

Venue	Palestra / TfL		
Date	15 June 2012		
Attendees	Mark Day (TfL); Daniel Roches (TfL, Buses); Peter Twelftree (SDG); Dave Bowers (SDG); Nigel Taylor (Sir Robert McAlpine)		
Apologies	Steve Cardno (LBC); Lucy Ryan (TfL Network Planning); Geoff Taylor (Almacantar)		
Circulation	Gavin Miller (Rick Mather); Tom Holberton (Rick Mather); Faye Wright (GE); Nick Brindley (GE); Francis Golding; Kathrin Hersel (Almacantar) Mark Day (TfL); Daniel Roches (TfL, Buses); Peter Twelftree (SDG); Dave Bowers (SDG); Nigel Taylor (Sir Robert McAlpine); Steve Cardno (LBC); Lucy Ryan (TfL); Geoff Taylor (Almacantar)		
Project	Centre Point	Project No.	22409501

Subject Centre Point: Bus Stand Proposals

Action

1. The original purpose of this meeting was to discuss the closure of St Giles High Street, the resulting relocated bus stand proposals and construction phasing all as set out in SDG's TA which was submitted as part of the Centre Point Planning Application on 31st May 2012.
2. Lucy Ryan from TfL Network Planning did not attend because, in order to give proper advice on assessing the impact of the closure of St Giles High Street, she wished to consult internally with colleagues before meeting SDG.
3. PT explained the background of the Gillespies proposals and how the Centre Point proposals would help to implement one of the key elements of the Gillespies proposals namely the closure of St Giles High Street (north). This would require the 242 and 134 bus stands currently in St Giles High Street (north) to be relocated.
4. Gillespies proposed that the 242 stand is relocated to Earnshaw Street and the 134 to Great Russell Street. TfL had previously confirmed (letter from Alex Williams dated 21 February 2012) that these stands can be relocated and St Giles High Street closed with or without 2-way buses in Tottenham Court Road. The Centre Point proposals do not propose any changes to Denmark Street which Gillespies suggest becomes shared space with service access only.
5. The Centre Point bus stand proposals are based on Gillespies with one difference in respect of Earnshaw Street. Gillespies proposed that the 242 stand for 2 buses should be located to the

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- south of the entrance to the existing Centre Point House ramp with the Route 1 stand for 2 buses remaining where it is now to the north of the entrance to the ramp.
6. Under the Centre Point proposals the ramp would be removed and replaced by a ground level service area accessed off Earnshaw Street just to the north of the Bucknall Street junction effectively where the Route 1 stand is currently located.
 7. The original SDG proposal was that all 4 bus stands (242 and 1) would be located to the south of the new service area. However, TfL was concerned that the length available for 4 stands in a line was not sufficient to enable a 10m gap between the front pair and the rear pair of stands in order for a bus at the front of the rear pair of stands to leave the stand when the front pair was occupied by 2 buses. The possibility of splitting the front stand with 1 bus stand space north of the service area and 3 to the south of the service area was discussed with TfL buses and it was agreed that, because a driver in the first stand south of the service area could see when a bus left the stand to the north of service and move forward, such an arrangement would be acceptable to TfL buses.
 8. When it was decided to include an East - West pedestrian link following comments from LBC as part of the application proposals together with a pedestrian crossing facility in Earnshaw Street the bus stand proposals had to be reconsidered. With a pedestrian crossing facility in Earnshaw Street the space available to the south of the crossing would not accommodate 3 buses with a 10m gap between the front bus and the second bus therefore the option in para 7 above of accommodating 4 bus stands in Earnshaw Street by splitting the front stand was no longer available. It would still be possible to accommodate 3 bus stands south of the pedestrian crossing but not a 10m gap between the first and second stands as well.
 9. Therefore in the TA the SDG proposal is to provide a 3 bus stand (without a 10m gap) in Earnshaw Street south of the pedestrian crossing facility and a new 2 bus offside stand on the north side of St Giles High Street (east). This provides a total of 11 bus stands which is one more than TfL buses requirement for 11 stands.
 10. MD said that the letter prepared by the GLA with input from TfL following the meeting on 24 May to discuss the Centre Point proposals does not support the east-west pedestrian link. DR confirmed that if there was no east-west pedestrian link the split stand arrangement set out above in para 6 would be acceptable to TfL buses but the bus stand south of the new service area would be very close to the stop line at the Earnshaw Street/New Oxford Street junction which would affect the

capacity of this junction and Network Planning and other parts of TfL would need to consider the feasibility of this arrangement. PT pointed out that when 2 way buses in Tottenham Court Road are introduced there will be significantly reduced traffic in Earnshaw Street which would make it easier to accommodate a stand north of the new service area and the forecast traffic volume.

11. DR made the following comments:
 - i) TfL Buses requirement is for 10 bus stands but it would be better if SDG did not allocate specific routes to specific stands because this would be a TfL Buses decision and they would want to retain flexibility.
 - ii) In particular the proposed 134 stand in Great Russell Street and the 176 stand in St Giles High Street (east) may be 'swapped' depending on decisions about whether Great Russell Street remains one way eastbound or becomes one way westbound (as proposed with 2 way buses in Tottenham Court Road). Ideally if 2 way buses in TCR is to be implemented Great Russell Street should be changed to one way westbound ASAP in advance of 2 way buses in TCR so that the 134 stand can be located in its 'permanent' location rather than moving the 134 stand from the south side to the north side of Great Russell Street or having the 176 stand in Great Russell Street initially and then changing to the 134 stand in Great Russell Street when 2 way buses is introduced.
 - iii) TfL forecasts suggest that bus passenger demand in the area will go down when Crossrail opens but this could result in a requirement for more bus stands in the Crossrail corridor.
 - iv) The 2 offside bus stands proposed in SDG's TA are not ideal but could be acceptable as 'dead' stands with no passengers boarding or alighting.
 - v) TfL buses want the 38 and 19 southbound which currently use Shaftesbury Avenue to be re-routed back to where they were before the TCRSU work started i.e. westbound along New Oxford Street and turning left into Charing Cross Road. Halcrow is currently modelling this scenario to see if the network can accommodate this as well as closure of St Giles High Street, 2 way buses in TCR and a diagonal crossing at St Giles Circus.
12. PT/NT then explained the proposed construction staging with the first stage in 2013 involving the closure of St Giles High Street (north) and the relocation of the 242 and 134 bus stands to Earnshaw Street and Great Russell Street respectively. The next key stage would be in early 2015 when Charing Cross Road

reopens to northbound traffic the proposal is to close St Giles High Street under the Centre Point Link building. These two road closures would enable work sites to be created and the whole Centre Point construction programme to be completed over 3 years.

13. DT made the following comments:
 - i) The first stage requires an acceptable location for a bus stand in Great Russell Street to be identified and implemented (also see discussion in para 11/ii above). LBC is taking this forward and DR is not sure of the latest position.
 - ii) When Centre Point House construction works are underway and Route 1 and Route 242 are using stands in Earnshaw Street passengers could be dropped off at the stop outside the Church which would mean the footway on the west side of Earnshaw Street would not need to be as wide. An arrangement similar to that currently working in Victoria Street with a gantry over the footway would be acceptable.
 - iii) Concerned about St Giles High Street being closed in early 2015 under the Centre Point Link with all northbound traffic on Charing Cross Road having to use a single lane up to St Giles Circus especially as this would also have to accommodate the 38 bus route which is London's most intensive route. Any delays to the 38 would affect route reliability significantly.
14. PT agreed to provide MD and DR with photocopies of the key sections/figures in the TA relating to bus stands in advance of MD/DR having access to the electronic versions of all the planning documents.
15. Another meeting will be arranged with Lucy Ryan (TfL Network Planning) in due course.