



## Transport for London

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23 July 2012

Dear Geoff

**12/0756: Centrepont Tower, Centrepont Link and Centrepont House, 101-103 New Oxford Street and 5-24 St Giles High Street, London WC1A 1DD**

Many thanks for your letter of 16<sup>th</sup> July 2012, following on from the meeting of the 13<sup>th</sup> July between myself, Mark Day, your project team and representatives from the London Borough of Camden. This meeting followed on from TfL's letter to Amanda Peck at the London Borough of Camden dated 10<sup>th</sup> July, setting out TfL's requirements for the assessment.

As you outlined in your letter, much of this meeting focussed on the modelling requirements for the assessment of the closure of the northern part of St Giles High Street, which was subsequently followed up with a telephone conversation between Mark and Peter Twelftree of Steer Davis Gleave on the afternoon of the 13<sup>th</sup>.

As discussed at the meeting, as the models necessary to determine the impact of the alterations to the local highway network proposed by this application are not available at this time, Steer Davis Gleave had proposed an alternative approach as set out in your letter. We expressed reservations about whether any surveys carried out now would be representative of normal conditions but it was felt that this was likely to be the most appropriate approach given the limited time available before a September committee date.

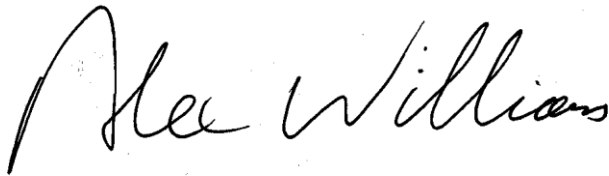
We have since discussed this with TfL's Forward Planning team, who would be responsible for approving any such work under the Traffic Management Act. This team are clear that they do not consider that your suggested approach would provide a suitably robust approach to assessing the impact of the scheme. Given that the closure of the northern part of St Giles High Street is fundamental to the design of the scheme, we could not recommend the lifting of our objections to this application.

You have also asked whether we can offer a firm date by which the LUL modelling would be available for use by your project team as we have requested. Whilst I can discuss this further with colleagues in LUL, given the workloads of the teams that would be responsible for approving the modelling from now until the end of the Olympic Games I think it is unlikely that this would be available for use by the end of August, which I understand would be the point by which issues would need to be agreed in advance of a September 20<sup>th</sup> committee date.

Finally I do note that paragraph 3.22 of the Centrepoint Transport Assessment states that *'If the [proposals for the stopping up of St Giles High Street] did not proceed or were refused all the proposals for Centrepoint Tower and Centrepoint House could proceed and would function satisfactorily in terms of access and circulation'*. By way of an alternative approach I would suggest that a viable way forward could be to focus on a scheme that delivers the works to Centrepoint Tower and Centrepoint House at first, with the public realm works and works to Centrepoint Link to follow once the issues surrounding modelling are resolved.

Both Mark and I would be happy to discuss any of these issues further if required.

Yours sincerely

A handwritten signature in black ink that reads "Alex Williams". The signature is written in a cursive, flowing style.

Alex Williams

**Director of Borough Partnerships**

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