

16 August 2012

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Dear Alex

CENTRE POINT TOWER, CENTRE POINT LINK AND CENTRE POINT HOUSE, 101 - 103 NEW OXFORD STREET AND 5 - 24 ST GILES HIGH STREET, LONDON WC1A 1DD - LONDON BOROUGH OF CAMDEN

Further to my letter of 10th August (copy attached) and various follow up phone calls with Mark Day and Patricia Cazes-Potgieter, I attach a plan (referred to in point 2 in my letter of 10th August) showing the proposed arrangements for the first stage construction in St Giles High Street and the proposed hoarding lines and site access around the Centre Point Tower and Centre Point House.

As set out in my letter of 10th August we propose that the alignment of St Giles High Street would shift to the west temporarily to provide a sufficiently large work site for the refurbishment of Centre Point House. The number and length of the bus stop and bus stands in St Giles High Street would be the same as they are now but the existing 15m loading bay would have to be reduced in length to 8m which would still be adequate for transit vans.

The realignment of St Giles High Street would require the existing signal controlled junction also to be moved to the west as shown on the drawing. The location of the pedestrian crossing facilities would result in a need for an all red phase at the relocated signal controlled junction. We have tested the relocated signal controlled junction with an all red phase using Linsig which shows a volume/capacity of 60% which is well within TfL's standards for signal operations.

The attached diagram also shows the proposed hoarding lines, including an arrangement similar to that currently in use on the north side of Victoria Street near Windsor House, in Earnshaw Street and in New Oxford Street.


The St Giles High Street proposals shown on the attached would also be compatible with the D4 Charing Cross Road Diversion and with D5 when Charing Cross Road reopens. We would welcome your comments on the attached proposed first phase of construction before we prepare drawings of the subsequent construction stages for your review and we will then document all these proposed changes in a new Construction and Logistics Plan containing relevant drawings together with a technical summary of the proposed modifications.

In summary, our revised approach is to seek planning permission to undertake refurbishment of Centre Point Tower and Centre Point House with no relocation of bus stands or services from St Giles High Street. Any works below Centre Point Link which close part or all of St Giles High Street (and which in turn enable public realm works to begin) would be subject to a condition that they would only occur once TfL has approved its own modelling work to examine their highway impact. If this condition is not satisfied before the works on Centre Point Tower and Centre Point House

have been completed then the bus stand arrangements proposed for Earnshaw Street would still remain as per those proposed in the Planning Application and St Giles High Street would still be open and available to provide four bus stands as it does now.

On Wednesday 22nd August there is a transport meeting with Camden and TfL where we would like to reach agreement on the proposed new approach and how it could be taken into account when you are preparing your comments to London Borough of Camden on the application. To facilitate this process I suggest that I and my colleague Dave Bowers discuss the detail of the proposals with Patricia Cazes-Potgieter within the next few days so we can understand any additional information you need.

Yours sincerely

A handwritten signature in black ink, reading 'Peter Twelftree'.

Peter Twelftree
Director

cc	Patricia Cazes-Potgieter	Tfl Borough Partnerships
	Lucy Ryan	TfL Network Planning
	Kathrin Hersel	Almacantar
	Geoff Taylor	Almacantar
	Faye Wright	Gerald Eve
	David Bowers	Steer Davies Gleave
	Amanda Peck	London Borough of Camden
	Steve Cardno	London Borough of Camden
	John Futcher	London Borough of Camden