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Culture and Environment
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PLANNING APPLICATION: 2004/2307/P
SITE ADDRESS: Kings Cross Central - Main site

Dear Gavin

RE: Contribution to Route 214 Improvement from Kings Cross Central

- 1 We write to you with regards to the above contribution secured by the London Borough of Camden under Section HH (clauses 10-12) of the S106 legal agreement for the above site. The contribution is defined in the legal agreement as follows:

| | |
|--------------------------|---|
| "Route 214 Contribution" | The sum of £915,000 to be paid by the Developer to the Council, such sum being approximately half of the full gross cost of the Route 214 Improvements for three (3) years. |
| "Route 214 Improvements" | Improvements within the "Camden and beyond" bus sector identified by TfL London Buses to convert the existing TfL bus route no 214 service to double-deck bus operation |

Payment of the above contribution was made to the Council on 02 June 2014, with indexation the amount received was £1,195,599.

- 2 Since the date of the award of planning consent and completion of the agreement on 22 December 2006, there has been changes to the implementation of the site layout that has altered the nature of public transport provision on/to the site, the most notable being the established use of Granary Square as a fully pedestrianised public square. This change therefore requires reconsideration about the use of this specific contribution, and indeed public transport improvements more generally.
- 3 As you are aware, the Council, the Mayor of London and local MP Sir Kier Starmer have expressed their support to establish the Camden Highline (<https://www.camdenhighline.com>); utilising the disused railway to the north of the site into a sustainable green space and transport link between Camden Town to King's Cross by a 10-minute walk. In order to support the realisation of this key project, we propose to vary the legal agreement to release £400k from the above contribution and allocate towards the Camden Highline. This would leave a residual figure of £795,599.
- 4 With respect to the remainder of the contribution, and provision of public transport to serve the area more generally, we can confirm that Camden would be willing to work collaboratively with TfL and consider and assess various potential amendments to bus services and stops in the Kings Cross area.
- 5 We are aware of TfL's previous requests, in particular, for southbound bus services to use the section of Pancras Road between Goods Way and Euston Road as well as current northbound services (46 and 214 routes). We also note TfL's consultation report on the recent review of Central London Bus Services and the ambitions to also re-route, for example, the 476 onto that section of Pancras Road.

We have previously identified our concerns with buses using that section of Pancras Road, in terms of traffic congestion, road space constraints and competing demands (including for the necessary provision of southbound bus stops which would require removal of existing taxi rank facilities, and potentially an additional northbound bus stop) and road safety issues.

- 6 Never the less, it is some time since these issues have been explored (and to date not to a sufficient level of detail), and as part of a wider assessment of bus service provision in the area, including Pancras Road, we share the view that the time is right to investigate this again, in order to reach a conclusion. In particular the timing is appropriate for that review in the context of changing travel demands and recent changes to road layouts to parallel streets, which cater for bus services presently, including Midland Road. Whilst we continue to have concerns about the use of Pancras Road for southbound buses for reasons set out above, we do recognise that there may be potential benefits that a re-routing of services onto Pancras Road could provide. That includes potential for increased accessibility for our residents by bus to our offices and community facilities at 5 Pancras Square and making bus services easier to understand. However, this will be subject to finding a suitable location for a bus stop and therefore we consider that the review needs to include all demands being placed on Pancras Road, including the issue of taxis overranking. Again, therefore, a review is timely.
- 7 In addition we have received correspondence from some local residents with regards to the lack of bus stop provision for route 63 on Goods Way – with the current nearest stops being the terminus on York Way, near Euston Road, and then re-starting on Midland Road (again close to Euston Road). We would propose to also explore whether a bus stop/stand on Goods Way between York Way and Pancras Road would be feasible, and whether or not the 63 could also use Pancras Road.
- 8 Whilst we do not have any current resource to progress this work, we have written separately to TfL with regards to bus priority proposals for 2020/21. As part of that programme, we have asked for a dedicated design and project management resource, and proposed that the above issues are explored using that resource. Our view is that this proposal works well within the wider bus priority context, especially as some of the routes that could be affected (including the 46) have had journey time impacts as a result of other highway interventions currently being implemented/consulted on in the Borough. As mitigations for those interventions, we have committed to Borough-wide reviews of affected routes in Camden, which for the 46 and 214 in particular would include reviewing provision through the King's Cross area.
- 9 We should be clear that it is not possible to make any commitments at this stage with regard to what changes can be progressed through to delivery. However, we are committed to working with yourselves to ensure that bus journey times in and around King's Cross are improved wherever possible, and if the above feasibility work identifies viable alternatives to current arrangements then we would be willing to explore those further.

Further Information

For further information or if you have any questions regarding Section 106 or this notice, please contact us at planningobligations@camden.gov.uk or on [REDACTED]