MARKIDES ASSOCIATES

Transport Statement

Freight Lane, N1C 4BE

21 March 2025

Prepared for London Borough of Camden

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1. Introduction

1.1 Preamble

1.1.1 Markides Associates (MA) have been appointed by the London Borough of Camden (LBC) to provide highway and transport advice in support of two council-owned sites on Freight Lane, located to the east of the Camley Street Community Investment Programme (CIP) regeneration sites and to the north of King's Cross, within the boundary of the regeneration area.

1.1.2 The proposal comprises new facilities for the relocation of council services from the Cedar Way Industrial Estate. Vacant possession of buildings on the CIP sites is required by 31st October 2025, to allow for redevelopment of those sites. The facilities for relocation comprise those for Environmental Services and Greenspaces.

1.1.3 Environmental Services, managed by contractor Veolia, is currently located within Units 20-24 Cedar Way Industrial Estate and has a requirement for:

- Salt store and grit bin store;
- Street cleansing vehicle wash unit, and
- Operational parking.

1.1.4 Greenspaces Facilities, managed by contractor IdVerde, is currently in Unit 26 Cedar Way Industrial Estate and is required to provide:

- Office space and welfare space;
- Equipment and machinery store; and
- Operational parking.

1.1.5 The sites proposed for relocation of these services comprise the Metroline Site and the Camden Accessible Travel Solutions (CATS) Site, both located on Freight Lane, N1C 4BE and are LBC freehold.

1.1.6 This Transport Statement (TS) considers the operational impact of the two sites proposed for relocation on highway and transport issues including sustainable travel, trip generation, operational parking and servicing.

1.1.7 This TS has been produced with reference to the following policy documents:

- National Planning Policy Framework 2021;
- London Plan 2021;
- Camden Local Plan and Policies Map (2017);
- Camley Street Neighbourhood Plan (2021); and
- Camden's Transport Strategy.

1.2 Report Structure

1.2.1 This report is structured as follows:

- **Section 2** – Baseline Conditions outlines the site and its location, and the surrounding areas in highway and transport terms, including analysis of the site's accessibility by public transport;
- **Section 3** – Proposed Development outlines the proposals, the site access, cycle provision and servicing arrangements;
- **Section 4** – Trip Generation and Transport Impacts examines the likely multi-modal trip generation and the impact in transport and highway terms; and
- **Section 5** – summarises and concludes the report.

2. Existing Situation

2.1 Site Description

2.1.1 The council services are being planned to be relocated from the Cedar Way Industrial Estate across two sites: the Metroline Site and the CATS Site. These sit on the north of Freight Lane and are bound between two sets of railway tracks. They are both Camden council-owned freeholds. A map of their locations is included in **Figure 2.1**.

Metroline Site

2.1.2 The Metroline site is operated under license from Transport for London (TfL) and is used for bus parking, staff parking and bus maintenance including washing and re-fuelling. The proposed location on this site is located adjacent to its western boundary, where currently temporary accommodation cabins are located. These cabins will be removed as part of the development proposals.

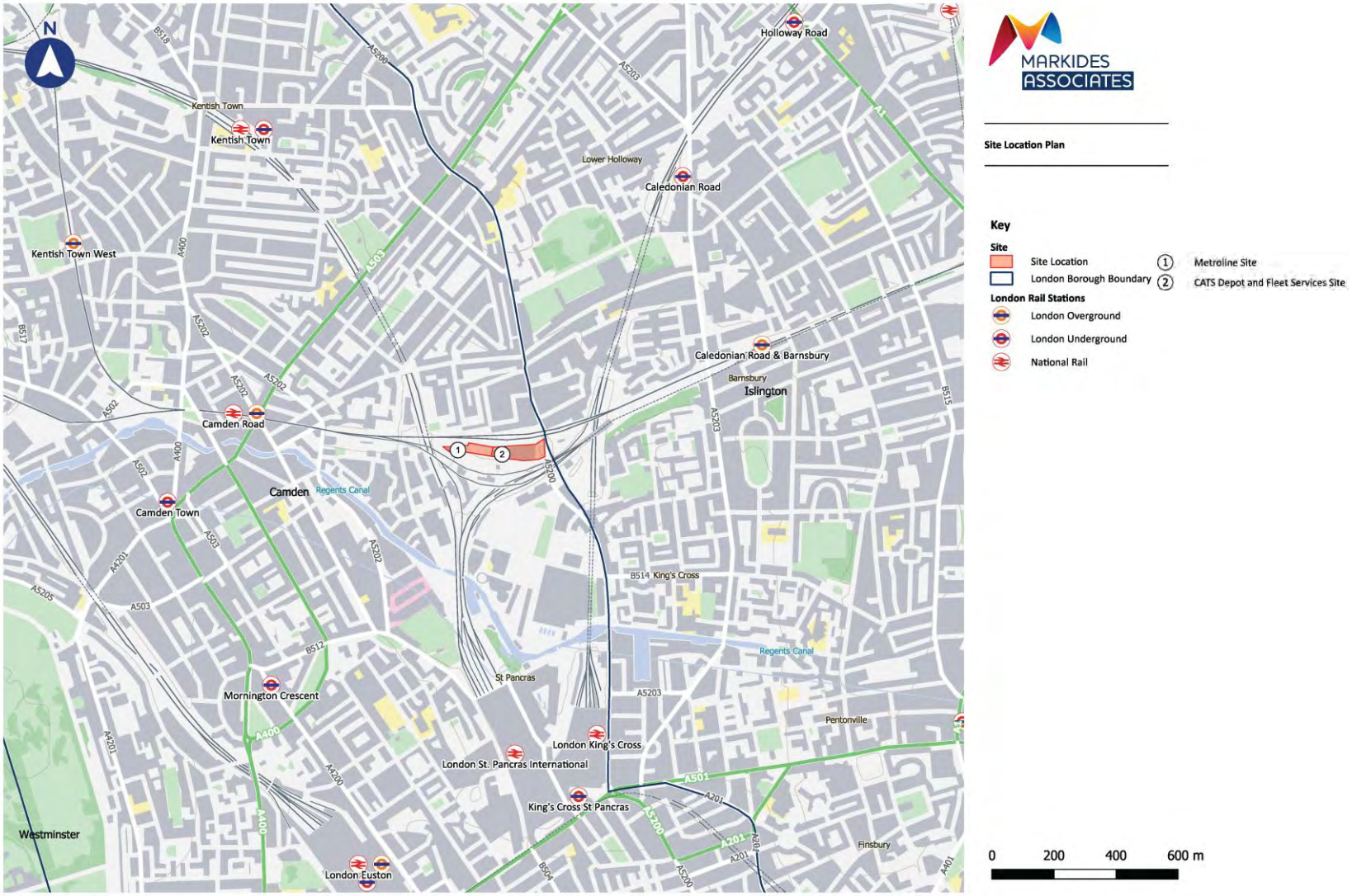
2.1.3 As public bus facilities operate from this site, it is considered to be part of London's public transport infrastructure and is safeguarded as a result, therefore policy provisions require consideration regarding the continued provision of sufficient and suitably-located land for current and future needs.

CATS Site

2.1.4 The CATS Site currently accommodates an MOT test centre, staff parking and vehicle fleet service facilities for maintenance, washing, fuelling and electrical charging. The proposed location on this site for the relocated salt store, grit bin store and associated parking is adjacent to the CATS site's western boundary. It should be noted that the proposed vehicle wash facilities will be incorporated within the existing CATS' vehicle wash facilities.

2.1.5 Some of the existing parking on site will be removed as part of the proposal. This is estimated to be around 30 spaces lost. The location of the CATS site is outlined in **Figure 2.1**.

Figure 2.1 Location of Sites



2.2 Local Facilities

2.2.1 The sites are within reasonable distance of several public transport and food and retail facilities. **Table 2.1** provides a summary of the key food retail and public transport facilities, including approximate walking and cycling distances.

Table 2.1 Local Facilities

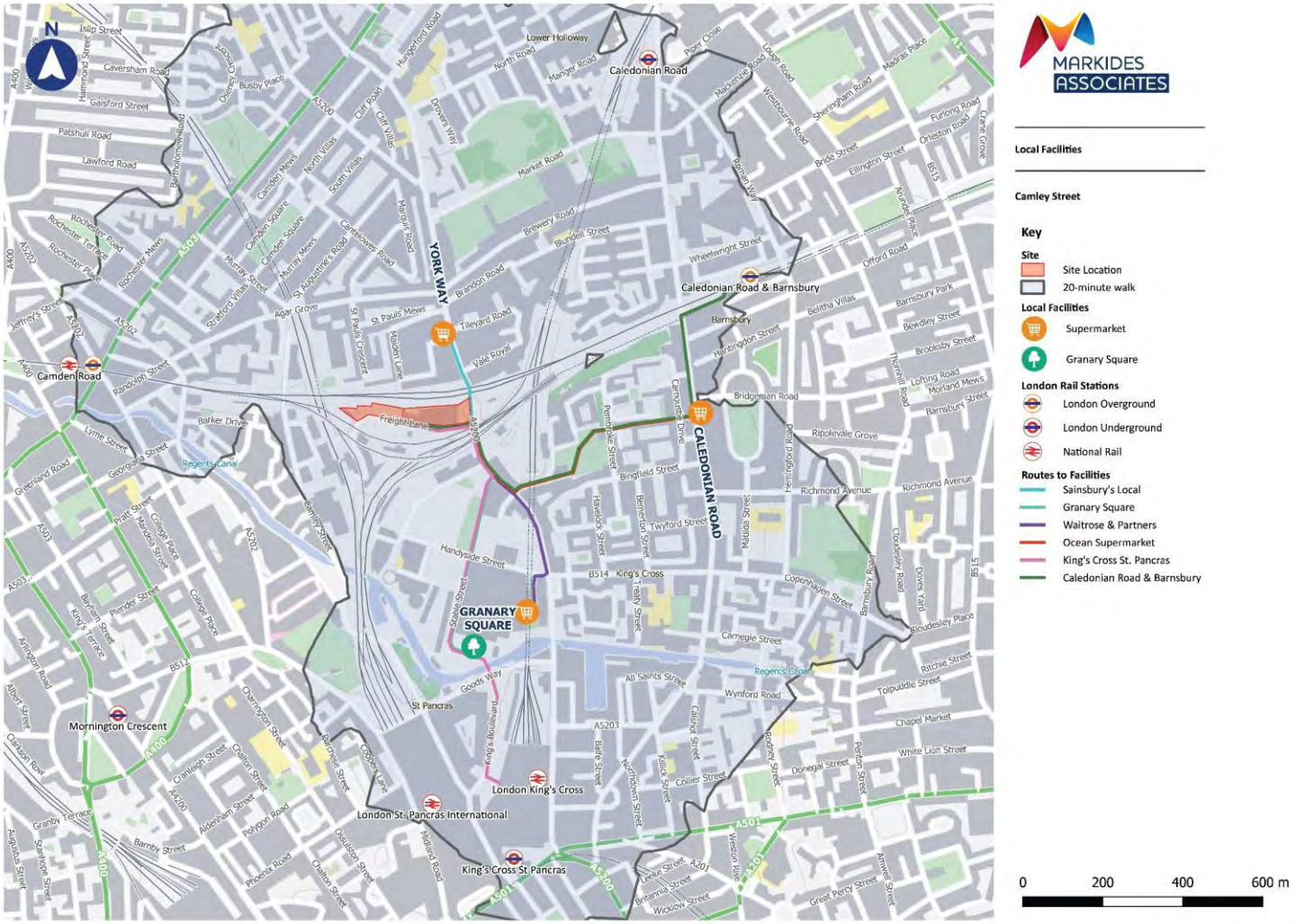
Facility	Location	Distance	Travel Time (mins)	
			Walk	Cycle
Underground/Rail Stations				
King's Cross St. Pancras	N1 9AL	1.1km	15	4
Caledonian Road & Barnsbury (Overground)	N1 1DF	1.3km	18	7
Food Retail				
Sainsbury's Local	NW1 9UJ	400m	5	2
Granary Square	N1C 4DQ	650m	9	4
Waitrose & Partners	N1C 4BZ	700m	10	4
Ocean Supermarket	N1 1BB	1km	13	5

2.2.2 There are three distinct zones where food and retail offerings are grouped:

- Granary Square, between Canal Reach and York Way just south of the site;
- York Way, just north of the railway tracks near the intersection with Brandon Road; and
- Along Caledonian Road, with the closest point around 950m west of the site

2.2.3 These zones, alongside those outlined in **Table 2.1**, are illustrated in **Figure 2.2**.

Figure 2.2 Local Facilities



2.3 Active Travel Modes

Pedestrian Accessibility

2.3.1 Freight Lane is a cul-du-sac, pedestrians therefore must access it from the east via the York Way/Freight Lane junction. At the York Way /Freight Lane junction, there is a signalised crossing to aid pedestrians crossing York Way to the south side of the junction. There is also a signalised crossing to aid pedestrians crossing Freight Lane. These crossings have the appropriate dropped kerbs and red tactile paving. Pedestrian footway exists along both sides of the York Way and continues along Freight Lane.

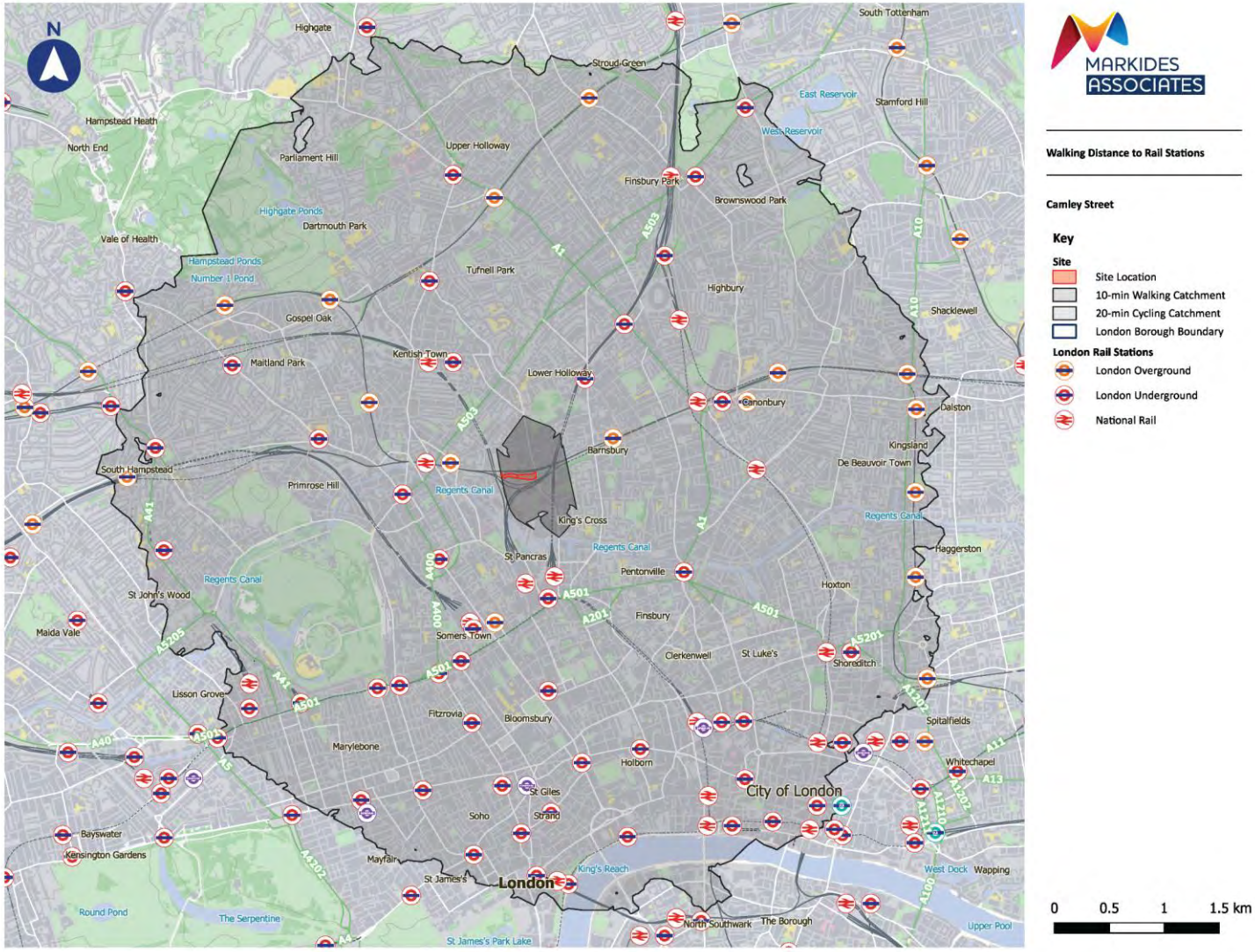
2.3.2 Freight Lane itself serves as an entrance point to not only the Metroline and CATS Sites, it also provides access to Hanson Cement/Concrete, located to the south of Freight Lane. By virtue of the nature of its functions, these often necessitate the ingress and egress of Heavy Goods Vehicles (HGVs). Pedestrian paths along these entrance points are equipped with some dropped kerbs and tactile paving.

2.3.3 Currently, the section of the northern footway along Freight Lane west of the CATS Site access has vegetation growing out of the footway surface and vegetation overhanging the footway. The overgrown will be reported to the highway authority, as the owner of the footway, is responsible for removing the overgrown.

2.3.4 Drawing No **24356-MA-XX-XX-SK-0035** outlines the footway width available fronting the Metroline Site to the north of Freight Lane, subject to vegetation clearance), it can be seen from the drawing that the footway width varies between 1.8m and 3.6m along this section of Freight Lane. It should be noted that 1.8 m is the minimum width needed for two adults passing, hence, there is sufficient width to use the northern footway to access the Metroline Site.

2.3.5 The Active Travel Zone to/from the site is the zone around the site within a 10-minute walk or a 20-minute cycle, these are illustrated in **Figure 2.3**.

Figure 2.3 Active Travel Zone



Cycling Accessibility

2.3.6 The site benefits from good links to the London Strategic Cycle Network, situated directly next to the York Way Cycleway C-link, approximately 150m (<1-minute cycle) to the east of the site.

2.3.7 The on-street cycleways on York Way move in both directions and are separate from the vehicular carriageway. This cycleway is mostly distinguished by stepped cycle tracks, with some areas along the path also separated by upright wands. At the junction of York Way/Freight Lane, Advanced Stop Lines for cyclists also exist at each arm.

2.3.8 From York Way, Cycleway C-link directly links to Cycleways C50, C41and C6. **Table 2.2** summarises these cycle routes and their destinations, which have been mapped in **Figure 2.4**.

Table 2.2 Nearby Cycleways

Cycleway	Destinations	Nearest Entrance Point	Distance from Site	Cycle Time
C50	Finsbury Park (north) to Nag's Head (south)	Cliff Road	1km	4 minutes
C6	Kentish Town (north) to Elephant & Castle (south)	A5202	1.2km	4 minutes
C41	Euston Station to High Holborn	Midland Road	1.4km	7 minutes

Santander Hubs

2.3.9 Several Santander Hubs are in close walking distance to the site. The closest hub is on York Way and is a 5-minute walk away, approximately 330m, with a capacity of 23 bicycles. The next nearest hub is located on Handyside Street, a 7-minute walk (700m) south of the site. The Handyside Street hub has a capacity of 25 bicycles. These have been outlined in **Figure 2.5**.

Figure 2.4 Cycleway Network

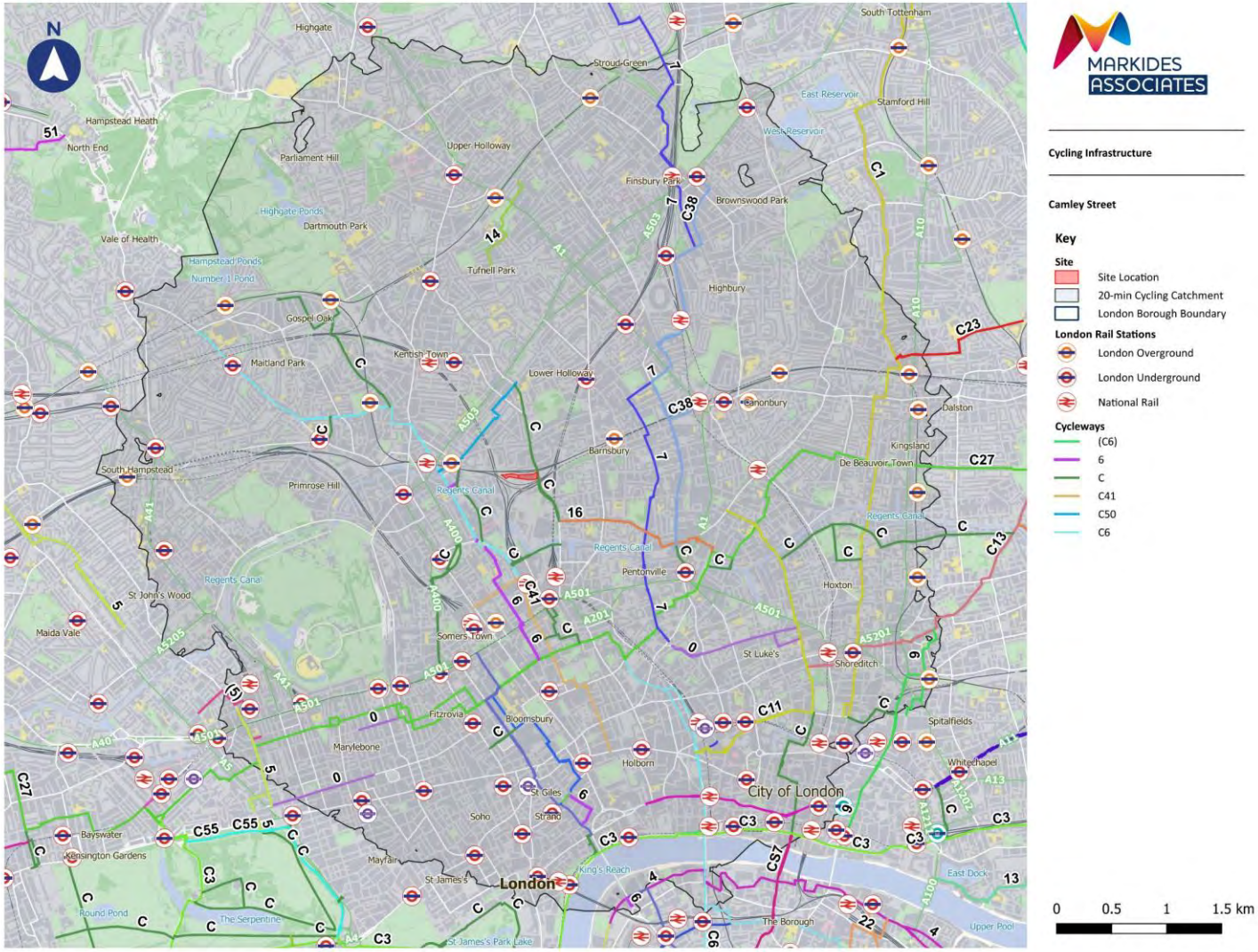
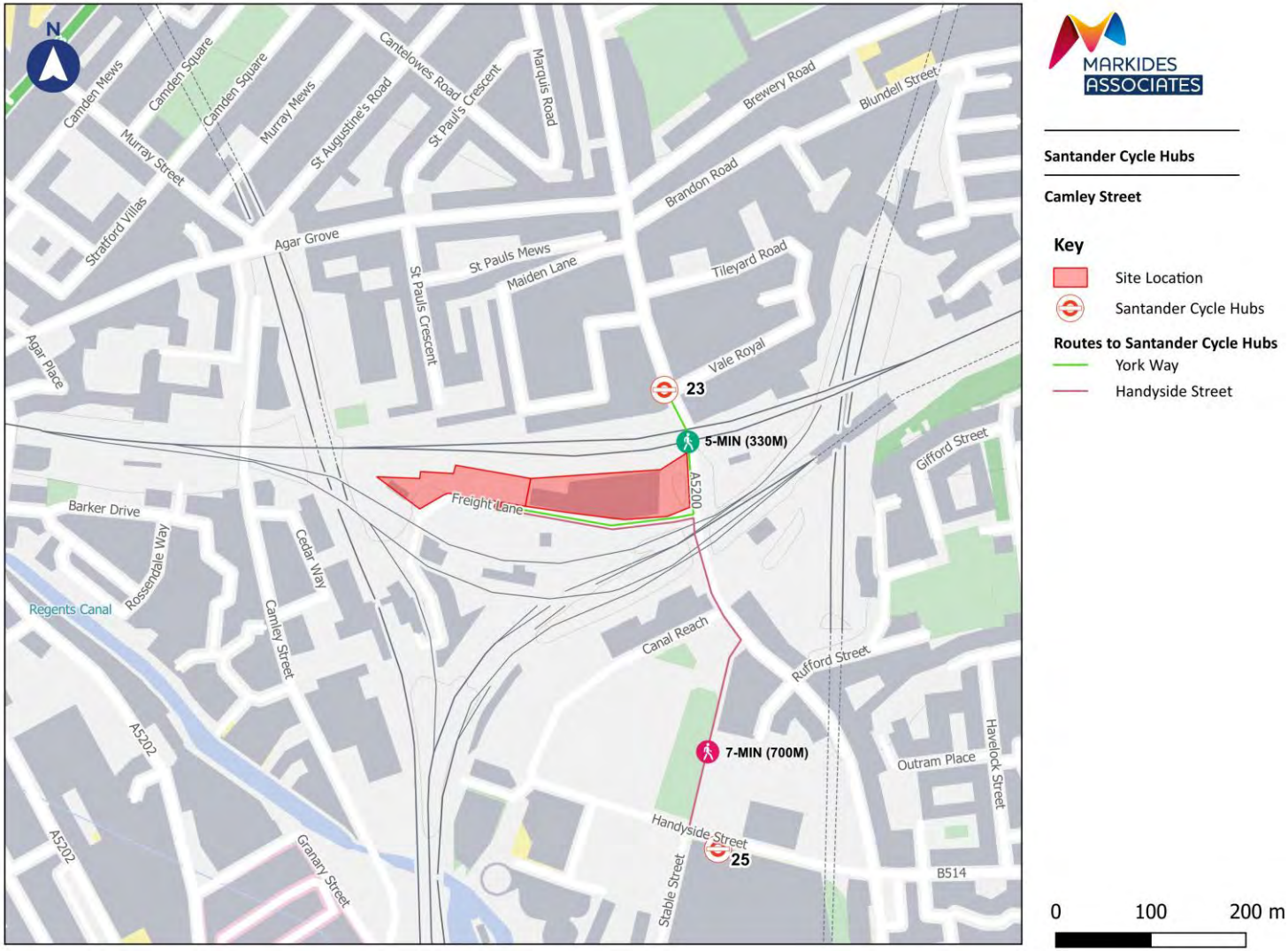


Figure 2.5 Nearby Santander Cycle Hubs



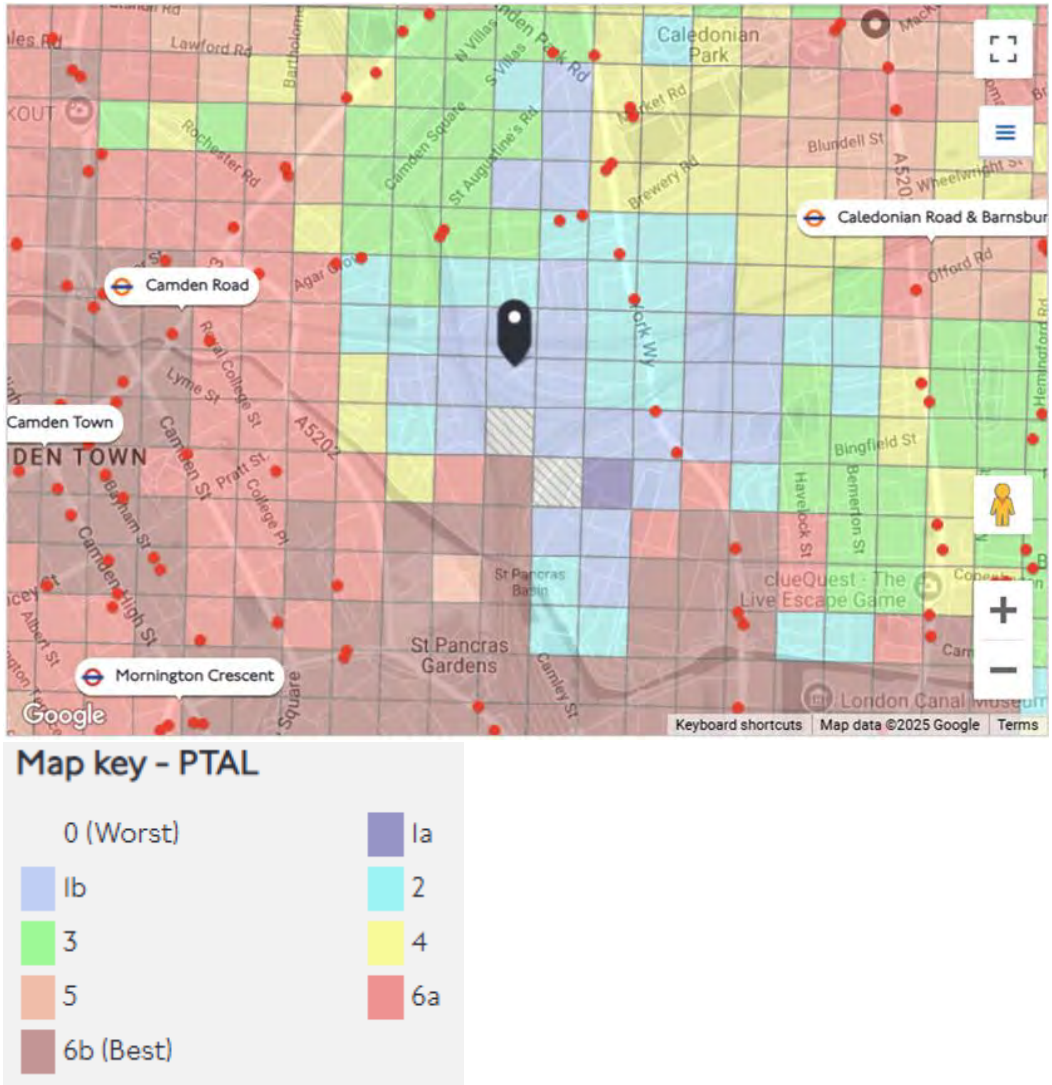
2.4 Public Transport

Public Transport Accessibility Level (PTAL)

2.4.1 PTAL provides a measure of the accessibility of a given point to the public transport network, taking into account walking time to a public transport node, service accessibility, service quality and frequency. The PTAL score ranges between 0 and 6b, with 0 indicating the areas with the lowest accessibility to public transport, and 6b the areas with the highest accessibility to public transport.

2.4.2 The PTAL for the Metroline Site is very low, scoring 1b on TfL's WEBCAT tool. This is likely due in part to its distance from rail stations, which has not been accounted for in the PTAL calculations. Whilst the site is within reasonable walking distance to King's Cross St Pancras, King's Cross and St Pancras International stations, which provide numerous services, these are located outside the WEBCAT's 12-minute walking distance threshold.

Figure 2.6 PTAL Output: Metroline Site

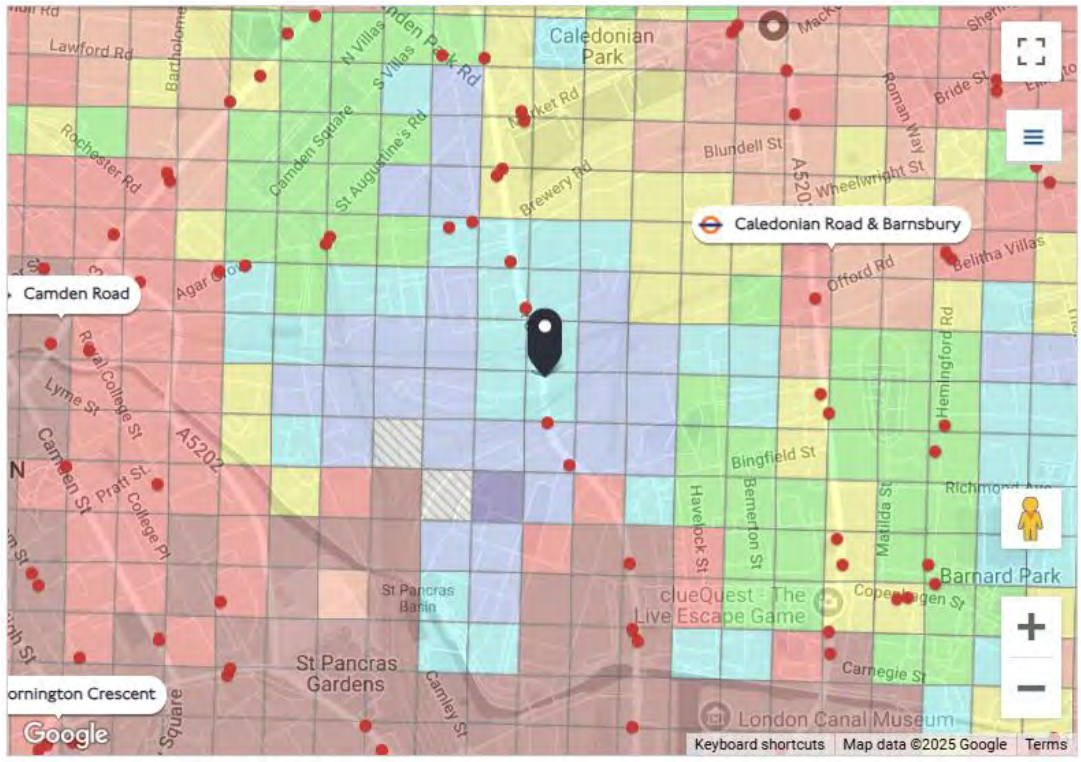


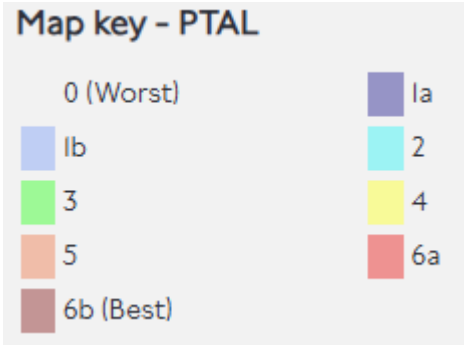
Source: TfL

CATS Site

2.4.3 The PTAL score for the CATS Site is also very low with marginally better scores than the Metroline Site. This slight improvement in scores is likely due to its closer proximity to the nearest bus services on York Way.

Figure 2.7 PTAL Output: CATS Depot Site





Source: TfL

Bus Services

2.4.4 The nearest bus service to the site is accessed via York Way, with the nearest bus stop located 300m away, or a 3-minute walk. This bus stop services Route 390, running north towards Archway and south towards Victoria. The nearby bus stop locations are summarised and illustrated in **Figure 2.8** and **Table 2.3**.

Figure 2.8 Bus Services

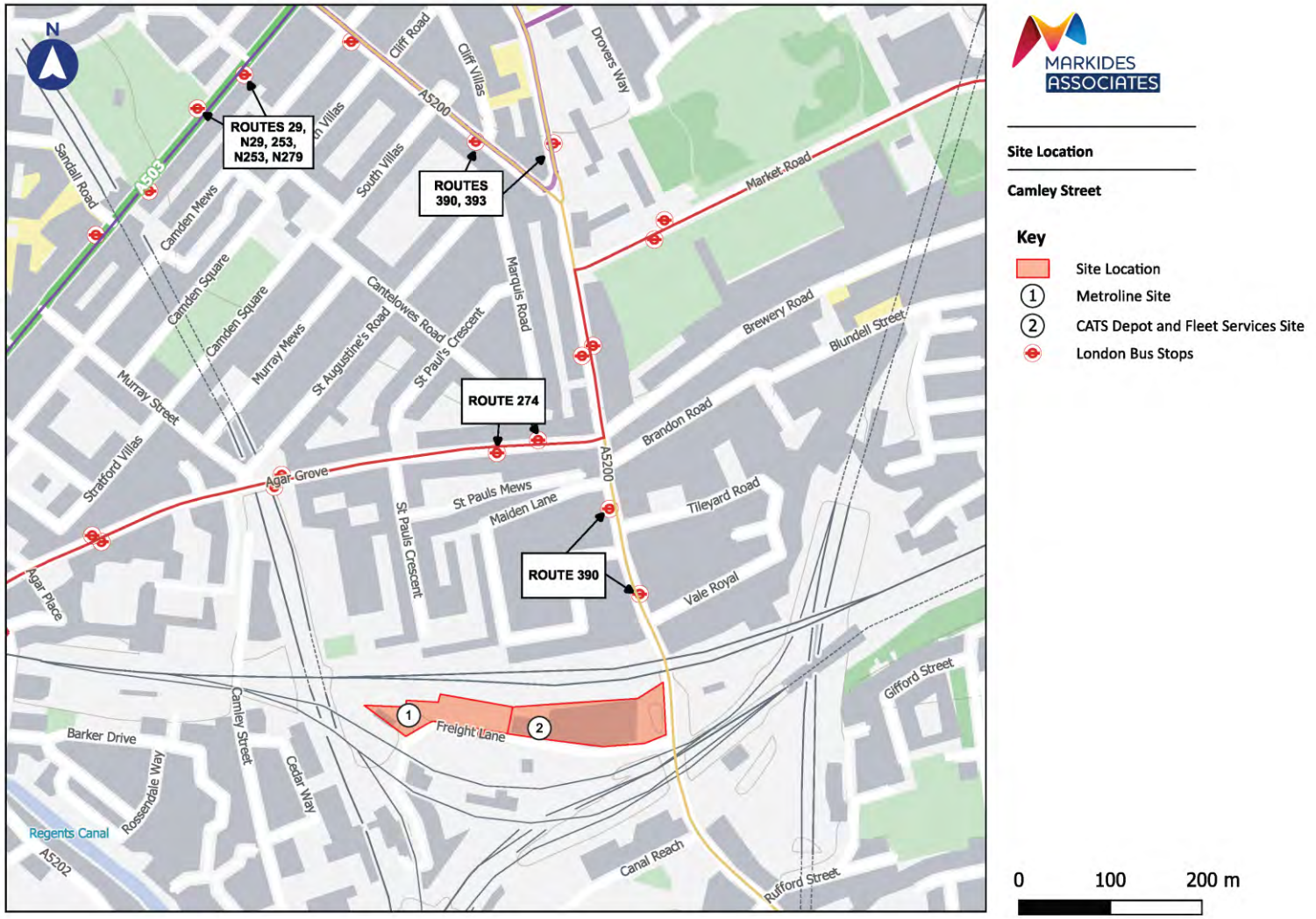


Table 2.3 Nearby Bus Services

Route Number	Route	Peak Hour Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
Vale Royal (Stop P) – York Way – Southbound						
390	Archway - Tufnell Park - King's Cross - Oxford Circus – Victoria	7	7	5	00:03	23:53
Agar Grove/Maiden Lane (Stop Q) – York Way – Northbound						
390	Archway - Tufnell Park - King's Cross - Oxford Circus – Victoria	7	6	5	00:06	23:58
York Way Camden (Stop ZB) – Eastbound						
274	Islington, Angel - Caledonian Park - Camden Town - Baker Street - Lancaster Gate	5	6	6	05:51	00:49
Agar Grove (Stop ZE) – Westbound						
274	Islington, Angel - Caledonian Park - Camden Town - Baker Street - Lancaster Gate	5	6	6	05:02	00:07

Rail Services

2.4.5 The nearest rail stations are Kings Cross and St Pancras, which are located approximately 1.1km to the south of the site. This is approximately a 14-minute walk or a 4-minute cycle. These stations provide numerous national and international train services, connecting to key destinations such as Edinburgh, Inverness, Cambridge, Yorkshire, Sunderland, Hull, Cambridge, Brighton and Gatwick Airport. These are served by the following train operating companies running from King's Cross: Grand Central, Great Northern, Hull Trains, LNER, Govia Thameslink and LUMO.

2.4.6 Two alternative London Overground rail stations are also located within a 20-minute walk from the site. Caledonian Road & Barnsbury station is 1.3km north-east of the site, or a 17-minute walk or 6-minute cycle. Camden Road station is located 1.4km west of the site, or an 18-minute walk or an 8-minute cycle. These stations both serve the Mildmay (North London) line on the London Overground and are therefore a feasible option for those travelling on this line, as it does not pass through Kings Cross and St Pancras.

London Underground Services

2.4.7 Adjacent to the Kings Cross and St Pancras International rail stations is the Kings Cross St Pancras Underground Station. It is served by the following London Underground lines: Circle, Metropolitan, Hammersmith & City, Northern, Piccadilly and Victoria Lines. Some of the destinations covered by these underground lines include Barking, Watford, Chesham,

Edgware, High Barnet, Brixton, Arnos Grove, Seven Sisters, Morden and Cockfosters. The station benefits from frequent services in both directions.

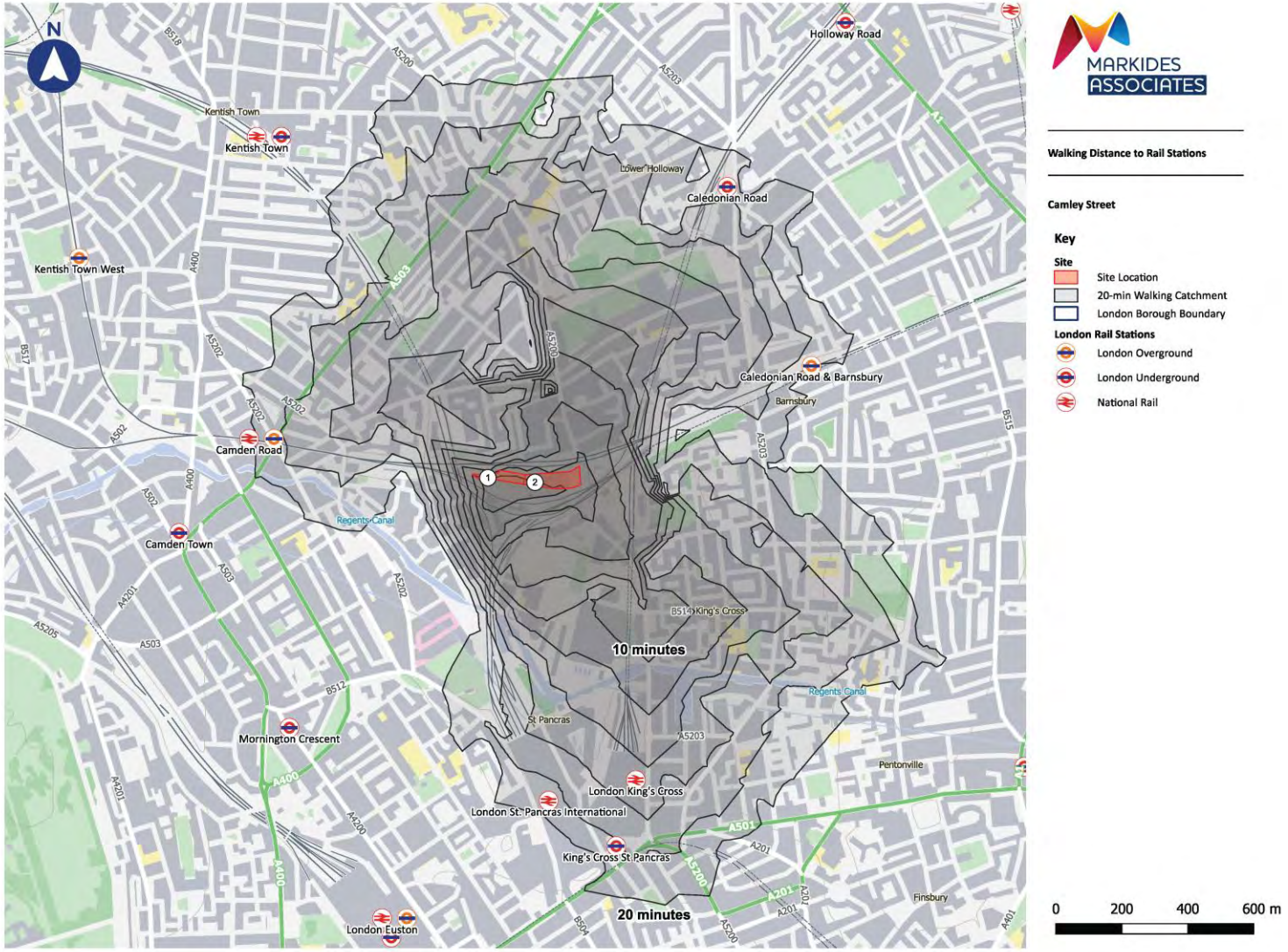
2.4.8 **Table 2.3** summarises the nearby Overground and Underground services within the vicinity of the site.

Table 2.4 Local Rail and Underground Services

Line	Route	Closest Station	Direction	Peak Trains per Hour	
				AM	PM
Piccadilly	Heathrow – Hammersmith – Kings Cross – Cockfosters	Kings Cross St Pancras	EB	24	23
			WB	24	23
Circle	Hammersmith – Paddington – Liverpool Street – Monument – South Kensington		Anticlockwise	6	6
			Clockwise	5	6
Victoria	Brixton – Walthamstow Central		SB	36	29
			NB	35	30
Hammersmith & City	Hammersmith – Barking		EB	6	6
			WB	6	6
Metropolitan	Amersham / Uxbridge – Aldgate		EB	12	12
			WB	12	12
Northern	Edgware / High Barnet – Morden		NB	23	24
			SB	25	26
Mildmay (Overground)	Richmond / Clapham Junction – Stratford	Caledonian Road & Barnsbury	EB	10	10
			WB	10	8

2.4.9 The location and walking distances from the sites to these stations have been illustrated in **Figure 2.9**.

Figure 2.9 Rail/Underground Service Proximity



2.5 Car Club

2.5.1 Zipcar and Enterprise Car Club both operate a number of Car Club spaces near the sites. The nearest Enterprise space is situated along York Way, approximately 400m north of the sites. The nearest Zipcar space is located in the Handyside Car Park on Canal Reach, approximately 550m to the south of the site. The locations of these and other nearby Car Club spaces are shown in **Figure 2.10**.

2.5.2 The Car Club spaces close to the sites operate a service whereby once a membership fee has been paid, members are able to book any available vehicles within the companies' fleet by the hour or day. The charge of the hire includes fuel, parking, congestion charge and insurance. As well as this, the car clubs use both electric and hybrid cars within their fleet, making it a greener choice of travel than the traditional private car.

2.5.3 Further information regarding Car Club can be found at https://www.zipcar.com/en-gb and https://www.enterprisecarclub.co.uk/gb/en/home.html.

2.6 Local Highway Network

2.6.1 Freight Lane itself is a two-way, single-carriageway road which is restricted to 20mph. There are double yellow lines on both sides of the road for the majority of its length lines which prevent waiting at any time, however, there are 1 e-taxi EV charging bay and 2 EV charging bays on the north side of the carriageway, where restrictions are in place to allow parking for 1 hour and no return within 2 hours. It is accessed only via a signalised junction with York Way (A5200) to the east and is a no-through road.

2.6.2 York Way is an A road which generally runs north to south, linking the site directly to the major hubs of Camden to the north and King's Cross to the south, refer to **Figure 2.11** for the local highway network. There are double yellow lines on both sides of the York Way within the vicinity of Freight Lane as well as no loading restrictions.

Figure 2.10 Nearby Car Club Locations

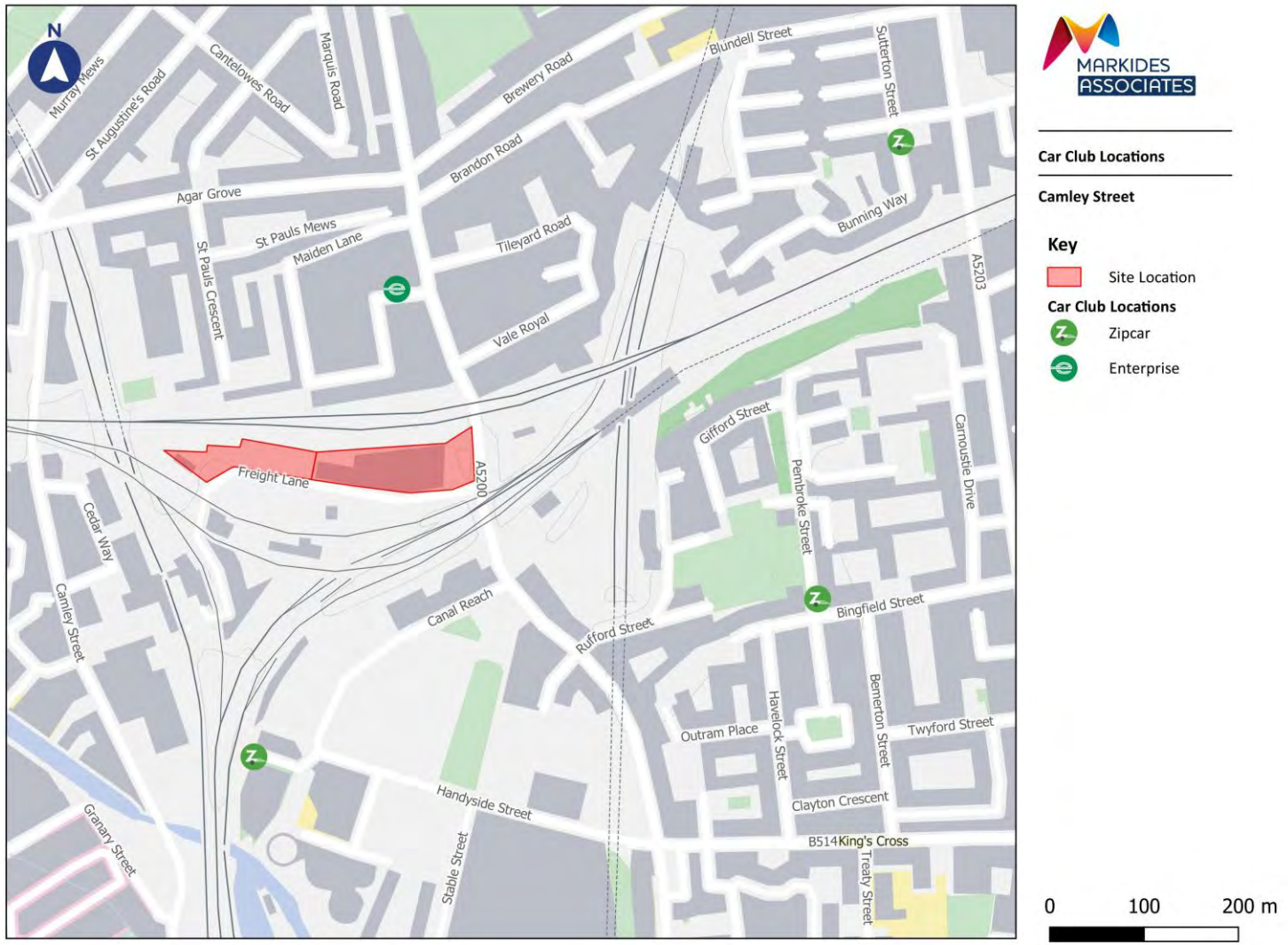
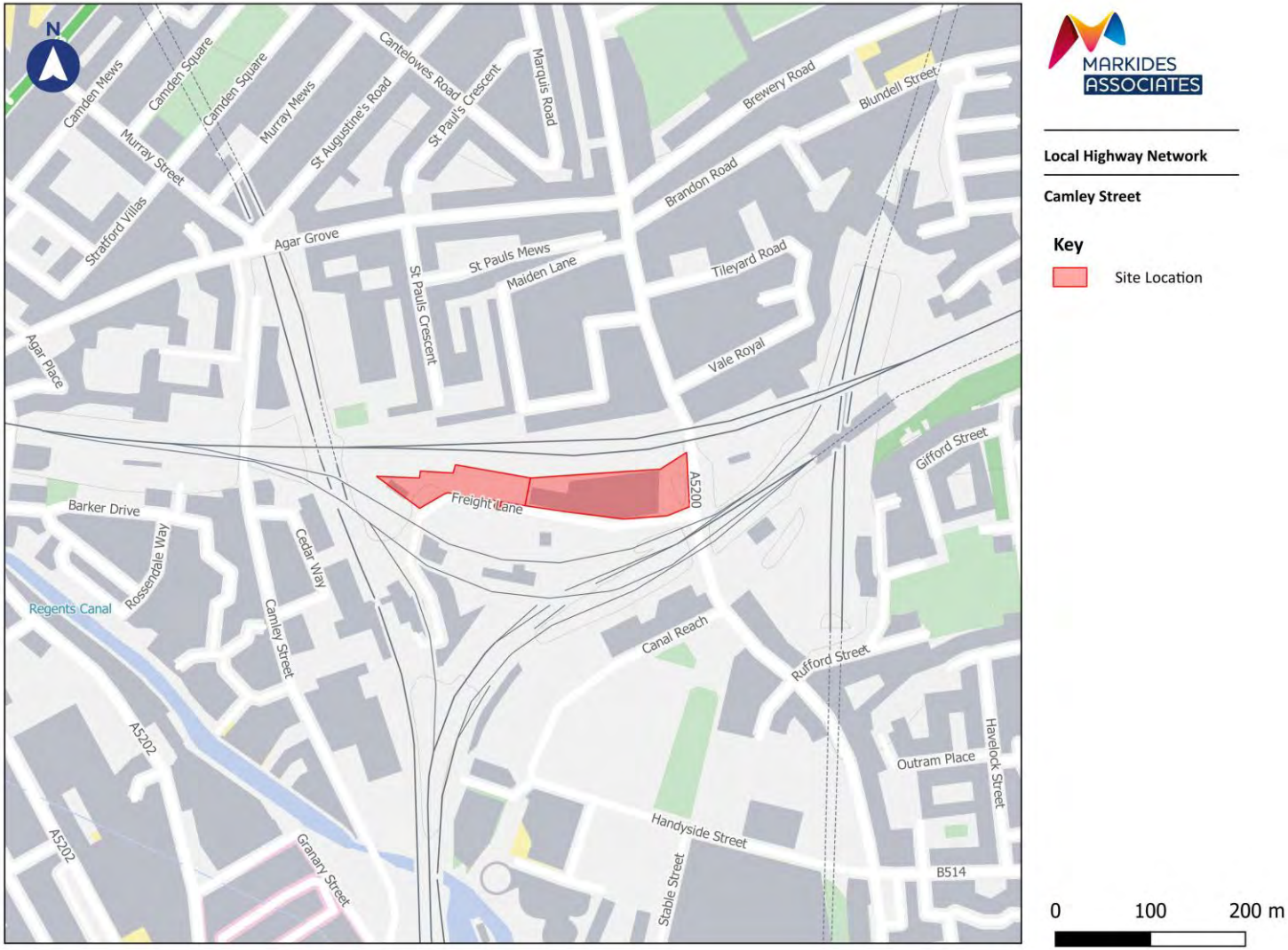


Figure 2.11 Local Highway Network



2.7 Existing Mode Share

2.7.1 In order to establish the existing mode split for the current commercial uses on-site, reference has been made to 2011 Census data. Referencing 'Method of Travel to Work (Workplace Population)' information for the Middle Layer Super Output Area (MSOA) of 'Camden 019' and 'Camden 022' within which the site is located, the mode share percentages shown in **Table 2.5** have been obtained.

Table 2.5 Method of Travel to Work – Existing Commercial Uses

Method of Travel to Work	% Mode Share
Underground, metro, light rail or tram	33%
Train	28%
Bus, minibus or coach	12%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	12%
Passenger in a car or van	1%
Bicycle	4%
On foot	7%
Other method of travel to work	0%

2.7.2 **Table 2.5** demonstrates that in the locality of the site, the majority of existing occupants travel to work via public transport and active modes of travel. A total of 74% of occupants are likely to travel to work via train, bus or underground. Further to this, a total of 11% of people are likely to travel to work by foot or cycle. Only 13% of occupants will travel to work by private car.

2.8 Summary of Existing Conditions

2.8.1 The site is well suited for commercial use (in line with its current use class) and the relocation of council services from the Cedar Way Industrial Estate. Whilst it does not benefit from a high PTAL rating, it is reasonably located to a variety of active, public and car alternative transport options which are suitable to accommodate the relocation.

3. Proposed Development

3.1 Existing Operations

Environmental Services

3.1.1 The Environmental Services, managed by contractor Veolia, are currently located within Units 20-24 Cedar Way Industrial Estate and the current provisions at Cedar Way are as follows:

Salt Store

- Salt store and grit bins store in a watertight warehouse, accessible by HGVs (up to a 16.5m Articulated Vehicle) to deliver large quantities of salt and collect/drop salt grit bins

Street Cleaning Vehicle Wash Unit

- Wash facilities to clean LBC road sweeper vehicles

3.1.2 The salt store/grit bins store facilities are only accessed during the winter months in cases of extreme cold weather. Salt is delivered by a 16.5m Articulated Vehicle and stored on-site. When grit is required on LBC's highway network then gritter vehicles would arrive on-site to get loaded with grit, by a grit loader stored on-site, before going onto the highway network for gritting.

3.1.3 The vehicle wash bay unit is used to wash/clean LBC road sweeper vehicles and the washing time and the number of vehicles using the facility are outlined in **Table 3.1**.

Table 3.1 Vehicle Wash Periods and Vehicle Numbers

Time Period	No of vehicles arriving for washing
10.30 am to midday	8
8.00 pm & 9.00pm	5
Midnight to 4.00 am	1
Total	**14**

3.1.4 Staff will only be on site during the gritting periods, approximately 10 staff will be on-site. Up to 4 gritter lorries are used during the gritting periods.

Greenspaces Facilities

3.1.5 The facilities are managed by contractor IdVerde and are currently located in Unit 26 Cedar Way Industrial Estate which has:

- Office space and welfare space;
- Equipment and machinery store; and

- Operational parking (20 spaces).

3.1.6 The facilities are open weekdays (Monday to Friday) between 6.30 am to 11.00 pm. Approximately 25 employees report to the site daily between 6.30 am and 7.00 am to pick up the operational vehicles (Transit Vans/Caged Vehicles) and leave between 7.00 am and 8.00 am to work around the borough. These operational vehicles return to the site between 3.00 pm and 4.00 pm. There are also up to 10 staff working in the office on-site.

3.2 Proposed development

Metroline Site

3.2.1 The proposal is for the use of part of the site (adjacent to the western boundary) to provide a new single storey building, for LBC's Greenspace services. Access through the Metroline Site is required, for vehicles associated with the proposed service accommodation.

3.2.2 The proposed building comprises:

- Erection of a new single storey modular building for Greenspaces, comprising office and staff welfare facilities;
- Erection of a single storey storage to store house workshop and machinery used by the contractors., and
- Associated operational parking and one disabled car parking space and two Electric Vehicle (EV) charging bays on the existing hardstanding area.

3.2.3 The building is to be a simple functional design. It is anticipated that the construction will be modular with off-site prefabrication. The external appearance will be a solid walled building The storage will be accessed and secured by roller shutter doors.

3.2.4 Vehicular access/egress will be via the existing ramp, located at the western end of the site's frontage along Feight Lane. All vehicles sized up to Light Goods Vehicles (LGVs) will perform a three-point turn within the site to exit the site in forward gear via the existing ramp. Any infrequent large vehicle will need to access the site using the existing ramp and egress using the existing eastern site access along Freight Lane.

3.2.5 The layout of the proposed Metroline Site can be found in **Appendix A**. All tracking relating to the Metroline Site proposals can be found in **Appendix B**.

Cycle Parking

3.2.6 The minimum cycle parking standards from the London Plan 2021 are summarised in **Table 3.2**.

Table 3.2 London Plan Minimum Cycle Parking Standards

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
B2 – B8	General industrial, storage or distribution	1 space per 500 sqm (GEA)	1 space per 1000 sqm (GEA)

3.2.7 It should be noted that Camden Planning Guidance Transport January 2021 seeks an additional 20% of spaces over and above the London Plan standards to support the expected future growth of cycling for those who live and work in Camden. Based on the cycle parking standards outlined in **Table 3.2**, the proposed cycle parking provisions for the development proposals are summarised in **Table 3.3**.

Table 3.3 Proposed Cycle Parking

Long-stay	Short-stay
2	2

3.2.8 All cycle parking would be provided within the proposed workshop as Sheffield Stands. Shower and changing facilities will be incorporated within the proposed building.

Car Parking

3.2.9 The proposed development is to be car-free, except for operational LGVs parking associated with the Greenspace operation and the provision of one disabled parking space and two EV charging bays on site. Vehicle swept path analysis in **Appendix B** indicates that a large car can access and exit the proposed disabled bay and EV bays and enter/exit in forward gear via Freight Lane (western access).

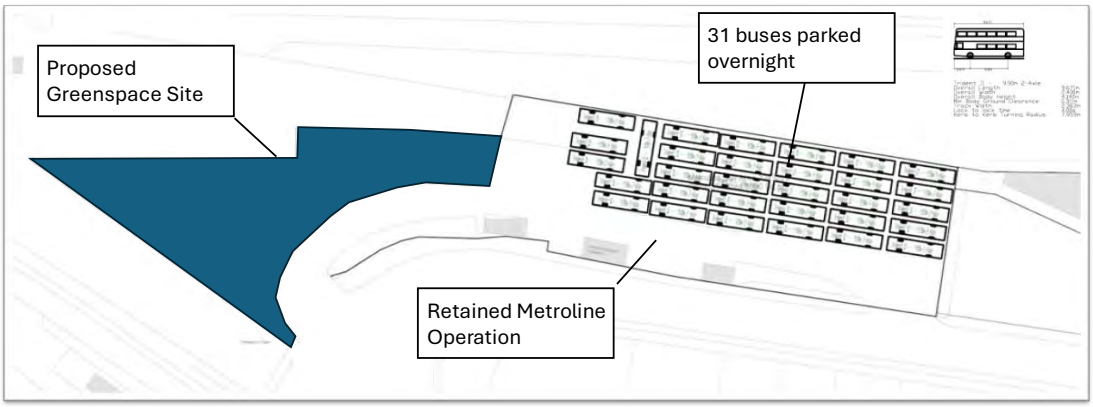
Pedestrian Improvements

3.2.10 As part of the development proposals, it is proposed to provide dropped kerb and tactile paving at both of the existing Metroline Site accesses to aid pedestrian movements along the northern Freight Lane footway, refer to Drawing No **24356-MA-XX-XX-SK-0011**.

Existing Metroline Site Operation

3.2.11 The existing Metroline operation, under license from TfL, will continue to use the remaining Metroline Site for bus parking, staff parking and bus maintenance including washing and re-fuelling. The existing Metroline facilities will continue to operate 24 hours/7 days a week. Up to 31 buses will be parked on site overnight. **Figure 3.1** outlines the layout of the retained Metroline operation on site with the proposed Greenspace services in place, it also indicates the parking location of the 31 buses that are required to be parked on site overnight.

Figure 3.1 Metroline Site Layout



CATS Site

3.2.12 The proposal is for the use of part of the site (adjacent to the western boundary) to provide a new salt store and container to be used as a salt bin store, together with a new modular cabin for toilets and staff kitchen for the gritter lorry team.

3.2.13 The salt store is to be constructed from concrete, with a single bay, covered by parallel pitched roofs, which are retractable canvas roofs made in three sections. The store is to be secured with galvanised steel gates to the front.

3.2.14 The proposals will involve some loss of existing parking circa 30 spaces. It should be noted that the loss of staff parking on the CATS depot has been agreed in relation to LBC's Corporate Policy regarding the reduction in car use. A communications strategy is being developed in parallel to this with the Camley Street Community Engagement Officer, to ensure this process is managed effectively and sensitively.

3.2.15 In terms of vehicle movements, it is anticipated that the salt store will be filled by a 16.5m Articulated Vehicle during the gritting season. There is a dedicated area to allow the on site grit loader to transfer grit to the gritter vehicles.

3.2.16 The CATS site will also house the relocated wash facilities to clean LBC road sweeper vehicles. The existing wash facilities within the CATS site will be upgraded to meet the road sweeper vehicle cleaning requirements. The timing and number of vehicles using the relocated wash facilities and the salt store will remain the same as the existing operation at Cedar Way Industrial Estate as outlined in **Table 3.1**.

3.2.17 It is anticipated that the salt delivery vehicle (16.5m Articulated Vehicle) and all trips associated with the vehicle wash facilities will be made via the existing CATS access off Freight Lane.

3.2.18 Due to the "out of office hours" operation associated with the gritter vehicles, it is proposed to remove the fencing across the existing crossover to the west of the existing CATS Site access and provide a manually operated gate at this location to allow for out of hours gritter vehicles' access to the salt store. It should be noted that as part of this proposal, the existing disabled car park bay located at the crossover within the CATS site will be relocated to

another part of the existing CATS site. The Trading Standards container located to the east of the existing CATS access will also be relocated to another part of the existing CATS site.

3.2.19 The proposed salt store layout can be found in **Appendix C**. All tracking relating to the CATS Site proposals can be found in **Appendix D**.

Cycle Parking and Car Parking

3.2.20 As staff will only be on site during the gritting periods, no cycle parking is proposed for the proposed development at the CATS Site. The proposed development is to be car-free, with the exception of one parking space for the grit loader associated with the proposed salt store.

3.2.21 Staff will only be on site during the gritting periods, approximately 10 staff will be on-site. Up to 4 gritter lorries are used during the gritting periods.

Electric Vehicle (EV) Charging Infrastructure

3.2.22 It should also be noted that the existing Environmental Services vehicle fleet is not electric and there is no plan to electrify the Environmental Services vehicle fleet in the short/medium term. Given the proposals are for a short-term relocation of the Environmental Services and not a comprehensive redevelopment, it is considered that investment in EV charging would not be appropriate/proportionate and would represent abortive works and costs.

4. Trip Generation and Transport Impacts

4.1 Introduction

4.1.1 This section provides an assessment of the predicted level of trips associated with the proposed Metroline Site and CATS Site by all modes of transport. It should be noted that all facilities to be relocated are currently operating out from the Cedar Way Industrial Estate and the relocation will be undertaken on a like-for-like basis. Therefore, all the associated employee trips and operational/servicing trips relating to the sites are existing trips that are already on the highway or transport networks.

4.2 Existing Trip Generation

Greenspaces

4.2.1 To determine the likely level of employee trips by mode during the peak periods for the extant Greenspaces site within Cedar Way Industrial Estate, reference has been made to the Travel to Work Census data outlined in **Table 2.5**.

4.2.2 **Table 4.1** shows that using the existing modal split figures, based on 35 employees, the assessment suggests that a total of 5 employees would be car drivers/car passengers/motorcycle users, 26 of the employees would travel on public transport and 4 by active modes.

Table 4.1 Existing Employees' Trip Generation by Mode (Greenspaces)

Mode	Existing Modal Split (%)	Employee Split (35 staff)
Underground, metro, light rail or tram	33%	12
Train	28%	10
Bus, minibus or coach	12%	4
Taxi	0%	0
Motorcycle, scooter or moped	1%	1
Driving a car or van	12%	4
Passenger in a car or van	1%	0
Bicycle	4%	1
On foot	7%	3
Other method of travel to work	0%	0
Total	**100.0%**	**35**

Environmental Services

4.2.3 To determine the likely level of employee trips by mode for the extant Environmental Service site within the Cedar Way Industrial Estate, reference has been made to the Travel to Work

Census data outlined in **Table 2.5**. **Table 4.2** shows that using the existing modal split figures, based on 10 employees, the assessment suggests that a total of 1 employee would be a car driver, 7 of the employees would travel on public transport and 2 by active modes.

Table 4.2 Existing Employees' Trip Generation by Mode (Environmental Services)

Mode	Existing Modal Split (%)	Employee Split (10 staff)
Underground, metro, light rail or tram	33%	3
Train	28%	3
Bus, minibus or coach	12%	2
Taxi	0%	0
Motorcycle, scooter or moped	1%	0
Driving a car or van	12%	1
Passenger in a car or van	1%	0
Bicycle	4%	0
On foot	7%	1
Other method of travel to work	0%	0
Total	**100.0%**	**10**

4.3 Proposed Trip Generation

Metroline Site

4.3.1 To determine the likely level of trips by mode for relocated Greenspaces Service to the Metoline Site, reference has been made to the Travel to Work Census data outlined in **Table 2.5**. The modal split figures within **Table 4.3** have been adjusted to reflect the car-free nature of the relocated Greenspaces service.

Table 4.3 Adjusted Modal Split & Anticipated Employees Trips - GS

Mode	Adjusted Modal Split (%)	Employee Split (35 staff)
Underground	39%	13
Train	33%	11
Bus	15%	6
Taxi	0%	0
Motorcycle	0%	0
Car Driver	0%	0
Passenger in a car or van	0%	0
Bicycle	5%	2
On-Foot	8%	3

Mode	Adjusted Modal Split (%)	Employee Split (35 staff)
Other	0%	0
Total	**100%**	**35**

4.3.2 **Table 4.3** shows using the adjusted modal split figures, based on 35 employees, the assessment suggests that 30 of the employees would travel on public transport and 5 by active modes.

CATS Site

4.3.3 To determine the likely level of trips by mode for relocated Environmental Services to the CATS Site, the adjusted modal split data outlined in **Table 4.4** have been applied to the number of Environmental Services employees associated with the relocation.

Table 4.4 Adjusted Modal Split & Anticipated Employees Trips – ES

Mode	Adjusted Modal Split (%)	Employee Split (10 staff)
Underground	39%	4
Train	33%	3
Bus	15%	2
Taxi	0%	0
Motorcycle	0%	0
Car Driver	0%	0
Passenger in a car or van	0%	0
Bicycle	5%	0
On-Foot	8%	1
Other	0%	0
Total	**100%**	**10**

4.3.4 **Table 4.4** shows using the adjusted modal split figures, based on 10 employees, the assessment suggests that 9 of the employees would travel on public transport and 1 by active modes.

4.4 Net Trip Generation

Metroline Site

4.4.1 The likely level of employee trips by mode for the extant Greenspaces site within Cedar Way Industrial Estate and the proposed relocated Greenspaces Service to the Metroline Site are outlined in **Table 4.5**. The net difference between the two locations is also outlined in **Table 4.5**.

Table 4.5 Trip Generation - Net Difference - Greenspaces

Mode	Existing Greenspaces site	Proposed Greenspaces site	Net Difference
Underground	12	13	+1
Train	10	11	+1
Bus	4	6	+2
Taxi	0	0	0
Motorcycle	1	0	-1
Car Driver	4	0	-4
Passenger in a car or van	0	0	0
Bicycle	1	2	+1
On-Foot	3	3	0
Other	0	0	0
Total	**35**	**35**	**0**

Effect on Public Transport Network

4.4.2 The proposals are expected to generate an additional 4 public transport trips (i.e. underground/rail/bus). Given that the site is within walking distance of at least 2 bus routes and Kings Cross and St Pancras Underground Station and other Railway Stations, where there are approximately 92 National Rail services during the morning peak hour and a number of London Underground services approximately every 2 minutes, the increase in public transport trips associated with the site is not expected to have any detrimental impact on the public transport network.

Effect on Highway Transport Network

4.4.3 The existing facilities operating out from the Cedar Way Industrial Estate have staff parking associated with the units and considering the proposed related facilities will be car-free except for operational parking, disabled parking and EV charging bays, it is anticipated the level of vehicle trip generation is expected to decrease. Therefore, in traffic terms, the proposed development would have a positive impact on the local highway network. Greenspaces Service will be part of LBC's Corporate Policy regarding the reduction in car use. It is therefore anticipated that the car free nature of the proposals will not result in over-spill parking onto Freight Lane.

Freight Service Action Plan

4.4.4 Due to the neutral of the existing services (LBC salt storage, LBC gritting service and vehicle wash facilities for LBC operational vehicles) and the reduction in private car use related to the relocated facilities, it is considered a Freight Service Action Plan will not be required.

CATS Site

4.4.5 The likely level of employee trips by mode for the extant Environmental Services site within Cedar Way Industrial Estate and the proposed relocated Environmental Services to the CATS Site are outlined in **Table 4.6**. The net difference between the two locations is also outlined in **Table 4.6**.

Table 4.6 Trip Generation - Net Difference - Environmental Services

Mode	Existing Greenspaces site	Proposed Greenspaces site	Net Difference
Underground	3	4	+1
Train	3	3	0
Bus	2	2	0
Taxi	0	0	0
Motorcycle	0	0	0
Car Driver	1	0	-1
Passenger in a car or van	0	0	0
Bicycle	0	0	0
On-Foot	1	1	0
Other	0	0	0
Total	**10**	**10**	**0**

Effect on Public Transport Network

4.4.6 The proposals are expected to generate an additional 1 London Underground trip. Given that the site is within walking distance of at least 2 bus routes and Kings Cross and St Pancras Underground Station where there are a number of London Underground services approximately every 2 minutes, the increase in Underground trips associated with the site is not expected to have any detrimental impact on the public transport network.

Effect on Highway Transport Network

4.4.7 The existing Environmental Service operating out from the Cedar Way Industrial Estate has staff parking associated with the units and considering the proposed related facilities will be car-free except for operational parking, it is anticipated the level of vehicle trip generation is expected to decrease. It should also be noted that there will be a reduction in vehicle movement associated with the loss of the 30 parking spaces to facilitate the proposed salt store's construction which would lead to a commensurate reduction in vehicle movements. Therefore, in traffic terms, the proposed development would have a positive impact on the local highway network.

4.4.8 The loss of staff parking on the CATS depot has been agreed in relation to LBC's Corporate Policy regarding the reduction in car use. Appropriate communications will be in place to

manage this change effectively. Environmental Services will also be part of this communications strategy. It is therefore anticipated that the reduction in car parking and the car free nature of the proposals will not result in over-spill parking onto Freight Lane.

Freight Service Action Plan

4.4.9 Due to the neutral of the existing services (LBC park maintenance) and the reduction in private car use related to the relocated facilities, it is considered a Freight Service Action Plan will not be required.

5. Summary and Conclusions

5.1.1 Markides Associates have been instructed to prepare this Transport Statement on behalf of London Borough of Camden in support of applications for the relocation of council services from the Cedar Way Industrial Estate to sites on Freight Lane, N1C 4BE.

5.1.2 The traffic and transport impact assessment has concluded that the proposed relocated services represent an insignificant transport/traffic impact.

5.1.3 The proposals are in line with existing regional and local transport policy, and it has been demonstrated that there will be no adverse highways and transport impact as a result of the development as such the proposals should be considered acceptable in transport and highway terms.

DRAWINGS

24356-MA-XX-XX-SK-0035

24356-MA-XX-XX-SK-0011

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NOTES

1. This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography, location of statutory services, detailed design and traffic modelling.
2. This drawing is based upon drawing number XXX supplied by XXX and Markides Associates shall not be liable for any inaccuracies or deficiencies.
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4. Highway boundary information has been provided by XXX County Council on XXX and has been transcribed by Markides Associates onto an Ordnance Survey base. Markides Associates accepts no liability for the accuracy of the data provided and the highway boundary information shown is subject to checks by a licensed conveyancer.
5. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

KEY

Existing Tactile

NOTE:
DIMENSION TAKEN IN 5M SPACING FROM KERB TO FENCE LINE AND / OR RETAINING WALL

FREIGHT LANE

Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

Revision History					
P01	FOR INFORMATION	NB	LL	LL	06.03.25
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FOR INFORMATION	NB	LL	LL	06.03.25
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

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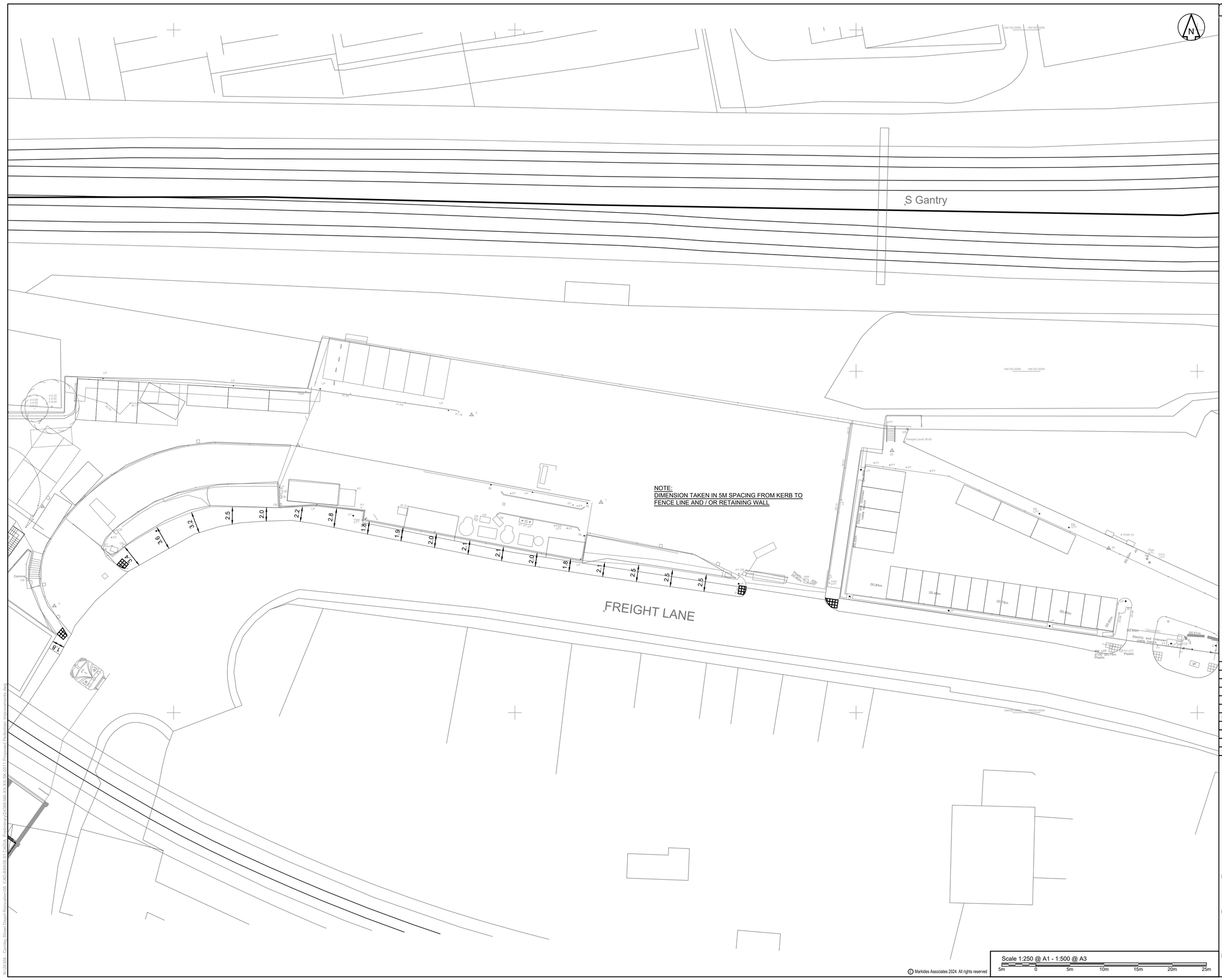
Project
FREIGHT LANE
CAMDEN

Drawing Title
FOOTWAY WIDTHS

Markides Associates reference: 24356 1:250 @ A1

24356-MA-XX-XX-SK-0035 - P01



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KEY

Existing Tactile

Proposed Tactile

Revision History					
P01	FOR INFORMATION	NB	LL	LL	14.10.24
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P01	FOR INFORMATION	NB	LL	LL	14.10.24
Rev	Comment	By	Chkd	Appr	Date

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Project

FREIGHT LANE
CAMDEN

Drawing Title

PROPOSED PEDESTRIAN IMPROVEMENTS

Markides Associates reference: 24356

1:250 @ A1

24356-MA-XX-XX-SK-0011 - P01

Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

N:\24356 - Camely Street Depot Redevelopment\6. CAD\1.BIM\06 CAD\A_Preliminary\24356-MA-XX-XX-SK-0011 Proposed Pedestrian Improvements.dwg

APPENDICES

Appendix A – Proposed Metroline Site Layout
Appendix B – Swept Path Analysis – Metroline Site
Appendix C – Proposed CATS Site Layout
Appendix D – Swept Path Analysis – CATS Site

APPENDIX A – PROPOSED METROLINE SITE LAYOUT

st

New corrugated metal and steel frame store

Existing trees retained

2nº secure bike stands

Roller shutter

Approximate location for vehicle charging point and associated parking bays

d 0.10
s 6.00
h 8.00

d 0.20
s 6.00
h 8.00

d 0.06
s 4.00
h 8.00

d 0.20
s 8.00
h 8.00

LP

Workshop
136 m2

New disabled parking bay

External condenser

New building staff accommodation

External condenser

General waste and recycle bin

CB

Mixed Electric Signals

PT

D0.50m

D0.77m

D0.76m

D0.75m

SCALE
0 1 2 3 4 5m
0 5 10 15ft

NORTH

FREIGHT LANE

PROPOSED BUILDING LAYOUT

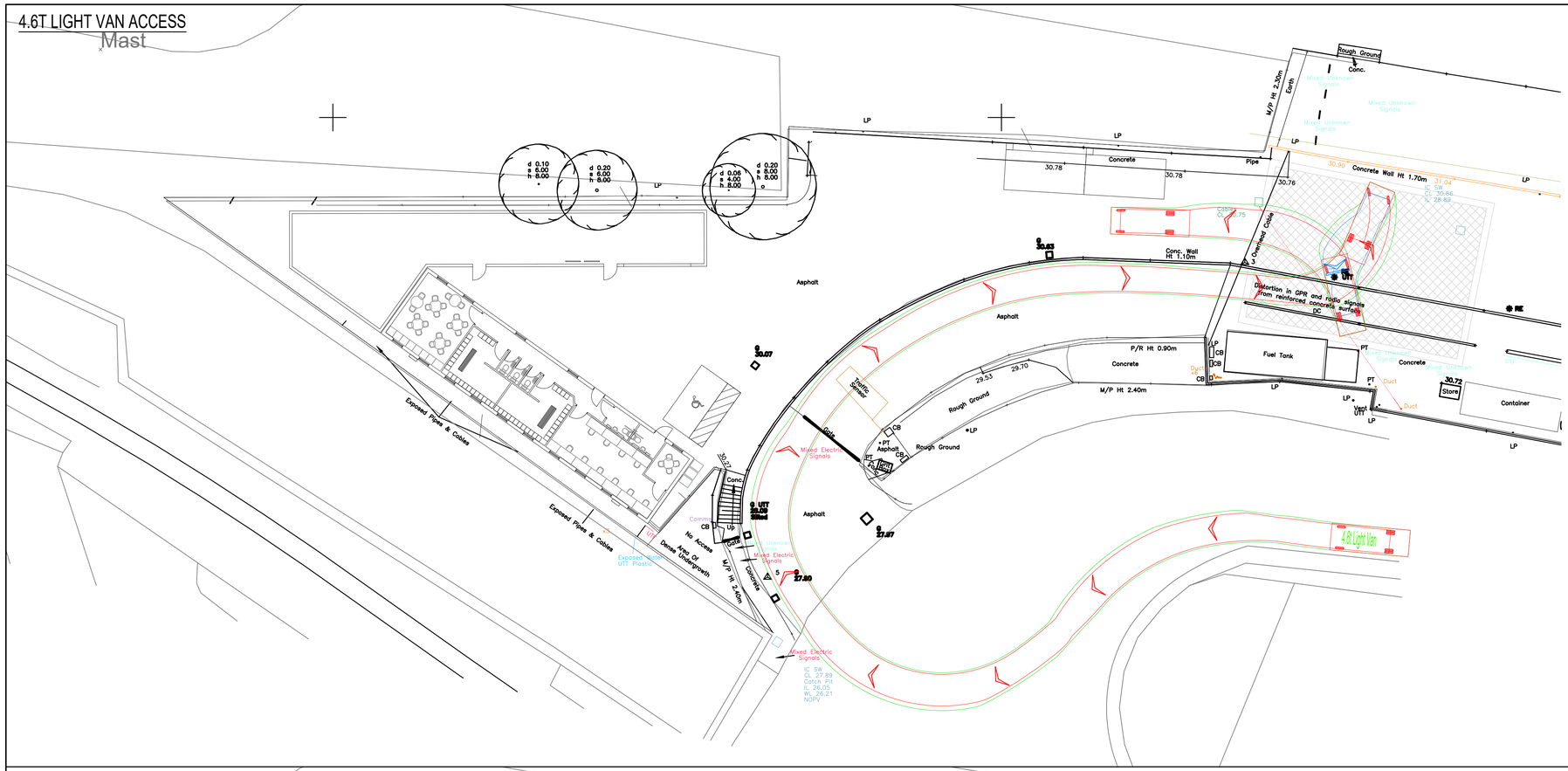
SCALE 1:200 @ A3 | DATE MARCH 2025

DRAWING No. 3606 /PWS /04 | REV. C

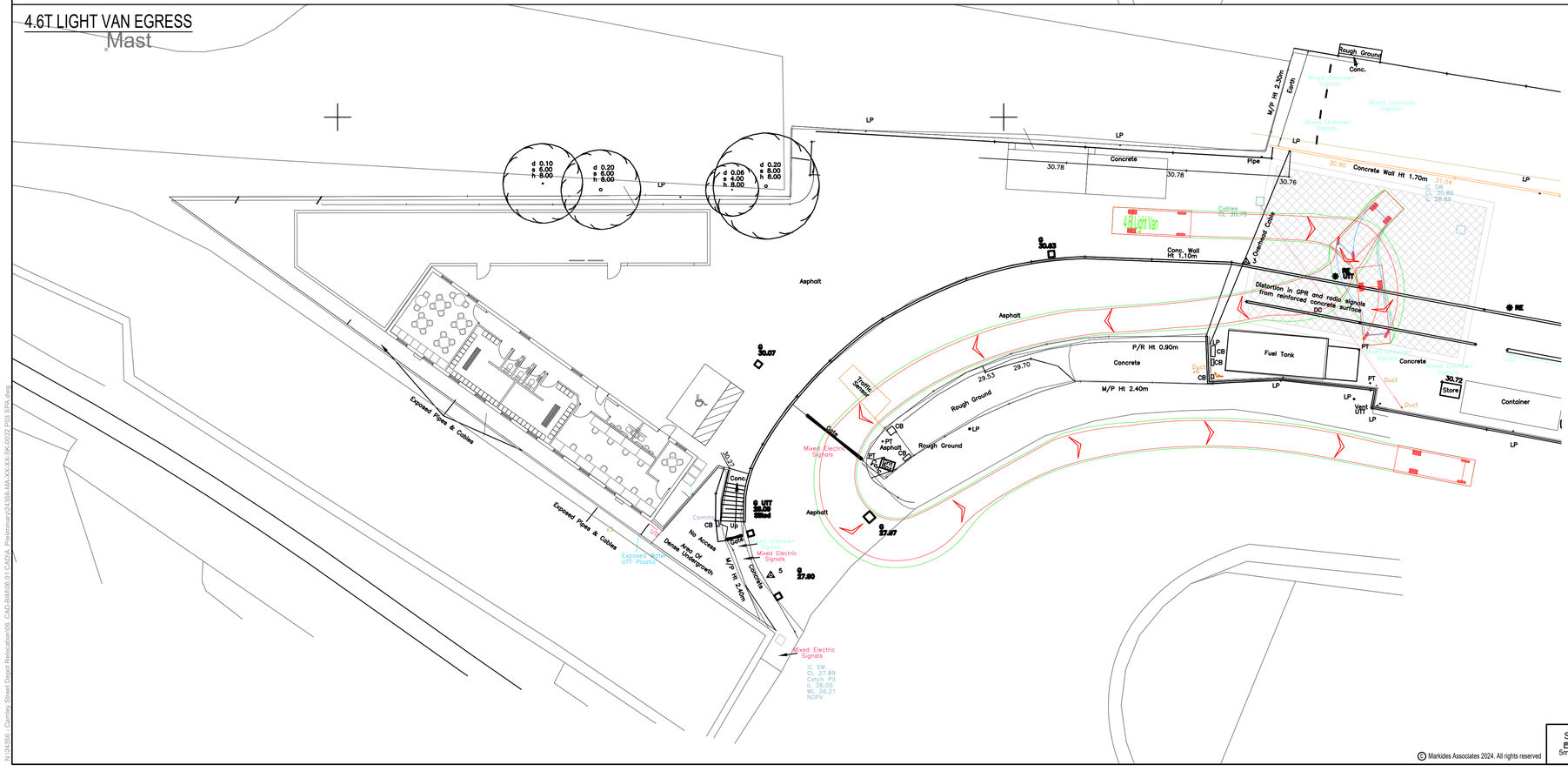
90 BOROUGH HIGH STREET
LONDON SE1 1LL
PROUN
ARCHITECTS DESIGNERS PLANNERS

APPENDIX B – SWEPT PATH ANALYSIS – METROLINE SITE

4.6T LIGHT VAN ACCESS



4.6T LIGHT VAN EGRESS



DO NOT SCALE OFF THIS DRAWING

NOTES

1. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.000m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History

P03	FOR INFORMATION	NB	LL	LL	18.03.25
P02	FOR INFORMATION	NB	LL	LL	06.03.25
P01	FOR INFORMATION	NB	LL	LL	25.10.24
Rev	Comment	By	Chkd	Appr	Date

Current Revision

P03	FOR INFORMATION	NB	LL	LL	18.03.25
Rev	Comment	By	Chkd	Appr	Date

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Project

FREIGHT LANE
CAMDEN

Drawing Title

SWEPT PATH ANALYSIS
LIGHT VAN ACCESS/EGRESS
SITE VIA FREIGHT LANE

Markides Associates reference: 24356 — 1:200 @ A1

24356-MA-XX-XX-SK-0022 - P03

Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

N:\24356 - Camley Street Depot\Reports\06. CAD\BIM\XX-01-CAD\A_Preliminary\24356-MA-XX-XX-SK-0022 P03 -SPA.dwg

DO NOT SCALE OFF THIS DRAWING

NOTES

1. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.

Large Car (2016)	
Overall Length	5.116m
Overall Width	1.899m
Overall Body Height	1.526m
Min Body Ground Clearance	0.311m
Track Width	1.834m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.150m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History					
P02	FOR INFORMATION	NB	LL	LL	18.03.25
P01	FOR INFORMATION	NB	LL	LL	06.03.25
Rev.	Comment	By	Chkd	Appr	Date
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Rev.	Comment	By	Chkd	Appr	Date

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Project

FREIGHT LANE
CAMDEN

Drawing Title

SWEPT PATH ANALYSIS
LARGE CAR

Markides Associates reference: 24356

1:200 @ A1

24356-MA-XX-XX-SK-0036 - P02

Scale 1:200 @ A1 - 1:400 @ A3

4m 0 4m 8m 12m 16m 20m

APPENDIX C – PROPOSED CATS SITE LAYOUT

New modular cabin with WC and kitchen for gritter lorry team

Steel frame housing for the salt bins

CATS building

EB UTT

EB UTT

GV's UTT

New pedestrian gate

New manually operated gates

Update pedestrian crossing if required

New pedestrian crossing marked in existing surface

Proposed new disabled parking bay

29.01

28.98

28.97

00.95m UTF FH

Mixed Water Signals

BL RS

BT

Salt stores at 4m height with moveable roof (400 tonnes in total)

Existing area of paving, CCTV and post removed

FH UTT Plastic

FREIGHT LANE

Fence removed and new manually operated gates installed

Existing depot entrance and exit

Existing container relocated

SCALE

0 1 2 3 4 5m

0 5 10 15ft

NORTH

REV.	DESCRIPTION	DATE
C	GENERAL AMENDMENTS	19/03/2025
B	GENERAL AMENDMENTS	13/03/2025
A	GENERAL AMENDMENTS	07/03/2025

PROJECT

FREIGHT LANE

DRAWING TITLE

PROPOSED SALT STORE SITE LAYOUT PLAN

SCALE 1: 200 @ A3 | DATE MARCH 2025

DRAWING No. 3606 /PSS /04 | REV. C

90 BOROUGH HIGH STREET
LONDON SE1 1LL
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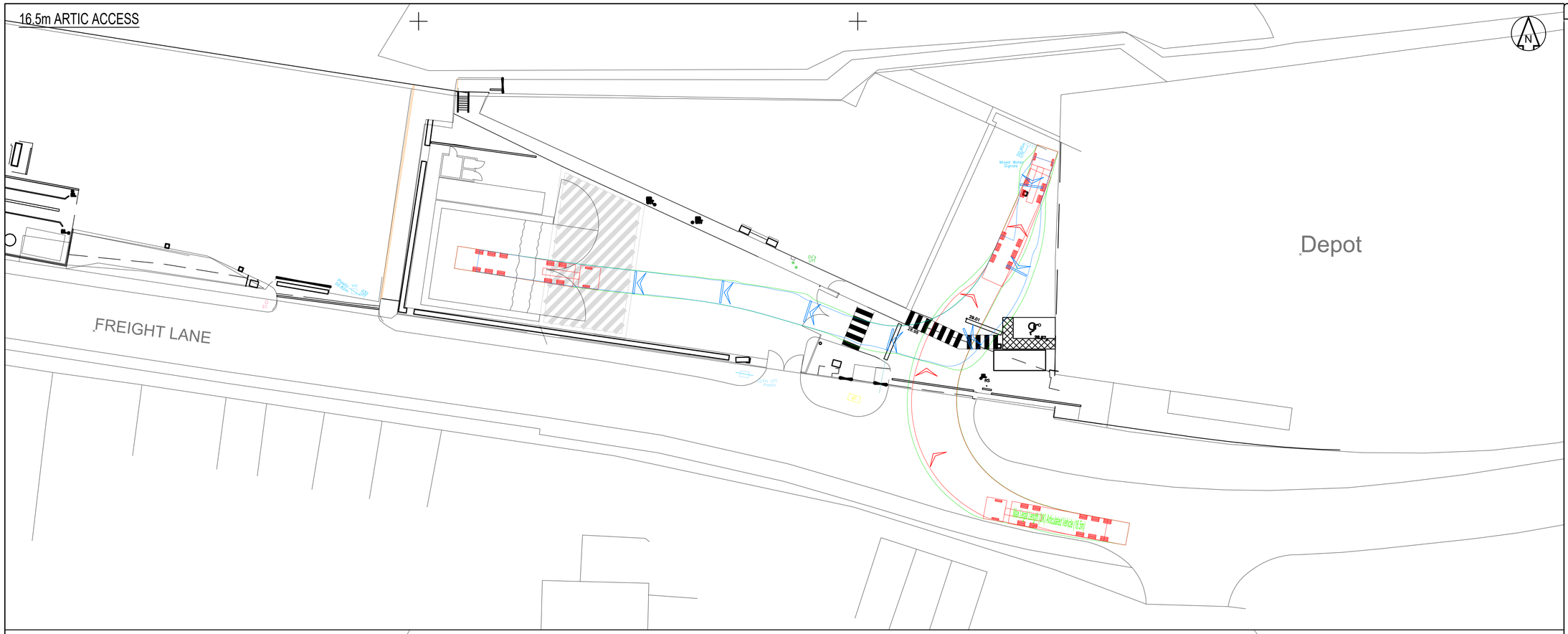
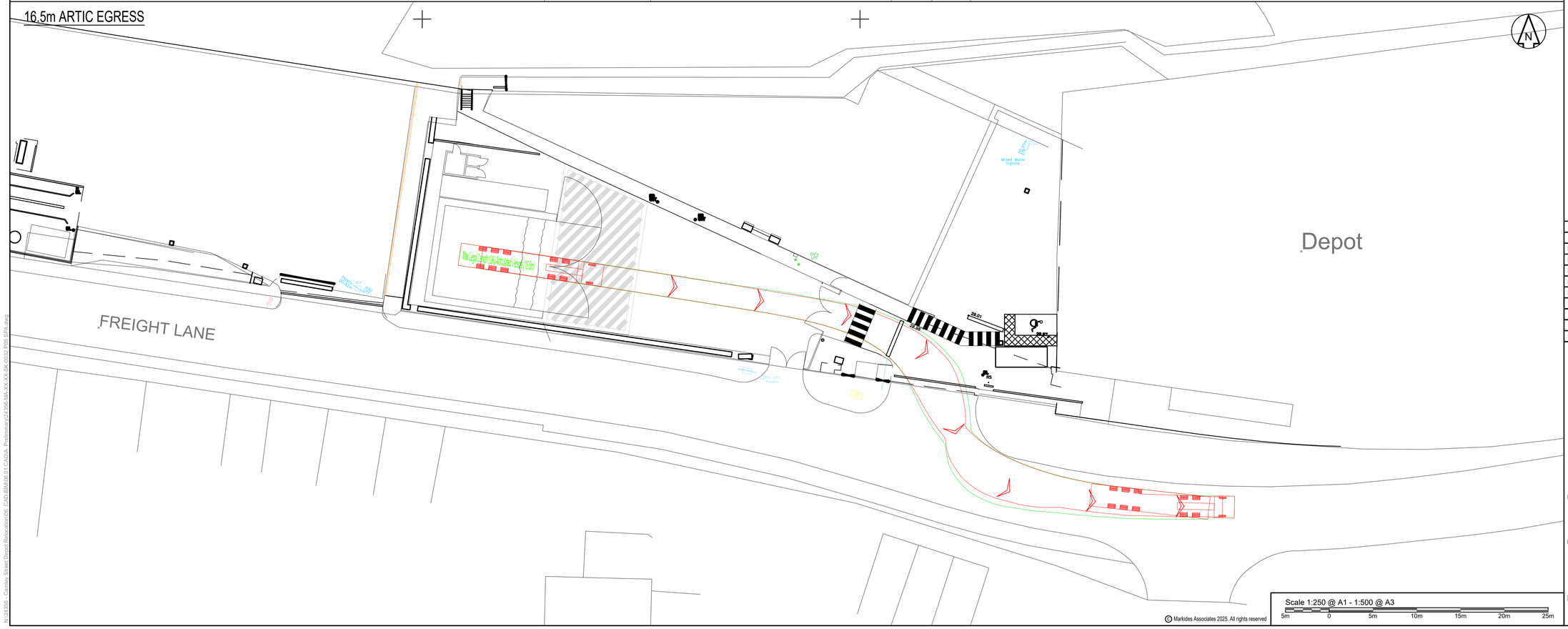
PROUN
ARCHITECTS DESIGNERS PLANNERS

APPENDIX D – SWEPT PATH ANALYSIS – CATS SITE

16.5m ARTIC ACCESS



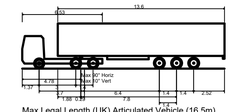
16.5m ARTIC EGRESS



DO NOT SCALE OFF THIS DRAWING

NOTES

1. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

KEY

- VEHICLE BODY LINE
- VEHICLE WHEEL LINE
- REVERSE GEAR

Revision History					
P05	FOR INFORMATION	NB	LL	LL	19.03.25
P04	FOR INFORMATION	NB	LL	LL	19.03.25
P03	FOR INFORMATION	NB	LL	LL	19.03.25
P02	FOR INFORMATION	NB	LL	LL	06.03.25
P01	FOR INFORMATION	PP	LL	LL	08.01.25
Rev	Comment	By	Chkd	Appr	Date
Current Revision					
P05	FOR INFORMATION	NB	LL	LL	19.03.25
Rev.	Comment	By	Chkd	Appr	Date

Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

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W: www.markidesassociates.co.uk

Project

FREIGHT LANE
CAMDEN

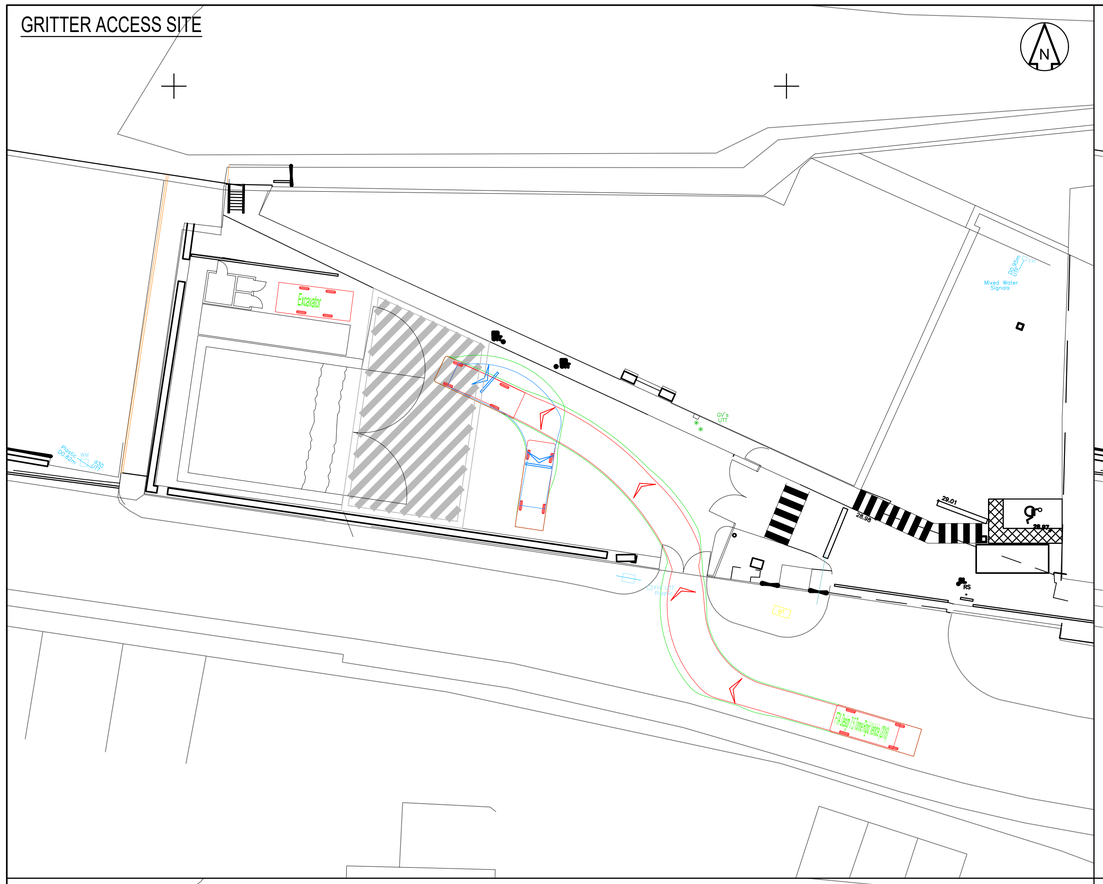
Drawing Title

SWEPT PATH ANALYSIS
16.5M ARTIC ACCESS

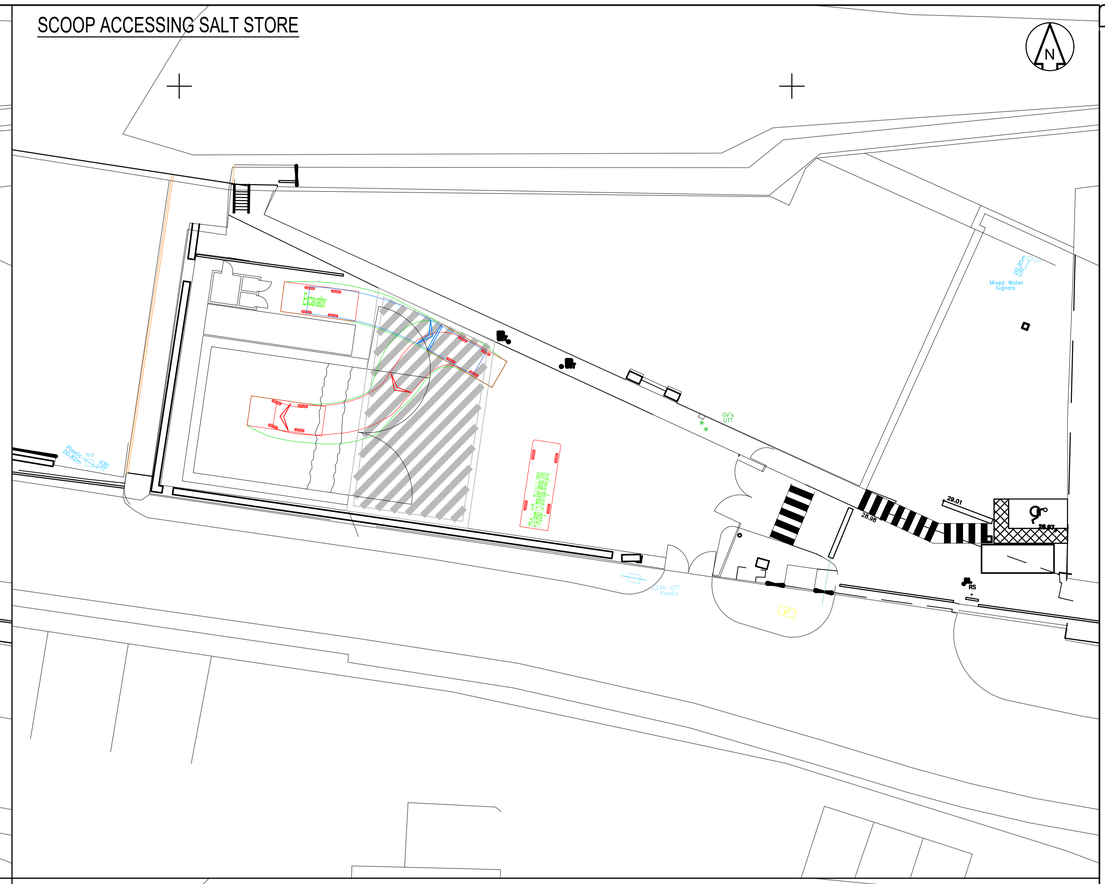
Markides Associates reference: 24356 1:250 @ A1

24356-MA-XX-XX-SK-0032 - P05

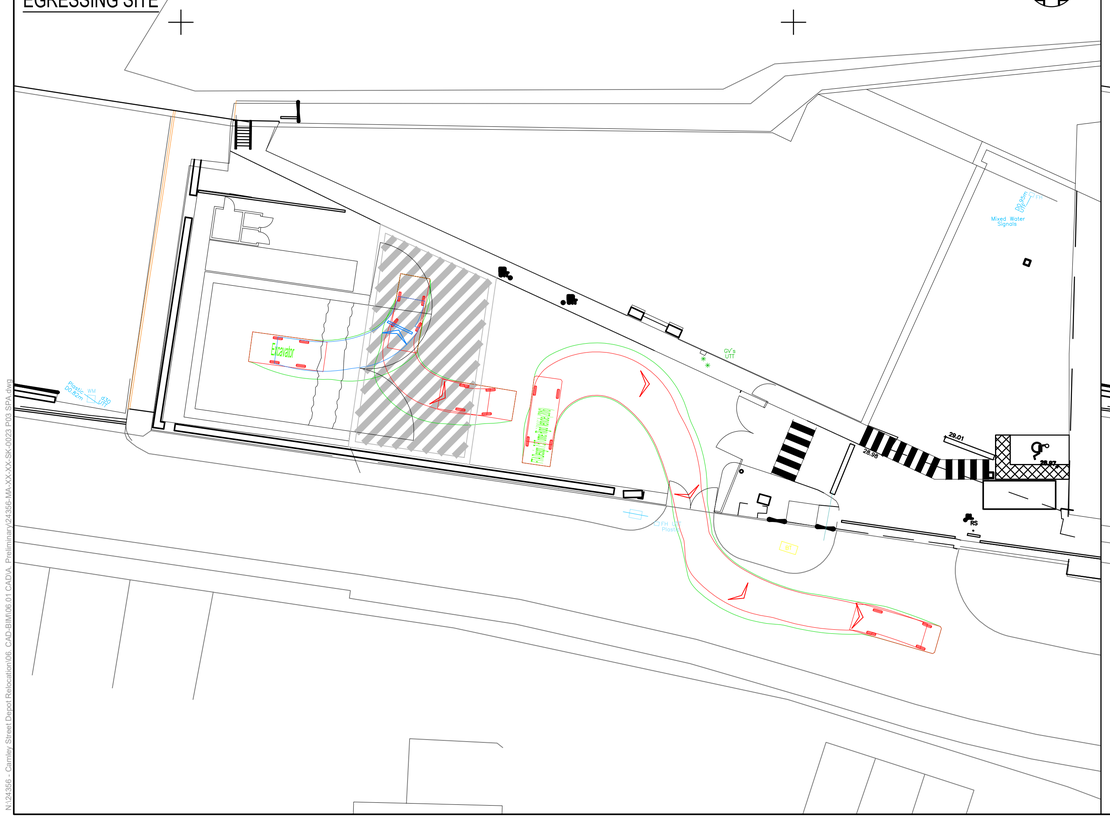
GRITTER ACCESS SITE



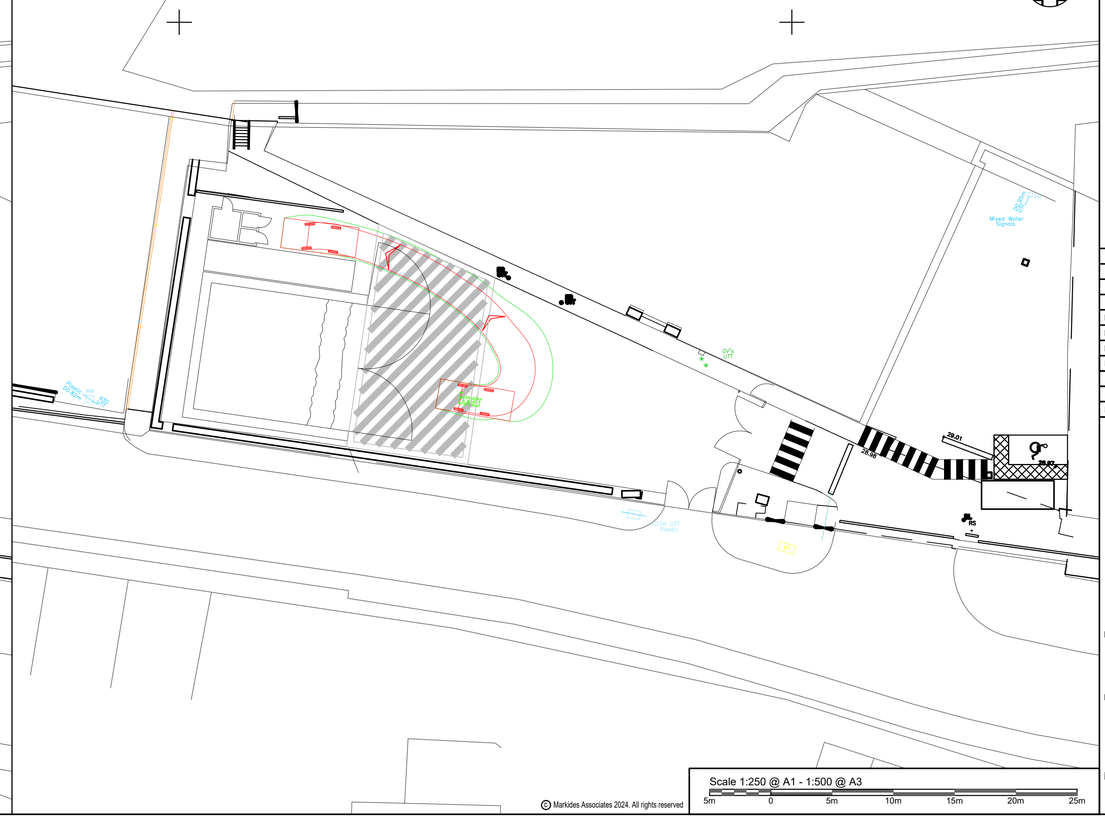
SCOOP ACCESSING SALT STORE



SCOOP LOADING GRITTER / GRITTER EGRESSING SITE



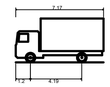
SCOOP RETURNING BACK TO PARKING AREA



DO NOT SCALE OFF THIS DRAWING

NOTES

1. Any swept path analysis has been undertaken using Autodesk vehicle tracking software (AutoTRACK) and Markides Associates shall not be liable for any inaccuracies or deficiencies.



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

Excavator

Overall Length	6.140m
Overall Width	2.440m
Overall Body Height	3.889m
Min Body Ground Clearance	0.322m
Track Width	2.200m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.225m

KEY

VEHICLE BODY LINE

VEHICLE WHEEL LINE

REVERSE GEAR

Revision History

Rev	Comment	By	Chkd	Appr	Date
P03	FOR INFORMATION	NB	LL	LL	18.03.25
P02	FOR INFORMATION	NB	LL	LL	06.03.25
P01	FOR INFORMATION	NB	LL	LL	25.10.24

Current Revision

Rev	Comment	By	Chkd	Appr	Date
P03	FOR INFORMATION	NB	LL	LL	18.03.25

S2 - FOR INFORMATION

LB CAMDEN

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Project

FREIGHT LANE
CAMDEN

Drawing Title

SWEPT PATH ANALYSIS
GRITTER & SALT LOADING

Markides Associates reference: 24356 1:250 @ A1

24356-MA-XX-XX-SK-0023 - P03

Scale 1:250 @ A1 - 1:500 @ A3

5m 0 5m 10m 15m 20m 25m

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