



Director of Borough Partnerships
Transport for London
Borough Planning
Windsor House
42 – 50 Victoria Street
London
SW1H 0TL

almacantar

16 July 2012

Your ref. 12/0756

Dear Alex,

CENTRE POINT TOWER, CENTRE POINT LINK AND CENTRE POINT HOUSE, 101 - 103 NEW OXFORD STREET AND 5 - 24 GILES HIGH STREET, LONDON, WC1A 1DD - LB CAMDEN, TFL'S INITIAL COMMENTS

Thank you for TfL's letter dated 19th July 2012 (signed by Mark Day) setting out TfL's initial comments on Almacantar's planning application for Centre Point.

I am sorry that I was unable to attend the meeting on 13th July attended by Peter Twelftree, David Bowers, Faye Wright and Gavin Miller from Almacantar's team and Amanda Peck and Steve Cardno from London Borough of Camden, which was set up to review the comments in your letter. The main discussion at the meeting was about what further information and analysis would be needed by TfL in order for you to send a supportive letter to London Borough of Camden by the end of August in advance of the proposed consideration of the planning application by Camden's Planning Committee on 20th September.

TfL's letter of 10th July suggests that the feasibility of the proposed end state and construction phases need to be modelled using the TRANSYT and VISSIM models developed by LUL. However, none of these models are finalised or agreed which is acknowledged in the letter. Our intention has always been to make use of these models and a draft agreement with LUL for their use was prepared several months ago.

In the absence of any traffic models being made available by TfL, Steer Davies Gleave proposed an alternative approach at the meeting which was:

1. Carry out morning and evening peak period traffic surveys this week;



2. Agree 'worst case' forecast traffic flows with TfL and London Borough of Camden for the key junctions of Earnshaw Street/New Oxford Street/St Giles High Street and Charing Cross Road/Tottenham Court Road/New Oxford Street/Oxford Street for the proposed construction stages and end state (with and without 2-way buses in Tottenham Court Road) using the new traffic survey data and information from the end state forecasts already prepared for LUL and passed to Steer Davies Gleave;
3. Assess the capacity of key junctions for the construction states and end state (with and without 2-way buses in Tottenham Court Road) using Transyt and/or Linsig junction models;
4. Discuss the results with TfL and London Borough of Camden and if necessary modify the proposals (particularly the construction proposals) in order to achieve the satisfactory operation of the key junctions; and
5. Prepare a report on the above analysis for consideration by TfL and/or external consultants appointed by TfL. Draft report to be circulated on 24th July in advance of our next meeting scheduled for 26th July.

My understanding is that everyone at the meeting thought that under the circumstances this was an acceptable course of action and Mark Day agreed to discuss the proposed Steer Davies Gleave alternative approach with Lucy Ryan of TfL Network Planning who had been invited to the meeting but was unable to attend.

On Friday afternoon Mark Day called Peter Twelftree of Steer Davies Gleave and told him that Lucy Ryan was not prepared to accept the alternative approach proposed by Steer Davies Gleave and that, as set out in the letter of 10th July, the assessment of the Almacantar proposals would only be acceptable if LUL's models are used.

As discussed at the meeting and previously, none of the models which Lucy Ryan wants us to use have been finalised or agreed. The models are:

- a) Vissim model of LUL's Phase D3 construction work.
- b) Vissim model of LUL's Phase D4 construction work.
- c) Vissim model of the 'Gillespies' proposed end state including the full closure of St Giles High Street (north) with and without 2-way buses in Tottenham Court Road.

Our understanding is that it will be several months before any of the models are finalised or agreed and could be made available to test the Almacantar proposed construction phases and end state which, other than changes in bus stand locations and some suggestions on amendments to paving detailing, are the same as the Gillespies proposals.



Therefore, we intend to proceed with the Steer Davies Gleave proposed alternative approach unless TfL can confirm a firm date within a reasonable timescale when all the models we would need to use are completed, approved, signed off and available for us to use to test our proposals under the terms of the draft agreement.

I hope that under the circumstances you can agree that the Steer Davies Gleave proposed alternative approach is acceptable and that the Almacantar team can work with your staff and/or your appointed consultants to find a way forward which will enable TfL to send a supportive letter to London Borough of Camden by the end of August and ensure that our exciting proposals for Centre Point which we believe have widespread general support will not be delayed or refused.

We are hoping to be at Committee with a recommendation for approval on 20 September 2012.

Very happy to take your call if there is anything you would like to discuss.

Yours sincerely,

Geoff Taylor
Project Director

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