at Byng Place is scary.”

## Urban design

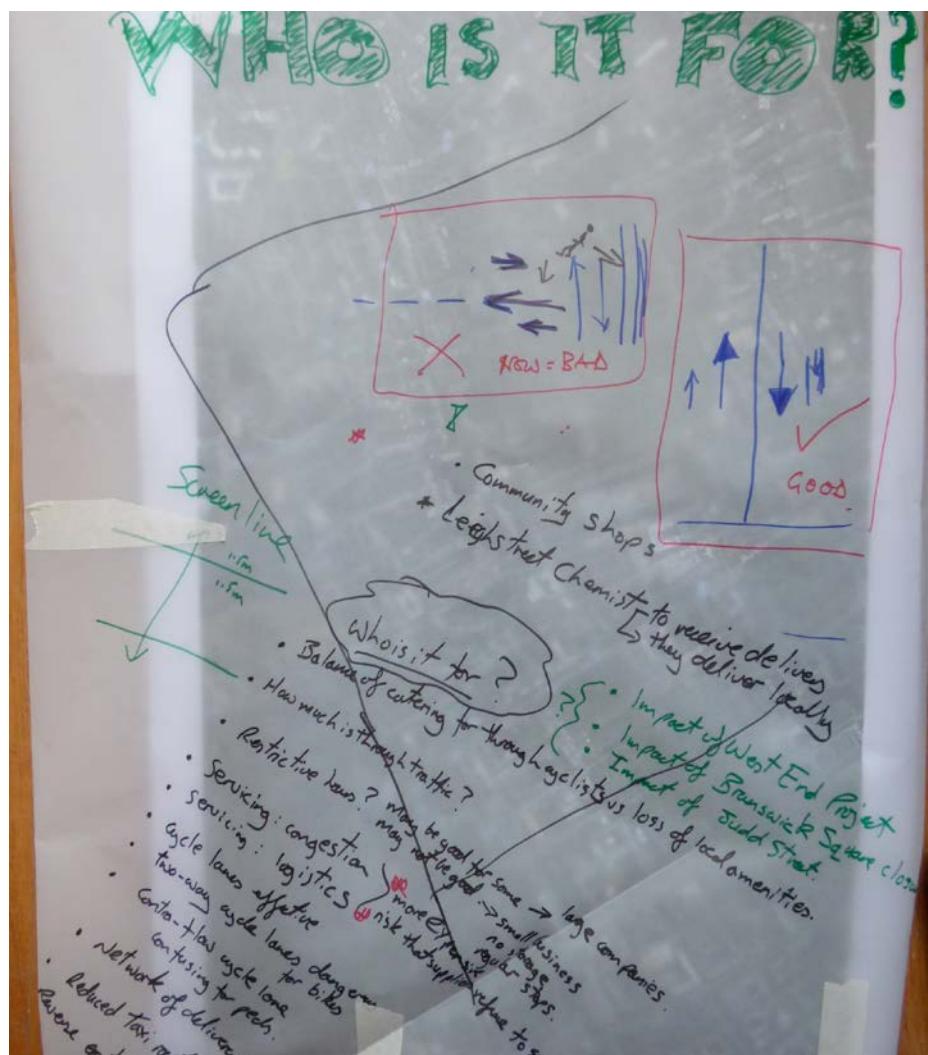
“Shoreditch works well. They’ve planted trees, and there’s a way through, even when it looks as though something is in the way - it looks like a road.”

“Planting can help it look less like a thoroughfare so people behave better.”

## Community groups

“Act outside the political”

“There are dozens of groups. They should be working together.”



## GROUP 3 – WHO IS IT FOR?

This group included a local shop owner so discussion focused on the impact of the Tavistock Place scheme on local business, and – as a result - on local residents. Increased congestion has led to delivery difficulties and increased costs, with the risk that suppliers will refuse to deliver supplies due to additional costs (for them) and the inconvenience.

It was reported that increased congestion has particularly affect local medical services – as the chemist needs regular deliveries (which are delayed) and also makes regular deliveries of medicines to local people. These too are delayed by the gridlock, the loss of a westbound route and the difficulty of driving around the area.

Discussion resulted in the conclusion:

- Local shops are an important asset and are much appreciated by the local community
- Small shops have very limited storage facilities so rely on regular deliveries of stock
- Cycle lanes must go in the same direction as the road. It is currently confusing for pedestrians as one bike lane is going against the one-way traffic
- The bi-directional lane previously in place was bad / dangerous
- Two lanes of traffic are best, with two cycle lanes on either side of the road
- Need to assess how much traffic is actually through traffic?
- And how much is necessary traffic, ie local deliveries, which benefit local residents / shops
- Should there be timing constraints? Restrictive hours?
- The trial scheme has had a detrimental impact on local shops, businesses and residents' quality of life
- There must be a balance in terms of catering for cyclists travelling through the area, who benefit from the changes, and the residents and businesses who live here, who are suffering from the impact









# Written Comments

The Community Planning Day offered a variety of ways in which people could have their say. Comments sheets were available for people to write down their concerns and aspirations. Some residents chose to send their comments in later. These are all attached at the end of the report. (Appendix 2)



# Community Planning Day Summary

## Changes to Tavistock Place traffic flow

This experimental scheme is highly contentious and has undoubtedly caused rifts amongst the local community, many of whom are cyclists: some support the scheme, others do not. A number of residents, several of whom attended the event, are known supporters of the scheme. The campaign manager of Camden Cyclists was also present for a short time in the afternoon, and was able to express his opinion. The majority of residents who participated in the Community Planning Day are however strongly opposed to the one way system and cycle tracks remaining permanent and think that alternative proposals should be considered.

The event was not intended to be a debate on the cycle lane, but provided an opportunity for local residents to have their say on a wide variety of issues, including the impact of the scheme on their daily life. There is no doubt the changes to traffic flow have caused a great deal of anger and distress to many members of the local community, both residents and local businesses, whose quality of life and means of earning a living have deteriorated because of the displaced traffic. This has increased congestion in many residential streets and made moving around the local area much more difficult for people who rely on vehicles for deliveries or transport. In particular, it has made life stressful and expensive for local people with disabilities, or who have young children. Both these groups of residents need cars and taxis to be able to get around.

*“They talk about reducing pollution but they’re creating pollution.”*

*“Running through the area is a sewer of traffic.”*

*“If you’re a cyclist or pedestrian, the routes are great, but what if you’re disabled, what if you can’t get around without a car?”*

The increase of noise, dirt and pollution from gridlocked traffic has had a major impact on ordinary householders. It has particularly affected the many elderly people who live in the area. They find crossing Tavistock Place on foot especially difficult, and comment on the speed and lack of care taken by some cyclists travelling through this residential neighbourhood. The rise in pollution levels has had a detrimental impact on the health of those with breathing issues. People are sad at the changes they are witnessing to the Bloomsbury they love and have lived in for many years.

*“I am 83 years old and I used to sit on the Brunswick stairs outside the cinema for hours after my walk with my dog, watching the world go by. I can no longer do that as the fumes from the traffic in Brunswick Square / Hunter Street are no good for my health, so I have to go up to my flat with my windows shut. I feel I am a prisoner in my own neighbourhood.”*

*“I know of three people who have fallen over the rubber armadillos and one broke an arm.”*

*“My curtains now have to be cleaned every month because of the dirt coming in from all the extra traffic.”*

There are however local residents (some of whom also live on a busy street, others who don't) who are in favour of the changes – citing that reduced traffic equals reduced pollution levels, and insisting that we must become much less dependent on a motor car. Thus, as an attempt to improve the space for pedestrians and cyclists, the scheme has won considerable support – albeit often from people who do not live in the area, but value the ease with which it can be accessed from elsewhere. Part of the contentiousness of the scheme lies in the question, who is it for?

# Community Planning Day Summary

There appeared to be a generation divide on the issue of whether removing cars from streets is a problem or a solution. Younger participants welcomed the idea of reclaiming the streets for walking and cycling, and a resident expressed delight at the idea of complete pedestrianisation, before realising the difficulties that would ensue in terms of not being able to receive deliveries. In this instance, it was agreed that some compromise is necessary.

*“Judd Street pedestrianised? That would be Utopia. I don’t care where the cars go! But I suppose there could be a barrier to let commercial and delivery vehicles come along the street.”*

There was a comment by a younger (and recently arrived) resident about how traffic-dominated streets have a negative impact on community cohesion.

*“It would be like when it’s snowing and you can’t drive - all of a sudden people go out in the street and talk to each other.”*

There was support for enforcement of the 20 mph limit on Judd Street, where cars drive much too fast (when not stuck in gridlock) and that traffic calming measures are necessary.

Those who are young and fit happily support the removal of traffic from central London streets, but it was pointed out that illness and injury can have an impact on people’s lives, and that vehicles may be necessary in years to come.

*“You’re not always going to be 25 and able to walk and cycle. And any minute you could be run over by Uber and unable to walk.”*

Workshop participants commented on the dangerous and inconsiderate conduct by some car and HGV drivers, which has a negative impact on residents’ quality of life, especially those who get around the area by bicycle. It was also noted that the elderly in particular feel threatened by speeding and confrontational cyclists.

*“It feels as though cyclists have been given a law to themselves, they’re now the elite - the untouchables.”*

It seems that poor and irresponsible behavior by both drivers and those riding bicycles is an element of common ground held by those who object to and support the Tavistock Place scheme.

The Community Planning Day was attended by several taxi drivers, who are also local residents, for whom driving a cab is their means of earning a living. Increased congestion means an increased fare for the passenger, with the result that fewer people are using taxis. This has an obvious impact on their business.

*“It’s having an impact on our livelihood - of course we’re unhappy...We’re trying to get people to Euston and they miss the train.”*

The point was made that not all taxis are rat-running through the area, but many are providing a vital service to patients and hospitals.

*“Black cabs pick up children to take them to GOSH, we’re often getting people to hospital.”*

# Community Planning Day Summary

There is limited available road space in central London. If residents' concerns are to be taken seriously, and if residents express the need to get around by means of a motor vehicle, it would seem that some compromise is necessary. The obvious conclusion is that drivers, pedestrians and cyclists must share the space.

*"We need to live in the real world, people have to get around in cars sometimes.  
I think a compromise needs to be reached."*

## Living in central London

The workshop and individual discussions with participants brought up many issues in regard to what residents need to be able to live an ordinary life in the middle of an ever-growing and ever-changing metropolis.

### Housing

The provision of accommodation is a key issue, and again the question was asked: who is it for? In terms of permanent residents, WC1 has been home for ordinary people for many decades – often existing on a relatively low income. These may be Council tenants, sheltered housing occupants, owner-occupiers of ex Council properties, freeholders and leaseholders of flats and houses. Bloomsbury's mixed population is part of what makes it an exciting and vibrant area to live in. The fact much of it lies within a conservation area is important and there is a suspicion that as properties are renovated, many heritage interiors are being deliberately destroyed.

Residents have always lived in relative harmony with the many students and tourists who occupy flats on a temporary basis. However, the purchase of flats by overseas and absent property owners has caused some resentment, as people become aware that vacant flats could provide others with a permanent home. The problem of high rents and the difficulty of families being able to stay in the neighbourhood was another key issue. What happens when one's children and grandchildren can no longer afford to live in the area where they were brought up? Is this a key element to the erosion of community? If the traffic problems increase to an unacceptable level, will this result in an exodus of ordinary residents, to the detriment of the community?

*"Do they want everyone to move out of central London?"*

### Safety and security

Residents want to feel safe, and the need for increased policing was raised during the workshop. Participants were reminded that the opening of the new students accommodation in Cartwright Gardens will expand the population by over a thousand young people, and could attract drug dealing and an increase in anti-social behavior. There was concern about Camden's decision to leave many Council parks unlocked at night. Several participants were bothered by the number of massage parlours / brothels in the immediate area. The potential of theft was also a concern.

*"Laptops get stolen. We're near so many stations,  
it's easy for people to get off a train and steal things and get away again."*

*"Drug dealing in Sandwich and Thanet Street calmed down in the last two years,  
but the drug dealers are still there. It's the brazen way they deal and smoke....  
It's critical to report incidences, but people don't."*

### Public realm

The workshop included comments from participants on the lack of street cleanliness, and the accumulation of rubbish. A shortage of public toilets has resulted in urination taking place down side streets, especially by Uber drivers.

# Community Planning Day Summary

There was a strong sense that Council decisions are making day-to-day life much more difficult for local residents. One participant came to the event to discuss the recent arrival of a Santander bike stand, which has made it impossible to unload a van outside the entrance to the block of flats in which he lives. This inability to unload was echoed by residents who live on the north side of Tavistock Place, where cycle infrastructure impedes deliveries.

*"There's a single yellow line outside the entrance to where I live so I can't park and I can't unload. There are now Santander bikes on one side and a double yellow on the other, the available space is too short for a van or even a large car to park outside the entrance to my flat."*

## Camden's consultation processes

The imposition of the trial one-way scheme along Tavistock Place, without any prior consultation with residents, has led to many people feeling highly distrustful of Camden Council. There is a growing perception that residents' views are not being treated with the respect that they deserve, and that other more powerful groups and institutions have much more influence on the Council than the people whom they are meant to represent. There is a view that decisions are made behind closed doors, and that there is a lack of transparency in the consultation process.

*"The council is just not listening to anybody."*

*"We received consultation information about the Santander bikes outside Witley Court. Two weeks later they were installed, so this seemed like a fait a compl, not proper consultation."*

## Importance of community cohesion

Participants expressed the need for the community to come together in harmony, rather than dissent, and that there should be support for the local shops, which rely on passing trade. There was awareness that London can be a lonely place and that it requires effort to reduce a sense of isolation. The corner shops and cafes provide a focus for residents to meet, and their potential demise through loss of customers is an unwelcome consequence of the increased congestion due to the one-way system. It was emphasised that the disabled and elderly form a large part of the residential community, and that their needs and aspirations should not be dismissed.

## Conclusion

The Community Planning Day was organised by BRAG to bring local people together for a day of discussion and to provide an outlet for frustrations caused by the imposition of the Tavistock Place experimental one way scheme. There is an awareness that promoting sustainable means of transport can help reduce pollution levels, but removing traffic from one street only moves it to another. Displacing traffic into other residential neighbourhoods is not a viable solution and is resulting in a reduced quality of life for many people. Some compromise is necessary.

Local people do not like the tension that has been created in the community between cyclists and motorists, especially as many residents are cyclists too.

There is a plea from the community for Camden Council and TfL to remember that residents want to be able to live an ordinary day-to-day life, and not to be pawns in an experiment that has been initiated by those who live elsewhere and will not experience the fallout. There is an ever-growing distrust of the Council who appear to be ignoring residents in favour of other lobbying groups. It is essential that local politicians recognise and respect and respond appropriately to the fact that "Residents Matter".

# Appendix 1

**Supporters of BRAG (including those who attended the Community Planning Day or contributed comments sheets) live in the following residential streets:**

Agar Grove	Hastings Street
Amphill Square	Hatton Garden
Ampton Street	Heathcote Street
Argyle Street	Herbrand Street
Argyle Square	Hunter Street
Baldwin's Gardens	Huntley Street
Barnsbury Park	Islay Walk
Bewdley Street	John Street
Bidborough Street	Judd Street
Birkenhead Street	Kenton Street
Bridgeway Street	King's Cross Road
Brill Place	Lamb's Conduit Street
Brunswick Centre	Leather Lane
Burton Street	Leigh Street
Bury Place	Marchmont Street
Calthorpe Street	Mecklenburgh Square
Cardington Street	Mecklenburgh Street
Cleveland Street	Mildmay Street
Compton Place	Millman Street
Coram Street	Mornington Crescent
Cranleigh Street	Mount Pleasant
Crestfield Street	New Cavendish Street
Cromer Street	New North Street
Cubitt Street	Regent Square
Doughty Mews	Ridgmount Gardens
Doughty Street	Royal College Street
Endsleigh Street	Rugby Street
Euston Street	Russell Square
Farringdon Street	Sandwich Street
Foley Street	Shorts Gardens
Frederick Street	Sidmouth Street
Gilbert Place	Southampton Row
Goode Place	Swinton Street
Gordon Street	Tankerton Street
Gosfield Street	Tavistock Place
Gower Street	Tavistock Square
Grafton Street	Thanet Street
Gray's Inn Square	Tonbridge Street
Gray's Inn Road	Wakefield Street
Great Percy Street	Wharton Street
Great Portland St	Whidbourne Street
Grenville Street	Wicklow Street
Guilford Street	Woburn Place
Hampstead Road	Wren Street
Handel Street	Wynyatt Street
Harpur Street	York Rise
Harrison Street	York Way

## **Appendix 2**

### **Comments Sheets**

### **(in Alphabetical Order)**

## BRAG COMMUNITY PLANNING DAY

Thursday 8<sup>th</sup> September 2016, at OneXX, corner Judd Street & Cromer Street, London WC1H 8BS

### COMMENTS SHEET

#### PLEASE LET US KNOW ANY COMMENTS, CONCERNS AND IDEAS

First name	Surname	Postal Address	Postcode	Tel no / Email
Evelyn	Abberton	68 Tawstock Court	WC1H 9HG	e.abberton@btconnect.com

Nearly knocked down just now by cyclist on pavement in Woburn Walk!  
Fine cyclists for this anti-social behaviour?

Cyclists are not the only legitimate road users & their needs must not dominate use of Bloomsbury roads and streets.

Hare Camden considered TfL's proposed use of roads when drawing up their traffic flow plans e.g. Endsleigh Gardens (to become one way) and also an HGV spoil removal route for TfL HQ?

**BRAG COMMUNITY PLANNING DAY**

Thursday 8<sup>th</sup> September 2016, at OneKX, corner Judd Street & Cromer Street, London WC1H 8BS

**COMMENTS SHEET****PLEASE LET US KNOW ANY COMMENTS, CONCERNS AND IDEAS**

PLEASE LET US KNOW ANY COMMENTS, CONCERNS AND IDEAS			
First name	Surname	Postal Address	Postcode
Andrea	Audens	167 Oceanic Ct, Brunswick Gdns WC1N 1NZ	07950777308 mandyandress167@gmail.com

I am a local resident I have lived in wcl for 56 years and in the Brunswick for the past 27 years, Since Camden Council's decision to make changes to taxis stock place I have never seen the traffic so bad in all surrounding areas it has a negative effect on all local people. Please listen to your local residents and improve our local area. The majority of people who use the cycle lane and are in favor of the changes are not local residents, they do not pay Council tax, this is not happening in their area where their children and family live. The pollution is a health hazard and if we ever had a terror attack which has happened before nobody will be able to be rescued and Camden will have blood on there hands.

**BRAG COMMUNITY PLANNING DAY**  
Thursday 8<sup>th</sup> September 2016, at OneKX, corner Judd Street & Cromer Street, London  
WC1H 8BS

**COMMENTS SHEET**

**PLEASE LET US KNOW ANY COMMENTS, CONCERNS AND IDEAS**

First name	Surname	Postal Address	Postcode	Tel no / Email
Boyle	Travel Ltd	WC1H 9ES	WJboyle@bt-internet.com	

Not here for THE workers hours, ~~just~~ <sup>only</sup> part way through the evening.

My main concerns:

- 1) Pollution, esp. bus idling/gathering traffic.  
i.e. need to ~~use~~ but ~~may~~ people do need public transport!)
- 2) As local resident, find we cannot safely travel weeks:  
e.g. needed taxi to UCIT A&E, mid-week, late morning; from Rail-etc.  
Picked up one up comes ~~late~~ - 12 minutes to get you there  
to library left on Todd St - 3 rail stops.

**BRAG COMMUNITY PLANNING DAY**

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**COMMENTS SHEET****PLEASE LET US KNOW ANY COMMENTS, CONCERNNS AND IDEAS**

Comments			
First name      Surname      Postal Address      Postcode      Tel no / Email			
ANITA	CHORE	CHELT CT JUDD ST WCH NW	07863879863

Affected business of Marchmont Street  
too many cyclist. Trade almost killed

If you need more space, please use the other side.

## BRAG COMMUNITY PLANNING DAY

Thursday 8<sup>th</sup> September 2016, at OneXX, corner Judd Street & Cromer Street, London WC1H 8BS

### COMMENTS SHEET

#### PLEASE LET US KNOW ANY COMMENTS, CONCERNS AND IDEAS

First name	Surname	Postal Address	Postcode	Tel no / Email
C	Carth	CRANBERRY ST	NW1 1NU	

THE CLOSURE OF JUDD ST. WOULD AFFECT MYSELF IN REGARD TO WORK RELATED MATTERS, IF IT WAS TO CLOSE IT WOULD ADD TIME AND EXPENSE TO MYSELF AND MANY OTHER WHO WORK AND LIVE IN THE AREA. THIS COULD ALSO AFFECT LOCAL BUSINESSES TOO.

THIS MAIN ROAD CLOSURE TO MY KNOWLEDGE WAS KEPT QUITE HUSH HUSH. THIS MAIN ROAD AS OF A CONSCIENCE WITH BE TOTALLY GRIDLOCK AS THE TAUNSTOCK WAY SYSTEM HAS ALSO ADDED TO THE PROBLEM. TRAFFIC ONLY MOVES ~~IF~~ IF YOU KEEP THE ROADS OPEN, CUSTOM ROAD IS LIKE A 24 HRS CAR PARK, THIS CLOSURE WILL MAKE IT WORSE.

**BRAG COMMUNITY PLANNING DAY**  
Thursday 8<sup>th</sup> September 2016, at OneKX, corner Judd Street & Cromer Street, London  
WC1H 8BS

COMMENTS SHEET

**PLEASE LET US KNOW ANY COMMENTS,**

**CONCERN AND IDEAS**

First name	Surname	Postal Address	Postcode	Tel no / Email
Joan	Creed	178 O'Donnell Crt	WC1N 1AQ	020 7837 9316

The traffic has been extremely heavy all around the Brunswick centre since tarmac place was made one way west → East. There are very limited routes to travel from east to west. It is necessary for one way traffic it should be East to West Not West to East as it is at present.

## BRAG COMMUNITY PLANNING DAY

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### COMMENTS SHEET

#### PLEASE LET US KNOW ANY COMMENTS, CONCERNS AND IDEAS

First name	Surname	Postal Address	Postcode	Tel no / Email
IANNA	CULUM	61 JUDD ST	WC1H 9QT	MAIL@KUCHULLUM.COM

Rather than try to obtrusively direct traffic flow, which increases travel distances and reduces speed to near standstill (thus increasing pollution) would it not be better just to redesign roads to prioritise walking and cycling of cities and provide better public transport?

If you need more space, please use the other side.

**BRAG COMMUNITY PLANNING DAY**

Thursday 8<sup>th</sup> September 2016, at OneKX, corner Judd Street & Cromer Street, London WC1H 8BS

**COMMENTS SHEET****PLEASE LET US KNOW ANY COMMENTS, CONCERNs AND IDEAS**

First name	Surname	Postal Address	Postcode	Tel no / Email
DAPHNE	DAVIES	Queen Alexandra, Judd Street	WC1H 9DQ	Daphnedavies@btconnect.com

1) With the new one-way system & Taxis take ~~good~~ place now means that the traffic backs up on Judd St near Gunton Road. There are endless traffic queues. Before it was a quiet street.  
2) I'm concerned about the presence of many parked cars on Judd St, I think they should be ~~not~~ closed down.

If you need more space, please use the other side.

## **BRAG COMMUNITY PLANNING DAY**

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### **COMMENTS SHEET**

### **PLEASE LET US KNOW ANY COMMENTS, CONCERNNS AND IDEAS**

First name	Surname	Postal Address	Postcode	Tel no / Email
Mike	Elles	63 Judd Street	WC1H 9QT	<a href="mailto:mikelles@blueyonder.co.uk">mikelles@blueyonder.co.uk</a>

The main issue is traffic from my point of view and it was very clear from the Marchmont Street meeting on the 19<sup>th</sup> September how polarised people are over this matter. Many conflicting comments were made from different standpoints, which made for an angry meeting. Some good points were made however – one in particular that the roads are a shared space for everyone and should not be seen as ‘a them or us’ in terms of who gets to use the space. As a cyclist and car owner I see both points of view and since the introduction of ‘Boris Bikes’ the cycling group are developing a powerful voice, which the council will no doubt be forced to take into account.

The ‘Tavistock Experiment’ has made what was a vital East/West artery for all forms of traffic and given it over to cyclists which, for the most part, is only used at peak times twice a day. In the process it has impacted on other streets and neighbourhoods. The council’s proposed response to this is to restrict traffic coming into Judd St, thus pushing the traffic into other areas already heavily trafficked. People live, works and play there too so is this really the solution; cutting down on pollution in our streets but moving it into their streets? And there are other plans for traffic restriction talked about. Is there any joined up thinking in all of this?

We live in a dynamic city and traffic is a serious problem ... but it’s not going to go away as Uber cars, tourist coaches, online deliveries etc increase into ever restricted road space if all these schemes go ahead. Yes, we’d all like to live in a pollution free environment but until they find an alternative to the internal combustion engine, that’s not going to happen any time soon. In the end we all have to share the problem.

Specifically the Tavistock scheme should be amended to allow a cycle lane in each direction and to maintain two way motor traffic. It was another good suggestion at the Marchmont meeting and one that would – though tightly spaced – allow access for everyone.

If you need more space, please use the other side.

If you wish to fill in this comments sheet in your own time, you can email it back to us at [Debbie@brag.org.uk](mailto:Debbie@brag.org.uk) or post to us at 91 Judd Street, London WC1H 9NE

**BRAG COMMUNITY PLANNING DAY**

Thursday 8<sup>th</sup> September 2016, at OneXX, corner Judd Street & Cromer Street, London WC1H 8BS

**COMMENTS SHEET****PLEASE LET US KNOW ANY COMMENTS, CONCERNS AND IDEAS**

First name	Surname	Postal Address	Postcode	Tel no / Email
ADRIAN	FODRON	WC1H 0HG		Adrian@virgin.net

- There is no overall plan for traffic flows from Pentonville Road to Portland Place
- Consider local help from University College London Barlett should be requested for expert modelling
- Regular fuller fire measurements must be made and published on website

If you need more space, please use the other side.

**BRAG COMMUNITY PLANNING DAY**  
Thursday 8<sup>th</sup> September 2016, at OneXX, corner Judd Street & Cromer Street, London  
WC1H 8BS

COMMENTS SHEET

**PLEASE LET US KNOW ANY COMMENTS, CONCERNS AND IDEAS**

First name	Surname	Postal Address	Postcode	Tel no / Email
KAREN	HENNESSY	138, O'Donnell Court	WC1N 1AX	KARPET007@YAHOO.CO.UK

Please See Attached Letter

K. Hennessy

If you need more space, please use the other side.

KAREN HENNESSY: 138, O'DONNELL COURT W11 8JX  
CADDEN TRAFFIC TRIAL

Mail: Karpettoon@yahoo.co.uk.  
I have lived in my property (O'Donnell Court) for over 25 years I face directly on to Hunter Street (School of Pharmacy) I moved here because of health issues. the relevant ones are I suffer from Severe depression, have agoraphobia and Anxiety & Panic attacks. So to have a property with a balcony has a big advantage. Since the trial traffic has started, Hunter Street is like living on a main road. I have my bedroom and lounge door connecting me to my balcony and my doors are open 24-7. 365 days a year regardless of weather. I can no longer sit on my balcony or tend to my few flower pots, as the fumes are off the scale which cause me breathing problems as I have C.O.P.D. and the constant honking of horns, causes me great anxiety. before I was having an attack I could go on my balcony get some air and view the street which would ease & help cause my attacks. Most days the traffic is

is Bumper to Bumper from early morning until Past 8PM. there is shouting from people with road rage and most importantly the emergency services have a lot of trouble getting through so sirens are going all the time. I think it is unfair to myself and many local residents who feel the same to be expected to live like this, and think traffic routes should be restored to the previous way. We all deserve a decent Quality of life.

Yours sincerely

Karen Hennessy

138, O'Donnell Court,  
Bronswick Centre,  
London,

W11 8JX.

## BRAG COMMUNITY PLANNING DAY

Thursday 8<sup>th</sup> September 2016, at OneKX, corner Judd Street & Cromer Street, London WC1H 8BS

### COMMENTS SHEET

#### PLEASE LET US KNOW ANY COMMENTS, CONCERNs AND IDEAS

First name	Surname	Postal Address	Postcode	Tel no / Email
KAT	JUNCKER	WC1X 8EB/ GRAYS INN RD		Kat.Juncker@gmail.com

I am a local multi-modal resident. I use public transport, drive, walk and cycle. I would like to see the urban environment reflect the many ways of moving around the city. At present it is dominated by motorised traffic - which is polluting, noisy and restricts all other modal forms.

Issues that I personally feel strongly about:

- community gardens
- secure on-street bike parking
- reducing idling vehicles (esp. delivery vans)
- reducing noise (from road works + traffic)
- pollution + pollution
- increasing safe pedestrian width of pathways for pedestrian and cycle ways for cyclists. -(I support the Tuskstock now cycle infrastructure)
- more local social activities.

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First name	Surname	Postal Address	Postcode	Tel no / Email
Angus	Loch	84 Tessel House, Off-110 Swan St.	WC1H 9HX	07817 623863.

- Speed limit on Tudor Street is not enforced
  - could be brought down to 20 (if not already).
- Concerned about 2 bidders (Tudor Street Smart, BanBee) in neighbourhood.
  - "The Sun" has been there for years, but another applying is not good for the street.
- Separated bike lane on Tudor Street to join up with Twisted Face
  - So nice to cycle away from the heavy traffic
- Prevalence of AirBnB-type rentals seems to be rising rapidly and a number are

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A resident in the building has expressed discomfort and also some complications with A1B2 grants.

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First name	Surname	Postal Address	Postcode	Tel no / Email
Cleerj	Mahon	105 So Mappin St.	NC1 0NA	

I believe that Javelock Place should be made two way for cars & cyclists. There should be a narrow cycle lane on each side. Cyclists should only be able to cycle single handed & not be able to overtake each other. Buses cannot overtake each other in Javelock Place. My observation of cyclists is that they cycle in two or three with earphones listening to music. The bicycle lanes that are there at the moment of time are wide enough for lorries & ambulances to park in. How can emergency ambulances pass through Javelock at night to Tottenham Court Rd which is being taken up precious space. One car has been parked at Endsleigh gardens where we have 300 students & 400 staff. There is little congestion in Endsleigh in the day time. I think Endsleigh gardens will have better traffic.

PT.O

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Coming from Edinburgh Street Towton Street up past Walnut Place most of these cars & lorries are going on to the Carlton Rd by turning right out off Edinburgh gardens into Gordon St. you also have cars & lorries coming off the Carlton Rd into Gordon St & turning left into Edinburgh Gardens so Edinburgh gardens is a bit noisy, with lots of pollution for the people in Edinburgh gardens who are mostly very young 3,800 in Bottlet

College of Architecture plans hundreds of low students at Temney Barnham School of Law plus the Hassle for the homeless people. New if we look at Josephine Branswick Report it would be a form of madness to close Lansdowne Terrace or take away the sandabout which directs traffic two ways. There are 1200 young people in the International Hall it was also suggested to have less noisy traffic in Grenville St. Once again we have a block of flats were called Dawson Court which is mostly occupied by retired elderly people plus the International Hall. If this was to go ahead it would cause terrible pollution & disturbance. So please leave the streets as they were. There is no need for all these undesirable changes

Eileen McLean

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First name	Surname	Postal Address	Postcode	Tel no / Email
Michael	Mattingly	Marchmont Street	WC1	mj_mattingley@yahoo.com

A number of your arguments make sense, particular those about the Council's consultation procedures. It is easy to forget that Marchmont Street, where I live, is actually a residential street with 3 to 4 floors of housing above the shops. While the Council's responsibilities extend geographically and operationally beyond Bloomsbury, it has to face up to the realities of a particular area as well as those of London as a whole. That may be a difficult undertaking but its officers cannot be excused from engaging in it.

My guess is that the cycle way improvement aims at the demand that is expected from the cycle superhighway. Before the trial, it seemed to me there was not adequate room for the number of cyclists during the peak periods. The numbers appear even greater now.

The point about air pollution is a good one. Traffic management schemes that restrict movement on some routes then concentrate traffic on a few others - unless, of course, overall trips by motor vehicles are reduced substantially. Those activities along the ill-fated routes can all suffer, not just residents, but also pedestrians and those waiting at bus stops. Traffic planners have never worked this out. When all else fails, one logical response is to remove all restrictions so that the pain is evenly distributed, and perhaps it is less overall because there is less stationary traffic. However, I suspect that the one way restriction of the trial has little to do with the concentrations you identify compared to the restrictions on entering and leaving our area from Euston Road.

With so many issues not sorted out I favour as an immediate compromise that the scheme is not made permanent. I have already argued that to make it permanent will destroy the flexibility to deal with changes coming from new technology, other policies, longer term consequences, etc. and that the construction of a permanent scheme will create unnecessary difficulties for everyone, judging from the amount of disruption caused by implementing the trial itself.

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First name	Surname	Postal Address	Postcode	Tel no / Email
Robert	McDonald	177 Odonnell Ct	WC1N 1AQ	

Since tavistock Place trial. the traffic in all surrounding areas have become gridlocked. the pollution and noise has become unbearable my once so lovely Bloomsbury has now become a health hazard I am 83 years old and I used to sit on the Brunswick Stairs out side the Cinema for hours after my walk with my dog watching the world go by. I can no longer do that as the fumes from the traffic in Brunswick Square / Hunter Street is no good for my health. So I have to go up to my flat with my windows shut, I feel how I am a prisoner in my own neighbourhood. Please take notice of your local residents and put tavistock Place back to how it was a pleasant place to live and walk in.

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First name	Surname	Postal Address	Postcode	Tel no / Email
Hilary	Neene	Hat 2, 80 Marchmont Street	WC1N 1AQ	

My comments are related to the crazy system we have at present where Twinstock Place has one way traffic eastbound and ~~one~~ ~~two~~ which is causing problems for cars & cyclists and has to go Westbound now has to go through other streets and massive traffic jams are caused. You have a double cycle lane but there is so much space available which is so wide which is a waste of space and using the car traffic lanes are often 2 or 3 abreast and using the cycle lanes not being used is becoming increasingly dangerous as well. Not only is traffic held up it is becoming really difficult to get through. It is most problematical with eventualy two way traffic for both cars and cyclists and that should be single lane traffic for cars and vehicles and that side of the street. This is the way traffic runs on each side of the street.

P+O

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used to be and the area functioned well. The present traffic situation though has back tracked & broke and it needs fixing by going back to what worked before.

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First name	Surname	Postal Address	Postcode	Tel no / Email
Karen	Parker	17 Cromer Street, London, WCIH 8BS	WC1H 8QS	07775 096915, e-mail: karen@karen.parker.co.uk

- 1) Every 3-4 days I have an elderly patient complaining as to how they had a near miss from a cyclist as it is difficult to cross Tavistock Place at the light and look both ways for cars & cyclists (especially cyclists who going through red light)
- 2) The delivery drivers are always delayed since the new one way set of traffic lights by 2-3 hours.
- 3) If done same with Tidd St. there will be a good link for people & cyclists
- 4) At non-peaks hours the cycle lanes are empty (need to have bus lane type timing for cycle lanes).
- 5) Use Mablethorpe Place instead of Todd St for cyclists.
- 6) Two way Tavistock Place must return with cycle lanes.

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First name	Surname	Postal Address	Postcode	Tel no / Email
Pawlakos	Pawlakos	33 Tavistock Court	WC1H 9HE	07810201234 Pawlakos@Pawlakos.com

- IF POSSIBLE - GET COUNCIL TO MONITOR & PUBLISH CYCLIST NUMBERS IN EACH DIRECTION THROUGHTOUT THE DAY
- IT SHOULD SHOW THAT THE BIKE LANES ARE NOT AS USED DURING THE DAY, AND THAT THEY ARE GENERALLY USED ON ONE DIRECTION THROUGH THE MORNING RUSH INTO TOWN & AFTERNOON RUSH OUT OF TOWN
- THUS THEY COULD MAKE A LANE WHICH FLOWS IN ONE DIRECTION IN THE AM & IS REVERSED IN THE PM
- TRAFFIC FLOW HAS BEEN INCREASED THROUGH RESIDENTIAL STREETS COMPOUNDED BY THE BLOCKAGE AT GORDON SQ & SURROUNDING WORKS.
- I HAVE INSTALLED SECONDARY GLAZING TO REDUCE THE SPIKE IN NOISE LEVELS DUE TO THE INCREASED TRAFFIC SENT DOWN TAVISTOCK SQ & ENSLEIGH ST THAT WOULD OTHERWISE TRAVEL DOWN THE TOP OF GORDON SQ/TARRANTON PLACE.
- ADDITIONALLY THE TRAFFIC INCREASE IN ENSLEIGH GARDENS IS SO BAD IT NEARLY REACHES TAVISTOCK SQ DURING PEAK HOURS.
- DIRT & POLLUTION WERE NOT MENTIONED, BUT THERE NEEDS TO BE AN EASIER & MORE WELL THOUGHT ROUTE FROM RUSSEL SQ/HOLBORN TOWARDS FITZROVIA/MARBLESONE THE PREVIOUS ROAD LAYOUT WORKED WELL, THE CHANGES HAVE NOT TAKEN INTO CONSIDERATION THE ROAD USERS WHO CONTRIBUTE TOWARDS COSTS IN FAVOUR OF FREE LOADERS.

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First name	Surname	Postal Address	Postcode	Tel no / Email
Susanna	Powers	99 Judd Street	WC1H 9NE	spowers99@aol.com

Could a quick survey be done of cars queuing along Judd Street – where they've come from and where they're going to? Which route they'd use if not Judd Street?

Could the east/west cycle lane be kept in its present form so that cars could be allowed to go along Tavistock Place except between 7 and 10am on weekdays - like a bus lane? There would need to be a large, clear sign.

Could Bloomsbury Way be made two-way so that, once Cross Rail works end, there is a route from Theobalds Road to Tottenham Court Road to travel south/north?

Will congestion improve anyway once the Cartwright Gardens building works end?

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First name	Surname	Postal Address	Postcode	Tel no / Email
Bill	Reed	40 Argyle Square	WC1H 8AL	bill@reedspace.com

We feel that the interests of transients are put above residents in our part of WC1, particularly in respect of transport. We also feel that a lot of decisions regarding transport are not very well thought out, resulting in more dangerous junctions for everyone, and needless delay to cars. Much of what has been changed is particularly dangerous to children and older people.

In addition we feel that sometimes cycles are excessively prioritised over motor vehicles, and as a result it is quite difficult to get tradesmen to visit our house. With five children we also need a fairly large car, as sometimes there is no viable alternative. Until large electric cars are more widespread, it should be possible for residents within the congestion zone to keep their existing car. Furthermore, the jams caused by some poor traffic decisions (eg Judd St) increase pollution for pedestrians, and I am sure that walking is the preferred form of transport for most people living here.

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<b>Comments Sheet</b>			
<b>Please let us know any comments, concerns and ideas</b>			
<b>First name</b>	<b>Surname</b>	<b>Postal Address</b>	<b>Postcode</b>
KIRSTY	ROWAN	FREDERICK STREET	WC1N 0NF

A major concern I have which is affecting our built heritage is the current lack of protection being enforced by Camden relating to upgrading works to historic grade II buildings in WC1. A landlord responsible for over 200 dwellings in over 100 listed properties is systematically ignoring the safeguarding of the historic fabric of these homes in their plans and works. Much has been lost already as the scope of the works has been exceeded and there has been a lack of seeking full listed building consent. I would like Camden to investigate this and put in a policy whereby all listed buildings' features are recorded otherwise Camden will preside over the unrecoverable loss of this national heritage. With the use of modern technologies, we can safeguard our heritage by maintaining a database which will deter anyone from removing or damaging historic fabric. The database or archive can have a greater impact as it allows research access to our built environment and highlight the distinct and highly specialised craftsmanship that went into defining the heritage of our homes. The archive deposits can be uploaded by voluntary community involvement especially our younger generation to document specialist features of their homes. It will train and educate on our built environment, awareness of crafts, architecture and history. Camden could engage our schools with worksheets/study packs and feeds into the 'Open House' events. It would embed a community engagement at the heart of creating an archive which protects and safeguards our heritage and can be used by the planning department as an evidence base for any future granting of consent. As our youngsters are all digital natives and most people have access to the technology (smartphones with cameras), it would allow a financially viable and easily actioned project.

Another concern I have is the granting of permission to many banners going up throughout Bloomsbury. These banners bring in revenue to Camden through the private advertisers with little regard to the streetview issue us residents have. This is a major imposition on our streets and creates a distracting, messy and ill-fitting representation of one of the most historic areas of London. It has not place in our streets which are already taken up with too many billboards. An overload of unnecessary information throughout our streets is a major imposition into our lives that disregards Bloomsbury's residents. There is also much research to show how distracting street furniture such as this is to drivers, pedestrians and residents. I would like to see the newly granted consent especially to Grays Inn Road for these banners to be revoked and an overall review of other areas and their subsequent removal. In essence, private marketing companies are making money from taking up our living space. I am sure many of those benefitting from this are not residents and would resist this in their own environs.

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First name	Surname	Postal Address	Postcode	Tel no / Email
GABINO	STENGILS	47 WITHEY CT, CROMER ST.	WC1N 2UD	GABINOS@GMAIL.COM 07767 444 909

I live in Withey court, corner of Cromer street and Woodburn place and due to the change of traffic for the bike lane, traffic is now constant between 7am to 1am. Even sometimes until late. Curtains and furniture are now covered in skirt, my partner's children have difficulty breathing since this sheltered and the noise is unbearable and hard to sleep. During bad weather traffic is extreme, it is terrible having windows open as the fumes + noise are overwhelming. Also the consultation on the side bike rack was sent to us only a couple weeks before it was installed therefore a fair account of anyway and its blocked access to main entrance and side shop the elderly and disabled residents are no longer able to shop outside the entrance. Also young kids / teenagers sit on the bikes making noise and cycling across until the early hours. It seems that the residents were completely ignored.

To go west is now ridiculous it involves driving up to Custom Road and then down Gower Street and across which was increased travel time, traffic, cost and is unnecessary. Why not reverse Montague Place to allow cars coming from the south to have a way of heading to the west end.

### Summary

- 1) Additional traffic, fumes, noise and inconvenience and disturbance due to the bike lane and no other route west.
- 2) Bike path outside custom street extra traffic, narrowed the road, noise / teenager / anti social behaviour + loss of access for loading / unloading + disabled people.
- 3) Traffic in whole area multiplied due to changes.

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First name	Surname	Postal Address	Postcode	Tel no / Email
PETER	STORFER	Flat 1, 39 Swinton Street, London	WC1X 9NT	0207 837 8479/ pbstorfer@gmail.com

The best way to handle the congestion and concomitant pollution in the Bloomsbury area is to widen the congestion charging route north of the Euston Road and East of Kings Cross Road. This becomes even more important with an eye towards the introduction of the proposed Ultra-Low Emissions Zone in 2020, which is supposed to be described by the Congestion Charging route. From an environmental point of view, the best route for the Congestion Charging zone would be around the North Circular, Fallopian Way, A1 to Holloway Road and Upper Street or the Essex Road. However, if this route was deemed to be too extreme, other routes such as the A5, A5205, Finchley Road, Adelaiade Road, etc. are clear possibilities. It is evident to anyone who knows the area around Kings Cross that no change of road systems alone, such as converting the 1-way gyratory into a 2-way will improve the awful congestion in the Kings Cross area. Indeed, it may well increase congestion. The level of congestion along the Swinton Street, Euston Road area of the CCZ has grown every year since the inception of the CCZ, and neither Camden nor TFL have monitored this. One only has to look at the difference in traffic between Acton Street (inside the CCZ) and Swinton Street (outside the CCZ) to see how much the CCZ affects the congestion.

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PETER	STORFER	Flat 1, 39 Swinton Street, London	WC1X 9NT	0207 837 8479/ pbstorfer@gmail.com

I have just had (as I suspect others in BRAG have had) a response to the 'consultation' TIL held on line regarding the proposals to convert the Kings Cross 1 way system into a 2 way system, possibly eliminate left turns from Judd Street onto Euston Road and possibly eliminate right turns from Midland Road onto Euston Road or convert Midland road into a pedestrian and bicycle route only. It begins:

Thank you for your interest in our proposals to make changes to the King's Cross gyratory. The consultation closed in March this year and we have reviewed and considered all of the 1,042 consultation responses that we received.

Seventy per cent of respondents who contacted us through the consultation portal supported the overall proposals, with 18 per cent of respondents opposing. Respondents were asked to rank what they considered to be the most (and least) important for improving King's Cross. Improved pedestrian facilities were ranked as the most important consideration followed by improved cycling facilities.

We will now continue to work in partnership with stakeholders, including the London Boroughs of Camden and Islington, to further develop the design of the scheme, with a view to consulting on detailed proposals for the wider Kings Cross and Euston Road area in 2017.

These proposals are pernicious and would further affect access to local hospitals, traffic and pedestrian safety, especially those of us who are disabled. It should be noted that given the catchment area, 1042 responses is incredibly low, and probably represents less than 15% of the permanent residents in the area. Given the mode of consultation – by on line response – it is likely that the responses were highly skewed toward a younger population. It is also likely that the 'loud' voices such as the vociferous cycling community, responded in much larger numbers than, for instance, the retired and disabled communities. I think BRAG ought to demand a much more thorough consultation with all stakeholders, ensuring that no segment of the diverse population of Bloomsbury and Kings Cross is left unheard.

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First name	Surname	Postal Address	Postcode	Tel no / Email
ANNE	SUTHERLAND	QUEEN ALEXANDER MANSIONS	WC1H 9DL	anneland@aol.com

1. Town Hall annex, Tonbridge Walk. Members of the Community Liaison Group keeping in touch with matters. Plans in hand for improved lighting, cleaning. A request that mirrors be installed so that one can see around corners being looked at.

2. Rough sleepers, drug takers. Camden Centre doorways much used during summer. We had a quiet few days after the recent Bank Holiday but matters returning to 'normal'. New phenomenon this year is the erection of cabins. Supply, and storage, of cardboard seemingly comes from around the recycling bins. Photo taken in August -

I understand that matters have been taken up with the Safer Neighbourhood Team particularly with regard to very open drug taking in doorways at QAM. I myself do not know whether they have intervened in any way. Perhaps an open meeting with the Team could be organised by BRAG?

A neighbour, who wrote earlier in the year to Camden Centre has never received a reply. In the past we have been told that, because of the listing of the building, it is impossible to build out the doorways. I also recall being told that Camden do go soft on the issue.

3. Recycling Bins. QAM is not designed in a way that allows for recycling bins to be taken in and out. All our rubbish is bagged up and put out on the pavement by the caretaker/cleaner three mornings a week. The Board of QAM try to encourage recycling through various Notices informing residents of the Bins by Tonbridge Walk. We are not sure what will happen when the Hotel is up and running - discussion in early stages suggested they would be removed. It is something QAM will keep an eye on. Otherwise we need a simple and different way of recycling from blocks of flats such as QAM, Jesse and Rashleigh to be put into effect. Only SST has facilities - they have direct access from the courtyard to Hastings Street which enables material to be easily collected by Camden. Maybe this is something else BRAG might be able to coordinate for the area in time?

4. Traffic - ongoing consultations! This also includes the Euston Road Crossings difficulties. I don't need to type up too much here....but the effect on our small traders and services is a real issue should Judd Street become so called traffic free.

5. Cycles. Use of future 'lane' behind Annex Hotel. Not sure how this will pan out but if it is two way, then Bidborough and Tonbridge Streets could become quite difficult places to cross and use.

6. Street lighting? A future appraisal of what we have? What we need? Anyone in BRAG who might like to take on such a Project? (I was pleased that the facilitator at your Meeting also mentioned design of street furniture). We need to bear in mind the many bedrooms that face onto the well lit streets we have around us!

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## BRAG COMMUNITY PLANNING DAY

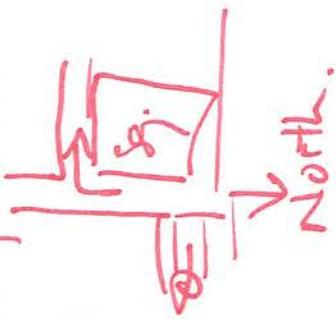
Thursday 8<sup>th</sup> September 2016, at OneXX, corner Judd Street & Cromer Street, London WC1H 8BS

### COMMENTS SHEET

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First name	Surname	Postal Address	Postcode	Tel no / Email
STUART	THORPE	133 FOUNDATION WALK	WC1N 1QF	

- Maintaining a good mix of shops and services.
- Reducing through traffic.
- Improving bicycle routes, e.g. going west along Berwick St. & turning right from Russell Square



If you need more space, please use the other side.

## BRAQ COMMUNITY PLANNING DAY

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## COMMENTS SHEET

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First name	Surname	Postal Address	Postcode	Tel no / Email
Mary	Whitty	62 Queen Alexandra Mansions, Judd Street	WC1H 9DQ	020 7 833 1673

I was very sorry not to be able to meet with you all today – I have severe arthritis and currently I'm having a flare which restricts my mobility a great deal: I had hoped it would have settled by today but sadly not.

If it isn't too late to make a couple of points that I would have made had I been able to join you it is these.

(1) There does not appear to be a coherent through traffic management strategy for what is a very residential area. Much traffic is attempting to avoid congestion on the Euston Road and the area has become a series of rat runs. Each separate decision by the Council to alter traffic flows impacts intensively on us with unintended consequences – the through traffic is heavy and often consists of large vehicles and smaller streets quickly clog up eg Judd Street with the Tavistock Place changes, Russell Square and Bloomsbury Way not only with the previous changes to the Russell Square one way system but now also with the addition of the Tavistock Place changes. For example, traffic turning right out of Russell Square into Bloomsbury Way to access Tavistock Place and the Euston Road is heavily delayed by the pedestrian crossing on the corner which is busy and thus causes traffic queues both into and out of Russell Square. Controlled lights at this junction would eliminate the need for the uncontrolled pedestrian crossing and thus improve the traffic flows.

(2) More should be done to 'green' the area to complement the squares which are one of the glories of Bloomsbury. We could have 'green' roads linking the squares which are currently too isolated. For example, more could be made of linking Bloomsbury and Russell Squares which face each other with complementary statues along the wonderfully wide avenue of Bedford Place. And the greening must be maintained properly: the Friends of Brunswick Square have had a frustrating time with the Council over tree planting – at least two beech trees were planted in succession in Brunswick Square but both died for lack of watering and neglect in their first crucial year. There used to be trees in Byng Place by Gordon Square but these have been taken out in favour of paving the area. Some greenery would very much enhance the paving and sitting area now there.

If you need more space, please use the other side.

If you wish to fill in this comments sheet in your own time, you can email it back to us at [Debbie@braq.org.uk](mailto:Debbie@braq.org.uk) or post to us at 91 Judd Street, London WC1H 9NE

## **BRAG COMMUNITY PLANNING DAY**

Thursday 8<sup>th</sup> September 2016, at OneKX, corner Judd Street & Cromer Street

### **COMMENTS SHEET**

#### **PLEASE LET US KNOW ANY COMMENTS, CONCER-**

LAST 24 YRS, I HAVE BEEN INVOLVED WITH THE 1M -

PROLIFERATION OF THE ONE-WAY  
SYSTEM IN THIS AREA.  
ENORMOUS DIFFICULTIES WITH DAILY  
DEALINGS. THIS SITUATION WILL  
ONLY BE EXACERBATED WITH  
THE PROPOSED CYCLE LANE.

JO RIGGITT

WE MUST BEGIN SHOWING THE PUBLIC CONSULTATION  
FORM — I DON'T GET ON. SHOUD I HAVE?

If yo

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## **COMMENTS SHEET**

### **PLEASE LET US KNOW ANY COMMENTS, CONCERNS AND IDEAS**

First name	Surname	Postal Address	Postcode	Tel no / Email
Alan	Young	61 Sandwich House, Sandwich Street	WC1H 9PP	thatataanyoung@hotmail.com

I am horrified at the lack of consultation with local residents on the proposed changes to road and cycle routes in the area of Tavistock Place and Judd Street. Consultation so far has been token and suggests that planners have either forgotten, or have deliberately ignored, the needs of local residents. Residents obviously support improvements to the environmental quality of their immediate surroundings and welcome any changes that will reduce noise and other forms of pollution, such as vehicle fumes. The problem is that the current proposals trap the many local residents, who find it difficult to walk or cycle, in their homes. Access for taxis and other service vehicles will be difficult and taxi fares for even short distances to and from the area will become prohibitively expensive. These proposals need to be reviewed with the needs of residents taken seriously into account.

Residents often feel that the needs of others, for example, short term residents, such as students and tourists and those merely passing through the area are given priority over those who live here. The balance needs to be tilted back towards those who live here.

If you need more space, please use the other side.

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### COMMENTS SHEET

#### PLEASE LET US KNOW ANY COMMENTS, CONCERNS AND IDEAS

First name	Surname	Postal Address	Postcode	Tel no / Email
Nathan	Young	Bridgewater St	NW1 1QU	Georgecharlie1@gmail.com

Living South of Euston Road I often take my elderly mother to the UCH Hospital which has become more difficult to navigate as we may have to walk several hundred metres from the station as well as my mother's friends' homes in the Holborn area as well as take her to her nice coffee and cake. This also becomes a nightmare when these journeys from 10-15 minutes into 40 and occasions when being elderly and disabled it is only possible to do by car or taxi which also turns the taxi drivers into an expensive bill.

If you need more space, please use the other side.