

**Date:** 15 July 2015

**Item:** Coach Facilities for London

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## **This paper will be considered in public**

### **1 Summary**

1.1 This paper updates the Panel on the current review of coach facilities in London.

### **2 Recommendation**

2.1 **The Panel is asked to note the paper.**

### **3 Background**

3.1 Victoria Coach Station (VCS) is a major transport hub, with over 14 million passengers passing through in 2014. The current facility is close to its operational capacity. The market for coach travel is continuing to grow so the facility is at risk of being unable to meet demand. The building is in need of major refurbishment and the various leases begin to expire from 2023 (see Appendix 1). The Victoria area is also experiencing significant redevelopment, increasing pressure on the already congested local road network.

3.2 Victoria is an important growth area as noted in the London Plan. Crossrail 2 (CS2) is currently planned to run through Victoria, there are significant safeguarding impacts on VCS which may result in the site being required from 2021, hence the need to explore possible alternative sites for VCS and the suitability of those sites.

3.3 TfL needs to identify options for the provision of coach terminal facilities for London by Autumn 2015, as part of the CR2 consultation. Work is currently underway to analyse alternative sites for coach terminal facilities, including stakeholder engagement with the main coach operators, discussions with key planning authorities and landowners.

3.4 Regardless of CR2, TfL continuously reviews coach facilities in London to ensure the best provision of facilities for operators, the public and keeping London moving.

## **4 Next Steps**

4.1 The project is seeking to be funded in three phases:

- (a) Phase 1 – Feasibility advice and option testing – estimated five months (June 2015 – October 2015). This is already in progress and funded via Surface Transport budgets;
- (b) Phase 2 – Concept Design and preparing material for pre application consultation – estimated six months (October 2015 – March 2016); and
- (c) Phase 3 – Detailed Design consultation and application for consent. Depending on the route to be followed, the consultation and consent process could be around two years (March 2016 – February 2018). Phase 2 and 3 will apply for the relevant funding via the normal TfL governance process and with the relevant accompanying business cases.

### **List of appendices to this report:**

Appendix 1: Lease information at Victoria Coach Station

Appendix 2: Head Leases

### **List of Background Papers:**

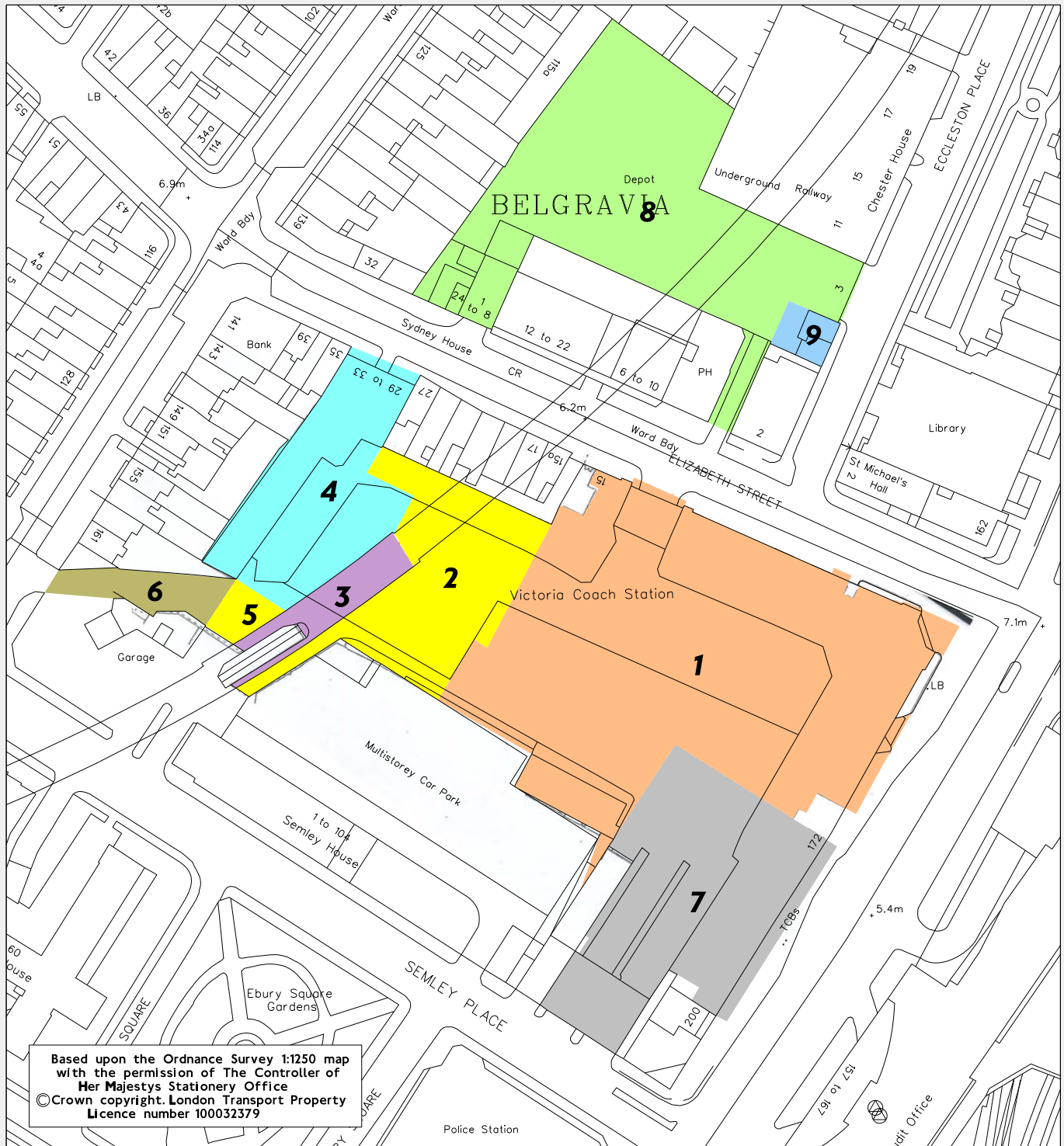
None

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**Victoria Coach Station Lease Structure**

<b>Ref no.</b>	<b>Property</b>	<b>Landlord</b>	<b>Term Expires</b>
1	Parts of 164-172 BPR & 1-15 Elizabeth St. and the coach operating area behind.	TTL	21.06.2064
2	Land at the rear of 15A-27 Elizabeth St.	Grosvenor	23.09.2051
3	Raft over district railway at Ebury St.	LUL	28.09.2055
4	29-33 Elizabeth St.	Grosvenor	24.03.2023
5	Two plots split by district railway vent	Regent Lion	24.12.2054
6	Coach exit to Ebury St.	Regent Lion	24.12.2054
7	Parts of 174-200 BPR & the coachyard covered walkway [now incorporated in Ticket Hall] & coach entrances behind	TTL	20.06.2064
8	Eccleston Garage and 22,24,26,28 Elizabeth St.	Grosvenor	24.06.2031
9	3 Eccleston Place	Grosvenor	24.03.2023

**VICTORIA COACH STATION  
HEAD LEASES**



**Transport for London**

Group Property &  
Facilities Directorate  
Victoria Station House  
191 Victoria Street  
London SW1E 5NE

**Date :** 06/10/2005  
**Initials :** JG  
**Drg No. :** 3090/VCS (Head leases)  
**Rev :** -  
**Scale :** 1:1250 at A4