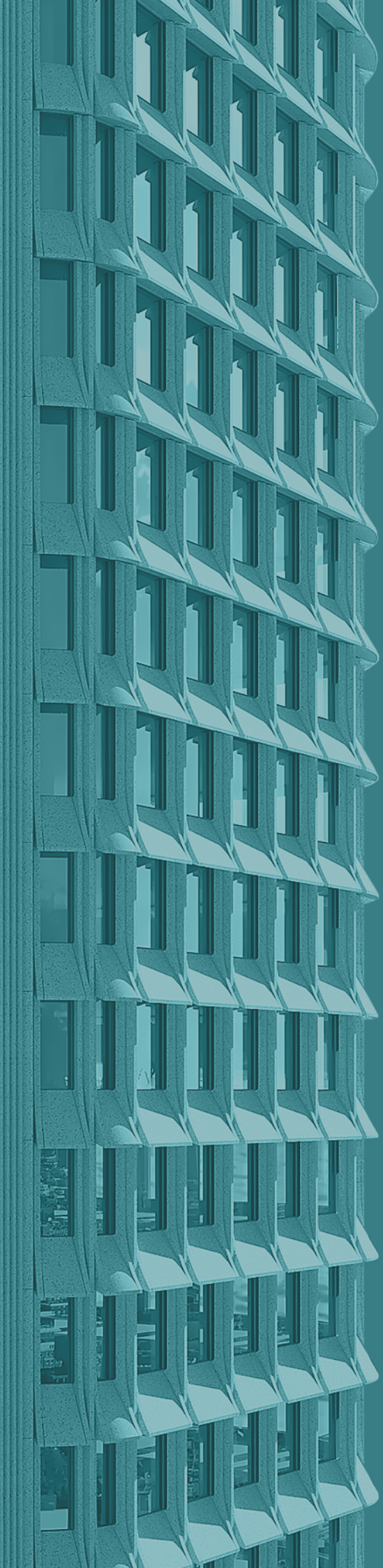

EUSTON TOWER

Transport Assessment Addendum

December 2024

British Land

EUSTON TOWER, REGENT'S PLACE

TRANSPORT ASSESSMENT ADDENDUM

PROJECT NO. 22/181 DOC NO. D007

DATE: DECEMBER 2024

VERSION: 1.0

CLIENT: BRITISH LAND PROPERTY MANAGEMENT LIMITED

Velocity Transport Planning Ltd

www.velocity-tp.com

VELOCITY
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1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 Velocity Transport Planning has been commissioned by British Land Property Management Limited (Thereafter British Land, or the 'Applicant') to prepare a Healthy Streets Transport Assessment Addendum (TAA) in relation to the proposed development at Euston Tower (286 Euston Road, London, NW1 3DP) which forms part of Regent's Place, situated within the London Borough of Camden (LBC).

1.1.2 This Transport Assessment Addendum summarises the revisions made to the pending application for Full Planning Permission (ref. 2023/5240/P), submitted in December 2023 for the Proposed Development at Euston Tower.

1.1.3 The Applicant has undertaken extensive consultation during both the pre-application and determination stages of the Proposed Development and has sought to respond positively to the comments received. The scheme has been revised in response to feedback from Officers, local stakeholders and residents, the Regents Park Conservation Area Advisory Committee and statutory consultees, including Historic England and The Greater London Authority.

1.1.4 This Addendum has been prepared to detail the revisions to the pending scheme (the "Proposed Development"). For the avoidance of doubt, the Transport Assessment which accompanied the December 2023 Submission is considered as read, and this TAA deals only with the 2024 revisions and any updates to assessments as a result of these. This Addendum also clarifies and provides further details responding to consultation responses received following the original submission in December 2023. Save where varied or supplemented details are provided in this TAA, the content of the 2023 Transport Assessment remains valid and up to date.

1.1.5 The Description of Development for the Proposed Development, considering the 2024 Revisions, has been updated to the following:

> *"Redevelopment of Euston Tower comprising retention of parts of the existing building (including central core, basement and foundations) and erection of a new building incorporating these retained elements, to provide a 32-storey mixed-use building providing offices and research and development floorspace (Class E(g)) and office, retail, café and restaurant space (Class E) and enterprise space (Class E/F) at ground and first floors, and associated external terraces; public realm enhancements, including new landscaping and provision of new publicly accessible steps and ramp; short and long stay cycle storage; servicing; refuse storage; plant and other ancillary and associated work."*

1.1.6 The relevant principal components of the 2024 Revisions comprise:

- Land Uses
  - Publicly accessible space adjusted to Level 00 and Level 01 only.
- Massing
  - Tower
    - Tower massing adjusted to create a simpler, rectangular form.

- Tower is rounded at the corners to help the tower appear slimmer in long distance views.

- Podium
  - Podium massing is adjusted along with tower massing to be rectilinear with rounded corners, creating an increase in ground floor open space along Hampstead Road.
  - Number of podium levels increased from four to six (Level 00 - 05).

- Height
  - Podium height has increased by two levels.

- Public Realm
  - Main entrances to lobby space remain as at original the submitted planning application in December 2023 submission: on the southwest and southeast corners of the ground floor.
  - Main public entrance to Enterprise Space remains at the northeast corner. Public entrance to restaurant space at Level 01 Regent's Place Plaza also remains on northwest corner.
  - Minor updates have been made to the design and location of planters and trees in the public realm

- Transport
  - End of trip facilities entrance and access has been adjusted to a bicycle stair and lift. External access remains from the southwest corner of the ground floor."

1.1.7 This TAA is supported by the following Addendum documents:

- Outline Travel Plan (TP);
- Draft Delivery and Servicing Plan (DSP);
- Car Parking Design and Management Plan (CPDMP);
- Outline Construction Logistics Plan (CLP); and
- Draft Construction Management Plan Camden Proforma (CMP).

1.2 SITE LOCATION

1.2.1 Euston Tower is situated within the London Borough of Camden ('LBC') and the ward of Regent's Park. The Site is bounded by Euston Road (south), Hampstead Road (east), Brock Street (north) and Regent's Place (west). The Site covers an area of 8,079 sqm, comprised of a single ground plus an existing 36-storey tower. The tower has been largely vacant for several years, predominantly comprising office uses on the upper floors; however, there are still retail uses currently in operation at the ground floor level. The Site does not fall within a conservation area; however, Fitzroy Square CA, and Bloomsbury CA are both located in close proximity (south). There are no elements of the Site that are statutory or locally listed.

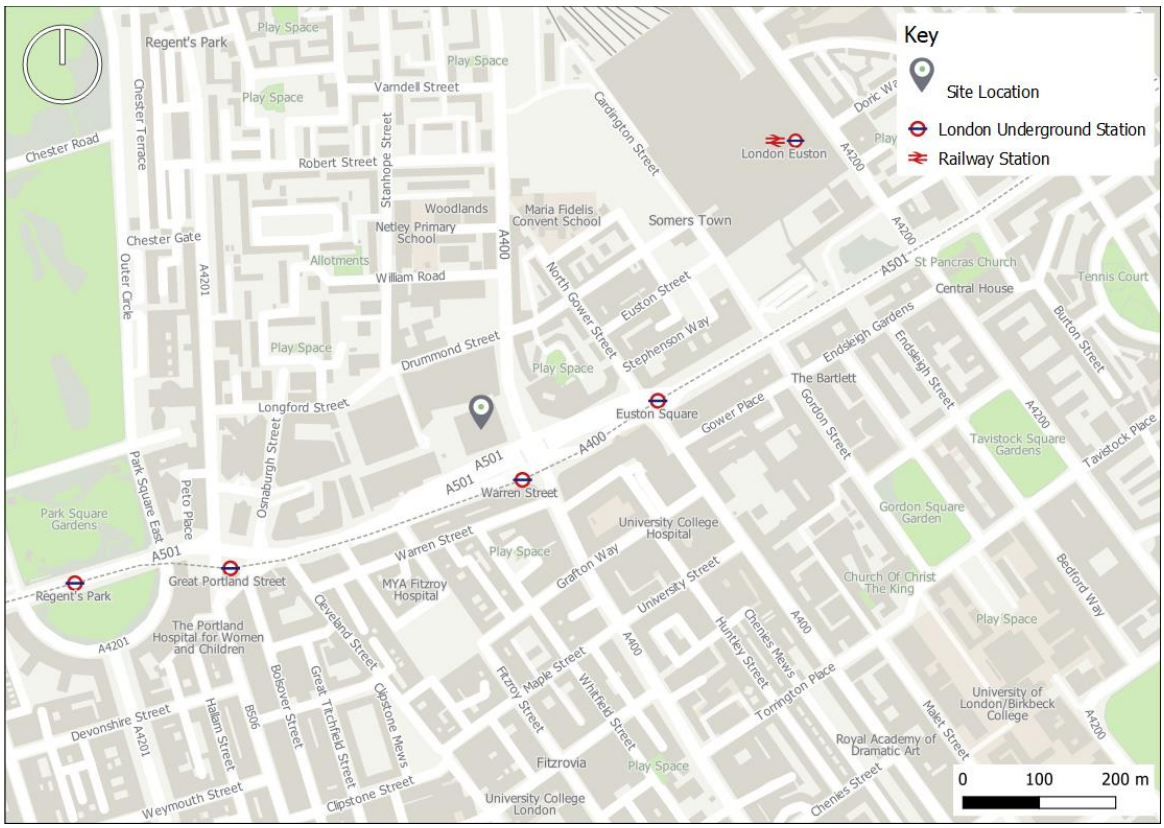
1.2.2 The Site has a PTAL rating of 6b, indicating 'excellent' transport connectivity. The Site is easily accessed by Warren Street Underground Station (south), Euston Square Underground Station (east) and Great Portland Street Underground Station (west). There are also several bus routes which route along Euston Road (south) and Hampstead Road (east).

1.2.3 The land surrounding the Site consists of a range of uses. The Site is designated within the Knowledge Quarter Innovation District ('KQID'), home to world-class clusters of scientific and knowledge-based institutions and companies specialising in life sciences, data and technology and creative industries. The neighbouring Regent's Place comprises commercial, office and cultural land uses, as well as pedestrianised streets and public realm incorporated into the space. The closest residential properties are located along Drummond Street (north) and Hampstead Road (east).

1.2.4 On a London-wide scale, Regent's Place sits within Central London in the London Borough of Camden, approximately 1.5km to the west of Kings Cross and 0.5km to the east of Regent's Park.

1.2.5 **Figure 1-1** shows the location of the site and the surrounding transport network within circa 800m.

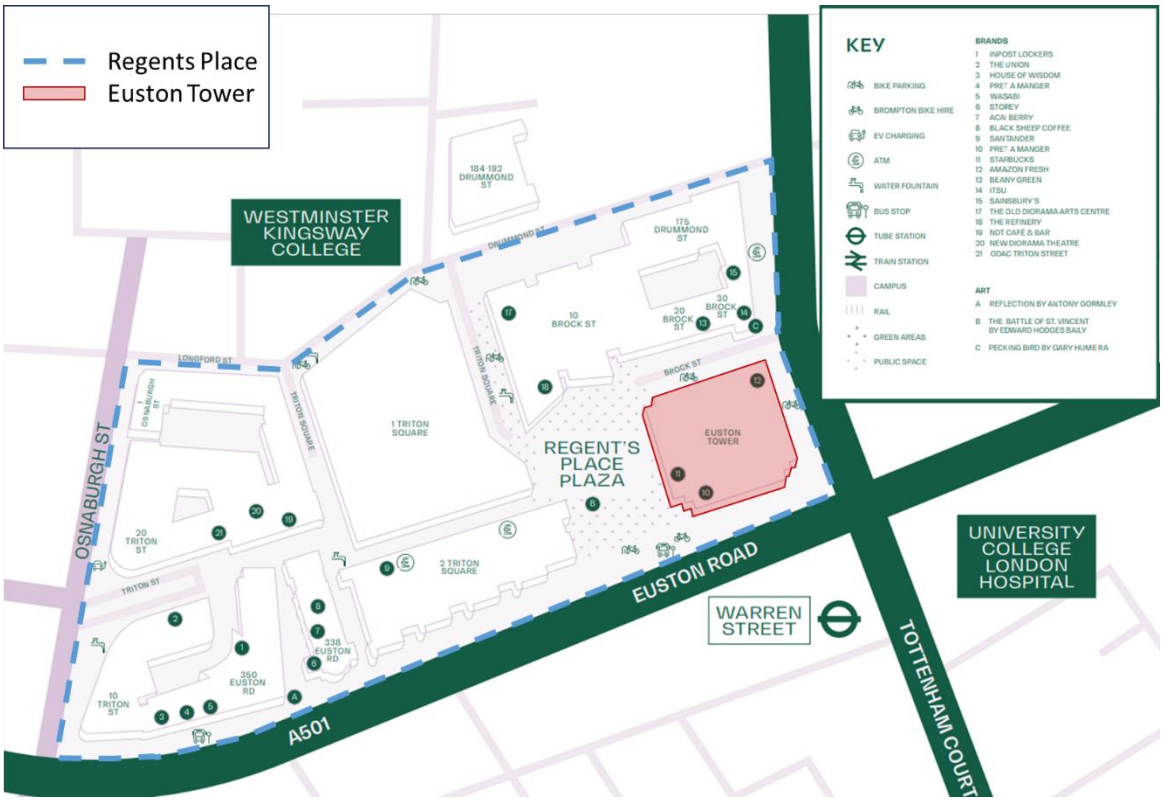
Figure 1-1: Site location and local context



1.2.6 Euston Tower is situated at the southwestern corner of the Regent's Place Estate and is bounded by Brock Street to the north and Regents Place Plaza to the west, which are both pedestrianised. To the east is Hampstead Road, and to the south is the A501 Euston Road.

1.2.7 **Figure 1-2** shows Euston Tower in the context of Regent's Place.

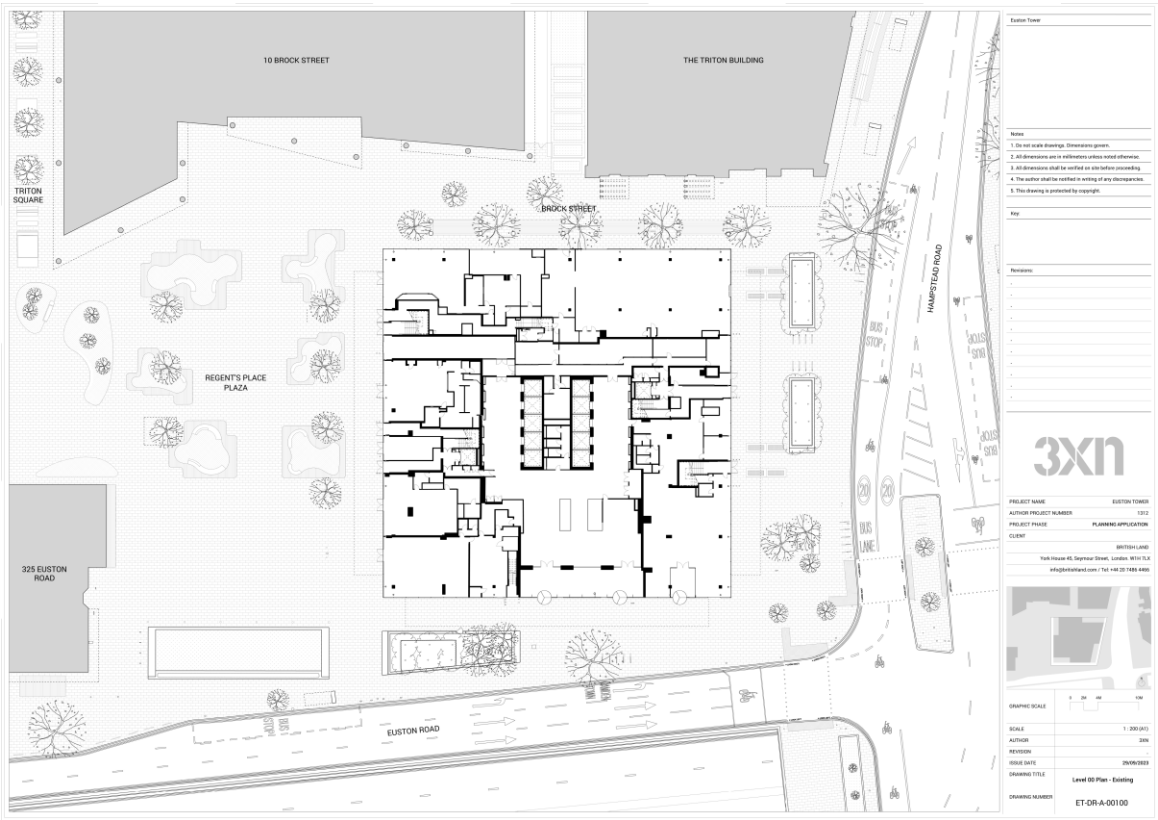
Figure 1-2: Regents Place



1.3 EXISTING SITE

1.3.1 Euston Tower is a 36-storey tall building on the northern edge of Central London, situated in the south-west of the London Borough of Camden. It provides office floor space with ancillary retail at ground level. The existing ground floor plan is shown in **Figure 1-3.**

Figure 1-3: Existing Ground floor layout



1.3.2 The Tower is located immediately northwest of a busy junction forming the intersection of Euston Road and Hampstead Road. The UCL Hospital Campus also affronts the junction. Warren Street Station is located at the southwest of the junction.

1.4 PROPOSED DEVELOPMENT

1.4.1 This TAA has been prepared in support of an application at Euston Tower, 286 Euston Road, London, NW1 3DP.

1.4.2 Full Planning Permission is sought for the following:

> *"Redevelopment of Euston Tower comprising retention of parts of the existing building (including central core, basement and foundations) and erection of a new building incorporating these retained elements, to provide a 32-storey mixed-use building providing offices and research and development floorspace (Class E(g)) and office, retail, café and restaurant space (Class E) and enterprise space (Class E/F) at ground and first floors, and associated external terraces; public realm enhancements, including new landscaping and provision of new publicly accessible steps and ramp; short and long stay cycle storage; servicing; refuse storage; plant and other ancillary and associated work."*

1.4.3 The above referred to throughout as the "Proposed Development".

1.4.4 The Proposed Development's new land uses and areas are summarised in **Table 1-1.**

Table 1-1: Proposed Development Accommodation Schedule

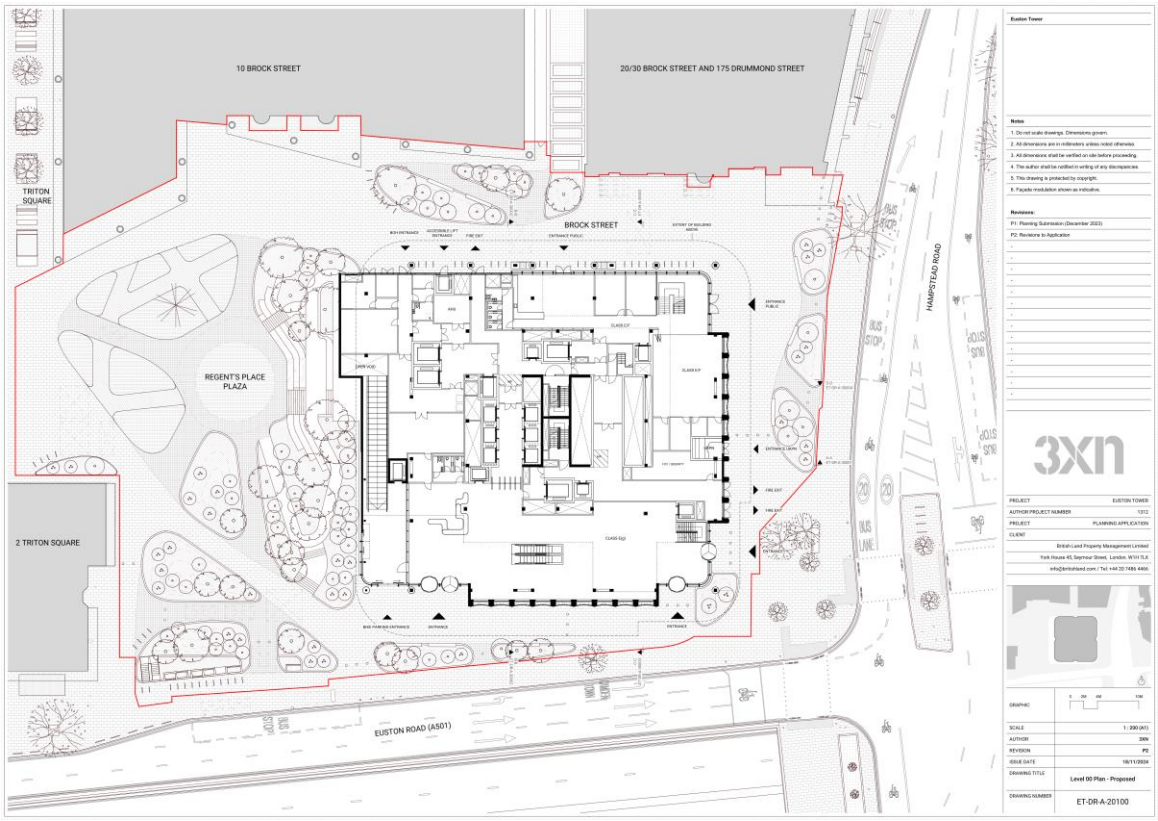
LAND USE	NIA (SQM)	GIA (SQM)	GEA (SQM)
Office **(Class E(g))**	34,457	52,713	57,769
Life Science **(Class E(g))**	16,476	24,510	26,765
Retail **(Class E)**	514	997	1,058
Enterprise Space **(Class F1)**	746	1,605	1,691
Total	**52,193**	**79,825**	**87,283**

1.4.0 The proposed ground floor plan is illustrated in **Figure 1-4.**

1.4.1 The Proposed Development maximises active frontage with public access on Hampstead Road and office and lab space access from Euston Road. Significant improvements to the public realm are proposed to provide a high-quality environment for the Proposed Development.

1.4.2 The Proposed Development Plans are included in **APPENDIX A.**

Figure 1-4: Proposed Development – Ground Floor Plan



1.5 WHY IS THE DEVELOPMENT PROPOSED?

1.5.1 Euston Tower is the oldest building in Regent's Place and (save for the retail floorspace at ground level) has been vacant since 2021. British Land's vision is to create a world-leading science, technology and innovation building and public realm for Camden and the Knowledge Quarter that inspires, connects and creates opportunities for local people and businesses. This will be achieved by:

- Transforming the disused Euston Tower, ensuring it is fit for the future by adopting cutting-edge sustainability targets and reusing, recycling, and offsetting where necessary to reach net zero at completion and in operation.
- Putting social impact at the heart of the project from the start and ensuring that communities play a key role in shaping new spaces which meet local needs.
- Creating pioneering workspaces in the Knowledge Quarter for businesses of all sizes to prosper, including flexible incubator spaces, to support start-ups and knowledge sharing.
- Ensuring that the future use of Euston Tower is built upon identified needs and contributes to a thriving local, regional and national economy for our ever-changing world.
- Reimagining the public spaces of Regent's Place, creating safe, inclusive, connected and sustainable spaces for Camden's communities.

1.6 WHEN IS THE DEVELOPMENT PROPOSED?

1.6.1 The duration of the construction of the Euston Tower is expected to be five years, with works aimed to be completed by 2031.

1.6.2 A construction programme has been developed, and an Outline Construction Logistics Plan (CLP) is also submitted with the application.

1.7 TRANSPORT DESIGN AND PLANNING PROCESS

1.7.1 This TAA has been prepared in accordance with the requirements outlined in National Planning Practice Guidance and TfL's Transport Assessment guidance and is also supported by an Outline Travel Plan, Draft Delivery & Servicing Plan, Car Parking Design and Management Plan, Draft Construction Management Plan Camden Proforma and an Outline Construction Logistics Plan.

1.7.2 The TAA has been prepared based on the Healthy Streets and Vision Zero approaches.

1.7.3 Significant pre and post application consultation has been undertaken with transport/highway officers at the LBC and TfL. The transport strategy and scope of the 2023 TA were discussed and agreed at meetings in:

- 16th May 2023 – Pre-Application meeting with LBC;
- 3rd July 2023 - Pre-Application Meeting 1 with TfL;
- 7th September 2023 – Construction Logistic Strategy meeting with TfL;
- 25th September 2023 - Pre-Application Meeting 2 with TfL;
- 25th -January 2024 - Post Application meeting with LBC;
- 29th August 2024 – Development Update and Construction Logistic Strategy meeting with TfL; and
- 12th November 2024 – Euston Healthy Streets meeting with LBC.

1.8 DOCUMENT STRUCTURE

1.8.1 The remainder of this TA is structured as follows:

- **Section 2 –** assesses the Proposed Development's compliance with relevant national and local transport planning policy;
- **Section 3 –** considers the users of the development and their common method of travel;
- **Section 4** – outlines the existing and proposed connectivity of the site;
- **Section 5** – summarises the outcome of the Active Travel Zone assessment;
- **Section 6** – outlines the baseline London-wide network and trip generation;
- **Section 7** – outlines the Travel demand and impact of the Proposed Development;
- **Section 8 –** provides the conclusion of this Transport Assessment.

2 STRATEGIC POLICY DELIVERY

2.1 GENERAL

2.1.1 The Proposed Development has been designed and assessed with reference to the following national, regional and local policy and planning guidance shown in **Table 2-1**.

Table 2-1 Reviewed Transport Planning Policy and Guidance Documents

POLICY LEVEL	DOCUMENT REFERENCE
National	National Planning Policy Framework (2023) (NPPF)
	National Planning Practice Guidance – 'Travel Plans, Transport Assessments and Statements' (2014) (NPPG)
Regional	The London Plan (2021)
	The Mayor's Transport Strategy (2018)
Local	Camden Local Plan (2017)
	Camden Planning Guidance, Transport (2021)
	Camden Transport Strategy (2019)
	Euston Area Action Plan (2021)
	Euston Area Action Plan – Updates published for consultation in 2023 and 2024
	Camden Freight and Servicing Action Plan (2024)

3 TRANSPORT PLANNING FOR PEOPLE

3.1.1 There have been no significant changes to who the development will be for, when and why will travel since the 2023 TA was prepared. As such, the information provided in the 2023 TA remains valid.

4 SITE & SURROUNDINGS

4.1 INTRODUCTION

4.1.1 This section provides information on the site's existing connectivity to the transport networks before and after development.

4.1.2 Planning guidance highlights the importance of integrating land use, transport, and planning decisions. In order to achieve good integration and maximise growth, high-density development should be encouraged in areas with excellent levels of accessibility to public transport.

4.2 ACCESS

EXISTING

4.2.1 The local transport network and existing accesses to the site are as per the 2023 TA.

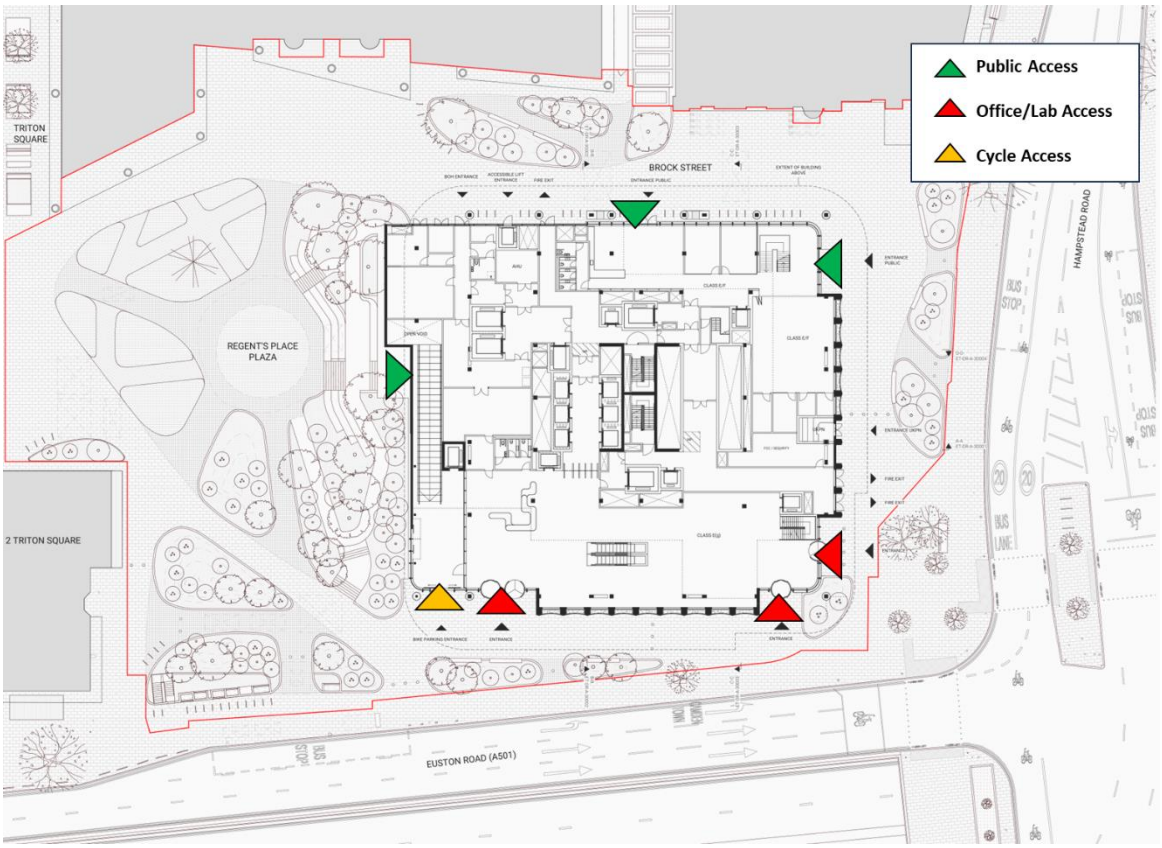
PROPOSED

4.2.2 The proposed access strategy is set out in **Figure 4-1.**

4.2.3 Pedestrian entrances will be provided at ground level. The office and laboratory entrance are located on Euston Road to the southern side of the building. The community entrance to the public enterprise space is accessed at ground level from the north and east of the site via Brock Street and Hampstead Road which is the primary entrance. The retail/restaurant uses will be located at Level 01 accessed via Regents Place Plaza or Hampstead Road.

4.2.4 A dedicated cycle access is proposed, which provides access to the basement via a cycle stair or lift. The cyclist lift will be sized to accommodate larger cycle types. During office hours, access controls for cyclists will be located in the basement for convenience for cyclists. Outside of these hours access control will be provided at ground level to provide additional security.

Figure 4-1: Proposed Access Points



4.2.5 Vehicle access to the basement servicing areas and accessible car parking are being retained via the two existing off site vehicle ramps via Longford Street and Drummond Street.

4.3 PUBLIC REALM

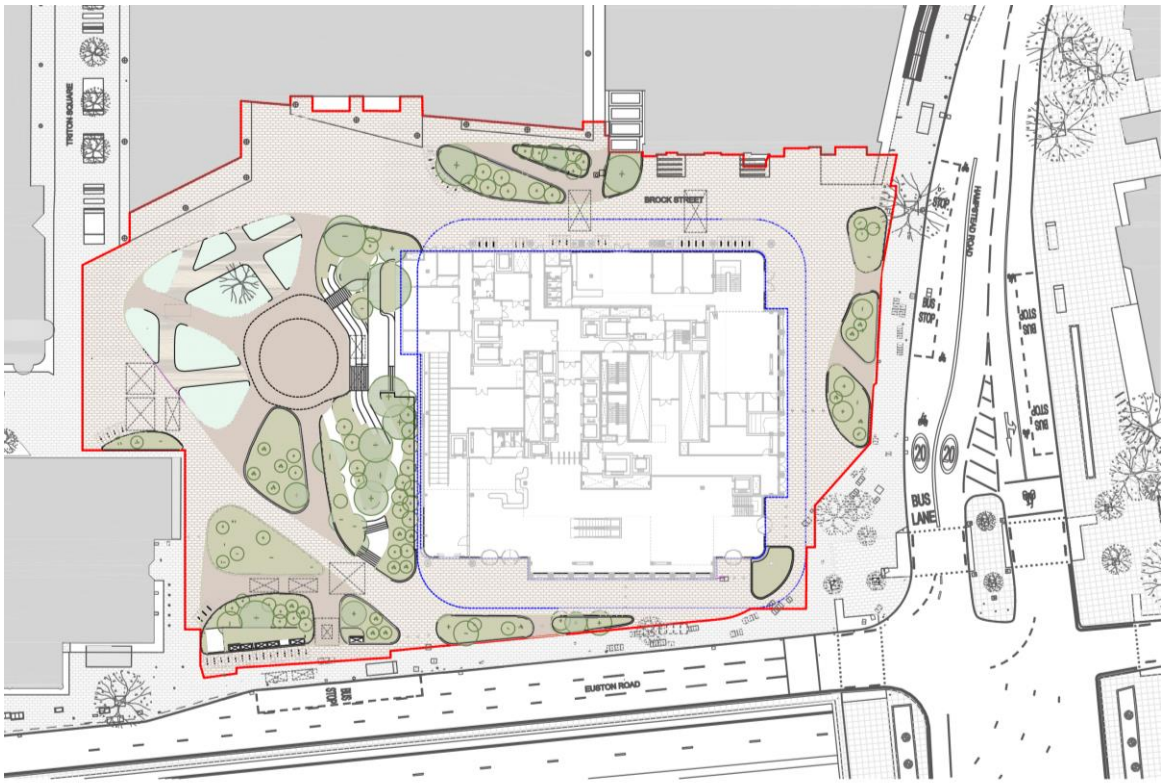
EXISTING

4.3.1 The existing public realm is as per the conditions identified in the 2023 TA.

PROPOSED

4.3.2 Active frontage, pedestrian-priority, landscaped footways and public realm will be provided as part of the proposal as shown in **Figure 4-2.**

Figure 4-2: Proposed Landscaping and Public Realm



4.3.3 The proposed landscape concept pulls inspiration from the natural landscape of Hampstead Heath and reimagines its mosaic of habitats within Regent's Place. A series of mounded landforms compose much of the Site and house a rich mix of species from four target habitats: wetland, woodland, grassland, and heathland. A central clearing meets the architectural stairs and ramp, and acts as the main event space, which can be transformed into a shallow reflecting pool during warmer months. Two sunken beds to the west feature a wetland and riparian grassland which provide unique aquatic habitats on the site and can double as educational opportunities.

4.3.4 The mounds around the site have been placed to maximize wind, noise, and pollution buffering, while maintaining clear routes for existing and anticipated pedestrian volumes. The mounds could double as seating elements as well as Hostile Vehicle Mitigation (HVM) where possible.

4.3.5 The planted areas extend past the ground plane and integrate lush vegetation and trees up the central stairs and ramp to the podium and wrap around to the level 02 terrace. Through the integrated planting and accessible routes, the concept aims to connect the public realm vertically and invite the public to interact with the internal spaces.

4.3.6 The introduction of a significant number of trees with varying maturities, the scheme looks to greatly increase the canopy cover of the site and ensure a succession of planting for decades to come. The use of climate resilient planting, coupled with native habitats, is used to enhance biodiversity on site and creating a meaningful, lasting greenspace in the centre of Camden.

4.3.7 There are 115 proposed trees within the red line boundary made up of a mix of multi-stem, deciduous and coniferous.

4.3.8 The landscaping proposals have been designed to accommodate vehicle access to the development for the delivery of specialist gases associated with the proposed Life Science uses.

HEALTHY STREETS CRITERIA

4.3.9 **Table 4-1** demonstrates how the Healthy Streets Approach has informed the public realm design. The site has two types of character areas:

- Brock Street and Regents Place Plaza which are pedestrianised; and
- Euston Road and Hampstead Road which accommodate vehicular traffic.

Table 4-1: Healthy Streets Indicators Compliance

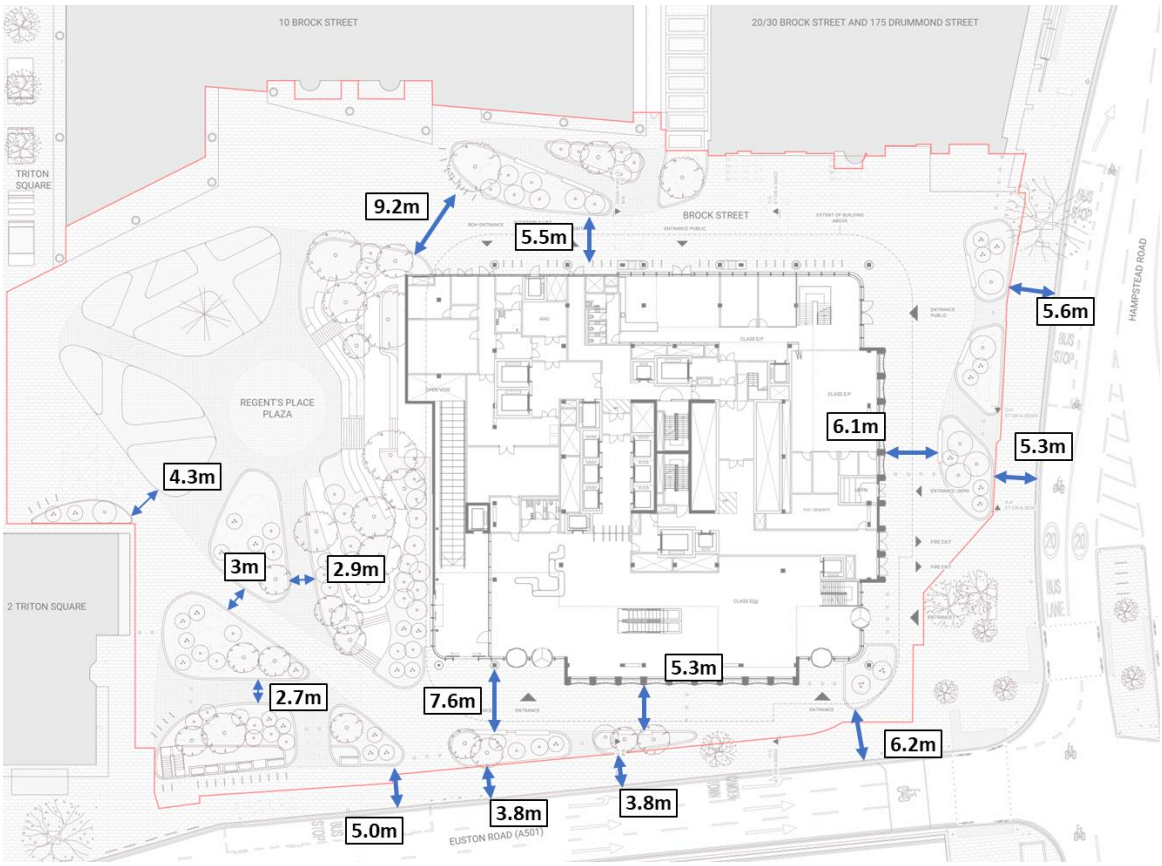
Healthy Streets Indicators	Before - Existing Site	After – Proposed Development
Pedestrians from all walks of life	Brock Street and Regent's Place Plaza are pedestrianised and provide an attractive walking environment for all. Euston Road and Hampstead Road have pedestrian footways on each side of the road.	The pedestrianised area of Regent's Place Plaza will be improved and deliver public realm that is safe and accessible to everyone. The public realm improvements will align with the Healthy Streets Approach and include footways resurfacing with paving, new planting, seating and secure cycle stands.
People choose to walk, cycle and use public transport	The site is located within LB Camden and has excellent accessibility to public transport services, as well as good pedestrian and cyclist routes. The pedestrianised nature of the Regent's Place actively encourages people to walk through the area.	The proposed cycle parking and end of trip facilities will encourage travel/daytime activity by active sustainable modes. The Travel Plan Addendum submitted alongside this TA Addendum seeks to further encourage prospective employees to travel via cycle and use the facilities within the development.
Clean air	According to the London Air Quality Network, the area that the site is situated within exceeds the annual mean and 1-hour mean objectives for NO2. Some parts of the site pass the 24-hour mean for PM10 air pollution. There are currently 102 car parking spaces within the basement demise.	The Proposed Development will deliver extensive additional planting, relocate existing trees, and provide new trees and landscaping/amenity space. The development will encourage the use of electric freight vehicles which will help to improve air quality. The Proposed Development removes 100 car parking spaces which will help to improve air quality.
People feel safe	The existing tower has some active frontages, but the northern and southern building frontages are largely inactive. The surrounding buildings and active frontages provide passive surveillance.	The Proposed Development will increase the amount of active frontage providing additional passive surveillance. Street lighting, the presence of building management personnel and CCTV will contribute to improved safety perceptions around the site.
Not too noisy	Euston Road and Hampstead Road are relatively heavily trafficked. Regent's Place Plaza and Brock Street are pedestrianised and are not affected by noise from traffic.	It is expected that noise levels will remain unaffected by the presence of the Proposed Development. Facilities are being provided at the development to encourage quieter vehicle types – electric and cargo bikes.
Easy to cross	Signalised crossings are provided at Euston Road and Hampsted Road. The pedestrian green times are relatively long.	No changes to the crossings are proposed.
Places to stop and rest	Regent's Place Plaza has a number of benches and installations that provide opportunities to stop and rest.	Regent's Place Plaza will be improved as part of the Proposed Development and will have benches and installations that provide opportunities to stop and rest.

Healthy Streets Indicators	Before - Existing Site	After – Proposed Development
Shade and shelter	Shade and shelter are primarily offered in the form of street trees.	The level 2 podium provides a covered walking route around the building. New trees are proposed, which will offer shade.
People feel relaxed	The high footfall and vehicular traffic on Euston Road and Hampstead Road during the peak hours may mean new visitors to the area do not feel relaxed. Regent's Place Plaza provides a large open space.	The improved pedestrian connections across the Plaza and around the building will provide a more comfortable and relaxing environment.
Things to see and do	Regent's Place Plaza has various cafes, restaurants and bars, restaurants, and temporary displays and artwork.	The Proposed Development will provide a new community enterprise space and further increase the retail entertainment offering at Regent's Place Plaza. The new public realm will provide diverse natural habitats and spaces for children to explore as well as a variety of social spaces.

PROPOSED FOOTWAY WIDTHS

4.3.11 **Figure 4-3** shows the proposed footway widths and new public realm surrounding the site. Consistent and generous footway widths are proposed.

Figure 4-3: Proposed Footway Widths



4.4 SERVICING

EXISTING

4.4.1 The existing servicing arrangements for the building are as per those set out in the 2023 TA.

PROPOSED

OFFICE, LIFE SCIENCE AND ANCILLARY RETAIL DELIVERIES

4.4.2 The existing access and vehicle route to the servicing area will be retained for Euston Tower and Brock Street, and Regent's Place Management will continue to manage the entire basement area. As per the 2023 submission, there will be a reduction in one loading bay to accommodate refuse storage and plant at the service yard level with cycle storage above.

4.4.3 The basement delivery and servicing strategy is shown in **Figure 4-4** and the vehicle swept paths are shown in **Figure 4-5** and drawings are also included in **APPENDIX B.** All vehicles will enter and exit the servicing area in a forward gear.

Figure 4-4: Revised Basement Service Area

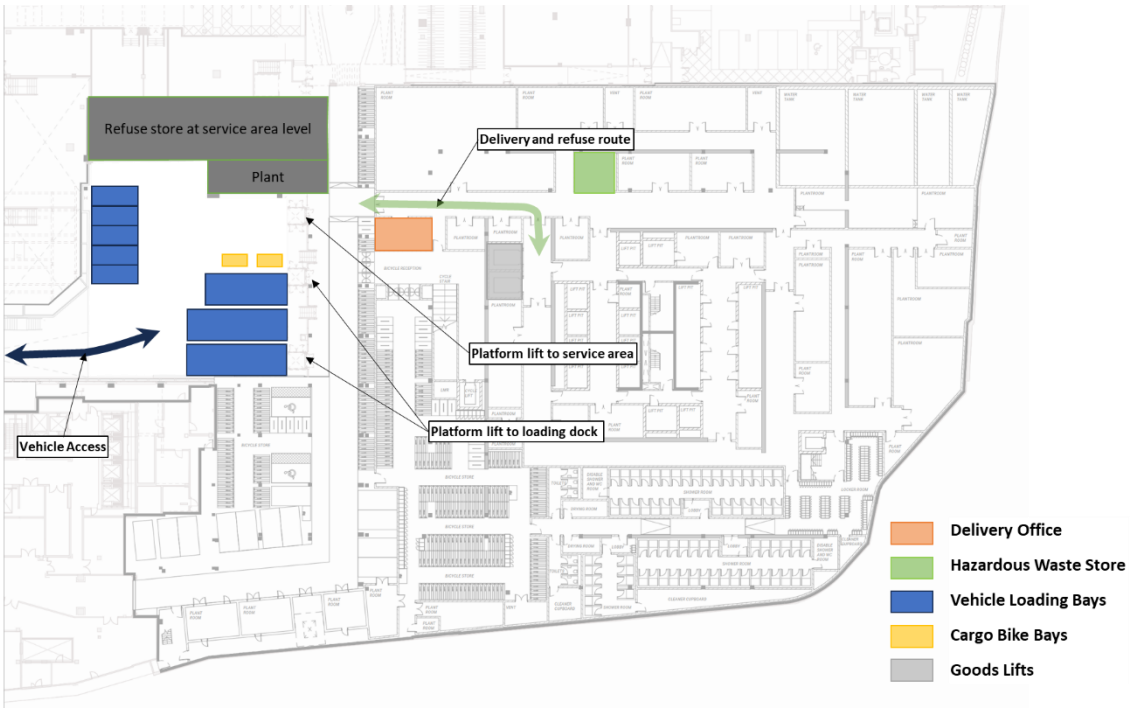
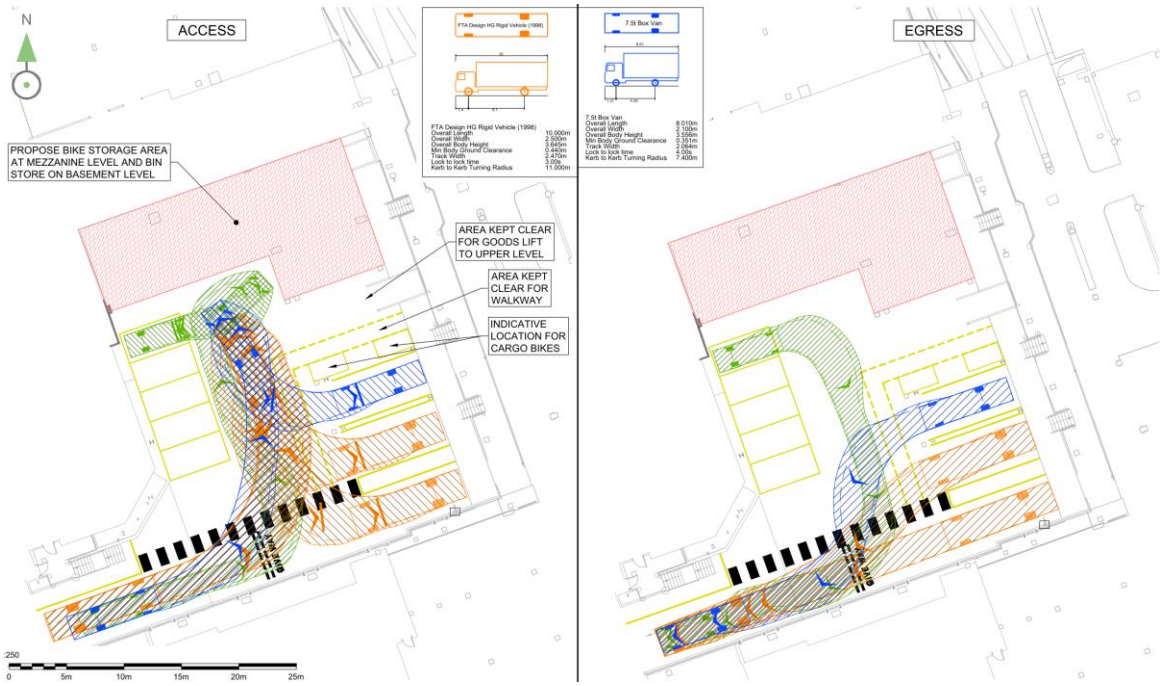


Figure 4-5: Basement Service Area – Swept paths



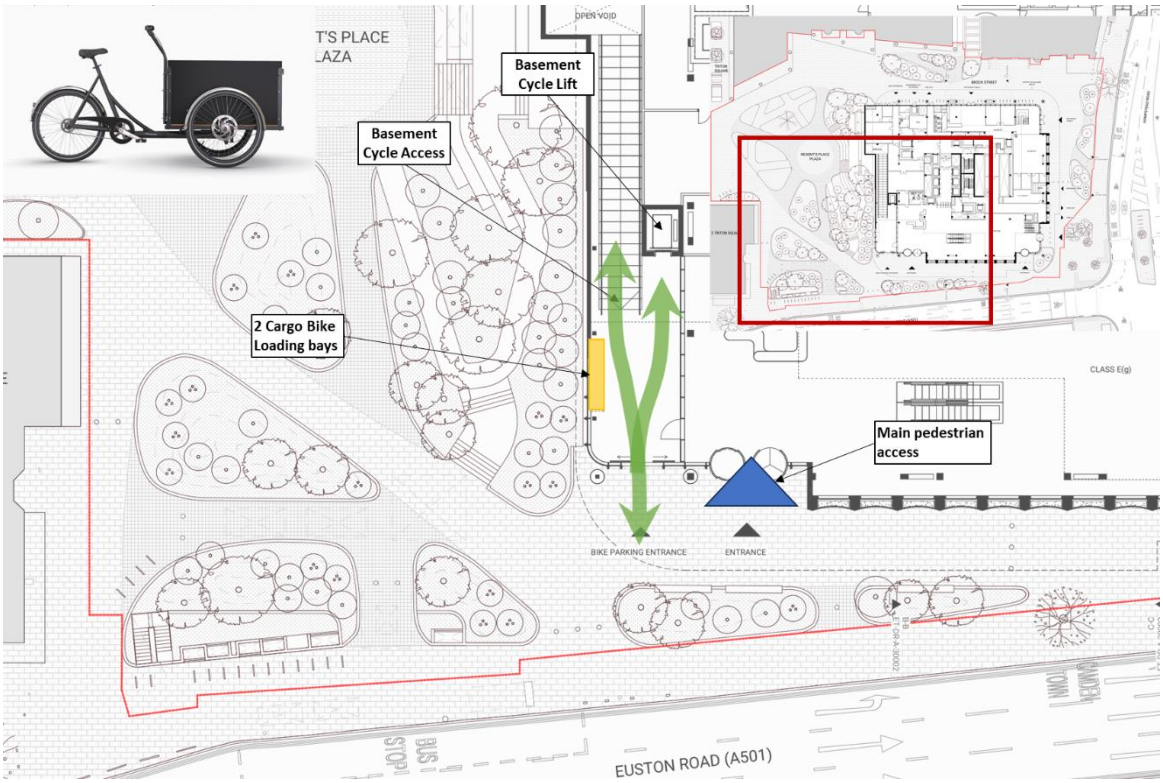
CARGO BIKE DELIVERIES

4.4.4 Deliveries made by larger cargo bikes or quadricycles similar to that in **Figure 4-6** will service the Proposed Development via the existing basement ramp and loading area. Within the basement loading area, two cargo bike parking bays will be provided. Deliveries will be received by a member of on-site staff.

Figure 4-6: Access Strategy for Larger Cargo Bikes

4.4.5 For standard cargo bike deliveries, two parking spaces will be provided at ground level, adjacent to the cycle access and main pedestrian building access. Deliveries will be received by a member of on-site staff.

Figure 4-7: Access Strategy for Standard Cargo Bikes



SPECIALIST LIFE SCIENCE DELIVERIES

4.4.6 The requirements for specialist deliveries are highly dependent upon the tenants. At this stage, it is therefore necessary to design flexibly to allow for different volumes, types and delivery methods of liquids/ gases.

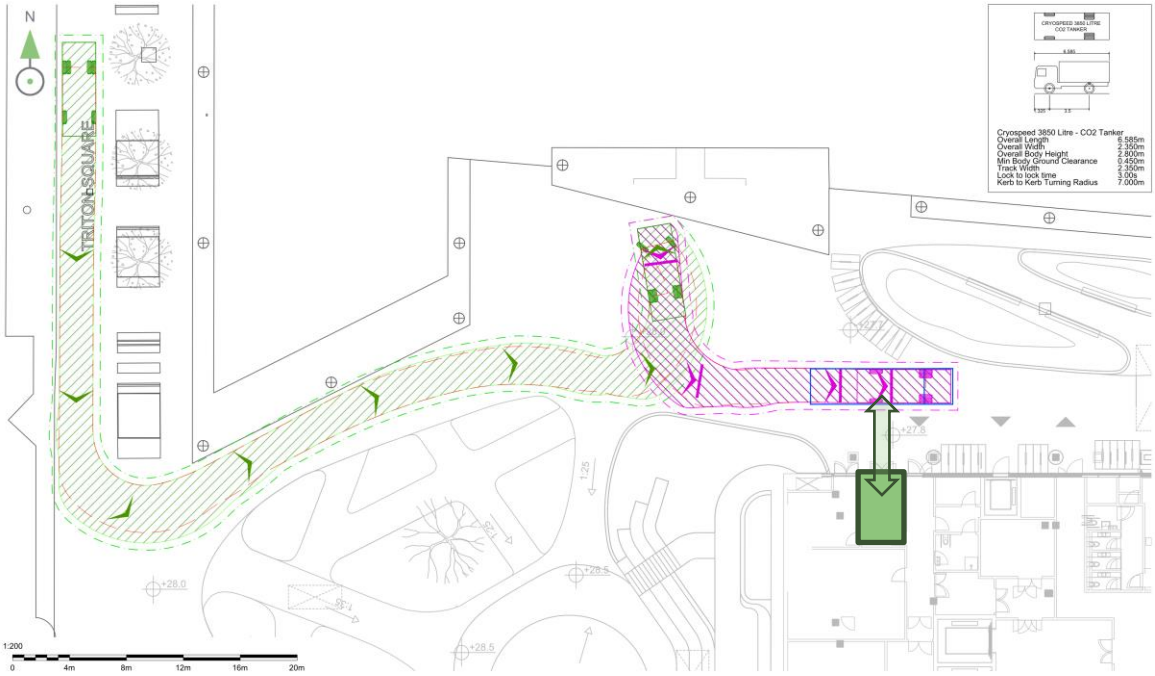
4.4.7 Life sciences require several additional specialist bottled/liquid gas deliveries, along with the regular deliveries expected to a lab-type building.

4.4.8 The liquid and bottled gas deliveries cannot take place within the basement and need to be at ground level with 'blue sky' above them. All specialist delivery activity is proposed to be at ground level at the northwest corner of the building.

VEHICLE MOVEMENT

4.4.9 The proposed specialist delivery location will enable deliveries to be made safely and directly into the ground-level gas store. The vehicle will access the delivery bay from Drummond Street via Triton Square and stop in an area close to the gas store. An area will be cordoned off to pedestrians between the proposed planter to the north and the building. An alternative pedestrian route is provided to the north of the planter. **Figure 4-8** shows the vehicle access route and delivery bay location.

Figure 4-8: Specialist Gas Deliveries



4.4.10 All vehicle movements across the Regent's Place Plaza and the delivery process will be fully managed by trained staff with a 'banksman' provided to guide the vehicles across and manoeuvre within the plaza.

4.4.11 It is proposed that gas deliveries will be scheduled to be undertaken outside of peak pedestrian times where less people will be within the plaza.

TRANSFER FROM VEHICLE TO BUILDING

4.4.12 Once the servicing vehicle has arrived, the delivery can be transferred into the building.

4.4.13 For liquid nitrogen (LN2) deliveries, LN2 may be pumped directly to an on-site tank via a hose. If a Dewar exchange solution is adopted, full and empty Dewars will be transferred between the building and the LN2 store.

4.4.14 Gas bottles will be brought directly into the store from the delivery vehicle using trollies and directly to the gas store at ground level.

WASTE MANAGEMENT

4.4.15 The proposed development will continue to form part of the wider Regent's Place Waste Strategy.

4.4.16 Waste will be segregated within a dedicated waste store at Basement Level 1 prior to transfer to a central location within the basement level for collection. Specialist and hazardous wastes will be stored in separate areas designed in accordance with their specific properties, either on tenant floors or centrally at the basement level.

4.4.17 Further detail regarding the waste storage and collection arrangement is set out in the Operational Waste Management Strategy submitted as part of the planning application.

SUMMARY

4.4.18 A Draft Delivery and Servicing Plan (DSP) Addendum has been produced and submitted as part of the planning application outlining the servicing strategy.

4.4.19 Through the DSP, deliveries can be minimised, timed and managed appropriately. The DSP also encourages deliveries outside of the peak pedestrian/cyclist hours.

4.4.20 Further detail regarding the waste storage and collection arrangement is set out in the Operational Waste Management Strategy submitted as part of the planning application.

4.5 CYCLE PARKING

EXISTING

4.5.1 The existing long and short stay cycle parking at the site are as per those described in the 2023 TA.

PROPOSED

4.5.2 Encouraging and promoting cycling is a key focus of the proposed transport strategy, and a significant part of the basement has been dedicated to cyclist/active travel facilities. An Outline Travel Plan has been prepared, which focuses on maximising the use of the cyclist facilities.

4.5.3 The minimum cycle parking requirements have been determined based on the different floor areas occupied by the proposed uses.

4.5.4 The cycle access and parking proposals were discussed with both LBC and TfL during the pre-application stage and TfL stated that: *'The proposals represent an improvement to the existing cycle access arrangements and are welcomed and supported.'*

CYCLE ACCESS

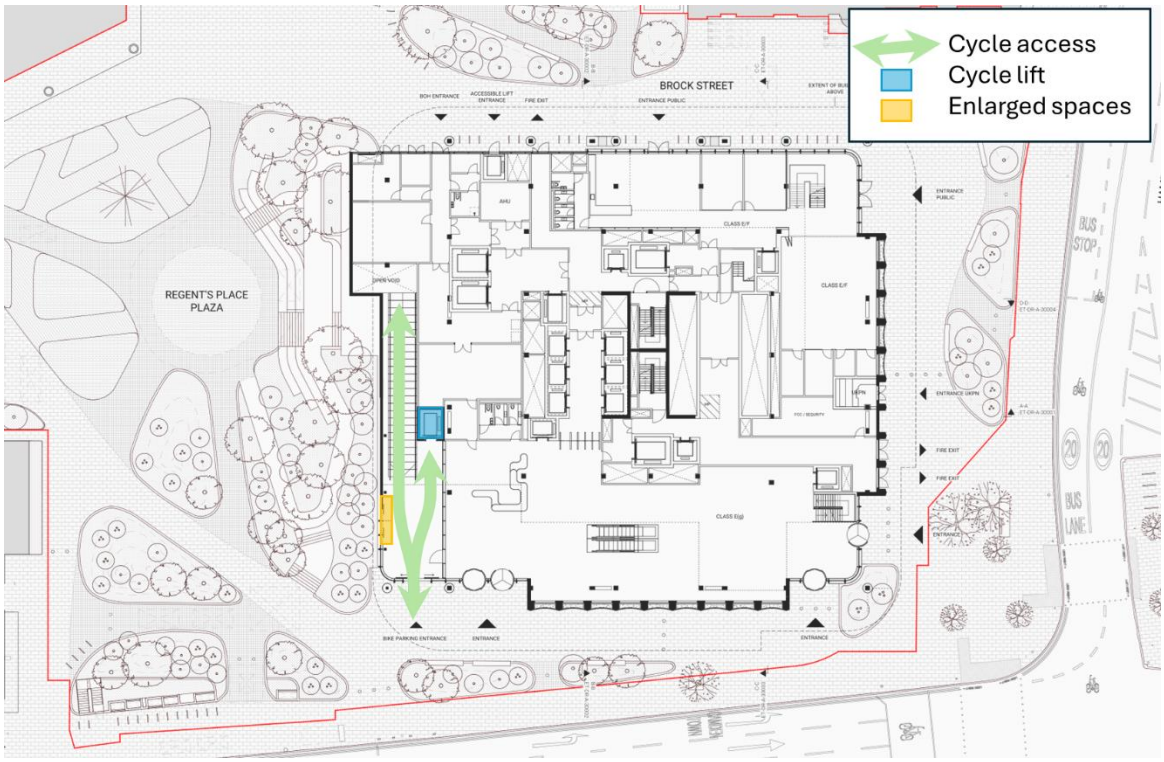
4.5.5 As shown in **Figure 4-9**, cyclists will access the development using a dedicated entrance on Euston Road to the southwest of the Proposed Development.

Figure 4-9: CGI Image of the Proposed Ground Level Cycle Access

4.5.6 A wide stair with wheel channels and an LCDS-compliant lift will allow cyclists to enter the basement parking area.

4.5.7 The proposed ground level access strategy for cyclists is shown in **Figure 4-10.**

Figure 4-10: Ground Level Cycle Access



LONG STAY CYCLE PARKING

4.5.8 Long-stay cycle parking will be provided in line with the London Plan minimum cycle parking standards. Based on the Proposed Development quantum, the required cycle parking provision is set out in **Table 4-2.**

Table 4-2: Proposed Long Stay Cycle Parking Provision

LAND USE	LONDON PLAN (MINIMUM LONG-STAY CYCLE PARKING STANDARDS)	LONDON PLAN LONG-STAY REQUIREMENTS	PROPOSED LONG-STAY CYCLE PARKING SPACES
Class E - Office	1 space per 75 sqm	770	**890**
Class E – Life Science	1 space per 250 sqm	107	
Class E– Retail	1 space per 175 sqm	6	
Class F1 – Public use	1 space per 8 Full Time Employees	7	

4.5.9 As set out in Chapter 8 of the London Cycle Design Standards (LCDS), cycle parking must be fit-for-purpose and able to accommodate all types of cycle.

4.5.10 **Figure 4-11** shows the cycle parking basement level, which provides the following breakdown of the proposed 890 long-stay cycle parking provisions:

- 668 two-tier parking (75%)
- 89 foldable bicycle parking (10%)
- 89 Sheffield stands (10%)
- 44 Enlarged Sheffield stands (5%)

4.5.11 The split of cycle parking types is in line with policy, guidance and was agreed with LBC and TfL at the pre-application stage.

ARRIVAL SPACE

4.5.12 A staffed reception desk will welcome cyclists arriving at the cycle parking level. The staff will be on hand to answer queries and help cyclists should they encounter any difficulties.

SECURITY

4.5.13 Unmanned security ‘speed gates’ will be installed at the base of the ramp to restrict access to the cycle parking area. The system will use RFID tags (or similar) to detect authorised users and verify only one cycle is present to avoid tailgating.

Figure 4-11: Proposed Cycle Parking Layout – Basement

END OF JOURNEY FACILITIES

4.5.14 Male and female changing rooms will be located adjacent to the long-stay cycle parking and will provide 593 lockers (two lockers per three parking spaces), 74 showers including two accessible showers (one shower per 12 cycle parking spaces) and six toilets including two accessible WCs.

4.5.15 As well as showering and changing facilities, it is proposed to include cycle maintenance facilities, drying room and water dispensers.

4.5.16 Considering that the scheme is a redevelopment of an existing building and that the majority of the basement structure is being retained, the layout has been designed to comply with LCDS as far as practicable, given the need to accord with London Plan requirements and the restrictions presented by the existing basement layout. Whilst LCDS states an aisle width of 2.5m should be achieved where accessing two-tier cycle racks, given the spatial and structural constraints of the existing basement, aisle widths in the range of 2.3m – 2.5m have been achieved. Testing was undertaken of cycle racks which identified that 2.3m is generous and allows for easy use of the upper tier.

4.5.17 As the proposals retain and existing basement and further excavation is not feasible, this approach to the cycle parking was agreed with LBC and TfL officers during pre-application discussions.

4.5.18 The proposed cyclist facilities will enable a higher cycle mode share and is a considerable increase and improvement compared to the existing layout.

SHORT STAY CYCLE PARKING

4.5.19 Short-stay cycle parking will be provided in line with the London Plan minimum cycle parking standards. The required short-stay cycle parking provision is set out in **Table 4-3.**

Table 4-3: Proposed Short-stay Cycle Parking Provision

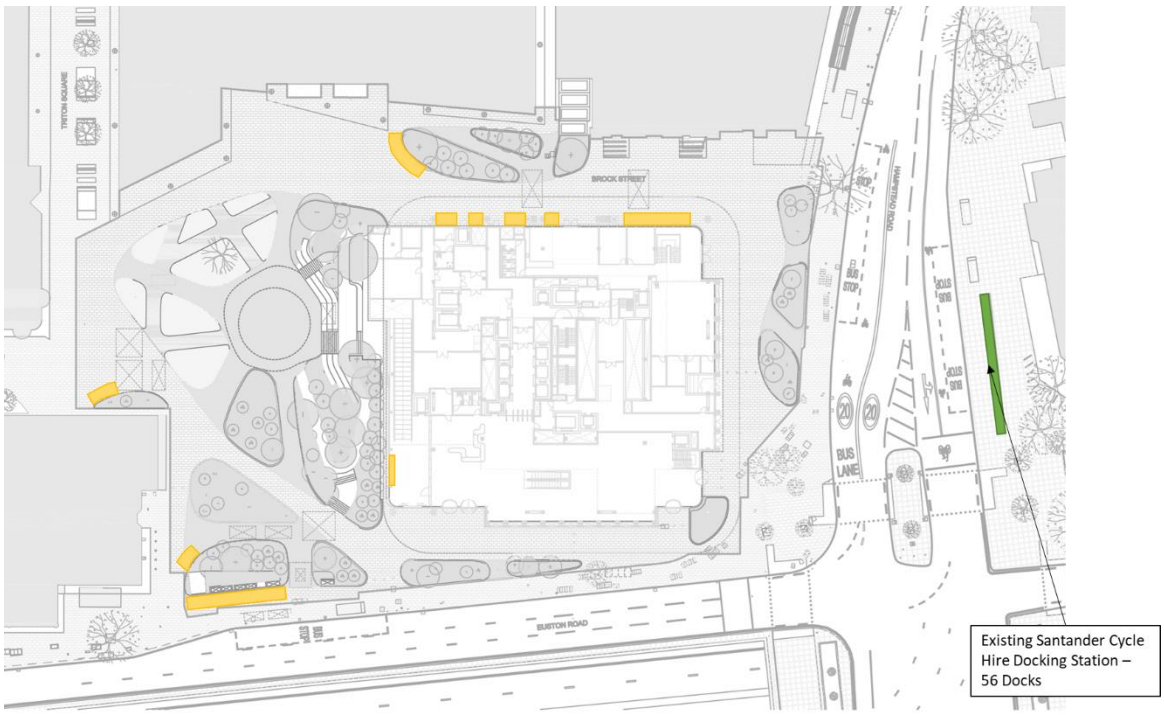
LAND USE	LONDON PLAN (MINIMUM CYCLE PARKING STANDARDS)	LONDON PLAN SHORT-STAY REQUIREMENTS	PROPOSED SHORT-STAY CYCLE PARKING SPACES
Class E - Office	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm (GEA)	21	**100**
Class E – Life Science	1 space per 1,000 sqm	9	
Class E– Retail	1 space per 20 sqm (GEA)	53	
Class F1 – Public use	1 space per 100 sqm (GEA)	24	

4.5.20 50 Sheffield or similar cycle stands will be provided, offering 100 short-stay cycle parking spaces within the public realm.

4.5.21 Two enlarged spaces to accommodate all types of cycle, including cargo bikes are proposed to be located to the south of the cyclist arrival area.

4.5.22 The short-stay cycle parking spaces will be located within the public realm close to the building, as shown in **Figure 4-12.**

Figure 4-12: Proposed Short-Stay Cycle Parking



4.5.23 There is also an existing 56 dock TfL cycle hire station to the east of the Proposed Development.

SUMMARY

4.5.24 The Proposed Development will provide 890 long-stay cycle parking spaces made up of a mixture of cycle parking types to be compliant with the London Plan policy and LBC/TfL guidance. The proposed cycle access is an improvement to the existing arrangements and is supported by TfL.

4.5.25 The short-stay cycle will be compliant with the with the policy set out in the London Plan and LBC guidance and will provide 100 spaces within the public realm at ground level.

4.6 CAR PARKING

EXISTING

4.6.1 The existing on and off-street car parking at the site remains as described in the 2023 TA.

PROPOSED

4.6.2 As set out in the 2023 TA, the proposed scheme is to be car-free, in accordance with London Plan and Camden Local Plan policy requirements, and two blue-badge parking spaces are proposed within the Euston Tower basement demise.

4.6.3 The design and management of the two blue-badge parking spaces is set out in the Car Parking Design and Management Plan Addendum which is included as part of the revised submission.

4.7 PEDESTRIAN COMFORT ANALYSIS

EXISTING

4.7.1 Pedestrian flow data collected in a survey undertaken in April 2023 has been used to establish an existing baseline for pedestrian flows surrounding the site. The assessment set out in the 2023 TA remains valid.

PROPOSED DEVELOPMENT

4.7.2 The Proposed Development will change pedestrian flows by generating trips associated with people travelling to and from the building on foot. All modes, with the exception of cycles, will arrive and depart the building by foot.

4.7.3 Development trips have been distributed and assigned based on 2011 Census origin-destination data, as detailed in **Section 7.** Most people are expected to travel to the building to and from the south and west due to the location of Warren Street, Euston Square and Euston stations. The primary pedestrian entrances to the office and laboratories are at the south of the building fronting Euston Road. The public entrances for the community and enterprise space are located on the north side and northwest corner.

4.7.4 The forecast AM and PM peak pedestrian flows, including the Proposed Development, are shown in **Figure 4-13** and **Figure 4-14.**

Figure 4-13: Future Pedestrian Flows – AM Peak

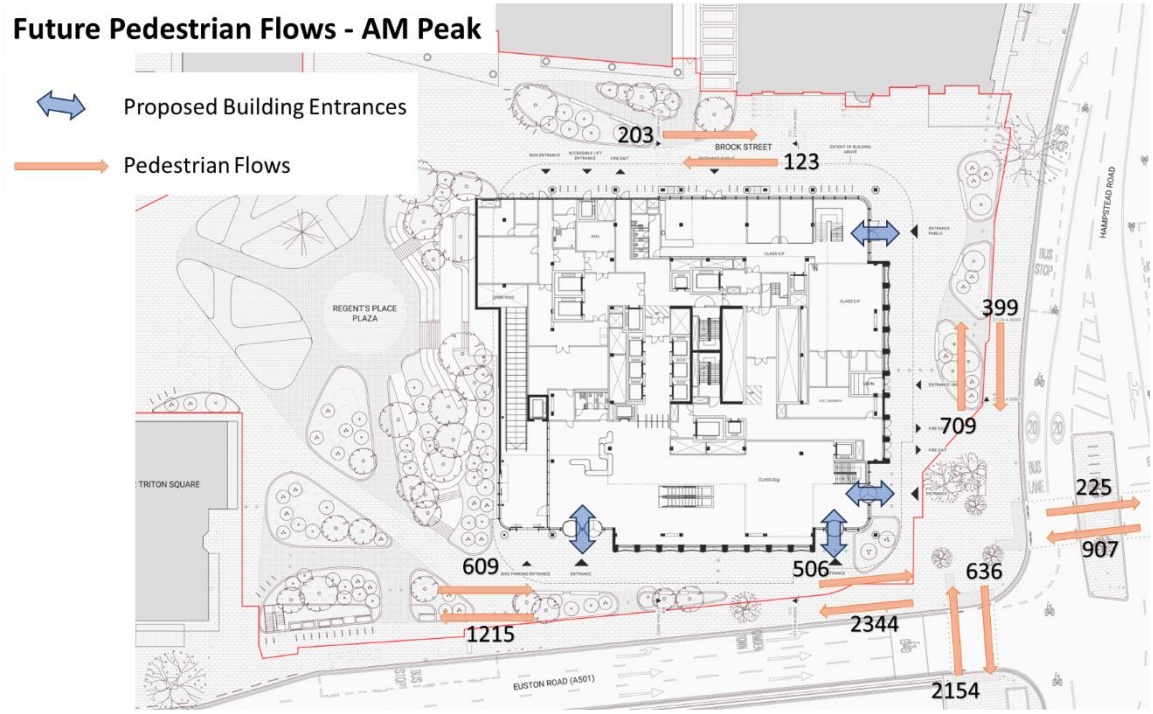
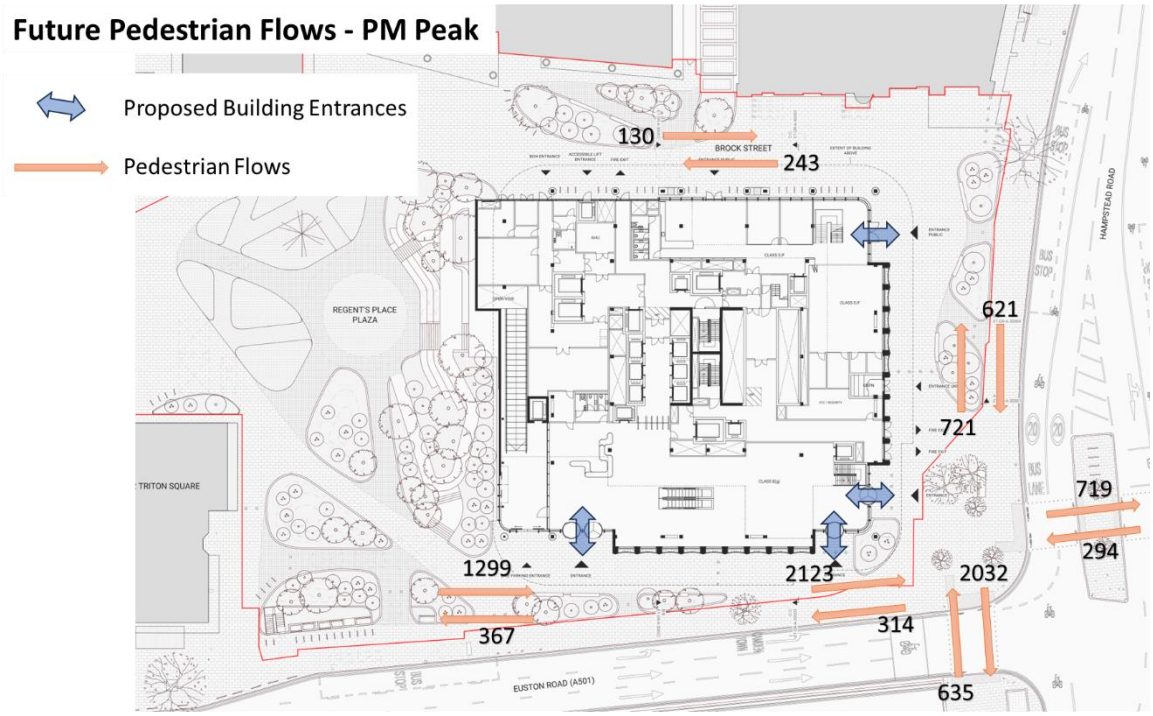


Figure 4-14: Future Pedestrian Flows – PM Peak



4.7.5 **Table 4-4** shows the PCL assessment once the Proposed Development becomes operational.

Table 4-4: Pedestrian Comfort Analysis – Proposed Pedestrian Conditions

Ref.	Link	Link Type	Peak Hour Flow	Clear Footway Width	PCL
1	Euston Road	Office and Retail	2176	8.8m	A
2	Euston Road	Office and Retail	2851	7.8m	A
3	Hampstead Road	Office and Retail	1108	17.4	A+
4	Hampstead Road	Office and Retail	1108	13.4m	A+
5	Brock Street	Office and Retail	326	7.6m	A+
6	Brock Street	Office and Retail	326	11.6m	A+
7	Euston Road Crossing	Office and Retail	2929	6.7m	B+
8	Hampstead Road Crossing	Office and Retail	1192	6.5m	A-

4.7.6 The proposed footway widths provide comfortable pedestrian conditions, with the lowest score of an A- with the Euston Road pedestrian crossing scoring a B+. Some improvements to the PCL have been calculated due to the change to the design of the building footprint and associated landscaping, allowing for wider footways.

4.7.7 A PCL of B+ is considered comfortable by TfL for all footway and crossing link types.

4.8 HIGHWAY OVERSAILING

4.8.1 The existing 'fins' installed for wind mitigation purposes oversail the public highway on the corner of Euston Road and Hampstead Road. There is an oversailing licence in place for this.

4.8.2 As part of the Proposed Development, the podium at Levels 2 to 5 will oversail the public highway. As per the existing situation, the areas that will oversail the public highway are on the corner of Euston Road and Hampstead Road.

4.8.3 It is confirmed that any oversailing of the highway on Euston Road/Hampstead Road will be a minimum of 5.7m above the height of the public highway.

4.8.4 As agreed with TfL during the pre-application stage, there will need to be an obligation for the landowner to agree the details of any oversailing prior to construction. It is understood that this can be dealt with by dedicated licence.

5 ACTIVE TRAVEL

5.1.1 The existing active travel network surrounding the site is as per the conditions described in the 2023 TA.

6 LONDON-WIDE NETWORK

6.1.1 This section provides information on the current use of the wider transport network, including how many people travel and their current modes/behaviours.

6.1.2 With the exception of the section below, there has been no significant changes to the network since the preparation of the 2023 TA. As such the information remains valid.

6.2 FUTURE PUBLIC TRANSPORT ACCESSIBILITY

HIGH SPEED 2

6.2.1 High Speed 2 train services that will link London to Birmingham and the West Midlands will be departing from Euston station. No opening date for Phase One has been set yet, but services are likely to commence in the 2030s.

6.2.2 Following the Government decision to restart the Phase 1 works that were paused in March 2023, it is understood that construction work that had been paused in the Euston area will be remobilised in April 2025.

7 TRAVEL DEMAND AND NETWORK IMPACT

7.1 INTRODUCTION

7.1.1 This section quantifies travel demand to determine the likely scale of the effect of the Proposed Development.

7.1.2 The Proposed Development will deliver offices and life science uses, along with ancillary retail and enterprise space. Following comments received from TfL at the pre-application stage, a Maximum office floorspace scenario has also been assessed as offices are occupied at a higher density than life science and will generate a higher number of people trips.

7.1.3 The Existing Permitted use of the building has been assessed along with the proposed uses to understand the net increase in trips, but the impact assessment is presented based on a wholly new development, rather than assessed against an increase in floorspace of the permitted use of the building.

7.1.4 The existing site trip generation has not changed since the preparation of the 2023 TA and therefore remains valid. The section has however been copied below for ease of reference.

7.1.5 The proposed site trip generation has been updated with the revised floor areas for the scheme.

7.2 EXISTING SITE PERMITTED TRIP GENERATION

7.2.1 The existing permitted site trip generation assessment are set out in the 2023 TA and have not changed.

7.3 PROPOSED TRIP GENERATION

7.3.1 Following changes to the massing and design of the building, the floor areas have been revised and the trip generation has been recalculated since the 2023 TA

REVISED MODE SHARE

7.3.2 **Table 7-1** provides the mode share for the Proposed Development within the Euston Tower. The mode share has been revised to reflect the removal of circa 100 car parking spaces, and the cycle mode share has been revised to reflect the high-quality cycle parking provided at the Proposed Development.

Table 7-1: Revised Mode Share – Proposed Development

Mode	Revised Mode Share (Proposed Development)
Pedestrians	7%
Cyclists	10%
Bus	10%
Underground	40%
Rail	33%
Car drivers	0%
Car passengers	0%
Total	**100%**

OFFICE TRAVEL DEMAND

7.3.3 The trip generation for the office use within the Proposed Development has been calculated using the TRICS database. The same sites and associated trip rates have been used for the existing permitted use of the site.

7.3.4 The total person trip rates and person trips in the AM and PM peaks are shown in **Table 7-2.**

Table 7-2: Proposed Development – Office - Total Person Trip Rates and Trips

Time Period	Total Person Trip Rates (per 100sqm GFA)			Total Person Trips Forecast		
	In	Out	Total	In	Out	Total
AM Peak hour	2.307	0.202	2.509	1216	106	1323
PM Peak hour	0.15	2.152	2.302	79	1,134	1213
Daily	8.946	8.855	17.801	4716	4668	9383

LIFE SCIENCE TRAVEL DEMAND

7.3.5 The employee density for the laboratory spaces is expected to be at least 50% less compared to the office density. The UK's life sciences have critical mass in Cambridge where a number of technical papers have been produced reviewing employment density produced on behalf of Cambridge City Council. The *Greater Cambridge Employment and Housing Evidence Update (2023)*[1] states:

> *'Density for lab employees is generally reported as roughly 1:20 sqm NIA (lower than national average closer to 1:30)'*

7.3.6 The *Employment Land and Economic Development Study (2020)*[2] forecasts for commercial premises are set out below:

- *Office (E(g)(i)): an average of 11 sqm NIA and 14 sqm GEA per employee*
- *R&D (E(g)(ii)): an average of 20 sqm NIA and 28 sqm GEA per employee*

7.3.7 The London Employment Sites Database (2021)[3] sets out that life science uses are 36 sqm GIA per worker compared to 11.3sqm GIA per worker for office use.

1 https://consultations.greatercambridgeplanning.org/sites/gcp/files/2023-01/EBGCLPDSUEandHEvUJan23v2Jan23.pdf

2 https://www.greatercambridgeplanning.org/media/1399/greater-cambridge-employment-land-and-economic-development-evidence-study-gl-hearn-nov2020.pdf

3 https://www.london.gov.uk/sites/default/files/lesd_2021_final_report_22jun2022.pdf

7.3.8 Based on the data set out within the London Employment Sites Database and the guidance documents produced on behalf of Cambridge City Council, a trip rate of 50% of the office trips is appropriate for life science use within the Proposed Development.

7.3.0 The total person trip rates and person trips in the AM and PM peaks are shown in **Table 7-3.**

Table 7-3: Proposed Development – Life Science - Total Person Trip Rates and Trips

Time Period	Total Person Trip Rates (per 100sqm GFA)			Total Person Trips Forecast		
	In	Out	Total	In	Out	Total
AM Peak hour	1.1535	0.101	1.2545	283	25	307
PM Peak hour	0.075	1.076	1.151	18	264	282
Daily	4.473	4.4275	8.9005	1096	1085	2182

OFFICE AND LIFE SCIENCE

7.3.1 The revised model share shown in **Table 7-1** has been applied to the peak hour trips, and the resultant peak hour by mode generated by the proposed office and life science uses is shown in **Table 7-4.**

Table 7-4: Proposed Development – Office and Life Science Trips by Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Pedestrians	103	9	112	7	96	102
Cyclists	149	13	162	10	139	148
Bus	159	14	173	10	148	159
Underground	601	53	654	39	561	600
Rail	488	43	530	32	455	487
Car drivers	0	0	0	0	0	0
Car passengers	0	0	0	0	0	0
Total	**1499**	**131**	**1630**	**97**	**1398**	**1496**

7.3.2 **Table 7-4** shows that most trips generated by the Proposed Development will be by public transport.

RETAIL USES

EMPLOYEES

7.3.3 The London Employment Sites Database (2021), a first principles approach, was used to forecast the number of employees generated by the retail space. One employee per 17.5sqm was applied to the retail area (997sqm GIA) to establish the total number of employees (57).

7.3.4 A daily employment occupancy of 85% was applied, resulting in 48 employees travelling to and from the Proposed Development on a given day.

7.3.5 The office employee distribution peak hour arrival and departure proportions were applied to the total number of daily retail use employees, and the resultant morning and evening peak hour trips generated by employees of the retail use are shown in **Table 7-5.**

Table 7-5: Retail Employee Peak Hour – Total Trips

Time Period	Arrivals	Departures	Total
AM Peak Hour (0800 - 0900)	23	1	24
PM Peak Hour (1700 - 1800)	1	21	22

7.3.6 The revised model share shown in **Table 7-1** has been applied to the peak hour trips, and the resultant peak hour by mode generated by retail employees is shown in **Table 7-6.**

Table 7-6: Forecast Retail Employee Peak Hour Trips by Mode

Mode	AM Peak Hour (0800-0900)			PM Peak hour (1700-1800)		
	In	Out	Total	In	Out	Total
Pedestrians	2	0	2	0	1	1
Cyclists	2	0	2	0	2	2
Bus	2	0	3	0	2	2
Underground	9	0	10	0	8	9
Rail	7	0	8	0	7	7
Car drivers	0	0	0	0	0	0
Car passengers	0	0	0	0	0	0
Total	**23**	**1**	**24**	**1**	**21**	**22**

RETAIL VISITORS

7.3.7 It is expected that visitor trips will not be new trips generated on the local transport network. Instead, these will be pass-by and local trips on foot generated by the Proposed Development and other existing developments within the local area.

PUBLIC USE – ENTERPRISE SPACE

EMPLOYEES

7.3.8 A first principles approach was used to forecast the number of employees generated by the public use of enterprise space. Based on the London Employment Sites Database (2021), a density of 1 employee per 45sqm has been applied to the proposed 1,729sqm (GIA) to establish the total number of employees (38).

7.3.9 A daily employment occupancy rate of 85% has been applied, resulting in 33 daily employees.

7.3.10 The office employee distribution peak hour arrival and departure proportions were applied to the total number of daily public use space employees, and the resultant morning and evening peak hour trips generated by employees of the public use (enterprise space) are shown in **Table 7-7.**

Table 7-7: Public Use Employee Peak Hour – Total Trips

Time period	Arrivals	Departures	Total
AM Peak Hour (0800 - 0900)	14	1	15
PM Peak Hour (1700 - 1800)	1	13	14

VISITORS

7.3.11 The public-use enterprise space has a total person capacity of 314 daily visitors. The enterprise space may be used for all-day sessions, and on that basis, the peak hour arrival/departure established for employees has been used for the enterprise space. **Table 7-8** sets out the total peak hour visitor trips to and from the enterprise space.

Table 7-8: Public Use - Enterprise Space Visitor Peak Hour - Total Trips

Time period	Arrivals	Departures	Total
AM Peak Hour (0800 - 0900)	117	5	122
PM Peak Hour (1700 - 1800)	5	107	112

TOTAL PUBLIC/ENTERPRISE SPACE TRIP GENERATION

7.3.12 The total public use employee and visitor trip generation for the Proposed Development is set out in **Table 7-9**.

Table 7-9: Forecast Public Use – Enterprise Centre Peak Hour Trips

Time period	Arrivals	Departures	Total
AM Peak Hour (0800 - 0900)	131	6	137
PM Peak Hour (1700 - 1800)	6	120	126

7.3.13 The revised model share shown in **Table 7-1** has been applied to the peak hour trips, and the resultant peak hour by mode generated by the enterprise space is shown in **Table 7-10.**

Table 7-10: Forecast Public Use – Enterprise Space (Employees & Visitors) Peak Hour Trips by Mode

Mode	AM Peak Hour (0800-0900)			PM Peak hour (1700-1800)		
	In	Out	Total	In	Out	Total
Pedestrians	9	0	9	0	8	9
Cyclists	13	1	14	1	12	12
Bus	14	1	14	1	13	13
Underground	52	2	55	2	48	50
Rail	43	2	44	2	39	41
Car drivers	0	0	0	0	0	0
Car passengers	0	0	0	0	0	0
Total	**131**	**6**	**137**	**6**	**120**	**126**

7.4 DELIVERY AND SERVICING TRIPS

7.4.1 Servicing trips have been calculated from delivery log data provided by the Regent's Place Management Team. The delivery log provides 24-hour servicing and deliveries to all buildings within Regents Place, and data has been extracted for the occupied office buildings. The data shows Regent's Place campus generates a total of 0.194 servicing vehicle arrivals per 100 sqm per day.

7.4.2 The data used is comparable with the TRICS Sites identified in **Figure 7-1,** which generate a total of 0.190 servicing vehicle arrivals per 100 sqm per day.

7.4.3 To inform the assessment for the life science deliveries, data from the Francis Crick Institute, located approximately 1.0km to the east, was used. The data provided shows the Crick Institute generate a total of 0.124 servicing vehicle arrivals per 100 sqm per day. The Crick Institute is a purpose-built research building with more than 100 separate research groups and over 2,000 staff and will therefore generate comparable servicing and delivery trips.

7.4.4 The following servicing rates have been applied:

- Office and Enterprise Space – 0.194 per 100sqm per day;
- Life Sciences – 0.124 per 100sqm per day; and
- Retail uses – 1.35 per 100sqm per day.

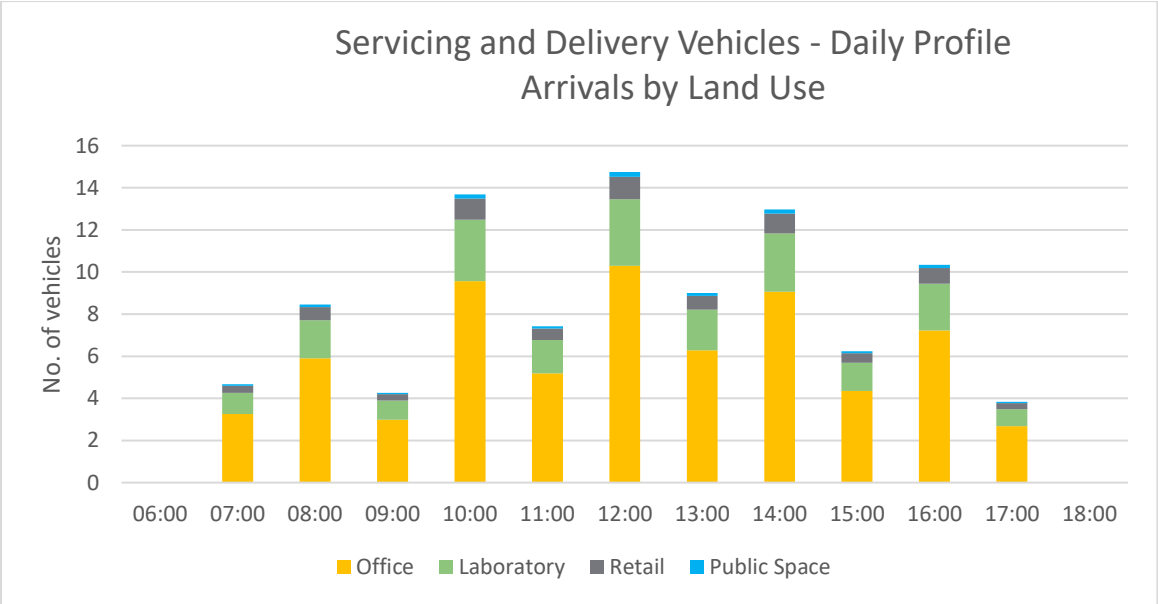
7.4.5 **Table 7-11** forecasts the daily servicing trips to the Proposed Development.

Table 7-11: Daily Servicing Vehicles

Land Use	Daily Servicing Trips
Office (Class E)	67
Life Science (Class E)	20
Retail (Class E)	7
Enterprise Space (Class F1)	1
TOTAL	**96**

7.4.6 **Figure 7-1** shows a daily profile for the expected servicing demands with 15 vehicles in the peak hour.

Figure 7-1: Delivery and Servicing Trips – Daily Profile



7.4.7 A Delivery and Servicing Plan will be implemented to minimise and manage deliveries.

7.5 TOTAL TRIP GENERATION

7.5.1 The forecast trips generated by the Proposed Development for the morning and evening peak hours are shown in **Table 7-12.**

Table 7-12: Total Development Trips by Mode

Mode	AM Peak Hour (0800-0900)			PM Peak hour (1700-1800)		
	In	Out	Total	In	Out	Total
Pedestrians	113	9	122	7	105	112
Cyclists	164	14	177	10	152	163
Bus	175	15	190	11	163	174
Underground	663	55	718	42	617	659
Rail	538	45	582	34	501	534
Car drivers	0	0	0	0	0	0
Car passengers	0	0	0	0	0	0
Total	**1652**	**138**	**1790**	**104**	**1539**	**1643**

7.6 SENSITIVITY ASSESSMENT

MAXIMUM OFFICE

7.6.1 Although the Proposed Development is designed to accommodate life sciences on floors 3 – 11 with increased floor to floor heights and additional plant, the proposed Use Class E(g) is flexible and therefore, as a sensitivity test, the life science floors have been assessed as office use for a worst-case demand scenario.

7.6.2 The total person trip rates and person trips in the AM and PM peaks are shown in **Table 7-13.**

Table 7-13: Sensitivity Test – Max Office - Total Person Trip Rates and Trips

Time Period	Total Person Trip Rates (per 100sqm GFA)			Total Person Trips Forecast		
	In	Out	Total	In	Out	Total
AM Peak hour	2.307	0.202	2.509	1782	156	1938
PM Peak hour	0.15	2.152	2.302	116	1662	1778
Daily	8.946	8.855	17.801	6908	6838	13746

7.6.3 The resultant number of maximum office trips generated by the Proposed Development is shown in **Table 7-14.**

Table 7-14: Sensitivity Test – Maximum Office Trips by Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Pedestrians	122	11	133	8	114	122
Cyclists	177	15	192	11	165	176
Bus	189	17	205	12	176	188
Underground	715	63	777	46	667	713
Rail	580	51	630	38	541	578

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car drivers	0	0	0	0	0	0
Car passengers	0	0	0	0	0	0
Total	**1782**	**156**	**1938**	**116**	**1662**	**1778**

7.6.4 **Table 7-14** shows that most trips generated by the Proposed Development will be by public transport.

RETAIL AND PUBLIC/ENTERPRISE SPACE TRIPS

7.6.5 For the Max Office scenario assessment, the retail and public space trips will remain as set out in the sections above.

TOTAL TRIP GENERATION

7.6.6 The forecast trips generated by the Proposed Development for the morning and evening peak hours are shown in **Table 7-15.**

Table 7-15: Sensitivity Test - Max Office - Total Development Trips by Mode

Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	In	Out	Total	In	Out	Total
Pedestrians	133	11	144	8	124	132
Cyclists	193	16	209	12	180	192
Bus	206	17	224	13	192	205
Underground	780	65	846	49	727	776
Rail	633	53	686	40	589	629
Car drivers	0	0	0	0	0	0
Car passengers	0	0	0	0	0	0
Total	**1945**	**163**	**2108**	**123**	**1812**	**1934**

7.6.7 When compared to the Proposed Development, the Maximum office scenario generates circa 300 additional person trips in the AM and PM peak hours.

SERVICING TRIP GENERATION

7.6.8 For the Max Office assessment, the office servicing and delivery trips set out in **7.4.4** have been applied alongside the retail and public spaces. **Table 7-16** forecasts the daily servicing trips to the Proposed Development.

Table 7-16: Daily Servicing Vehicles

Land Use	Daily Servicing Trips
Office (Class E)	99
Retail (Class E)	7
Enterprise Use (Class F1)	1
TOTAL	**107**

7.6.9 The Max Office Scenario assessment shows an additional eleven daily deliveries with one additional delivery vehicle in the peak hour when compared to the standard Proposed Development scenario.

7.7 LONDON WIDE IMPACT ASSESSMENT

7.7.1 As set out in the 2023 TA, the impact assessment is presented based on a wholly new development, rather than assessed against an increase in floorspace of the permitted use of the building.

TRIP DISTRIBUTION AND ASSIGNMENT

7.7.2 The 2011 census data has been used to calculate the proposed journey-to-work mode share and distribution, as the 2021 census was undertaken during the Covid pandemic where the government advised people to work from home. Due to this change in working patterns certain data was not collected and there was an increase in home working from 10.3% in 2011 to 31.2% in 2021, which affected the journey to work responses.

7.7.3 Trips are distributed based on 2011 Census origin-destination data for travel to Camden (location of usual residence and place of work by method of travel to work). The most detailed output area for which data is available is at the Middle Level Super Output Area (MSOA) level, which includes the originating trip location for all employees working in Camden. This is considered to be representative of the distribution of future employees at the Proposed Development and is shown in **Table 7-17**.

Table 7-17: Trip Distribution by Mode and Location for Travel to Camden.

Area		Underground	Train	Bus	Bicycle	On foot
Inner London Boroughs (Travel from Borough by Mode)	Camden	3.3%	0.7%	17.3%	10.1%	61.6%
	Hackney	3.1%	1.7%	10.3%	14.5%	2.8%
	Hammersmith and Fulham	3.4%	0.2%	0.9%	2.1%	0.1%
	Haringey	6.3%	0.5%	10.7%	6.2%	1.0%
	Islington	4.2%	0.6%	16.4%	15.9%	11.4%
	Kensington and Chelsea	2.1%	0.1%	2.5%	1.9%	0.3%
	Lambeth	7.3%	1.4%	2.5%	6.7%	0.5%
	Lewisham	1.5%	3.5%	1.5%	1.6%	0.2%
	Newham	3.4%	0.9%	0.6%	0.4%	0.1%
	Southwark	3.2%	1.7%	5.7%	5.0%	1.1%
	Tower Hamlets	4.8%	0.2%	1.4%	4.8%	0.7%
	Wandsworth	6.7%	1.9%	1.1%	6.8%	0.1%
	Westminster and the City of London	2.7%	0.3%	10.7%	4.7%	11.4%
Inner London (subtotal)		**51.9%**	**13.7%**	**81.6%**	**80.6%**	**91.3%**
Outer London		43.0%	33.3%	15.3%	16.7%	4.2%
Southeast		1.2%	24.8%	1.3%	1.1%	1.3%
East of England		3.2%	22.3%	0.9%	0.9%	0.9%
Rest of England		0.7%	5.8%	0.8%	0.7%	2.2%
TOTAL		**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

7.7.4 Given that Census data only allows respondents to input their main travel mode, for instances where journeys are likely to be undertaken by multiple modes, trips have been assigned to both the main mode and final mode.

7.7.5 Some trips have multiple service or route choices, such as along bus corridors served by multiple routes or where Underground stations are served by two lines. In such instances, trips have been assigned to public transport services based on the frequency and travel time.

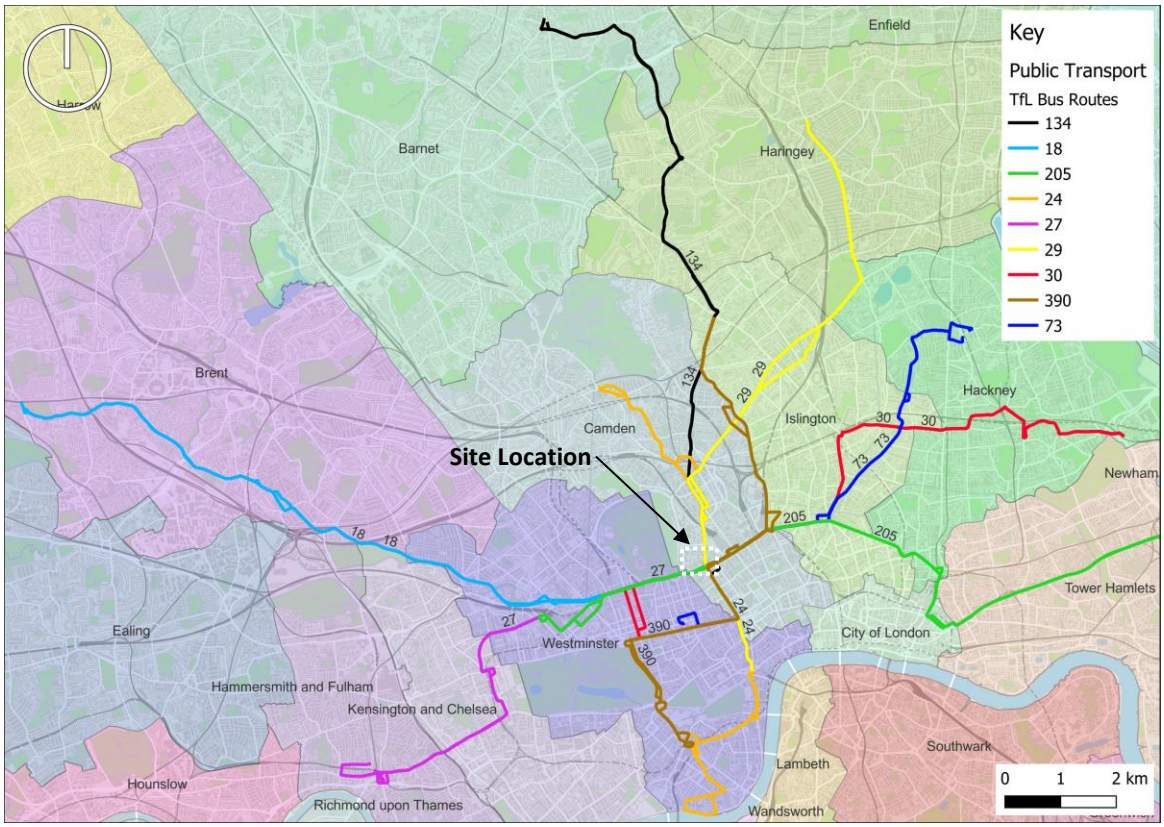
BUS NETWORK ASSESSMENT

7.7.6 The bus trips are forecast to be 204 and 187 trips in the AM and PM peak hours, respectively. These trips have been distributed based on the origin-destination Census data, as shown in **Table 7-17** and assigned to bus services based on route and frequency.

7.7.7 The PTAL assessment identified 19 services that can be used to access the site. Trips to and from the Proposed Development have been assigned manually to the most likely bus service available from the three closest bus stops.

7.7.8 In those instances where a bus trip could use one of many services (e.g., along high-frequency corridors), the trips have been split between the different bus services based on service frequency and travel time. For instance, bus trips to Islington have been assigned to the multiple buses available: 29, 30, 73, 134, 205 and 390. The bus routes associated with the closest bus stops are shown in **Figure 7-2.**

Figure 7-2: Bus Routes



7.7.9 The additional bus passenger increase for each service for the Proposed Development is summarised in **Table 7-18.**

Table 7-18: Additional Bus Passengers per Service – Proposed Development

Service	Stop	Peak Hour Frequency	Direction	AM Peak Hour (0800-0900)		PM Peak Hour (1700-1800)	
				Arrival	Departure	Arrival	Departure
18	Euston Road	5 minutes	Eastbound	1.7	0.1	0.1	1.5
			Westbound	0.0	0.1	0.2	0.3
24	Hampstead Road	8 minutes	Northbound	1.1	0.1	0.1	1.0
			Southbound	0.8	0.1	0.0	0.7
27	Hampstead Road	10 minutes	Eastbound	1.4	0.1	0.1	1.3
			Westbound	0.0	0.2	0.3	0.5
29	Hampstead Road	6 minutes	Northbound	0.3	0.0	0.0	0.3
			Southbound	2.7	0.2	0.2	2.5
30	Euston Road	10 minutes	Eastbound	1.2	0.1	0.1	1.1
			Westbound	2.4	0.2	0.2	2.3
73	Euston Square	6 minutes	Northbound	0.0	0.1	0.2	0.3
			Southbound	1.2	0.1	0.1	1.1
134	Hampstead Road	9 minutes	Northbound	0.0	0.1	0.3	0.4
			Southbound	3.9	0.3	0.2	3.6
205	Euston Road	10 minutes	Eastbound	1.5	0.1	0.1	1.4
			Westbound	2.0	0.2	0.1	1.8
390	Euston Square	9 minutes	Northbound	0.3	0.0	0.0	0.3
			Southbound	1.7	0.1	0.1	1.6

7.7.10 **Table 7-18** shows the expected bus passengers generated by the Proposed Development is low during the peak hours. On average, 0.7 additional passengers per bus are generated by the Proposed Development, which is equivalent to less than 1% of capacity in the AM and PM peak periods.

SENSITIVITY ASSESSMENT – MAX OFFICE

7.7.11 The sensitivity test shows that an additional 34 bus trips in the AM peak and 29 bus trips in the PM will be generated, compared to the main assessment of the Proposed Development's bus networks impacts. This would equate to an additional 0.1 person trips per bus service which is less than 0.2% of the bus capacity in the AM and PM peak hours.

RAIL TRIPS

7.7.12 Although the rail termini are the point where passengers reach central London several other modes of travel will be used to reach the Proposed Development.

7.7.13 Census data is based on 'main mode', which is defined as the mode that trips travel the greatest distance on, and therefore, many rail trips will also use the Underground, bus or cycle to access their destination.

7.7.14 TfL's Policy Analysis Research Report Central London Rail Termini: Analysing passengers' onward travel patterns (September 2011) investigated onward travel from rail termini and the potential for mode shift to reduce congestion on some parts of the transport network. As part of the Research Report, passengers were surveyed at 13 termini stations in 2010. One of the findings relating to onward distance travelled by modes was that:

> *"There is a "tipping point at around 1.5 kilometres, beyond which walking ceases to take account for the majority of trips. Although distance travelled is not the only factor affecting mode share, it is a very significant one which needs to be carefully considered when planning initiatives to achieve mode shift."*

7.7.15 It should also be noted that travel patterns vary depending on the rail station. Part Two of the Research Report includes passenger distribution by mode for individual stations. Stations located closest to Camden, such as Kings Cross, Euston and St. Pancras, had particularly high walk mode shares; 70-80% of onward journeys between 1km and 2km were on foot.

7.7.16 The onward mode (final mode) of rail trips to the site has been determined based on a review of the travel distance between the rail station and the site, the journey options and information contained within the Research Report.

7.7.17 To determine the use of the central London rail termini by rail passengers associated with the Proposed Development, reference has been made to data from the Office of Rail and Road[4] on the usage of train stations from March 2019 to February 2020 (pre-COVID).

7.7.18 The Proposed Development rail trips have been distributed proportionally amongst the busiest Central London Stations, as shown in **Table 7-19.**

[4] https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage

Table 7-19: Proposed Development - Rail Trips – By Station

Rail Station	% Distribution	AM Peak Hour Trips		PM Peak Hour Trips	
		Arrival	Departure	Arrival	Departure
London Bridge	14%	76	6	5	71
London Euston	10%	54	4	3	50
London Kings Cross	7%	39	3	2	36
London Liverpool Street	15%	79	7	5	74
London Paddington	10%	54	4	3	50
London St Pancras	8%	43	4	3	40
London Victoria	16%	88	7	6	82
London Waterloo	19%	104	9	7	97
TOTAL	**100%**	**538**	**45**	**34**	**501**

7.7.19 The TfL Report 'Analysing passengers' onward travel patterns' has been used to assess the modes used for onward travel.

7.7.20 The report sets out that onward journeys are made by:

- Underground – 40%
- On Foot – 36%
- Bus – 10%
- Rail – 9%
- Cycle – 2%
- Other – 3%

7.7.21 The mode used for onward travel was linked with the distance travelled, with different modes dominating different distances:

- 90% of trips on foot were less than 2km;
- 87% of bus trips were between 1 and 5 kilometres, and
- 88% of Underground journeys were longer than 2 kilometres.

7.7.22 Based on the modal splits set out within the TfL Report, the onward journey for rail passengers has been split by distance, mode, expected route and destination station or stop, as shown in **Table 7-20.**

Table 7-20: Proposed Development - Rail Trips – Onward Journey by Mode

Station	Distance to Site	Onward Journey Mode	Line/Service	Station/Stop	%age	AM Peak Hour Trips		PM Peak Hour Trips	
						Arrive	Depart	Arrive	Depart
London Bridge	5.2km	Underground	Northern	Euston	100%	76	6	5	71
London Euston	0.5km	Walk	-	-	100%	54	4	3	50
London Kings Cross	1.5km	Underground	Met/H&C	Euston Square	25%	10	1	1	9
		Bus	30/73/205/390	Uni College Hospital	25%	10	1	1	9
		Walk	-	-	50%	20	2	1	18
London Liverpool St	4.9km	Underground	Circle/Met/H&C	Euston Square	100%	79	7	5	74
London Paddington	2.8km	Underground	Circle/H&C	Euston Square	65%	35	3	2	33
			Bakerloo	Regents Park	25%	13	1	1	13
		Bus	18/27/205	Euston Road	10%	5	0	0	5
London St Pancras	1.5km	Underground	Victoria	Warren Street	25%	11	1	1	10
		Bus	30/73/205/390	Uni College Hospital	25%	11	1	1	10
		Walk	-	-	50%	22	2	1	20
London Victoria	4.0km	Underground	Victoria	Warren Street	100%	88	7	6	82
London Waterloo	3.4km	Underground	Northern	Warren Street	100%	104	9	7	97
TOTAL						**538**	**45**	**34**	**501**

SENSITIVITY ASSESSMENT – MAXIMUM OFFICE FLOOR AREA

7.7.23 The sensitivity test shows that an additional 103 trips in the AM peak and 94 trips in the PM will be generated by the Proposed Development on the rail network.

7.7.24 Once the additional trips are separated by arrival/departure station, this equates to a worst-case increase of 20 passengers in the AM peak hour at Waterloo Station and 17 additional passengers in the AM peak hour at Victoria Station.

7.7.25 Once the additional AM and PM peak hour trips are disaggregated by onward journey mode there is an imperceptible increase on the network.

UNDERGROUND TRIPS

7.7.26 Proposed Development trips that use the London Underground as their main mode have been distributed onto the network based on the analysis shown in **Table 7-17.**

7.7.27 There are several London Underground stations that serve the site (Warren Street, Euston Square, Euston and Regents Park), served by several lines. The analysis calculates the proposed Underground trips per destination station. **Table 7-21** shows the distribution of proposed trips by line and station.

Table 7-21: Proposed Development - Underground Trips by Line and Station

Route/Line	Station	AM Peak Hour Trips	PM Peak Hour Trips	Total	Distribution
Bakerloo	Regents Park	14	13	26	2%
Circle/H&C/Metro	Euston Square	207	190	397	29%
Northern	Warren Street	111	102	214	16%
Northern	Euston	90	82	172	12%
Northern or Victoria	Warren Street	173	159	332	24%
Victoria	Warren Street	123	113	235	17%
TOTAL		**762**	**659**	**1376**	**100%**

7.7.28 **Table 7-21** shows that 57% of proposed Underground trips are expected to use Warren Street Station, 29% will use Euston Square Station, 12% will use Euston Station, and 2% will use Regent's Park Station.

TOTAL UNDERGROUND AND RAIL PASSENGERS

7.7.29 As set out in **Table 7-20** proposed rail trips will use a different mode of onward travel to complete their journey. **Table 7-22** shows the expected Underground and rail journeys by London Underground (LU) station.

Table 7-22: Proposed Development - Rail and Underground Trips by LU Station

Station	AM Peak Hour Flows		PM Peak Hour Flows	
	Entry	Exit	Entry	Exit
Regents Park	2	26	24	2
Euston Square	25	305	284	19
Warren Street	47	569	530	36
Euston	13	159	148	10

7.7.30 The assessment robustly assumes that all trips to these Underground routes are new, whereas many workers will be relocating from other central London areas and will therefore already be on the public transport network.

SENSITIVITY ASSESSMENT – MAX OFFICE

UNDERGROUND TRIPS

7.7.31 The sensitivity test shows that an additional 133 trips in the AM peak and 122 trips in the PM will be generated by the Proposed Development on the Underground network.

7.7.32 Based on the assessment set out in **7.7.27, Table 7-23** shows the distribution of proposed trips by underground line and station.

Table 7-23: Sensitivity Test – Max Office - Underground Trips by Line and Station

Route/Line	Station	AM Peak Hour Trips	PM Peak Hour Trips	Total	Distribution
Bakerloo	Regents Park	16	15	31	2%
Circle/H&C/Metro	Euston Square	244	224	468	29%
Northern	Warren Street	131	120	252	16%
Northern	Euston	106	97	203	13%
Northern or Victoria	Warren Street	204	187	391	24%
Victoria	Warren Street	144	132	277	17%
TOTAL		846	776	1622	100%

*Error due to Rounding

TOTAL RAIL AND UNDERGROUND PASSENGERS

7.7.33 **Table 7-22** shows the expected Underground and rail journeys by London Underground (LU) station.

Table 7-24: Sensitivity Test – Max Office - Rail and Underground Trips by LU Station

Station	AM Peak Hour Flows		PM Peak Hour Flows	
	Entry	Exit	Entry	Exit
Regents Park	3	32	30	2
Euston Square	32	368	343	24
Warren Street	60	682	637	45
Euston	17	192	179	13

7.7.34 Warren Street station is expected to accommodate the majority of the underground trips to and from the Proposed Development with over 55% of all proposed underground trips using the station.

7.7.35 The assessment robustly assumes that all trips are new to these underground routes, whereas many workers will be relocating from other central London areas to the Proposed Development and will therefore already be on the public transport network.

7.8 WARREN STREET STATION ASSESSMENT

7.8.1 Warren Street Station is the closest station to the Proposed Development, and it is expected to have an additional 725 trips during the AM peak hour through the station. An assessment has been undertaken on the gate line and escalators at the station to assess the impacts of the Proposed Development.

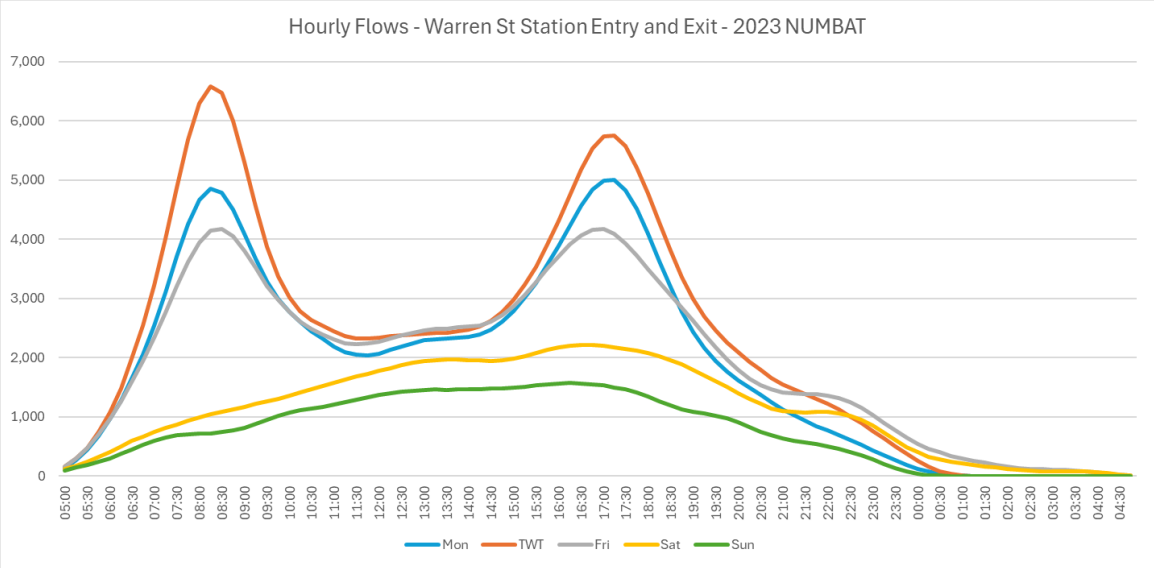
7.8.2 Warren Street station has ten gates, of which eight are standard, and two are wide gates. There are three escalators for access between the ticket hall and platform level.

7.8.3 The original version of this assessment and analysis, shown in the TA, was presented to TfL during the pre-application process, where it was reviewed within TfL and concluded that there is currently capacity on the network to accommodate the demand associated with the development. LUL were content with both the gate line and escalator assessment. The assessment has been undertaken again using more recent TfL data (2023) to provide an up-to-date analysis, and this is what is presented below. The methodology is the same as was previously provided for consistency.

CURRENT STATION USAGE

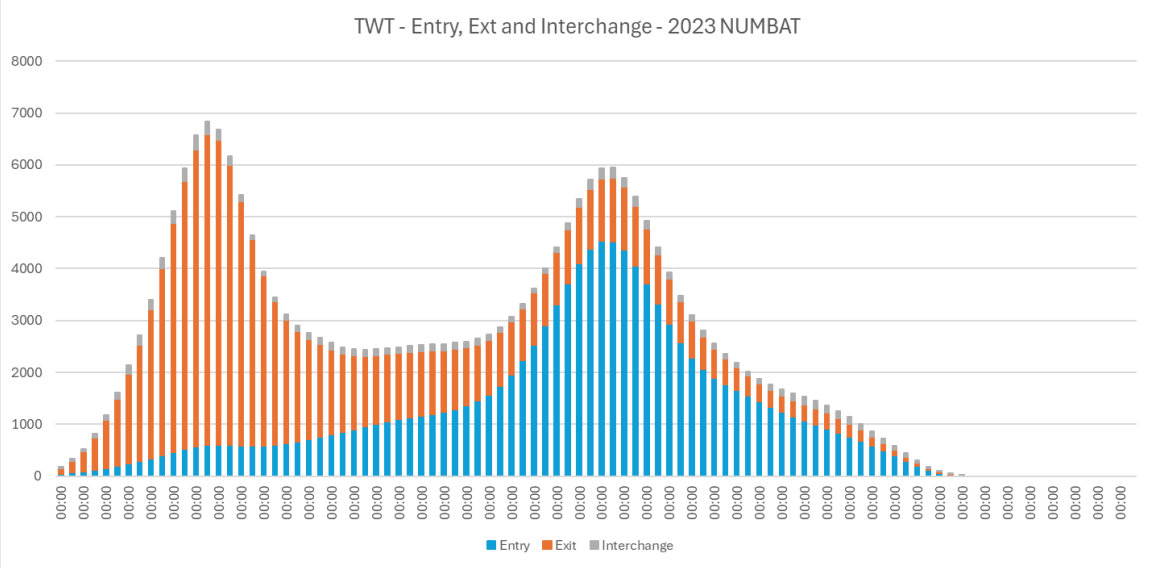
7.8.4 2023 TfL Numbat Data has been used to assess the current station usage. **Figure 7-3** shows the hour flows entering and exiting the station. Based on the latest Numbat data, the average Tuesday, Wednesday, and Thursday flows are higher than both the Monday and Friday flows, suggesting work pattern changes post-pandemic. The figure also demonstrates two significant peaks associated with commuter travel.

Figure 7-3: Warren Street Station Hourly Flows



7.8.5 As mentioned above, Warren Street station is associated with commuter travel and, as shown in **Figure 7-4**, is highly tidal with AM peak hour station exits and PM peak hour entries. The figure also demonstrates a small amount of interchange between the Northern and Victoria Lines, which do not pass the gate line.

Figure 7-4: Warren Street Station - Entry, Exit and Interchange Flows

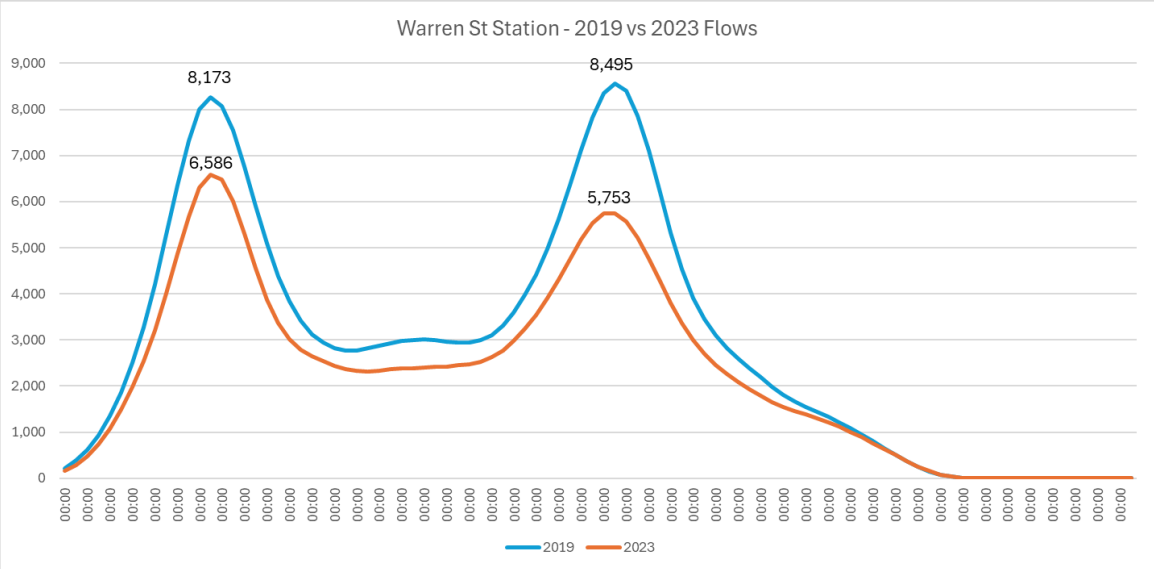


7.8.6 The busiest 15-minute period in the AM peak shows 1,473 station entries and exits (approx. 98 people per minute), and the PM peak shows 1,364 station entries and exits (approx. 91 people per minute)

STATION USAGE - 2019 TO 2023 COMPARISON

7.8.7 To understand the changes to travel patterns and the usage at Warren Street Station pre and post-pandemic, the 2019 station flows were compared to the 2022 flows, as shown in **Figure 7-5.**

Figure 7-5: Warren Street – 2019 vs 2023 flows



7.8.8 The total station flows are 32% lower in the AM peak, 38% in the PM peak and 31% over the day.

GATE LINE ASSESSMENT

2023 EXISTING STATION FLOWS

7.8.9 The gate line assessment is shown in **Table 7-25** based on the 2023 NUMBAT data for Warren Street Station entry and exit flows.

Table 7-25: Gate Line Assessment – 2023 Existing Station Flows

UTS Gate line Requirement		
	AM	**PM**
Entry Flow 5 min	59	476
Total Exiting Passengers	217	43
In Gates	0.5	3.8
Out Gates	4.3	0.9
In Gates (rounded)	1	4
Out Gates (rounded)	5	1
n=platform clearance time (min)	2	2
X (Extra Gates required)	1	1
Number of Gates Required	7	6

WAG Requirement		
Size of gate line	Lower boundary of the gate line	Minimum number of Wide gates
up to 6 (unidirectional gate line only)	*1*	*1*
up to 12	7	2
up to 18	13	3
more than 18	19	4

Required number of gates (Max. of AM and PM)	**7**
Minimum Wide aisle gates required	**2**

7.8.10 As shown in **Table 7-25**, seven gates are required to accommodate the existing 2023 station flows. Warren Street Station currently provides ten gates and is therefore working well within capacity.

2023 EXISTING STATION FLOWS PLUS PROPOSED DEVELOPMENT

7.8.11 **Table 7-26** shows the Warren Street Station gate line assessment based on the existing 2023 station flows plus the Proposed Development flows.

Table 7-26: Gate Line Assessment – 2023 Existing Station Flows Plus Proposed Development

UTS Gate line Requirement		
	AM	**PM**
Entry Flow 5 min	64	531
Total Exiting Passengers	238	50
In Gates	0.5	4.2
Out Gates	4.8	1.0
In Gates (rounded)	1	5
Out Gates (rounded)	5	1
n=platform clearance time (min)	2	2
X (Extra Gates required)	1	1
Number of Gates Required	**7**	**7**

WAG Requirement		
Size of gate line	Lower boundary of the gate line	Minimum number of Wide gates
up to 6 (unidirectional gate line only)	1	1
up to 12	7	2
up to 18	13	3
more than 18	19	4

Required number of gates (Max. of AM and PM)	**7**
Minimum Wide aisle gates required	**2**

7.8.12 As shown in **Table 7-26**, seven gates are required to accommodate the existing 2023 station flows plus the Proposed Development. Warren Street Station currently provides ten gates and can therefore accommodate the additional Proposed Development flows within the existing gate line capacity.

2023 BASE WITH MAXIMUM OFFICE FLOWS

7.8.13 **Table 7-27** shows the Warren Street Station gate line assessment based on the existing 2023 station flows, plus, the maximum office scenario development flows.

Table 7-27: Gate Line Assessment – 2023 Existing Station Flows Plus Max Office Flows

UTS Gate line Requirement		
	AM	**PM**
Entry Flow 5 min	66	545
Total Exiting Passengers	244	52
In Gates	0.5	4.4
Out Gates	4.9	1.0
In Gates (rounded)	1	5
Out Gates (rounded)	5	2
n=platform clearance time (min)	2	2
X (Extra Gates required)	1	1
Number of Gates Required	7	8
WAG Requirement		
Size of gate line	Lower boundary of the gate line	Minimum number of Wide gates
up to 6 (unidirectional gate line only)	1	1
up to 12	7	2
up to 18	13	3
more than 18	19	4
Required number of gates (Max. of AM and PM)		**8**
Minimum Wide aisle gates required		**2**

7.8.14 As shown in **Table 7-27,** eight gates are required to accommodate the existing 2022 station flows plus the flows generated by the maximum office scenario. Warren Street Station currently provides ten gates and can therefore accommodate the additional maximum office scenario flows within the existing gate line capacity.

ESCALATOR ASSESSMENT

7.8.15 An assessment has been undertaken to review the escalator throughput for the 2023 base, 2023 base plus development flows and 2023 base plus sensitivity flows. There are currently three escalators at Warren Street which are appropriate to accommodate all assessed scenarios. The escalator assessment is shown in **Table 7-28.**

Table 7-28: Warren Street Station – Escalator Assessment

Escalator Assessment	2023 Base		2023 Base + Dev		2023 Base + Sen	
	AM	PM	AM	PM	AM	PM
Peak 15-minute exit flow	1564	307	1718	354	1757	369
Per minute average	104	20	115	24	117	25
Escalators required	1.04	0.20	1.15	0.24	1.17	0.25
Escalators required	2	1	2	1	2	1
Peak 15-minute entry flow	147	1189	160	1327	164	1363
Per minute average	10	79	11	88	11	91
Escalators required	0.10	0.79	0.11	0.88	0.11	0.91
Escalators required	1	1	1	1	1	1
Total Escalators Required	**3**	**2**	**3**	**2**	**3**	**2**

7.8.16 As shown in **Table 7-28**, there are sufficient escalators to accommodate the assessed scenarios, with three escalators required during the AM peak periods and two escalators required during the PM peak periods.

WARREN STREET STATION ASSESSMENT SUMMARY

7.8.17 As shown in the assessment above the current Warren Street station configuration of ten gates and three escalators can accommodate the additional flows expected to be generated by the Proposed Development.

7.8.18 The conclusions from the analysis provided in the 2023 TA therefore remain valid.

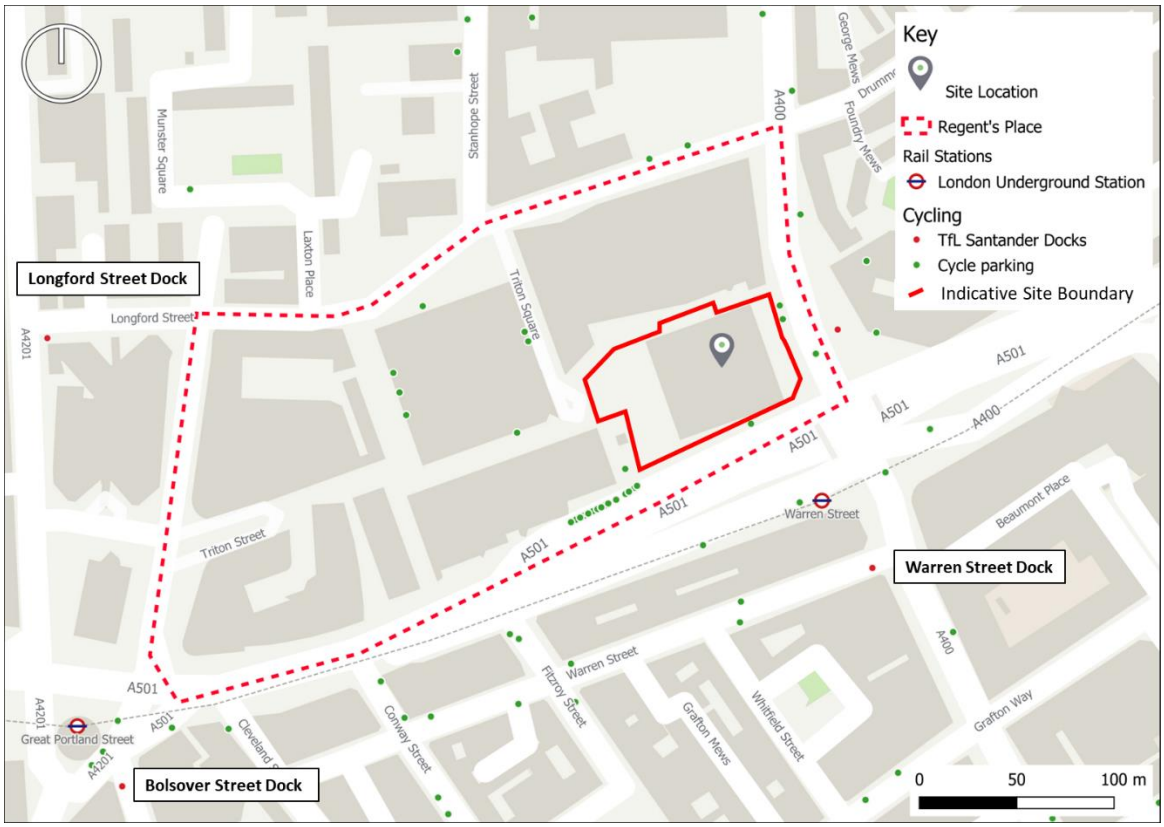
7.9 CYCLE HIRE DOCKING STATION ASSESSMENT

7.9.1 Following the pre-application response from TfL. There is a request for a contribution to:

Expand Cycle Hire capacity by creating a new docking station with the red line boundary.

7.9.2 **Figure 7-6** shows the location of the nearest cycle hire stations as well as the publicly accessible short-stay cycle parking.

Figure 7-6: Existing Cycle Hire Locations

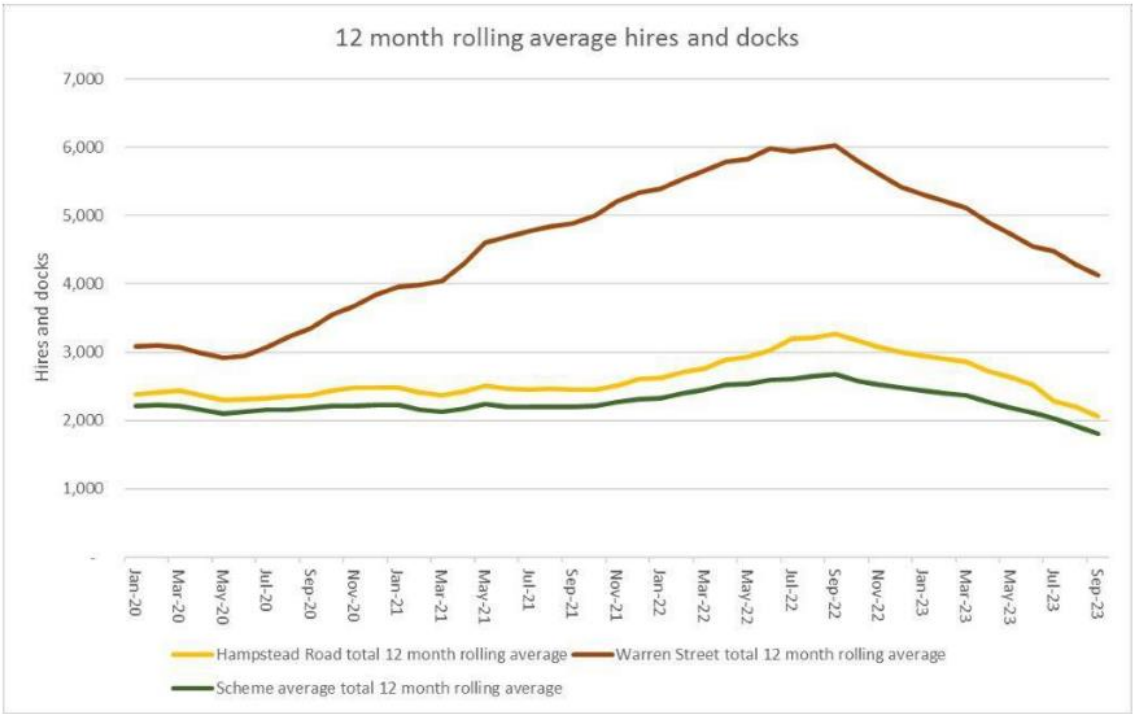


7.9.3 There are four cycle hire docking stations within 400m of the site with the closest located on the eastern footway of Hampstead Road adjacent to the Proposed Development. Between them, they offer access to 120 cycles. The locations of the docks and their capacity are:

- Hampstead Road, Euston (54 bicycles)
- Longford Street, The Regent's Park (21 bicycles)
- Bolsover Street, Fitzrovia (19 bicycles)
- Warren Street station, Euston (26 bicycles)

7.9.4 The latest figures provided by TfL in **Figure 7-7** show that cycle hire in September 2023 was down circa 35% per cent, compared to September 2022 and it is the lowest number since 2013, when fewer bikes and docking stations were available.[5]

Figure 7-7: TfL Cycle Hire Usage



7.9.5 The drop in usage of the TfL cycles could be attributed to two factors, the TfL hire charges were raised in September 2022, and the growth of other cycle hire operators such as Lime, Human Forest, Tier etc which offer electric bikes.

SUMMARY

7.9.6 It is not expected that employees or visitors to the Proposed Development will use the Warren Street cycle hire station, as the Hampstead Road docking station is adjacent to the development.

7.9.7 A small number of employees or visitors to the Proposed Development will use one of the cycle hire schemes available. As shown in the latest 2023 TfL data on cycle hire usage, the number of hires and docks is continuing to reduce. This will mean that fewer employees or visitors will use the docking station, which will increase the space capacity should employees or visitors wish to use it.

[5] https://www.bbc.co.uk/news/uk-england-london-66541858

7.9.8 It is therefore unnecessary to provide a contribution to a new docking station when the data provided by TfL shows a significant reduction in use. The Hampstead Road docking station is currently underutilised with sufficient capacity to accommodate any increase in usage associated with the Proposed Development.

7.9.9 The conclusions made in the 2023 TA therefore remain valid.

7.10 IMPACT ON LOCAL ROAD NETWORK

7.10.1 The Proposed Development is car-free and will generate negligible vehicle trips. The Proposed Development removes circa 100 car parking spaces within the basement and therefore reduce traffic generation when compared to the permitted use of the site.

7.10.2 A total of 15 delivery and servicing vehicles are forecast in the peak hour (10:00-11:00), as set out in **Section 7.4**.

7.10.3 The Proposed Development will have a negligible impact on the local highway network.

7.10.4 No new or materially different impacts arising from the December 2024 Amendments to the Proposed Development have been identified in respect of the local road network, and the conclusions set out in the 2023 TA remain valid.

7.11 LOCAL HIGHWAY IMPROVEMENTS

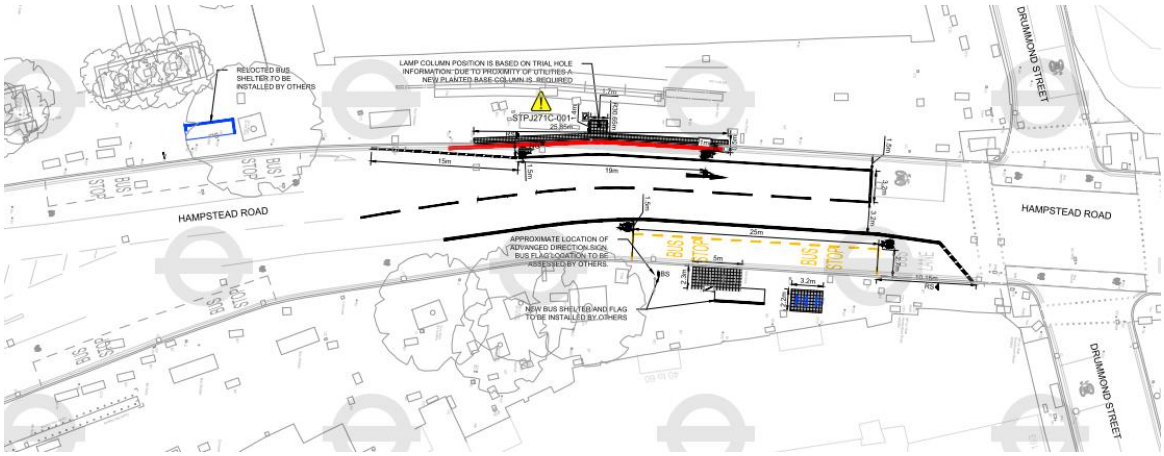
TFL– FUTURE OF TEMP - HAMPSTEAD ROAD

7.11.1 As part of the TfL improvements to sustainable travel, minor works are proposed on Hampstead Road between its junctions with Euston Road and Drummond Street. The proposed works include:

- A relocated northbound bus shelter;
- Minor northbound kerb works;
- Northbound cycle lane extended circa 20m to the south;
- New southbound bus stop, and shelter

7.11.2 An extract from TfL drawing number STPJ271C-ARC-010-02_01-DRG-HE-00002-C01 is shown in **Figure 7-8.**

Figure 7-8: Extract from Future of Temp – Hampstead Road



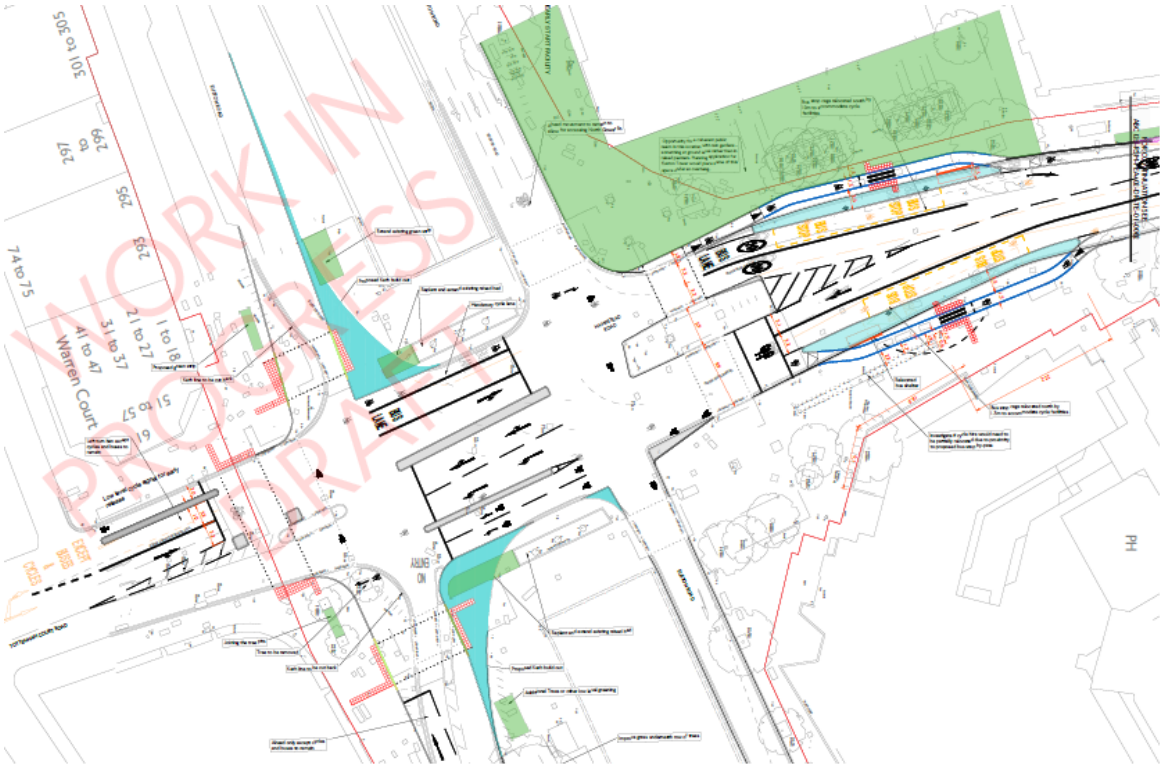
7.11.3 It is understood that these works are current on-hold and will be delivered in the future.

TFL EUSTON CIRCUS/HAMPSTEAD ROAD – GREENING OPTIONS

7.11.4 A Future Greening scheme is currently being developed by TfL which seeks to improve the Euston Circus junction and the Hampstead Road environment by providing additional greening along with improvements for pedestrians, cyclist and bus users.

7.11.5 **Figure 7-9** is TfL's outline proposals for potential greening options on the Hampstead Road corridor adjacent to the Site. The works include revisions to the north and southbound bus stops, kerb works at the Euston Circus junction and greening improvements at both the junction and Hampstead Road.

Figure 7-9: TfL Hampstead Road – Proposed Greening Scheme



7.11.6 Although these works are not related to the Proposed Development, discussions are taking place with TfL over the mechanism of delivering improvement works to the footways adjacent to the site which form part of the Transport for London Road Network.

7.12 MANAGEMENT STRATEGIES

7.12.1 A number of management plans will be implemented to ensure the Proposed Development encourages sustainable travel and operates efficiently. As set out in the 2023 TA, it is expected that the plans listed below will be secured by planning conditions or obligations.

- Travel Plan
- Delivery and Servicing Plan
- Car Parking Design and Management Plan
- Construction Logistics Plan

8 SUMMARY AND CONCLUSIONS

8.1.1 This Transport Assessment Addendum has been prepared to support the scheme changes as part of the revised planning application at Euston Tower, 286 Euston Road, London, NW1 3DP ('the Site'), situated within the London Borough of Camden.

8.1.2 As demonstrated in this document, the conclusions set out in 2023 TA remain valid. For completeness, the conclusions (updated to reflect the December 2024 Amendments to the Proposed Development) are set out below.

8.2 SUMMARY AND CONCLUSIONS

8.2.1 The Site covers an area of 8,079 sqm, comprised of a single ground plus an existing 36-storey tower. The tower has been largely vacant for several years, predominantly comprising office uses on the upper floors; however, there are still retail uses currently in operation at the ground floor level.

8.2.2 The development proposal will redevelop the site to deliver a new office-led mixed-use development. The Proposed Development is designed by 3XN Architects.

8.2.3 Full Planning Permission is sought for the following:

> *Redevelopment of Euston Tower comprising retention of parts of the existing building (including central core, basement and foundations) and erection of a new building incorporating these retained elements, to provide a 32-storey mixed-use building providing offices and research and development floorspace (Class E(g)) and office, retail, café and restaurant space (Class E) and enterprise space (Class E/F) at ground and first floors, and associated external terraces; public realm enhancements, including new landscaping and provision of new publicly accessible steps and ramp; short and long stay cycle storage; servicing; refuse storage; plant and other ancillary and associated work.*

8.2.4 The transport strategy for the development has been developed in mind of the Healthy Streets approach by prioritising walking and cycling and minimising and managing trips by motorised vehicles.

8.2.5 Active frontage, pedestrian-prioritised landscaped footways and public realm will be provided as part of the proposal. The walking experience around the site will be significantly improved with the new public realm and landscaping.

8.2.6 The development has been designed to provide an excellent experience for cyclists with a dedicated access stair and lift, significant cycle parking (890 long-stay and 100 short-stay spaces) and supporting facilities including showers, lockers, changing space, a towel service, maintenance, and repair facilities. A Travel Plan will be implemented to maximise active travel and the use of these facilities.

8.2.7 The existing vehicle access points from Drummond Street and Longford Street are retained as they serve the Regent's Place Campus. The Longford Street access is primarily used by service vehicles to access the basement via a ramp. Eight servicing bays and waste storage facilities are provided within the basement loading area, which is shared with the Brock Street buildings. The servicing strategy for the development will explore the use of site consolidation to minimise and manage the number of servicing vehicle journeys. A cargo bike facility at both ground and basement levels will be provided to encourage the use of sustainable freight.

8.2.8 The site has a PTAL of 6b, demonstrating its excellent access to public transport services, including step-free stations and stops and suitability for high trip-generating development. A range of local facilities and public transport nodes which will encourage active travel can be easily accessed from the site.

8.2.9 A thorough trip generation and distribution exercise has been undertaken to establish the impacts of the Proposed Development. Travel will primarily be undertaken by public transport and active modes. Assessments of the local public transport network demonstrate that development trips can be accommodated on the network without perceptible impact. Furthermore, the assessment has demonstrated that the Elizabeth Line has changed travel patterns, with other London Underground stations near to the Elizabeth Line (such as Warren Street station) experiencing a significant reduction in total entry and exit flows.

8.2.10 The Proposed Development is expected to generate an increase in trips in the AM and PM peak hours as a result of the Proposed Development. The forecast increases are considered to be accommodated within the existing transport network capacities, and the impact on the local public transport, active travel and highway networks has been shown not to be significant in the context of the public transport network capacity.

8.2.11 High-level construction logistics strategies have been thoroughly explored through discussions with TfL. The construction logistics strategy options have been reviewed against the impacts on pedestrians, cyclists, bus users, general road traffic, highway safety and the construction programme viability. The review concluded that during the proposed Phase 2 below ground construction the northbound Hampstead Road bus stop is located to the north which would have the least impact on all road users and provides the most efficient construction programme.

8.2.12 In accordance with TfL's Healthy Streets TA Guidance, **Table 8-1** summarises the key transport impacts and issues, and proposed solutions and mechanisms for the Proposed Development.

Table 8-1: Healthy Streets Transport Assessment Conclusions

	KEY TRANSPORT IMPACTS / ISSUES	SOLUTIONS / MECHANISMS
Site & Surroundings	The site is highly accessible by public transport.	Improvements form part of the scheme design, including significant enhancements to pedestrian permeability and connectivity as a result of the proposed public realm improvements.
	Limited existing public realm or attractive space on Euston Road and Hampstead Road	Active frontage and pedestrian-prioritised, landscaped public realm will be provided as part of the proposal. A dedicated cycle entrance and an entrance into the public use space will be provided on Euston Road.
	Providing for the policy-compliant long-stay cycle parking and associated end of trip facilities for cyclists required for a high-density scheme.	890 long-stay and 100 short-stay cycle parking spaces will be provided. High quality cycle parking facilities will be provided. The quantity of long and short stay cycle parking spaces meets the London Plan (2021) standards.
Active Travel and Vision Zero	Five KSIs collisions took place in the vicinity of the Site.	The recently introduced 20mph speed limit on the Euston Road will help to decrease potential KSI incidents
	There are a number of key destinations within a 20-minute cycle ride of the site, including bus stops, London Underground / Overground and National Rail stations and retail. The identified routes show how well connected the site is to the public transport network.	The public realm proposals will enhance the local pedestrian and cycling network. New pedestrian and cycling access points will be created, which will meet the desire lines.
London Wide Network	The development will generate new trips on the transport network, particularly the public transport network, considering it will be car-free.	A detailed review of how and where people will travel has been undertaken, and the impacts of the development on the London-wide network are expected to be negligible. The proposed development is located in an area with excellent access to public transport routes and high-frequency services, which can accommodate the forecast development trips without perceptible impact. An Outline Travel Plan has been provided as part of the planning application, which sets out a range of measures and initiatives aimed at encouraging further use of active travel for users of the Proposed Development.
LB Camden Analysis	The development will add to the existing high footfall around the site, which may affect the pedestrian comfort levels.	A pedestrian comfort level analysis has been undertaken and shows the surrounding footways will provide comfortable pedestrian conditions.
Construction	Full details of the construction timing and methodology will not be known until a contractor is appointed.	An Outline CLP has been included in the planning submission and a Detailed Construction Logistics Plan will be prepared by a contractor once appointed.

8.2.13 The proposed scheme is consistent with relevant transport policy guidance and is not expected to give rise to any material transport related impacts. It therefore meets the test of the NPPF at paragraph 115 which states that:

> *"…development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

8.2.14 This Transport Assessment Addendum has demonstrated that the Proposed Development will prioritise active and sustainable travel, have a negligible impact on the London-wide public transport and highways networks, and will contribute localised improvements to the site and its surroundings. It is concluded that the planning application proposal is acceptable in traffic and transport terms.

APPENDIX A

PROPOSED DEVELOPMENT PLANS

Euston Tower

Notes

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3. All dimensions shall be verified on site before proceeding.
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Revisions:

P1: Planning Submission (December 2023)

P2: Revisions to Application

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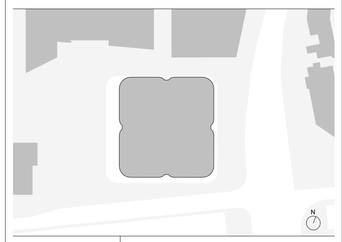
3XN

PROJECT	EUSTON TOWER
AUTHOR PROJECT NUMBER	1312
PROJECT	PLANNING APPLICATION
CLIENT	
	British Land Property Management Limited
	York House 45, Seymour Street, London. W1H 7LX
	info@britishland.com / Tel: +44 20 7486 4466



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AUTHOR	AAI
REVISION	P2
ISSUE DATE	18/11/2024
DRAWING TITLE	Level B1 Plan - Proposed
DRAWING NUMBER	ET-DR-A-20099

10 BROCK STREET

20/30 BROCK STREET AND 175 DRUMMOND STREET

TRITON SQUARE

2 TRITON SQUARE

REGENT'S PLACE PLAZA

BROCK STREET

EUSTON ROAD (A501)

HAMPSTEAD ROAD

BUS STOP

BUS LANE

B-B ET-DR-A-30002

C-C ET-DR-A-30003

D-D ET-DR-A-30004

A-A ET-DR-A-30001

BOH ENTRANCE

ACCESSIBLE LIFT ENTRANCE

FIRE EXIT

ENTRANCE PUBLIC

EXTENT OF BUILDING ABOVE

ENTRANCE PUBLIC

AHU

CLASS E/F

OPEN VOID

MP

CLASS E/F

UKPN

FCC / SEQURITY

CLASS E(g)

ENTRANCE UKPN

FIRE EXIT

FIRE EXIT

ENTRANCE

BIKE PARKING ENTRANCE

ENTRANCE

ENTRANCE

Euston Tower

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Revisions:

P1: Planning Submission (December 2023)

P2: Revisions to Application

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3XN

PROJECT	EUSTON TOWER
AUTHOR PROJECT NUMBER	1312
PROJECT	PLANNING APPLICATION
CLIENT	
	British Land Property Management Limited
	York House 45, Seymour Street, London. W1H 7LX
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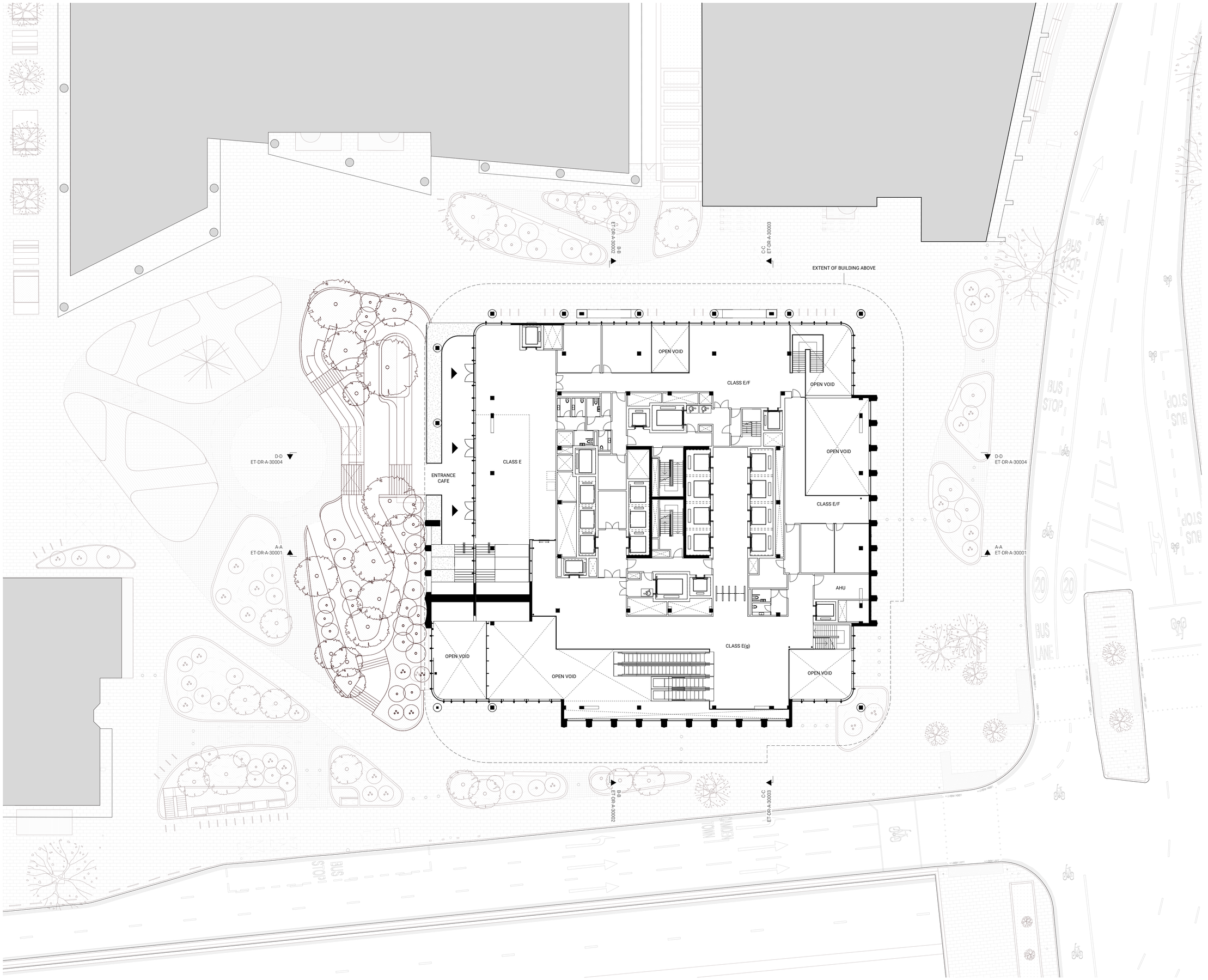
GRAPHIC	0 2M 4M 10M
SCALE	1 : 200 (A1)
AUTHOR	3XN
REVISION	P2
ISSUE DATE	18/11/2024
DRAWING TITLE	Level 00 Plan - Proposed
DRAWING NUMBER	ET-DR-A-20100



Euston Tower

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Revisions:

P1: Planning Submission (December 2023)

P2: Revisions to Application

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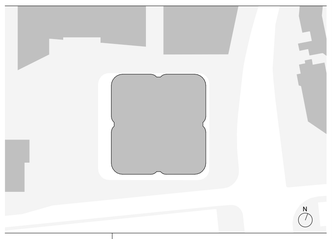
PROJECT	EUSTON TOWER
AUTHOR PROJECT NUMBER	1312
PROJECT	PLANNING APPLICATION
CLIENT	
	British Land Property Management Limited
	York House 45, Seymour Street, London. W1H 7LX
	info@britishland.com / Tel: +44 20 7486 4466



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AUTHOR	3XN
REVISION	P2
ISSUE DATE	18/11/2024
DRAWING TITLE	Level 01 Plan - Proposed
DRAWING NUMBER	ET-DR-A-20101

APPENDIX B

SWEPT PATH ANALYSIS

N

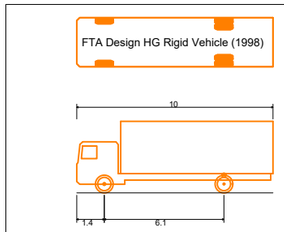
ACCESS

PROPOSE BIKE STORAGE AREA AT MEZZANINE LEVEL AND BIN STORE ON BASEMENT LEVEL

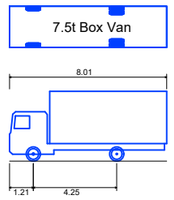
AREA KEPT CLEAR FOR GOODS LIFT TO UPPER LEVEL

AREA KEPT CLEAR FOR WALKWAY

INDICATIVE LOCATION FOR CARGO BIKES



FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

EGRESS

1:250

0 5m 10m 15m 20m 25m

Rev	Date	Description	Drn	Chk	App
C	06/11/24	UPDATED LAYOUT AND ADDED TRACKING	HMC	PM	MP
B	04/11/24	UPDATED LAYOUT AND ADDED TRACKING	HMC	PM	MP
A	11/10/23	FIRST ISSUE	EP	MP	MP

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VELOCITY Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

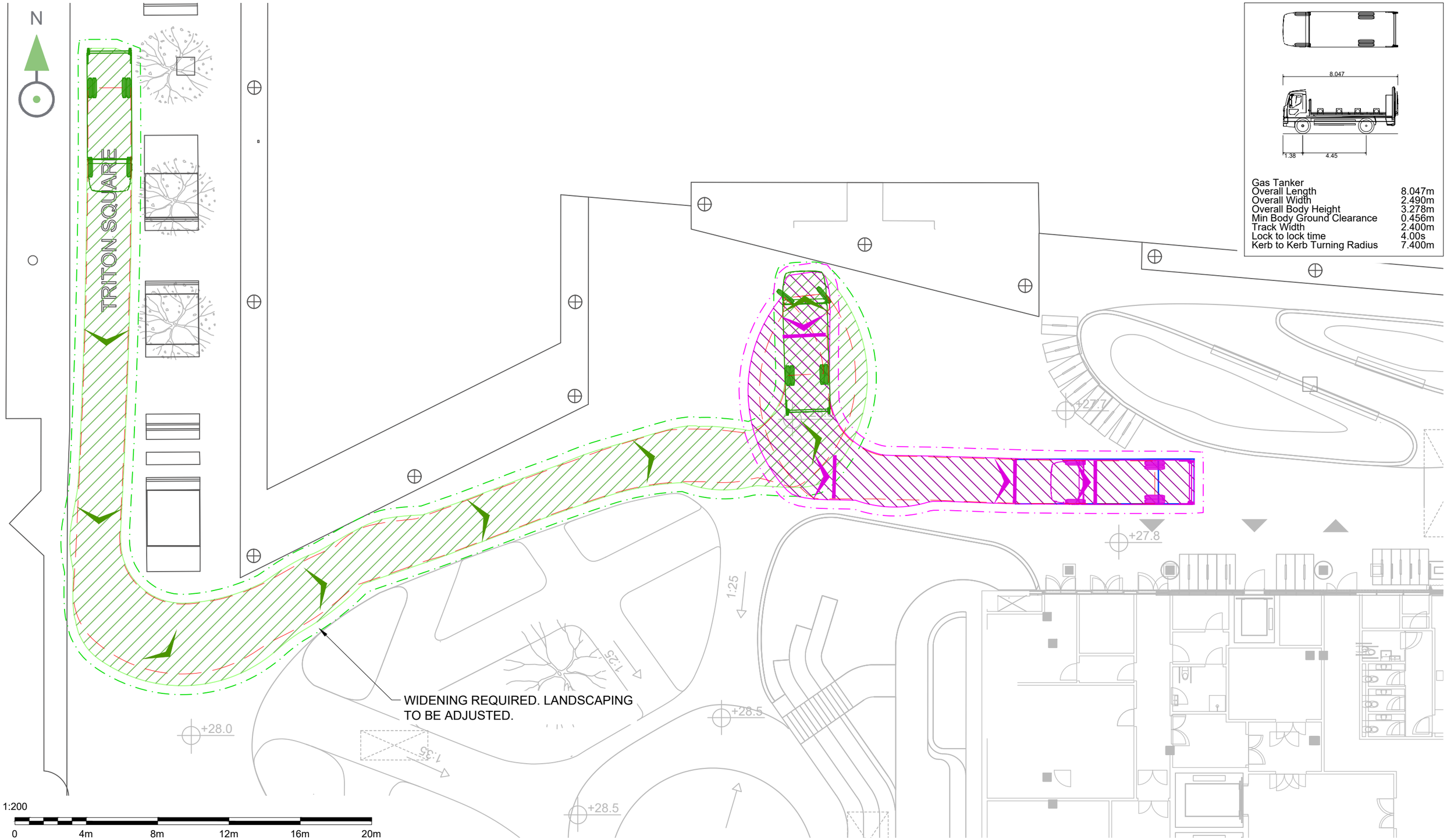
Project Title: EUSTON TOWER

Drawing Title: PROPOSED BASEMENT SERVICE YARD SWEPT PATH ANALYSIS 10m RIGID VEHICLE AND 7.5T BOX VAN

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	11/10/23	EP	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-SP-006	C

Drawing file: 22-181-SP-006-C- Proposed Basement - Service Yard - Swept Path Analysis.dwg Date: Nov 06, 2024 - 1:21pm



Gas Tanker	
Overall Length	8.047m
Overall Width	2.490m
Overall Body Height	3.278m
Min Body Ground Clearance	0.456m
Track Width	2.400m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Rev	Date	Description	Drn	Chk	App
F	21/11/24	REVISED LAYOUT & TRACKING	HMC	PM	MP
E	12/11/24	INDICATIVE CYCLE PARKING ADDED	HMC	PM	MP
D	31/10/24	REVISED LAYOUT & TRACKING	HMC	PM	MP
C	10/11/23	REVISED LAYOUT & TRACKING	EP	MP	MP
B	01/11/23	REVISED LAYOUT & TRACKING	EP	MP	MP
A	11/10/23	FIRST ISSUE	EP	MP	MP

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VELOCITY
Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect:

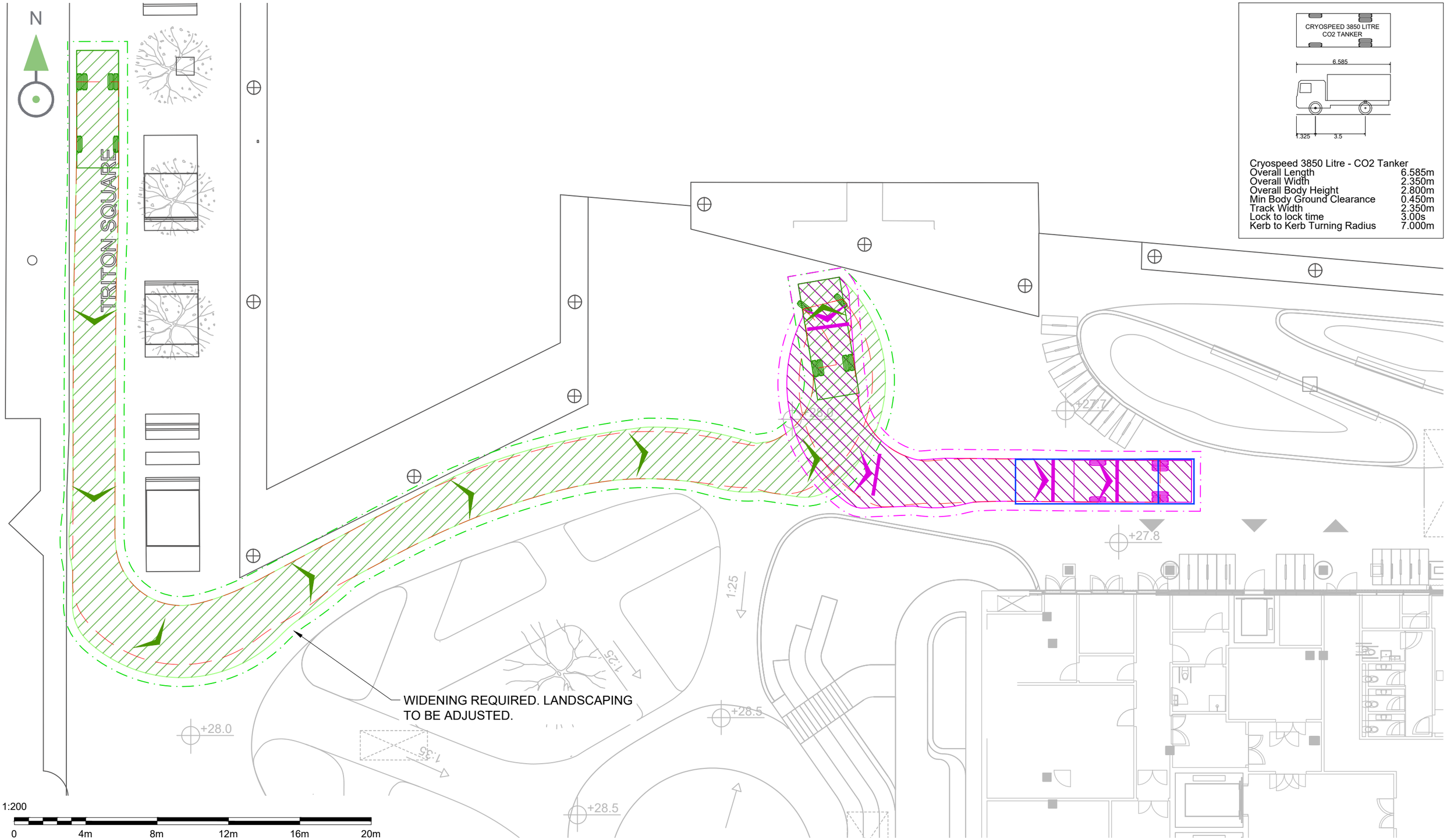
Project Title: EUSTON TOWER

Drawing Title: SWEPT PATH ANALYSIS GAS TANKER

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	11/10/23	EP	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-SP-003	F

Drawing file: 22-181-SP-003-005-E - Landscape Layout - Servicing - Swept Path Analysis.dwg Date: Nov 21, 2024 - 11:17am



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E	12/11/24	INDICATIVE CYCLE PARKING ADDED	HMC	PM	MP
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C	10/11/23	REVISED LAYOUT & TRACKING	EP	MP	MP
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A	11/10/23	FIRST ISSUE	EP	MP	MP

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VELOCITY
Transport Planning

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

Project Title: EUSTON TOWER

Drawing Title: SWEPT PATH ANALYSIS
GAS TANKER

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	11/10/23	EP	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-SP-004	F

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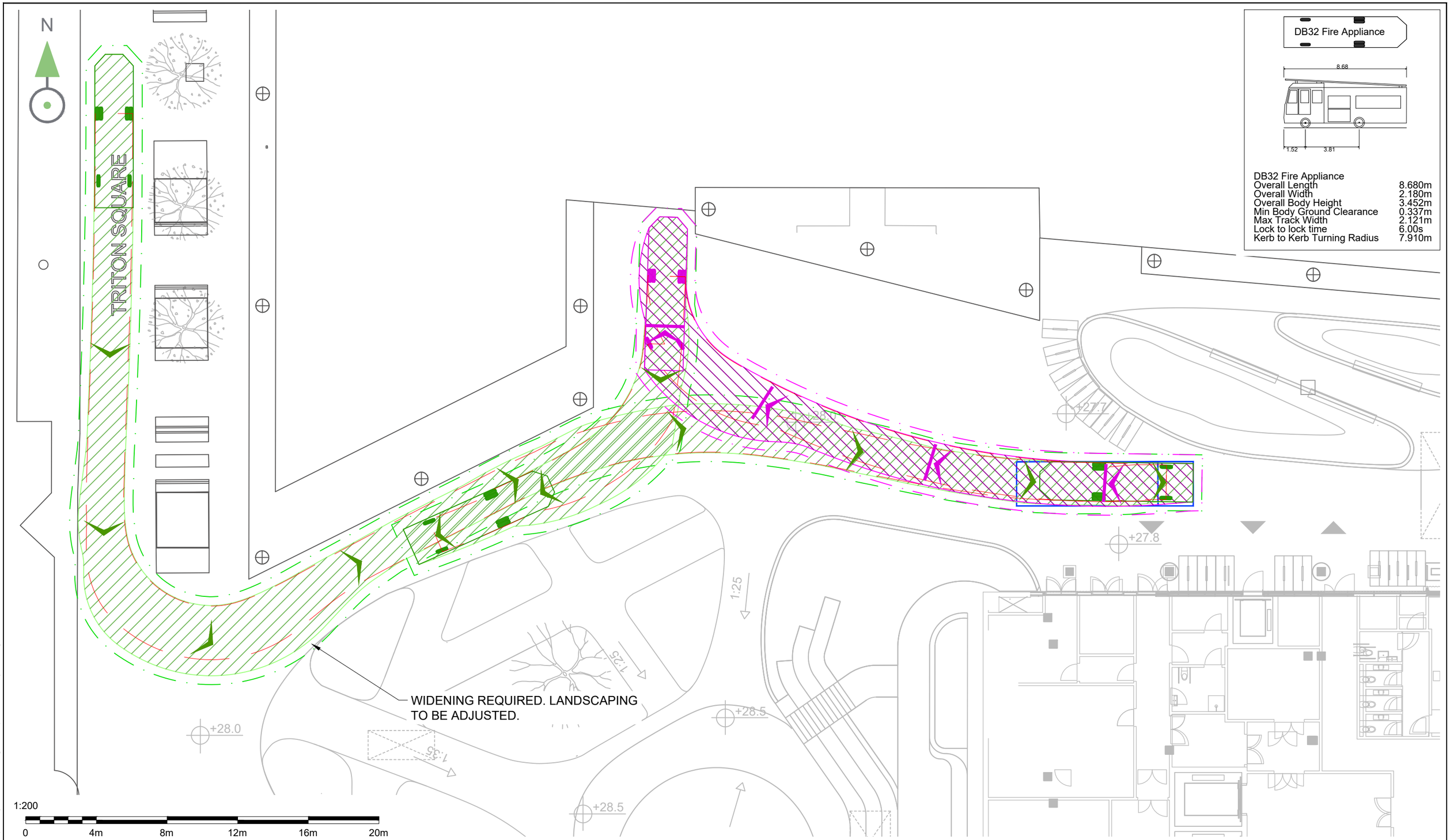

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D	31/10/24	REVISED LAYOUT & TRACKING	EP	PM	MP
C	10/11/23	REVISED LAYOUT & TRACKING	EP	MP	MP
B	01/11/23	FIRST ISSUE	EP	MP	MP
A	11/10/23	FIRST ISSUE	EP	MP	MP

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VELOCITY
Transport Planning

Drawing Status
S2 - FOR INFORMATION

Client
British Land

Architect

Project Title
EUSTON TOWER

Drawing Title
SWEPT PATH ANALYSIS
FIRE APPLIANCE

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:200	11/10/23	EP	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-SP-005	F

Drawing file: 22-181-SP-003-005-E - Landscape Layout - Servicing - Swept Path Analysis.dwg Date: Nov 21, 2024 - 11:19am