

Camden Goods Yard – Phases 2B and 3 BISP  
TfL Response

Report Reference	TfL Comment	St George Response	Addressed in BISP
Page 3 Point (d)	Not clear whether this is referring to the interim construction or following completion of the development (end state)? It would be useful to have clarification that this refers to the construction phases only (also referenced in point 1.17 on page 5). This is the same text that was included in the previous version of the BISP (January 2021), but just seeking clarification.	<p>This comment relates to the following definition wording for the BISP:</p> <p><i>“(d) use reasonable endeavours to take into account and give effect to the outcomes of exploration with TfL of alternative locations for the bus infrastructure (which for the avoidance of doubt may also be located outside of the Site but remaining within the locality of the Site and subject to obtaining necessary third party consents)’.”</i></p> <p>The BISP is submitted on a phase by basis. This BISP being submitted relates to the two remaining S106 phases of the CGY project main site. (Phase 2b and Phase 3) as defined by the S106. How each construction stage aligns with the S106 phases is set out in Table 2.1 of the BISP submission.</p> <p>Buses will return to the CGY site once the highway realignment and services upgrades have been completed as part of Phase 2A. Buses will then park in the bays but will not take passengers until the new Morrisons opens in March 2025.</p>	Point (d) - Page 3
Page 4 Table 1.1	The duration of Phase 2A which delivers the access road realignment has slipped to July 2023 – can the temporary bus stand arrangements (as described on 1.24 and 1.25) remain in place and will the additional operating costs for Metroliner and driver facilities costs continue to be met? Have St George confirmed that buses can return to the site to stand once Phase 2A is complete (July 2023)?	<p>Temporary bus stand arrangements will be in place until buses return to the CGY site. As above for buses to return to site the highway realignment (including the provision of the new permanent bus bays) and utilities upgrade works need to have been completed.</p> <p>St George will update TfL directly in due course on the timing of buses returning to site but the current estimated date is July 2023.</p>	Table 1.1 – Page 4

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		<p>The date for the completion of Phase 2A reflects the estimated time of completion of works for the Main Site basement.</p> <p>The process for any delays and costs for interim bus stand arrangements is set out in the compensation agreement between St George West London Limited and TfL 12 August 2021.</p>	
	<p>TfL's Expectation is that bus operations will return to the revised bus standing facility in July 2023 and that all ongoing costs (including those associated with the temporary driver toilet) will continue to be reimbursed by the developer to TfL for as long as the interim facilities are required.</p>	<p>Please refer to previous answer regarding timings for buses returning to the CGY main site alongside costs for being off site in line with the agreement between St George West London Limited and TfL 12 August 2021.</p> <p>Whilst buses remain off site in their temporary stand locations welfare facilities will continue to be provided.</p>	<b>3.10 – Page 14</b>
Page 8 Point 1.26	<p>The road layout has been agreed between SGWL and LBC only.</p>	<p>We have updated the text at 1.26 to state that the Stephenson Street road alignment has been developed and finalised through close working between TfL, LBC Highways and St George in 2021. The purpose of the BISP is to agree the safeguarding of the bus infrastructure rather than detailed design points. St George is meeting its S106 requirements through this BISP report.</p>	<b>1.26 – Page 8</b>
	<p>TfL hasn't agreed the design of the road and this should be referenced in the document. TfL still has the following safety concerns:</p> <p>1) The rear bus on both double stands is unable to align parallel to the kerb. Passengers departing on foot from the rear doors will step onto the carriageway, undermining accessibility. Increased risk of passenger injuries through slips/trips/falls.</p>	<p>Responses have been provided against each of the numbered TfL points:</p> <p>1) See covering letter. St George has been through a detailed design process with LBC Highways and TfL Buses in 2021 to design a highway layout which best meets TfL Buses operational and design guidance requirements whilst accommodating significant site</p>	<b>Additional text added at Section 3.</b>

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	<p>2) Tracking for 12m standard rigid bus indicates a footway overhang when exiting the eastbound double stand. Although existing vehicle type on route 27 may not overhang, there's a risk that TfL will be unable to introduce new vehicle types in future.</p> <p>3) Stand design relies on buses rolling forward, walking time to toilets in the new Morrison's store is unknown. If over 2 minutes it could result in buses queuing and service delays.</p> <p>4) There is also a concern that buses may over sail the pavement when circumnavigating the roundabout, although we anticipate that St George will come back with a positive response to the comments Cat made at yesterday's meeting.</p>	<p>constraints and a S106 requirement for design the highway to an adoptable standard including pedestrian safety measures. The final optimised design approved by LBC Highways results in the small gaps to the rear buses in each parked in the westbound and eastbound stands.</p> <p>2) See previous response regarding design process, site constraints and adoptable highway design requirements. Tracking indicates the rear of the single decker bus exiting from the front bay may result in a small overhang.</p> <p>3) We have measured an approximate distance for drivers to walk from the eastbound stand to the Morrisons store – this is approximately 60 metres and under a 2 minute walk. Public toilets will be located next to the store entrance.</p> <p>4) Tracking provided to TfL shows that buses circumnavigating the roundabout do not oversail the pavement.</p>	
Page 11 Point 3.2	Road realignment scheme has not been agreed by TfL due to the safety concerns.	We have updated the report to state that we have undertaken detailed conversations and consultation with TfL throughout design process. Secondly that the design reflects the requirement to deliver the road to an adoptable standard, site constraints and is fully supported by 3 road safety audits.	<b>3.1 to 3.9 - Page 12 to 14.</b>
Page 13 Point 3.10	driver welfare when buses relocate to the new end state bus stands – the BISP suggests that they will use the facility in Camden Market and the pop up toilet. Will the Market toilets be within 2 minutes' walk and are they reliable in terms of opening times and capacity, when being used by drivers from both routes? Has the Market	<p>We have updated the BISP to clarify these points.</p> <p>We estimate that the walking time to the market toilets from the new bus stands is under 2 minutes. The market toilets are reliable in terms of opening times and capacity. Labtech, the owners of Camden</p>	<b>Point 3.18 updated - Page 15</b>

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	<p>been consulted on this? Do drivers require tokens to access? Will the hours of operation of the pop up toilet exactly match the hours when the Market is closed?</p>	<p>Market are aware bus drivers use these public toilets and have confirmed they are happy for drivers to continue to use the toilets.</p> <p>Hours of operation between the Market toilets and pop up toilet are aligned to provide continuity of service.</p>	
Page 13 Point 3.12	<p>Will the toilets in the new store be within 2 minutes' walk and 200m from the furthest stand and what are the opening times? Will the hours of operation of the pop up toilet exactly match the hours when the store is closed? Same point applies to 3.14 (stage 4 paragraphs).</p>	<p>We have updated the BISP to clarify these points.</p> <p>As per above, we have measured an approximate distance for drivers to walk from the eastbound stand (furthers away) to the Morrisons store – this is approximately 60 metres and under a 2 minute walk. Public toilets will be located at ground floor next to the store entrance.</p> <p>Once the store opens bus drivers will be able to access new toilet facilities during Morrisons store opening hours (07.00 to 22.00).</p> <p>Outside of Morrisons store opening hours bus drivers will continue to utilise the nearby pop-up toilet facility which is operated by the LB Camden with hours of operation providing continuity of service.</p>	<p><b>Points 3.18 and 3.20 updated - Page 15 and 16</b></p>
Drawing 2108220-001	<p><u>SPA</u> is misleading as it doesn't accurately reflect the position of the buses as the rear bus on each stand doesn't align parallel with the kerb in the bus tracking drawings. Could the developer please provide a drawing, which shows the tracking for buses and through traffic, that reflects the true position of buses on each stand.</p>	<p>Drawing 2108220-001 was enclosed in the draft BISP shared with TfL to highlight the information requested by TfL who at the time advised that their main concerns were overhanging of the kerb on pull-in and being able to deploy the ramp for mobility impaired uses, for which drawing 2108220-001 shows compliance. The bus can pull closer to the kerb but not without overhanging the pavement.</p>	<p><b>See Appendix C.</b></p>

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		We have substituted drawing 2108220-001 with drawing CGY00-WAL-XXX-ZZ-DR-CV-6511 P10 at Appendix C. This drawing shows both tracking for the buses using the stands and through traffic as indicated.	
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