



Taylor Woodrow BAM Nuttall Joint Venture
Tottenham Court Road Station Upgrade
19 – 23 Oxford Street
London
W1D 2DN

22 October 2014

VBN-EXT-8742-LET-001849

FAO Conor McDonagh/Amanda Peck

London Borough of Camden
Camden Town Hall
Argyle Street
London
WC1H 8EW

**LONDON UNDERGROUND WORKS (CROSSRAIL ACT 2008 (PARAGRAPH 9 OF SCHEDULE 7))
LONDON BOROUGH OF CAMDEN PACKAGE 2:
TOTTENHAM COURT ROAD (EAST) PLAZA TICKET HALL
APPLICATION NO: CAM/2/5/3 – BRINGING INTO USE D5 SINGLE NORTHBOUND LANE ON
ORIGINAL CHARING CROSS ROAD ALIGNMENT**

Dear Conor/Amanda,

The purpose of this submission, is to make an amendment to the existing 'bringing into use' application as listed under paragraph 9 of Schedule 7 for temporary works being a diversion of Charing Cross Road (CAM/2/5/3), authorised by the Crossrail Act within the London Borough of Camden.

The re-alignment of the existing hoarding is to facilitate the construction and re-alignment of Charing Cross Road from the current D4 phase to the D5 phase of the works which is due to open for use on Monday 1st December 2014. A Road Safety Audit is scheduled to take place one week after opening. D5 single northbound lane alignment will remain in place along with the existing D4 arrangement until 2016 when Charing Cross Road will return to its original alignment.

Summary proposals, including the location of site hoarding lines have been discussed in Traffic Forum meetings, and at the ongoing bi weekly TCRSU Highway Diversion Approval Working Groups meetings. Following extensive discussions and traffic modelling design by AECOM, the D5 road alignment has been approved by Transport for London and London Borough of Camden and Westminster City Council.

Please refer to the attached Drawing No. AEC-N105-8742-GEN-D-GAR-1-50001 for D5 General Arrangement. Under the new Charing Cross Road diversion a new northbound running lane will be opened approximately on the original Charing Cross Road alignment. This will allow a further northbound lane of traffic and relieve congestion on the current D4 diversion, which will stay in place during these works.

The footway on the western side of Charing Cross Road will continue north of the existing uncontrolled crossing point on the western side of the new northbound running lane and will continue as far as Oxford Street.

VINCI BAM Joint Venture is a Joint Venture between

Taylor Woodrow Construction Registered in England No. 3213873; Registered Office: Astral House, Imperial Way, Watford, Hertfordshire WD24 4WW, and

BAM Nuttall Ltd. Registered in England No. 00305189; Registered Office: St James House, Knoll Road, Camberley, Surrey GU15 3XW

The attached General Arrangement for D5 illustrates the proposed hoarding location and access points along the perimeter of the site. The plan indicates access locations required at the outset of the diversion but these will necessarily change as the works progress and existing access points are cut off by the construction activities. The relocation of the hoarding is planned to commence at the earliest opportunity in readiness for the diversion.

Pedestrian movement will be maintained on the north side of the current D4 diversion route. When vehicles arrive/leave the site at Gate B, pedestrians will be held momentarily whilst a concertina gate will be pulled across the road to allow the vehicle to leave; this seamless operation will not cause any disruption to the pedestrian flows. This will also be the case with the gate to be installed on the new northbound lane which will provide access to the west part of the TCRSU site. In so doing, the interface between construction vehicles and pedestrians is reduced to a minimum. Maintenance of lighting attached to the hoarding along the temporary diversion route will be in place at all times.

Enclosed with this letter is the D5 general arrangement:

- **AEC-N105-8742-GEN-D-GAR-1-500001**

I enclose a cheque for £170.00 for required amendment for the D5 Bringing into use application.

We would be pleased to discuss and consider any comments you may have in regard to our proposals. In accordance with the condition, prior to relocating the hoarding line, written agreement of the Borough Council is required. Therefore, should our proposals in this submission be satisfactory we would be grateful if you could forward an email to Kelley Burrows, Traffic and Highways Coordinator on Kelley.burrows@vincibamnuttall.co.uk, to confirm that the Borough Council is content with the proposed revision to the bringing into use application.

Yours sincerely



Chris Usher
for and on behalf of
VINCI BAM Nuttall Joint Venture

Enc.

cc. Rob Stanley, London Borough of Camden
David Jenkins, London Borough of Camden
Mark O'Leary, Westminster City Council
David Howard, Senior Traffic Control Engineer, Central Area Team, TfL
Philip Onwuachi, Principal Network Impact Engineer, Forward Planning, TfL
LSTCC – London Streets Traffic Control Centre
Alan Rodgers, AECOM

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