

## **Kerbside Activity**

- i. The kerbside activity surveys undertaken in June 2017 suggested that most of the demand for loading around the corridor was able to be accommodated on the streets next to the corridor. There was, however, generally around lunchtime, a higher demand for loading than the number of spaces available. This report sets out survey data for loading activity between 7am and 2pm on Wednesday 28th June 2017 which gives a snap shot of the kerbside activity along and within 50 metres of the corridor.
  
- ii. Loading of all type of vehicles was surveyed. For ease of comparison, capacity (what is available on street) and the number of vehicles surveyed is presented in decimals of 5 metres in Table 1 below. Cars and LGVs have been classified as 5 metres and HGVs and Buses/coaches as 10 metres.

Location	Capacity	Hour Period						
		07:00	08:00	09:00	10:00	11:00	12:00	13:00
Torrington PI between TCR and Huntley St	3	<b>4</b>	<b>4</b>	1	1	3	3	<b>5</b>
Huntley St (N)	8	0	2	1	1	2	0	0
Huntley St (S)	2	0	0	1	1	2	2	1
Torrington PI between Huntley Street and Chenies Mews (N)	0	0	0	0	0	<b>1</b>	<b>1</b>	0
Chenies Mews	0	0	0	0	0	0	0	<b>1</b>
Ridgmount Gdns (S)	0	0	0	<b>1</b>	<b>1</b>	0	<b>1</b>	<b>1</b>
Gower St (N)*	0	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	0	<b>1</b>	0
Gower St (S)*	1	0	1	1	1	0	1	1
Malet PI (S)	8	0	3	3	3	1	1	2
Byng PI	0	<b>1</b>	0	<b>1</b>	<b>1</b>	0	0	0
Gordon Sq (W)	8	0	0	1	1	0	1	1
Gordon Sq (E)	8	0	0	0	0	1	0	0
Tavistock Sq (W)	8	0	0	0	0	0	0	0
Herbrand St (S)	2	2	0	1	1	1	2	<b>3</b>
Marchmont St (N)	10	1	1	2	2	2	3	4
Marchmont St (S)	4	0	2	2	2	2	1	2
Kenton St (S)	1	0	1	1	1	0	0	0
Judd St (N)	5	1	2	0	0	2	2	1
Hunter St (S)	5	0	0	0	0	1	0	0

*Table 1 Maximum combined kerbside activity along or within 50m of the corridor (highlighted in bold text where capacity is exceeded)*

*\*This is covered by the West End Project*

- iii. Review of the snapshot survey results shows that during the hours surveyed, there were five locations along or within 50 metres of the corridor where demand was higher than the available provision.
- iv. Of the 24 streets north and south of the corridor between Huntley Street to Judd Street/Hunter Street, 16 were used for loading during the hours surveyed. Four of the 16 streets with observed activity had a loading demand greater than the capacity, although this was infrequent generally only exceeded capacity around lunchtime.

- v. Review of the kerbside activity at the loading bay on Torrington Place between Tottenham Court Road and Huntley Street highlighted that at several times throughout the day demand exceeded capacity and that the hours of restriction (avoiding peak times for cyclists) were not adhered to. Officers note that the loading bay on Torrington Place between Tottenham Court Road and Huntley St is often misused for parking.
- vi. Unauthorised loading was also observed along the corridor in the section of Torrington Place between Huntley Street and Chenies Mews.
- vii. Review of the survey analysis highlighted unauthorised loading on Byng Place.
- viii. As part of Camden's regular traffic liaison discussions with London's emergency services, the ambulance station on Herbrand Street have highlighted the lack of provision for the number of emergency vehicles outside of the station. Officers have also received feedback from residents and businesses along the corridor that ambulances are often parked in the dedicated loading bay on Herbrand Street making loading adjacent to the corridor sometimes more difficult.