

Euston Area Plan Examination

Matters, issues and questions for the Hearing sessions

Matter 4 Euston Station – EAP Team Responses

Question 4.1: How will the Plan deliver its stated vision of a world class transport interchange at Euston Station in the context of the various proposals contained within the Plan (particularly Strategic Principle EAP3 and Development Principle EAP1), the HS2 Bill and the planning regime for the construction of HS2?

- 4.1.1 The vision of the plan to create a world class station and transport interchange is dependent on the delivery of numerous elements of the plan principles, and commitment from the key stakeholders for station development – HS2 Ltd, DfT and Network Rail. The plan has been drafted with technical input and comments from HS2 Ltd and Network Rail, to reflect the constraints and also the organisational ambition of these bodies, but also to marry that with the wider community, GLA, TfL and Camden Council objectives. Significantly, neighbouring borough the City of Westminster note in their representations to the EAP, that they support the Strategic Principle (EAP3) of providing a world class station and transport interchange at Euston.
- 4.1.2 The plan sets out development principles for development above the station for the three main station redevelopment options of: (1) Comprehensive redevelopment above lowered tracks and platforms; (2) New high speed station alongside retained existing station; and, (3) Redeveloped station on the existing footprint. The EAP is designed to be flexible by providing key development principles which could be applied to any station design scenario, as the station design itself will be determined by the HS2 Hybrid Bill process. The current station design in the HS2 Hybrid Bill is one based on the second option listed above. However, as mentioned in our statement in relation to matter 3, the Secretary of State and subsequently the DfT have instructed HS2 Ltd and Network Rail to jointly develop an alternative station design for a comprehensive redevelopment of the station with a level deck, which would be more akin to the first option listed above. The comprehensive redevelopment of Euston Station is more likely to meet the objectives of the EAP.
- 4.1.3 Over site development associated with any station design will be determined outside of the HS2 Hybrid Bill process and the EAP will be a material consideration when assessing any proposals that come forward. The EAP will also be a material consideration when considering the design of the station at Euston in so far as the provisions of the approvals process set out in the Bill allow.
- 4.1.4 To promote the design and delivery of a world class station at Euston, the plan identifies key components necessary in Strategic Principle EAP3 and Development Principle EAP1. Architectural quality, ease of access, effective onward distribution of passengers and promoting sustainable travel are all essential elements of station design. Key elements required for enhanced rail facilities are also set out in more

detail on page 56 of the EAP, and these criteria reflect the ambitions of Network Rail for a radically improved station at Euston. These criteria will therefore be applied to considering any station redevelopment at Euston. The EAP therefore provides a flexible framework for the delivery of a world class interchange which reflects the ambitions of both delivery and planning authorities whilst recognising the uncertainties of final station design.

Question 4.2: Does the Plan provide sufficient guidance for the enhancement of Bus facilities at Euston Station?

- 4.2.1 It is considered that the EAP does provide sufficient guidance for the enhancement of bus facilities at Euston Station. Development Principles EAP 1 and 2 both note requirements for new bus facilities here. The final design and delivery of the bus station is integral to the HS2 Hybrid Bill process, and until the station design is finalised, it is difficult to provide any further detail for the facilities. The EAP Transport Study (document EED6) produced to support the preparation of the EAP identifies the current issues with the bus facilities at the station and considers future passenger demand arising from both future rail passengers and those associated with new development in the area.
- 4.2.2 The study identifies and assesses different approaches (see section 8.3 of the study) to provide enhanced bus facilities at Euston Station and identifies the TfL preferred solution as a linear bus station. This option will allow for the creation of a high quality and convenient interchange environment for passengers whilst also improving permeability and the public realm. Page 58 of the EAP sets out the key requirements for new bus facilities. The need for new bus facilities is noted along with the need to ensure these enhance movement for pedestrians and cyclists around the station and more widely through the Euston area, contributing positively to the public realm and townscape.
- 4.2.3 Under the supporting text for Development Principle EAP1, Euston Station, on page 75 of the EAP further guidance is provided on the design of bus facilities. The text notes the need for careful consideration of the design and location of bus facilities to ensure that the setting of Euston Square Gardens is improved, the public realm is enhanced and that the facilities are designed to contribute positively to the image and attractiveness of Euston as a gateway to London and major new destination.
- 4.2.4 The text also notes that Camden Council are keen to continue to investigate options to reduce the amount of bus infrastructure in front of the station by stopping more buses on existing streets through the ongoing TfL Roads Task Force work. At this stage, the Transport Study results indicate that this type of option does not perform as well as the linear bus station in terms of difficulties in providing common stops for passengers, increasing bus mileage/emissions/costs and impacting on traffic capacity on Euston Road causing delays and dispersal onto local roads. However, if the Task Force work results in changes to the way Euston Road is managed, and

bus operation solutions could be found this option would be preferable to Camden due to the significant design and public realm benefits for the setting of both Euston Square Gardens and any new development in front of the station.

- 4.2.5 Finally, Development Principle EAP2: Euston Road notes at section B of the principle that opportunities to improve the setting of Euston Square Gardens and its heritage assets through the provision of a redesigned bus facility will be encouraged. The supporting text at page 83 of the EAP notes the need for further assessments of the design of new bus facilities to ensure the best balance is achieved between providing a high quality interchange facility and a high quality of urban realm which is permeable for pedestrians. It is anticipated that this level of detail will be discussed as the final design for Euston Station is developed and assessed through regular liaison between Camden Council, TfL and GLA with Network Rail and HS2 Ltd.

Question 4.3: Does the Plan provide sufficient guidance for the pedestrian and cycle routes to/from Euston Station and within the Station environs?

- 4.3.1 The EAP provides guidance on pedestrian and cycle routes to/from Euston Station and within the Station environs in several places. Firstly in section 3.4, under Strategic Principle EAP3: Transport measures to promote walking and cycling, including new routes and facilities, enhanced signage and significant public realm improvements are required to mitigate the impact of HS2 and to support growth and development generally in the area.
- 4.3.2 Figure 3.5 illustrates the existing, new and proposed enhanced walking and cycling routes. These have been developed based on knowledge of the existing and predicted future pedestrian and cycle flows (see sections 4.3.2 - 4.4.2 and 6.5.1 of the Transport Study), combined with knowledge of the historic street patterns in the area (informed by the EAP Historic Area Assessment, area wide opportunities), urban design principles (see chapter 8 of the EAP Background Report, document EAP7) and the results of initial consultation (see section 1.18 of the Consultation Statement, document EAP4) which showed a desire to create east-west and north-south routes across the station site which linked into surrounding streets creating a new permeable piece of city.
- 4.3.3 Routes across the station site are generally considered appropriate only for pedestrians and cyclists and the link between Varndell Street and Polygon Road and from Cobourg Street north to Park Village East are proposed to be walking and cycling priority routes. Improved crossings at key junctions on the surrounding main roads (Hampstead Road, Eversholt Street and Euston Road itself) are also indicated to help with pedestrian movement to and from the station area in particular, facilitating sustainable modes of travel. Figures 3.3 (Design strategy), 3.5 (Transport Strategy illustrative masterplan) and 3.8 (Open space network illustration) all show the critical routes to be delivered through the redevelopment of the station and potentially smaller enhancements to the surrounding street networks to improve permeability for both pedestrians and cyclists where opportunities arise.

- 4.3.4 Development Principles for each of the plan areas seek to enable the creation or enhancement of these walking and cycle routes. These principles also suggest additional local walking routes in some instances, in association with longer term development or where there are opportunities to enhance existing links.
- 4.3.5 The EAP therefore identifies both strategic and local pedestrian and cycle links designed to enhance permeability and promote sustainable travel around the area. These are based on a robust and varied evidence base as set out above.