

From: McLaughlin Gavin [REDACTED]
Sent: 29 April 2020 09:54
To: Lawley Paul [REDACTED]; Charleton Patricia [REDACTED]; Turner Lucinda [REDACTED]
Subject: Re: FOR SIGN-OFF letter to Camden Council on Buses/High Line S 106 allocation

Thanks Paul! I will get it sent out today.

Appreciate your help with this.

Thanks,
Gav

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From: Lawley Paul [REDACTED]
Sent: Wednesday, April 29, 2020 9:40:57 AM
To: McLaughlin Gavin [REDACTED]; Charleton Patricia [REDACTED]; Turner Lucinda [REDACTED]
Subject: RE: FOR SIGN-OFF letter to Camden Council on Buses/High Line S 106 allocation

Hi all

Daniel's read the draft and we're happy for it to be sent.

Thanks for your help with this.

Paul

Paul Lawley
Transport Planner | Public Transport Service Planning
Transport for London | 10th floor (10G5) | Palestra | 197 Blackfriars Road | London SE1 8NJ
[REDACTED]
[REDACTED]

From: McLaughlin Gavin
Sent: 27 April 2020 09:55
To: Charleton Patricia [REDACTED]; Turner Lucinda [REDACTED]; Lawley Paul [REDACTED]
Subject: Re: FOR SIGN-OFF letter to Camden Council on Buses/High Line S 106 allocation

Many many thanks to Patricia and Lucinda for contributions and comments last week.

Paul can you confirm this is now OK to go out please? I've pasted the new text Patricia prepared below in bold.

It is important to remember that we are in a much stronger position than if there had been no engagement or exchange of letters at all. In that case, basically, without us meaningfully progressing a new bus scheme in accordance with the exact terms of the original S 106, Camden could simply 'run down the clock' and either themselves pocket and repurpose, or even simply return, the developer contribution...

Thanks **you** for acknowledging our previous requests 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 are aware of your previously identified concerns with buses using that section of Pancras Road, in terms of traffic congestion, road space constraints, competing demands and road safety issues.

However, as you know this remains an important issue for us and we therefore welcome your confirmation that Camden Council is willing to work collaboratively with TfL and consider and assess various potential amendments that we might wish to make to bus services and stops here. The borough revised traffic orders to allow buses to run southbound last year on a temporary basis **without any major issues and without highway interventions. We could work with you to determine whether highway changes could help facilitate good bus journey times and look at options for new bus stop locations.** I would assume **any permanent changes** would be included in the bus consultation or could be undertaken with minimum statutory engagement. **It would be helpful if the Council would commit to supporting a public consultation in the first instance.**

We appreciate that as part of this collaborative work, potential benefits of re-routing bus services onto Pancras Road, including increased accessibility for local residents and making bus services easier to understand, will need to be considered in the context of the different demands on Pancras Road, and we look forward to working with you on this.

From: Charleton Patricia [REDACTED]
Sent: Friday, April 24, 2020 3:59 PM
To: Turner Lucinda [REDACTED]; McLaughlin Gavin [REDACTED]
[REDACTED]; Lawley Paul [REDACTED]
Subject: RE: FOR SIGN-OFF letter to Camden Council on Buses/High Line S 106 allocation

All, following our discussion, amended wording is **as in red**

Paul – I think it is mainly up to you to say you are happy with this now and we can issue the response to Camden

Patricia

From: Turner Lucinda
Sent: 22 April 2020 16:24
To: McLaughlin Gavin [REDACTED]; Lawley Paul [REDACTED]
[REDACTED]

Cc: Charleton Patricia [REDACTED]

Subject: RE: FOR SIGN-OFF letter to Camden Council on Buses/High Line S106 allocation

A couple of suggested tweaks to the letter. As long as buses are still ok that they don't need the full allocation for the previously specified service enhancements it's still ok with me. It clearly isn't money that can be used more generally to support our services so still feels ok in the current Covid-19 challenging context - and perhaps reduces the pressure on us to deliver improvements / more capacity if the world and demand has changed at that stage.

22 April 2020

Dear Camden Council,

2004/2307/P

Kings Cross Central - Main site

RE: Contribution to Route 214 Improvement from Kings Cross Central

We acknowledge your letter to us of 12 February on the above contribution secured by the London Borough of Camden under Section HH (clauses 10-12) of the Section 106 (S106) legal agreement for the above planning permission.

The contribution is defined in the legal agreement as:

"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.

We understand that payment of this contribution was made to the Council on 02 June 2014, and with indexation the amount you received, was £1,195,599.

Your recent letter to us highlighted that the Council, Mayor of London and local MP Sir Kier Starmer all support the Camden Highline project, which would convert a disused railway to the north of the Kings Cross site into a sustainable green space and pedestrian link between Camden Town and King's Cross.

You also notified us that to support the realisation of this key project, you propose to vary the S106 agreement to release £400k from the above contribution and re-allocate that sum towards the Camden Highline. This would leave a residual figure of £795,599 for bus improvements.

We accept and approve this proposed course of action and we are happy for you to progress it.

Thank~~s~~ **you** for acknowledging our previous requests 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 are aware of your previously identified concerns with buses using that section of Pancras Road, in terms of traffic congestion, road space constraints, competing demands and road safety issues.

However, as you know this remains an important issue for us and we therefore welcome your confirmation that Camden Council is willing to work collaboratively with TfL and consider and assess various potential amendments that we might wish to make to bus services and stops here. The borough revised traffic orders to allow buses to run southbound last year on a temporary basis **without any major issues and without highway interventions. We could work with you to determine whether highway changes could help facilitate good bus journey times and look at options for new bus stop locations.** I would assume **any** permanent changes would be included in the bus consultation or could be undertaken with minimum statutory engagement. **It would be helpful if the Council would commit to supporting a public consultation in the first instance.**

We appreciate that as part of this collaborative work, potential benefits of re-routing bus services onto Pancras Road, including increased accessibility for local residents and making bus services easier to understand, will need to be considered in the context of the different demands on Pancras Road, and we look forward to working with you on this.

During these unprecedented times we aim to provide our usual planning service with many of our team working remotely. Where possible we will replace our face-to-face pre application service and other meetings with video and conference calling. Please continue to contact us by email and mobile phone where available as usual. As we will continue to monitor SpatialPlanning@tfl.gov.uk please CC this address as well as send direct to individuals and other Spatial Planning inboxes. Please do not rely upon sending by post or courier only.

For more information regarding the TfL Spatial Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit:
<https://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance>

From: Margolis, Sam [REDACTED] [\[REDACTED\]@camden.gov.uk](mailto:[REDACTED]@camden.gov.uk)>
Sent: 27 March 2020 17:05
To: McLaughlin Gavin [REDACTED] [\[REDACTED\]@tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)>
Subject: TfL letter on highline

Hi Gavin

Hope all well despite these difficult times!

I just wanted to reach out re the above letter which was sent to you by [REDACTED], who has now left the Council.

I helped draft that letter.

Given the current situation, can you assure us that the agreement in principle to use the s106 funding in the attached (£400k) for the Highline next steps continues as planned?

Our view is that the Highline is an ideal 'recovery' project which we can take forward, with partners, after the current crisis ends.

If you can provide that assurance as soon as possible as we prepare our next steps that would be very helpful.

Any queries, do let me know.

Thanks

Sam

Sam Margolis
Transport Policy & Programmes Team Manager



The majority of Council staff are now working at home through remote, secure access to our systems.

Where possible please now communicate with us by telephone or email. We have limited staff in our offices to deal with post, but as most staff are homeworking due to the current situation with COVID-19, electronic communications will mean we can respond quickly.

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