



Proposed site plan showing new connections to nearby public attractions

4.2 TRANSPORT STATEMENT

Centre Point is located in Central London at the southern end of the London Borough of Camden and adjacent to the City of Westminster. It is bounded by New Oxford Street to the north, Charing Cross Road to the west, the Consolidated Land property to the south and Earnshaw Street to the east.

Centre Point is adjacent to Tottenham Court Road Underground Station and St Giles Circus (the Tottenham Court Road / Oxford Street / Charing Cross / New Oxford Street junction). The station provides access to Oxford Street, which is one of the most famous shopping areas in London. The site is located in an extremely busy area of Central London with a large amount of activity throughout the day and night.

The existing site forms part of St Giles High Street which currently provides a one-way road passing underneath the existing Centre Point Link. The London Borough of Camden’s proposed West End Project will seek to create a new public space in front of the Centre Point development. This will involve the closure of St. Giles High Street to vehicular traffic and pedestrianisation of the carriageway. The closure of this road to vehicles will facilitate the construction of the proposed retail unit development.

Local Highway Network

Vehicular Access

The main roads surrounding Centre Point are described below:

- Oxford Street - a major bus corridor accommodating 11 daytime bus routes and 10 night time routes.
- Tottenham Court Road – a one-way northbound road for all traffic comprising three lanes, with the nearside lane being a bus lane.
- Earnshaw Street - links St Giles High Street with New Oxford Street. It is one-way northbound with two traffic lanes. The access to the Centre Point basement car park/ servicing is from Earnshaw Street.

- Denmark Street - a short street that links St Giles High Street with Charing Cross Road.

- Charing Cross Road - normally two lanes northbound for all general traffic with a single southbound bus lane. However, north of Denmark Street it is currently a single lane carriageway (north only). Charing Cross Road accommodates 7 daytime bus routes and 10 during the night.

- New Oxford Street - three lanes on the westbound approach to St Giles Circus, including two right turning lanes into Tottenham Court Road. In the eastbound direction it is bus only (one lane) eastbound.

- St Giles High Street - a one way road with two lanes running north-westbound connecting to the southern end of Earnshaw Street/Denmark Street and New Oxford Street.

- As stated previously, St. Giles High Street will be closed as part of the West End Project and vehicular traffic diverted.

- No vehicle parking will be provided for the retail unit.

Pedestrian Facilities

All the roads in the local area have footways for pedestrians. Signal controlled pedestrian crossing facilities are provided at St Giles Circus, St Giles High Street (north)/New Oxford Street, Earnshaw Street/New Oxford Street, Denmark Street/Charing Cross Road and St Giles High Street (north)/Charing Cross Road temporary diversion junctions.

The area around the site is currently undergoing frequent changes relating to pedestrian footway provision due to considerable construction activity in the area.

Public Transport Accessibility

The close proximity of the site to excellent public transport services results in a high level of accessibility and has the highest possible PTAL rating of 6b - Excellent.

London Underground

The site is located adjacent to Tottenham Court Road Underground Station. Tottenham Court Road is one of the most extensively used stations on the London Underground network. It is one of the main points of access to the West End and provides an interchange between the Central and Northern lines.

Crossrail Services

The Crossrail scheme was approved in 2008 and the line is under construction. It will run under central London from Liverpool Street to Paddington and beyond. The scheme is expected to open in 2018 and will operate 24 trains per hour through the central section. Crossrail will directly connect Tottenham Court Road to Shenfield (via Stratford) and Abbey Wood (via Canary Wharf) in the east via Liverpool Street and Canary Wharf and to Paddington, Heathrow and beyond to Maidenhead and Reading in the west.

The proposed development is located adjacent to the ongoing Tottenham Court Road Station Upgrade (TCRSU) and Crossrail works which have estimated completion dates of mid-2017 and mid-2018 respectively.

The TCRSU works include a much larger ticket hall, new escalators and two new entrances from a new public space at the foot of Centre Point Tower. The new ticket hall opened in early 2015 and the remaining works are expected to be completed by 2016. Once Crossrail is delivered in 2018, Crossrail passengers will be able to interchange directly with the Northern and Central lines.

The provision of a new public space as part of the West

End Project will deliver significant improvements at street level for people accessing and leaving the station. Similarly, the developments which will ultimately replace the worksite on the western side of Charing Cross Road will also deliver a dramatically altered streetscape on both sides of Sutton Row.

There are several other LUL stations within a short walk from the site. Goodge Street Underground station lies 570m to the north-west and provides access to the Northern line. Holborn Underground station is 650m to the east and connects to the Piccadilly line and Central line. Oxford Circus Underground Station lies 850m to the west and provides access to the Bakerloo line, Victoria line and Central line. The site is also within 10 minutes walking distance of the Piccadilly Line underground stations at Leicester Square and Covent Garden.

Bus Routes

Currently around 150 buses per hour pass through the St Giles area in each peak period on 10 routes.

There are also bus stands for two routes (134 and 242) in St Giles High Street (north) and a bus stand for one route (1) in Earnshaw Street. These bus stops and stands are to be relocated as part of the West End scheme being proposed by London Borough of Camden.

Cycle Accessibility

The site is served by designated cycle routes. These routes connect into a wider cycle network north to Euston Road and south to Soho.

A Barclays Cycle Hire docking station for 18 cycles is located close to the site on the corner of Earnshaw Street and Bucknall Street.

Pedestrian Access

Once the TCRSU/Crossrail works are completed there will be much improved pedestrian access to the development site. The two new underground/Crossrail accesses will be

located at the base of Centre Point Tower. Footways on all the roads in the area affected by the TCRSU/ Crossrail works will also be reinstated. A new public space will be provided as part of the West End scheme being brought forward by LB Camden.

Oxford Street, to the west of the proposed development, is one of the busiest shopping streets in Europe, with most shops and amenities open seven days a week. There are over 300 shops together with restaurants, hotels and other leisure destinations within easy walk and/or cycle distance of the proposed development.

Cycle Parking

The table below shows the cycle parking provision for the original Centre Point refurbishment application:

Use	Standard Requirements	Proposed Area (m²)	Cycle Parking
Retail	Staff (1 per 250 m²)	8,156	33
	Visitor (1 per 250 m²)		33
Total		8,156	66

The original application provided 33 staff and 33 visitor parking spaces for the proposed retail floor area of 8,156m2. This was a significant overprovision of spaces, due to the requirement to proportion out the existing basement space to be attributed to the different land uses (residential and retail). Subsequently, the actual retail floor area that will be provided (including the proposed new retail unit) has been calculated to be approximately 4,750m2, just slightly over half the proposed provision.

There is a small increase in retail unit space for this application (less than 500m2) and the total area if 4,800m2 will still be significantly less than that assumed in the consented application. This means that the currently proposed cycle provision would be sufficient to cater for the expected cycle demand generated by the retail unit.

The retail staff cycle parking spaces provided in the basement in the same location as the provision for the other Centre Point House retail units. Visitors to the retail unit will be able to access cycle parking spaces located on the ground floor level within the public realm surrounding Centre Point. The precise locations are to be agreed with London Borough of Camden as part of the finalisation of the public realm arrangements.

Cycle Access to Development

Cyclists would access the development in the same way they access the existing site. Access would be possible via the north, east or west on New Oxford Street, and Earnshaw Street or via St. Giles High Street and then walking their bike across the new public space if approaching from the south. Improvements to Charing Cross Road and the two-way bus and cycle lane on Tottenham Court Road as part of the West End Project will improve cycle accessibility to the area.

Pedestrian Access

The majority of people travelling to the development would use public transport, meaning most people would access the development as pedestrians who have travelled to Tottenham Court Road Underground and Crossrail Stations, or utilised one of the many bus services available. Pedestrian access would be as per the existing site, but much improved through the proposed public space.

Servicing and Refuse Collection Arrangements

As per the approved Application 1 scheme, ground level servicing is proposed using the managed service area located within Centre Point House and accessed from Earnshaw Street. Vehicles up to a length of 9.5m would be able to enter and leave in a forward gear. Goods will be transferred to the retail unit along service corridors internal to Centre Point House.

Refuse would be stored in the basement area beneath the retail units in Centre Point House. Refuse collection

would be via the managed service area accessed from, Earnshaw Street, where there is space available for a refuse collection vehicle to enter and leave in a forward gear. Refuse bins would be brought up to ground level using the goods or car lifts just in time for the refuse collections.

Construction Arrangements

It is anticipated that the proposed development would be constructed at the same time as the approved refurbishment scheme and would therefore follow the same programme and arrangements. The proposals to refurbish Centre Point works have a current completion date of April 2017. These works are being coordinated with the Crossrail and TCRSU works.

The construction proposals for the retail unit (R01) would have little or no impact on the surrounding transport networks and all construction would follow LBC’s Guide for Contractors Working in Camden. During construction temporary pedestrian diversions and closure of footways will be necessary. These would be secured through normal procedures and alternative arrangements will be made in order to maintain the safe and convenient movement of pedestrians and cyclists.

Travel Characteristics

t is likely that almost all trips to the proposed development would be undertaken on foot as the final mode. The lack of car parking proposed and the excellent public transport accessibility at the site suggests that public transport would be the main mode of travel. It is also expected that a significant majority of trips to retail unit will be pass-by trips and linked trips by people already in the local area and already on the network.

With the proposed improvements to Tottenham Court Road and the introduction of Crossrail, public transport capacity will be significantly increased at this location. The development is not expected to have any impact on the operation of the public transport network.

Summary

The proposed development would be accessed by mainly non-car modes of transport. The operation of the proposed development would have a negligible impact upon the operation of the transport network in the vicinity of the site.



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