

Metroline Travel Limited

The Linear Land, King's Cross Railway Lands,
London

Project Reference: 2505-029/TS/01

Transport Statement

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared by Transport Planning Associates (TPA) on behalf of Metroline Travel Limited to support a planning application for alteration to an existing site including the relocation of a number of portacabins at The Linear Land, King's cross Railway Lands, London.

Report Structure

- 1.2 The following key transport issues are examined in detail in this document
- Review of the local transport network and accessibility for all modes of travel;
 - A review of the local highway safety for the most recent five-year period available;
 - A summary of the development proposals, including parking provision; and
 - Confirmation of the impact on the surrounding transport network.
- 1.3 In summary, this TS demonstrates the development is well located to promote trips to be made by active and sustainable means of transport, and the scheme can be implemented without impact on the local highway network. This TS concludes the development acceptable in highways and transport terms.

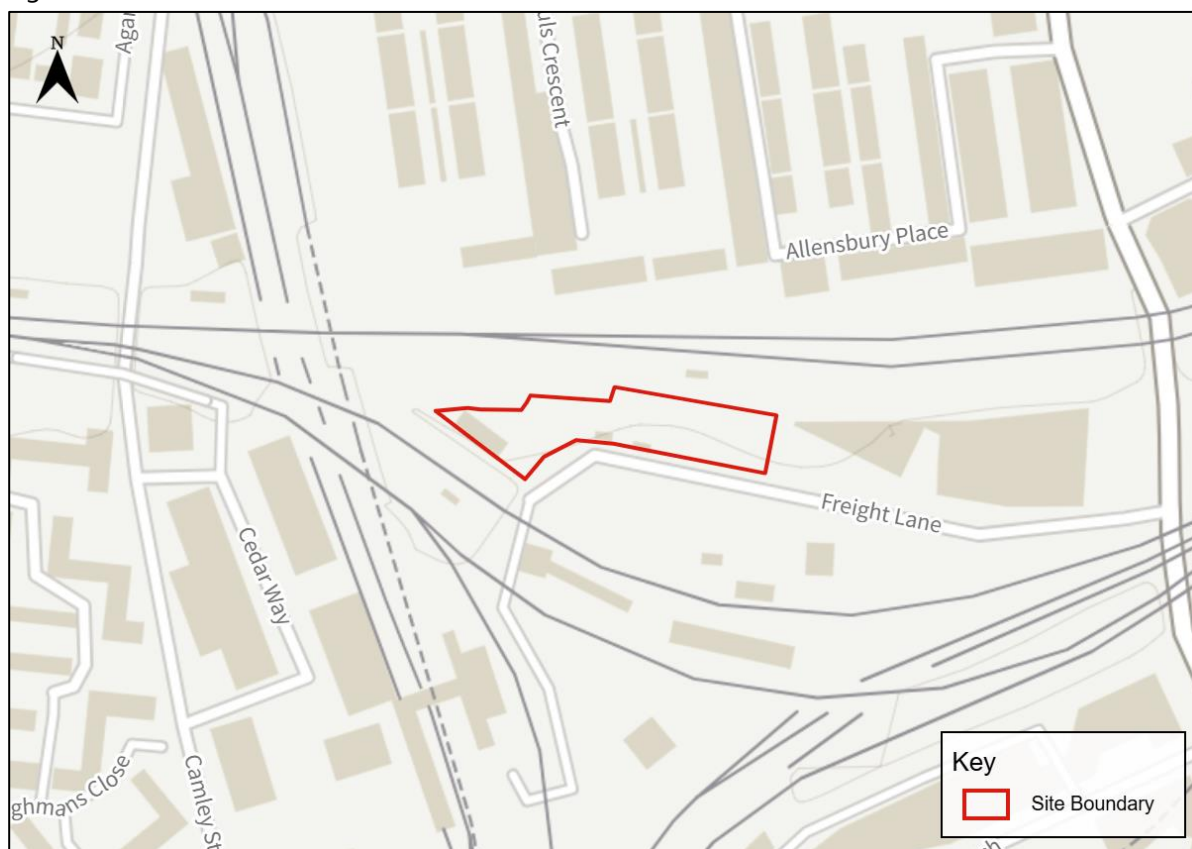
2 Existing Conditions and Transport Accessibility

- 2.1 This section sets out the existing transport conditions in the vicinity of the site, including a review of the site's accessibility by active travel and public transport provision. It also includes a description of the local highway network and an analysis of highway safety within the vicinity of the site.

Site Location

- 2.2 The site is located at the northern end of the Kings Cross Railway Lands on a site known as the 'Linear Land'. The site is immediately bounded to the south by a private access road serving the Tarmac, Hanson and Pioneer concrete and aggregate facilities, to the east by a transport depot facility operated by the London Borough of Camden and by the North London Line ('NLL') to the north, with CTRL bridge structures to the west. A site location plan is provided as **Figure 1.1** for reference.

Figure 1.1 Site Location Plan



Existing Site Access

- 2.3 Access to the site is taken from a private single carriageway road (Freight Lane). The site has separate access and egress points. The access is located at the western side of the site approximately 300m from the junction

with York Way. The site egress is located at the eastern side of the site approximately 190m from the junction with York Road. Access to Freight Lane is gained from York Way in the east via a signalised junction.

Local Highway Network

Freight Lane

- 2.4 Freight Lane is a private two-way single carriageway which runs generally east to west directions from York Way. Freight lane is Industrial in nature with a wide carriageway of approximately seven meters, street lighting and no central white markings. There are no vehicular restrictions to height or weight. Freight Lane has double yellow lines throughout to control vehicle stopping/parking on the carriageway. There is a small layby with three electric vehicle parking spaces with chargers.
- 2.5 There are footways on both sides of the carriageway for approximately 150m from the junction with York Way. The footway on the northern side of the carriageway ceases approximately 25m to the east of the site egress. The footway on the southern side of the carriageway continues past both the site access and egress.

York Way

- 2.6 York Way is a two-way single carriageway which runs generally north to south from the A503 in the north to Kings Cross in the south. York Way is urban in nature with wide footways on either side of the carriageway, street lighting, central markings and segregated cycle lanes in each direction. There are several pedestrian crossings along York Way ranging from Zebra crossings to controlled signalised crossings (often at junctions).
- 2.7 The Freight Lane and York way junction is a signalised junction, with pedestrian crossings over two of the arms (Freight Lane and York Way south).

Public Transport

Bus Services

- 2.8 The nearest bus stop is located on York Way approximately 250m south from the site egress and is considered to be within a realistic walking distance from the site. An additional bus stop with a different service is located on Agar Grove, approximately 550m north of the site. The York Way stop comprise a bus shelter with seating, flagpole and timetable information. Whereas the Agar Grove stop comprises of a flag and pole with timetable information.

- 2.9 York Way provides one service from Archway – Victoria and vice versa via the 390 route which runs approximately every 10 mins 24 hours per day.
- 2.10 Agar Grove provides one service from Lancaster Gate – Angel and vice versa via the 274 route which runs approximately every 10-15mins from 05:02 to 00:07 Monday to Friday.
- 2.11 Both of the services provide peak and off-peak connections throughout London and to main transport hubs for further connections.

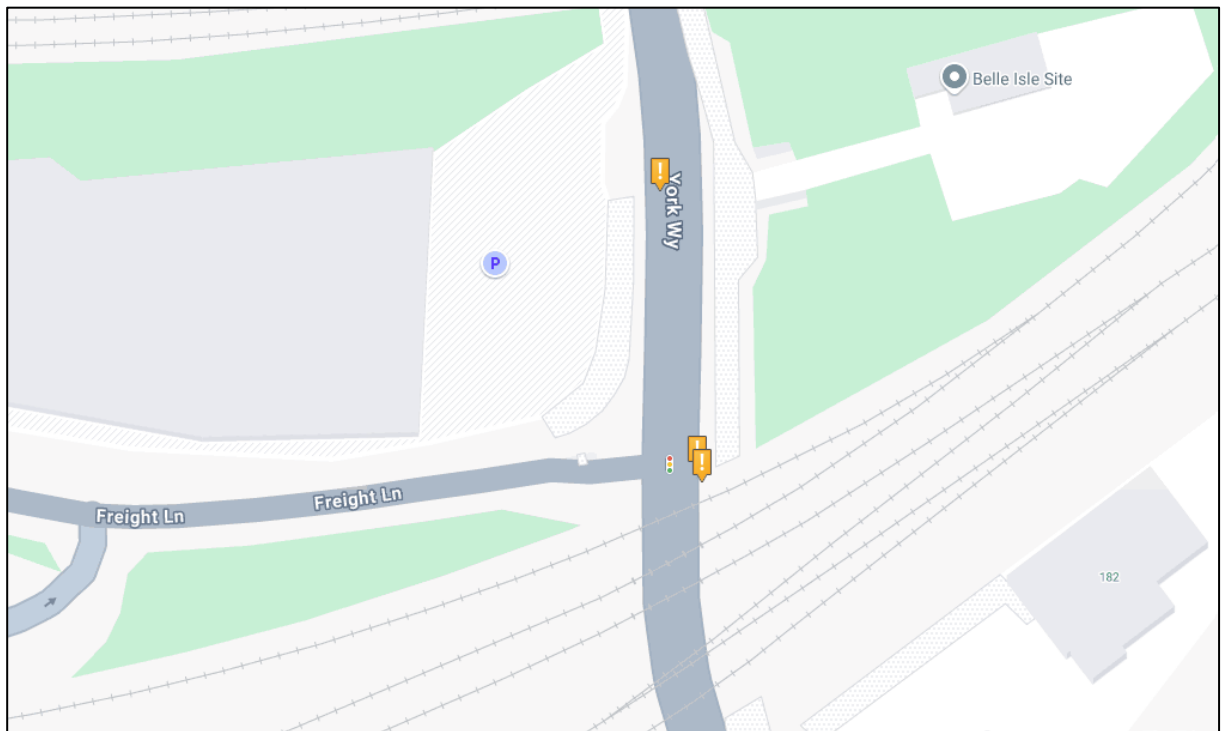
Rail Services

- 2.12 King's Cross Railway Station is located approximately 1.2km to the south of the site. This station provides links to National Rail, TFL underground, London Overground and International services.
- 2.13 The Kings Cross St. Pancras underground provides access to the Circle, Hammersmith & city, Metropolitan, Northern, Piccadilly and Victoria lines. This will therefore be considered the main transport hub to the site for commuters on public transport as large proportions of London can be reached.
- 2.14 St. Pancras is an international rail station which provides access to international rail services such as Eurostar.
- 2.15 This station is accessible via bicycle with an approximate six-minute cycle ride based on a cycle speed of approximately 320 metres per minute and secure cycle storage is available at the station.

Highway Safety

- 2.16 Personal Injury Collision (PIC) records for the local highway network in the vicinity of the site for the most recent five-year period have been reviewed via the Crash Map website. There has been three recorded incidents within the five-year period in and around the site. All the incidents were recorded as Slight with two within the junction of Freight Lane and York Way. This can be seen in **Figure 2.1**. These accidents do not indicate that there is any obvious highway safety pattern or problem in the local area.

Figure 2.1 PIC data



3 Development Proposals

3.1 The proposals are shown indicatively in **Figure 3.1** below and summarised as follows:

- Existing portacabins at western boundary of the site (Figure 3.1 Ref. A) to be removed
- Existing portacabins at southern boundary of the site (Figure 3.1 Ref. B) to be removed
- New portacabins to be provided (Figure 3.1 Ref. C) at eastern boundary of the site, in place of 8 existing car parking spaces

3.2 The pumping shed and tank will remain on the southern boundary with a slight realignment.

3.3 The new portacabins will provide a new operations cabin, SAASE engineering and IT Hub to serve the site.

Figure 3.1 Indicative Development Proposals



Proposed Access Arrangements

- 3.4 Vehicular access and egress for the site will remain as existing. Vehicles will access at the western side of the site off Freight Lane and continue through the site and egress to the east back onto Freight Lane. The site is secured via automated raised arm barriers on both the access and egress points.
- 3.5 The proposed new portacabins are located in an area that was previously used as car parking spaces. There is therefore no change to the space available for vehicles to manoeuvre around the site or to use the site egress.
- 3.6 Pedestrian and cycle access to the site will also remain unchanged.

Proposed Car Parking Provision

- 3.7 The proposed development will result in the removal of 8 car parking spaces on the site. Metroline has confirmed that, from its experience, these spaces are not in regular use and that sufficient parking spaces are available elsewhere on site to accommodate the observed demand. Photographic evidence, taken on the afternoon of Tuesday 13 May 2025, is provided at **Appendix A**.

- 3.8 Metroline has also confirmed that it operates a cycle to work scheme for employees and there is suitable provision on-site for bicycle storage. In combination with the very good local public transport connections, this minimises the need for staff to drive to work and minimises the need for car parking.
- 3.9 It is noted that the Camden Local Plan 2017 Policy T2 states that *"The Council will limit the availability of parking and require all new developments in the borough to be car-free."* It also states that *"In redevelopment schemes, the Council will consider retaining or reproviding existing parking provision where it can be demonstrated that the existing occupiers are to return to the address when the development is completed."*
- 3.10 Given that the proposals would fall within the bracket of 'redevelopment' of the site, and with the existing occupier remaining in place, it is considered that the removal of some (but not all) car parking spaces is entirely in accordance with the Local Plan policy.

Highway Impact

- 3.11 The proposed development will replace and improve the quality of an existing use on site, that would otherwise be displaced. It is not expected that it will result in any change to the practical operation of the site nor will it result in any increase in trips to/from the site. There will therefore be no highway impact as a result of the proposals.

4 Conclusion

- 4.1 This TS has been prepared by TPA on behalf of Metroline Travel Limited to support a planning application for alteration to an existing site including the relocation of a number of portacabins at The Linear Land, King's cross Railway Lands, London.
- 4.2 This TS concludes that:
- The site is well located to promote trips to be made by active and sustainable means of transport.
 - The proposed development will not result in any change to the existing site access arrangements.
 - The removal of 8 car parking spaces is entirely in accordance with Local Plan Policy T2 and sufficient parking spaces are available elsewhere on site to accommodate observed demand.
 - There will therefore be no highway impact as a result of the proposals.
- 4.3 It is therefore concluded that there is no valid highway or transportation reason to prevent the proposed development.

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	RG	AS	JD	15 05 25
-	Issue	AS	JD	JD	16 05 25

APPENDIX A







