



## *‘Our Euston’*

A report of the work of the  
Euston Residents’ Assembly  
(September - December 2018)

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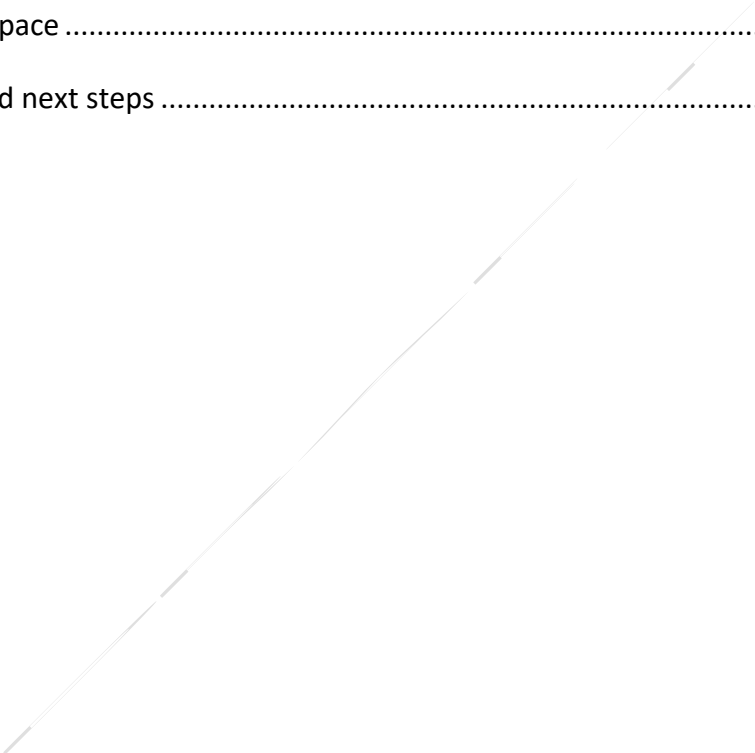
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# Executive Summary

## 1 Background

The decision to build HS2 and the associated development means that the area around Euston is set to change dramatically with huge challenges and potentially many benefits for local people.

The redevelopment of Euston Station and adjacent sites involves HS2 Ltd, Network Rail, Transport for London, Lendlease—the Department for Transport’s Master Development Partner, and the London Borough of Camden which is the planning authority. Camden council is producing a Euston Area Planning Brief, which will support the existing Euston Area Plan in guiding the development. Public consultation on the draft brief is planned in 2019.

There is a long history of community engagement in the Euston area with many residents involved in the process since HS2 was first announced. Following a public consultation on principles to guide the production of the planning brief in summer 2017, the Council were keen to engage a cross-section of residents who had not been involved in the conversation to date. It set up the Euston Residents Assembly (ERA) which operated on a citizens’ assembly model, providing a means through which insight could be gathered from participants using a more deliberative approach.

The Campaign Company (TCC), an independent research and engagement company were commissioned to recruit, facilitate and report back on the ERA. This report represents the results of the ERA’s deliberations over the course of several months in 2018 involving a core of 25 local people from the Regent’s Park, and St. Pancras and Somers Town wards. We are grateful for the enthusiasm and commitment that members of the Euston Residents’ Assembly showed throughout the process.

At the core of the deliberative approach is a format and environment with both resident and expert input that allows for reasoned, informed discussion of the issues. Assembly members met experts, elected members and officers and were able to express concerns, raise questions and put forward suggestions. Discussions were designed to share experiences and perspectives so that areas of consensus and disagreement could be captured.

The key topics of discussion across the five sessions were:

- **Getting around Euston** – included a walking tour and explored key routes through and around Euston and priorities for surface transport
- **Euston’s open spaces** – exploring aspirations for open spaces
- **Best use of space in Euston** – exploring the best use of land for housing, economic and community uses

Further details of the discussions at each session are contained later in this report but headline views are summarised thematically below.

## **2 Getting around Euston**

Discussions around the challenges of getting around Euston now and in the future were facilitated through a number of devices including a walking tour of the area, group discussions supported by expert briefings and prioritisation exercises.

The general feeling among members of the Assembly is that the:

- Euston area is not currently pleasant, safe or easy for people to get around by foot or bike due to pollution and traffic, a lack of crossings and cycle lanes, and a feeling that the station acts as a barrier to walking routes.
- Euston bus station is not a particularly well-designed bus facility nor is it a pleasant place to wait for a bus.
- ERA wanted new walking routes introduced through the station, surrounding roads to be improved
- Safety and crime were also identified as key issues.

## **3 Euston's open spaces**

HS2 will need to re-provide open space to mitigate for the lost open space resulting from their scheme. Planning policy requires new open space as part of any additional development at Euston. Due to its location immediately outside Euston Station and the range of competing priorities for space in the area, particular focus was given to residents' views on Euston Square Gardens.

The key points which arose from these deliberations can be summarised as follows:

- Open space – and particularly green space - is highly valued by the local community.
- While existing open space attracts some critical comments, residents do fear its ongoing loss.
- People want to see open spaces as an opportunity for more “greening” of their neighbourhoods.
- Different open spaces allocated for different usage would be welcome.
- As well as replacing lost space, ERA members were in favour of a ‘roof garden’ on the station to provide a green, safe place for play, rest and exercise
- Euston Square Gardens appeared to have very low levels of usage, but a range of suggestions was put forward including: swapping the current location of the gardens with the bus station, enlarging the gardens into the area currently occupied by the station forecourt, relocating them elsewhere and making all the buses ‘go electric’.

Some Assembly members were keen that the heritage features of the Euston Square Gardens were preserved as part of any redevelopment. It was also felt that the introduction of planted areas and mature trees would enhance the appeal of the space.

#### **4 Best use of space**

One of the key objectives of the Euston Area Plan is to ensure that the development makes the best use of space above and around the station and tracks to maximise opportunities for a diverse mix of homes, jobs, commercial and community facilities.

Some of the key points raised in discussion included:

- Assembly members tended to use retail facilities in the station for “emergency” or convenience purchases.
- Shops in and near the station were targeted at commuters and some retail outlets are not affordable.
- The community would benefit from a larger supermarket close by.
- Some members travel outside the area to access community or cultural facilities.
- Members would like more activities provided locally which would help address anti-social behaviour and social isolation.
- People were aware of the Crick Institute and their community engagement efforts but were not aware of other larger institutions in the area.
- They wanted to see better links with schools so local children had the right skills and access to ‘knowledge’ careers.
- Providing more space for homes; retail and jobs; knowledge economy; and community & cultural activities would benefit the wider community and rest of London more than local residents. This was felt most strongly about homes (especially if they were not affordable) and least strongly about community and cultural activities.
- There were mixed views on increased density and tall buildings with concern around restricted views and increased traffic. There was a preference for a graduated skyline and maximising social and affordable housing in residential developments.



# 1 Introduction

## 1.1 The Euston Residents' Assembly – context

Euston station is changing, with HS2 Ltd preparing for construction, and Network Rail, Crossrail 2 and Transport for London also thinking about how to design the station. A fully redeveloped, comprehensively designed Euston station would also create opportunities for the surrounding area to be developed to bring benefits for the local community including new homes, open space and new routes through and around the station.

Anticipating this change the Council, working with the Greater London Authority and Transport for London, developed the Euston Area Plan (EAP), a long-term strategic planning framework to guide transformational change in the area up until 2031 (the EAP was formally adopted as part of the Council's Local Plan in 2015)<sup>1</sup>.

The Euston Area Plan was developed through information gathered from background research, consultation results, and stakeholder liaison, and guided by the findings of the sustainability appraisal process. This process and the extensive involvement of some community members in the HS2 parliamentary process reflects a long history of community engagement in the Euston area.

Camden Council is working with Department for Transport, HS2, Network Rail, TfL, Crossrail and Lendlease to coordinate planning efforts.

The Council is currently developing a Planning Brief to provide guidance for development above and around Euston station and tracks, building on the vision set out in the Euston Area Plan. The Planning Brief will provide more detailed guidance for the delivery of homes, jobs, open space and other facilities. It will be informed by, and help to shape, emerging station designs for the HS2, Network Rail and Crossrail 2 stations.

The Council held a consultation in summer 2017 on the principles that should guide the development of the Planning Brief. The following **overarching and key principles** for guiding the plan were endorsed as part of that consultation:

### *Overarching principle*

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<sup>1</sup> More information can be found on the EAP website <https://www.eustonareaplan.info/planning-in-euston/>

*“Designing Euston as a sustainable place for everyone to enjoy, a new piece of city with a world class transport interchange and a vibrant mix of housing (including genuinely affordable housing), economic uses, open space and cultural facilities which knits into and reconnects existing communities and areas.”*

**Key principles to guide the plan**

1. Best use of space
2. An outward looking station
3. Respecting the history of Euston
4. Designing for the future
5. Boosting the economy
6. Quality open space/public realm
7. Network of new healthy streets

Following the public consultation on principles and as part of a wider consultation programme, the Council were keen to engage a cross section of residents who had not been involved in the conversation to date. To build on the wider consultation and to help inform the draft Planning Brief and the Council’s conversations with key stakeholders it set up the Euston Residents’ Assembly (ERA)

Public consultation on the draft Planning Brief is planned for 2019.

## **1.2 The Euston Residents’ Assembly journey**

A core group of 25 local residents were recruited from the area around Euston (specifically Regent’s Park, and St. Pancras and Somers Town wards) to be members of the Euston Residents’ Assembly.

The Council and partners were keen on making sure that the principles underpinning the Planning Brief were discussed in more detail by the Euston Residents’ Assembly. A programme of five deliberative sessions was designed to cover these in the following way:

- **Introductory session (19 September)** – this focussed on setting out the purpose of the Residents’ Assembly and expectations of members as well as providing a briefing on the development of the Euston Area Plan and the story to date.
- **Getting around Euston (26 September)** – exploring key routes through and around Euston and priorities for surface transport.
- **Euston’s open spaces (10 October)** – exploring aspirations for open spaces.

- ***Best use of space in Euston (24 October)*** – exploring the best use of land for housing, economic and community uses.
- ***Your Euston: tying it all together (14 November)*** – discussing the priorities that will shape the Euston Area Planning Brief.

Each session involved introductory presentations on each topic from Camden Council and its partner organisations, setting out the key considerations and questions for the Assembly to consider to inform the drafting of the Euston Station Planning Brief. Assembly members split into groups for facilitated discussion, using open-ended questions and exercises to capture the full range of views of the Assembly members, who showed insight and a range of informed opinions in deliberating each topic.

The final session was an opportunity to revisit each of the key themes (ie *Getting around Euston*, *Euston's open spaces* and *Best use of space in Euston*) and particularly some of the issues that required more reflection such as the future of Euston Square Gardens and the best location for a bus station. The Leader of the Council also came to the session to thank and recognise the contribution that the Assembly members had made throughout the process.

As part of their discussions, Assembly members met key decision-makers from the council, including the Leader and the Cabinet member for *Investing in Communities*, and senior representatives from the stakeholders involved in the development of Euston. Many of these stakeholders also provided subject experts at relevant sessions to support discussion.

Throughout the process, those participating in the Assembly showed a high-level of enthusiasm in helping to shape the changes taking place in Euston and the importance of ensuring that any development would benefit their community. This enthusiasm became particularly apparent during the walking tour when their local knowledge and experiences showed a direct understanding of the challenges that the developments at Euston presents.

The content generated as part of each discussion and exercise at these sessions is covered thematically below and discussion from the final session is reflected under the relevant topics. The presentation and exercises that were used to guide discussion are available to download separately.

### **1.3 Euston Residents' Assembly members – what do they think about Euston?**

The introductory session was used to set the context for future detailed discussions about the Euston development. The Council provided an overview of the history of the development and the engagement that had been carried out with the community to date. The Assembly also welcomed a member from CHARGE (Camden HS2 Association of Residents' Groups for Engagement) who provided a helpful summary of the key issues about



the development that residents' had raised to date. A walking tour of the local area was also included to highlight some of the features that would be covered in future sessions.

Assembly members were encouraged during the meeting to draw on their experiences of living in the community, sharing their views on what they felt about the Euston area.

The key words illustrating these perspectives are summarised below:

Figure 1: ERA responses to "Describe what Euston means to you in one word?"



#### *What we like about the Euston area*

Positive comments about the area by members of the Assembly focused on its central location and transport links. Some mentioned its proximity to Regent's Park as well as hospital services and commented that it was easy to get around by foot. In addition, several of the area's existing green spaces, such as Churchway Park, were mentioned positively and concerns were raised about the prospect of losing these. There were also positive comments about the diversity and community feeling of the area.

#### *What could be improved in the Euston area*

In terms of negative aspects of the area, a number of comments were made about the high levels of air, noise and light pollution, in and around Euston station particularly, with Eversholt Street being cited as being very badly affected by pollution. The surrounding area was described as dirty, dusty, smelly and noisy. Assembly members also commented on the high levels of congestion and lack of parking spaces for local residents which was felt to be caused in part by limited parking spaces for visitors to the area, for instance in the underground carpark, who consequently park in residential streets.

Another key focus of discussion was on homelessness, crime and anti-social behavior, with a perception that an increase in the latter may stem from a loss of youth services in the community. There were also comments on the high levels of drug-taking in Euston and some felt that scaffolding around construction sites made the area more vulnerable to crime. Euston Square Gardens was highlighted as unpleasant and unsafe, due to high levels of anti-social behavior. Other streets around the station were also considered to be unsafe, with comments around safety particularly focusing on Eversholt Street.

In addition, there were comments that the shops and restaurants in the area were generally unaffordable for local residents.

### *Experiences of Euston Station*

Assembly members were asked to reflect on how Euston Station impacted on their day-to-day activities. A number of members said they regularly used the station's transport links (mainly underground and bus) to get to work or travel to other parts of London. Others said they rarely used the station but occasionally walk or drive past it while a small number said they purposefully avoid it as it is crowded and unpleasant. There were comparisons made to King's Cross-St Pancras Station, which some people described as being a more useful transit link.

In discussing the facilities at Euston, some members of the Assembly said that they did use it for shopping and picking up essentials and found the Marks & Spencer, Boots and Sainsbury's outlets useful in particular. However, many people felt that the shops were aimed more at visitors, tourists and commuters, rather than local residents. Some people commented that they prefer to go elsewhere for shopping as the shops are too expensive and the station is too busy and crowded.

Some initial concerns about the future of the area and suggestions for the station and surrounding area were also raised as part of these discussions. There were comments that there should be more social housing in the area and concerns that any affordable housing introduced would not be at a rate that Assembly members would describe as affordable. There were suggestions that parking restrictions should be introduced to make it more difficult for commuters, visitors and tourists to use outdoor parking spaces on the weekends; that there should be a designated Uber pick-up/drop-off point at the station and that green spaces shouldn't be too close to main roads as this makes them unappealing for local residents.

Many of the issues raised in this introductory session were explored in more depth in the policy sessions that followed.

## 2 Getting around Euston

### 2.1 Summary of deliberations

In considering the issue of the best ways of getting around the Euston area, members of the Assembly highlighted the following:

- there is a general feeling that the Euston area is not currently pleasant, safe or easy for people to get around by foot or bike.
- it is also felt that Euston station itself acts as a barrier to key walking and cycling routes.
- in the future residents would like to see new routes introduced through the station and for the roads surrounding the station to be improved as well.
- safety and crime were identified as key issues to address in order to make the area more suitable for walking. It was felt that an absence of community feeling along several key roads was a contributing factor to residents feeling unsafe.
- it was also suggested that having more facilities along major roads would encourage greater walking along those routes.
- minimising the impact of pollution and improving the appearance of roads in the area through better lighting, more greenery and artwork would also help to improve both walking and cycling routes.
- while Euston bus station in its current state is felt by some to be conveniently located, in general Assembly members feel that it is not a particularly well-designed bus facility nor is it a pleasant place to wait for a bus because it was felt to be unsafe overcrowded and dirty.
- in terms of a future bus station, the Assembly felt that the bus station should be sheltered but also feel open and safe; that the routes should be arranged logically according to which direction they were going; that the signage should be very clear to residents and visitors alike; and ideally the bus station is located on one level to increase accessibility.

### 2.2 Background

The Euston Area Plan recognises the importance of transport routes in the future. This is reflected in some of the key principles adopted for the development of the Euston Area Planning Brief including the aspiration to:

- deliver a **world class transport interchange** and destination
- develop **an outward-looking station with no backs or fronts** that provides activity at ground floor all around the station, and along streets and new buildings and also a choice of accesses and exits, circulation and onward travel options
- be **designed for the future** including having a high quality, flexible design that is fully accessible and easy to use; and also being able to promote walking and cycling by removing some of the existing barriers

- create a **network of safe streets** that link into public spaces and the surrounding area; this includes new active, public green streets through the station and also addressing the level changes across the station
- The Euston Residents' Assembly aimed to explore how these aspirations could be put into practice in a way that met the local community's needs.

## 2.3 What the Euston Residents' Assembly said

### 2.3.1 Getting around Euston now

To start conversation, members were asked to describe how they currently felt about transport in the Euston area



Figure 2: ERA responses to "Describe how you feel about transport in the Euston area"

Residents were then encouraged to share their experiences of getting around the Euston area today, as well as drawing on the experiences of other people they know in the area. Discussions were guided to ensure that Assembly members discussed any factors that made it easier for them to get around, as well as anything that acted as a barrier.

#### *Assembly members' experiences of walking in the area*

Several members of the Assembly get around the Euston area primarily by walking and some also walk from Euston to parts of central London. Euston station was frequently cited as a barrier in their walking routes and crossing roads around the station was felt to be difficult, with Euston Road and Eversholt Street mentioned in particular. Euston station is already very crowded and there were concerns that this would only get worse with HS2. In comparison to Euston, it was felt that St Pancras is easy to get around.

The traffic in the area is bad and this makes the roads unpleasant and unsafe for pedestrians. Some Assembly members attributed this to a lack of traffic lights and cameras. Euston Road in particular was mentioned as being unpleasant due to high levels of pollution and noise, and Hampstead Road, Eversholt Street and Euston Road were described as “like motorways.” In contrast, Drummond Street was described positively by some members due to it being quieter.

Some Assembly members felt that walking in the area can be dangerous, with Eversholt Street and Woburn Place cited in particular as being dangerous. Eversholt Street is badly lit and walking down it was described by one person as feeling similar to walking down an alleyway.

#### *Assembly members’ experiences of cycling in the area*

Some Assembly members cycle, including to make short journeys to Camden Town, and others would not consider cycling because it’s too polluted and dangerous. Some mentioned Eversholt Street as a road that they would avoid cycling down. There were comments about there being a lack of cycle lanes in Euston as compared to other parts of London. Some people also mentioned that cycling in the area is dangerous for pedestrians, particularly as people ride through lights and on the pavement, including outside local schools.

#### *Assembly members’ experiences of using public transport*

Several members of the Assembly use the underground and local buses, though there were comments that buses were used more frequently by visitors than residents. The station is not felt to be very accessible, partly due to the fact that not all entrances are on ground level. Some feel that the transport system is of a low quality, mentioning the fact that buses do not run frequently enough.

#### *Assembly members’ experience of driving*

Whilst driving was not a key focus of the discussions, it came up in conversation that a few members of the Assembly drive around the local area. The roads and transport planning in the area was described as being not of a high quality and that road problems such as water leaks take too long to resolve, affecting other forms of transport as well. Some felt that the use of private cars should be reduced, in favour of pedestrians, cyclists and public transport and commented that car fumes were an issue.

### **2.3.2 Getting around Euston in the future**

Members of the Assembly learnt more about what changes in commuter numbers are anticipated as part of the new HS2 station, changes to the Network Rail station and potential for a Crossrail 2 station. This included increased passenger numbers particularly during peak periods, an increase in bus stops and an increase in cycle parking spaces. They also heard

about the Euston Planning Brief principles that related to getting around the station and surrounding area.

**a) *Getting around by bus***

Following a presentation of some of the bus station's present advantages and challenges, members of the Assembly were invited to contribute to a discussion about the existing bus station as well as to imagine how they would like it to look in the future. Examples of bus facilities from across London were used as part of the discussion. Through encouraging residents to identify what they did and did not like about each of the examples, they began to talk about what could work in Euston and what particular features they would prioritise. The bus facilities that were used as examples included the King's Cross bus system, Vauxhall bus station, and Stratford bus station.

***Residents' views on the current bus station***

Residents shared their experiences of using the bus station to get to a number of locations including Angel, Camden, Elephant and Castle, Central London, East and South London and commented that the area has good bus links. Some feel that having all the buses in the same place makes it easy to navigate, both for residents and tourists. Others find the bus station difficult to navigate and mentioned that not all bus routes stop at the bus station. For some routes you have to go elsewhere, for instance you have to cross Euston Road in order to travel west. Some members also use bus stops on Hampstead Road.

There were comments made about the bus station not being a pleasant environment to wait for a bus because it is polluted, unattractive, smelly, unsafe, not spacious enough, badly lit at night, and can get congested and overcrowded. Some members of the Assembly avoid using it altogether. The current step-free access is not direct or well signposted. The bus station is not well lit at night. Assembly members did appreciate that it provided shelter from the rain.

***Alternative models***

All of the alternative bus facilities were described positively in comparison to Euston bus station based on how open they feel.

***KING'S CROSS BUS SYSTEM***

Some find the King's Cross system to be complex and hard to navigate, involving too much road crossing. Others like that the bus stops are more spread out.

***VAUXHALL BUS STATION***

Some like that the Vauxhall bus station is simple, open and functional with several bus routes available. Some think that it is unattractive.

***STRATFORD BUS STATION***



Some like the bus station at Stratford as it looks organised, has a central shelter and is felt to work well.

### *Residents' views on a future bus facility at Euston*

Residents discussed which roads in the Euston area would be suitable locations for catching a bus. Eversholt Street was felt to be a good place by some, whilst others worried it would negatively affect nearby residents. It was mentioned that Churchway would not be a good place for buses due to the fire station on the road. Euston Road was felt by some to be a good place to catch buses and it was suggested that the location of Euston Square Gardens could be swapped with the bus station, bringing buses and taxis to the front of Euston Road.

There were also discussions about the possibility of having an additional terminus. It was suggested that there could be a terminus at the north of the station for buses going northwards and some commented that an additional terminus would help to reduce congestion. Some residents insisted that if there were to be a second bus station, it would need to be clearly marked.

Some residents supported the idea of having dispersed bus stops and commented that it would help to prevent queues of buses. However, again it was pointed out that such a system would require very clear signage to help people to navigate the system. Any change to the bus station layout would have to be carefully managed to ensure people are supported in adapting to the new system.

### *Euston Bus Station – what should be addressed as a priority*

In the final meeting on 14 November 2018, attendees were provided with a summary of what they had said so far about the bus station and members were given the opportunity to add to or comment on this. Each member of the Assembly was then asked to select their top three priorities out of a total of eleven which had been drawn from analysis of discussions at the second Assembly meeting. These eleven priorities were:

- Proximity to residential streets/your home
- Accessibility
- Navigability, i.e. you easily know how to find the bus route
- Stop is located in the location/direction of the route
- Buses are proximate to allow bus-bus interchange
- Bus stops are spacious
- Bus stops are covered/sheltered
- Bus stops/stands do not obstruct Euston Station frontage and entrance
- Bus stops/stands are not near parks/open space
- Clear signage; bus stop locations and routes easy to understand
- Bus stops feel safe

The key priorities that came out from these discussions were:

- bus stops are covered/sheltered;

- clear signage;
- bus stops feel safe;
- accessibility;
- navigability;
- stop is located in the location/direction of the route.

It was felt that some of these priorities, including that a future bus station should be sheltered and accessible were absolutely essential and that the alternative should not be considered: people waiting for buses should be protected from bad weather conditions and bus stops should all be on a flat level.

Some of the issues were felt to tie into one another and comments were made that some of these problems could be solved simultaneously through careful design. Such issues included navigability, clear signage, stops being located in the direction of travel, and stops being close to one another, and these were all mentioned as important for a future bus station. Signage would be required to help people navigate the system and it was commented that this would be particularly helpful for older people and tourists.

Having stops located in the direction of the route would help people to find their stops more easily and would also likely mean that the bus routes would be more direct and quicker. Bus stops should be spacious enough to accommodate parents with buggies as well as people with suitcases or large bags.

The presence of bus stops near parks or open spaces could impact negatively on noise and air pollution levels in those open spaces. The safety of bus stops in terms of both crime and traffic was also felt to be of high importance, and the experience of waiting at bus stops as a young woman was mentioned.

#### **b) *Getting around on foot and by bike***

Residents also heard what the Euston Area Plan says about walking and cycling around Euston. They learned that the Plan says that station entrances on all sides of the station should facilitate walking and cycling, as well as what it says about how Hampstead Road, Euston Road, Eversholt Street, Cobourg Street and Drummond Street could be changed to improve the experience of getting around the area by foot or bike. With this information, residents were invited to imagine how they would like to get around Euston by foot or bike in the future. A map of potential routes across the station was provided, as well as examples from around London of walking and cycling routes which served as inspiration and helped to provoke thoughts and ideas.

#### ***Residents' thoughts on future walking routes***

The key themes that emerged from these discussions was the need to make the area safer to walk around and to have more green spaces.

## *SAFETY*

When discussing what would make walking around the Euston area easier and more pleasant, members of the Assembly mentioned that they would be more likely to walk around the area if it were safer, more attractive and if levels of pollution were reduced. When it came to safety, it was felt by some members of the Assembly that open spaces and minimal street furniture would help to reduce crime in the area.

Granary Square was used as an example of an area which feels safer because of its openness and modern appearance, and there were comments that the improvements around King's Cross contributed to an increase in crime in Euston instead. There were concerns that the ongoing building work will make the area a hot spot for crime.

Eversholt Street was felt to be too dark, unpopulated, and unattractive, with no community feeling which makes it feel unsafe and it was mentioned that the wall alongside the railway line is unattractive and intimidating.

Hampstead Road was viewed negatively due to lack of facilities and cars driving fast. On the other hand, Drummond Street was commented on positively in terms of walking as it feels safe, residential and communal. This sense of community and diversity was something people wanted to maintain.

## *GREENING*

There were several suggestions of introducing more greenery around the station to improve the appearance of the area and for the environmental impact. Ideas included introducing a vertical wall for plants, planting on rooftops, and within buildings, and planting trees on Eversholt Street and Hampstead Road. It was felt that the corner of Drummond Street and Cobourg Street would benefit from greenery as well as better lighting at night. There were also comments that more artwork, water features, independent businesses such as coffee shops, places to sit and public toilets in the area, and generally making the area more attractive, would encourage walking.

## *Residents' thoughts on future cycling routes*

Some members of the Assembly would be more inclined to cycle in the area in the future if there was less pollution, safer streets and more dedicated cycle lanes. The fact that cyclists are particularly exposed to pollution was mentioned as a factor to consider in plans. It was thought by some that cycle lanes would be particularly beneficial on Hampstead Road but others thought that this may not be a good idea as cars are very fast on that road. Some commented that a segregated cycle lane would be essential on Euston Road, in particular for safety and to keep cyclists from slowing down buses. Some felt that segregated cycle lanes in the area should be expanded whilst others were concerned that this would increase congestion.

Other suggestions included that there should be greenery along the cycle routes and that there should be more rental bikes in the area. However, some feel that cycle racks are

unattractive and clutter the street. Indoor racks were suggested as being better for safety and appearance.

**c) *Routes through the station***

Assembly members discussed whether it would be useful to have routes through the station, where they should be situated and what they would want them to look like. Residents largely spoke favourably about the idea of having routes through the station, particularly if the surrounding roads such as Hampstead Road and Eversholt Street were improved for pedestrians. Some felt that north-south routes through the station would not be particularly useful and diagonal routes were suggested as an alternative as this would improve the connection between local roads and other destinations. Routes going east-west were also suggested. The idea that routes might go above the station was popular. Several members of the Assembly stressed the importance of ensuring that any routes through the station are accessible, including for wheelchair users and people with pushchairs or luggage. There should be lifts and ramps to get between levels and paths should be sufficiently wide.

There were conversations about how to accommodate both cyclists and pedestrians. Some felt that access for pedestrians should be prioritised above cyclists. There were suggestions that if there were multiple routes through the station some could be solely for cyclists and some solely for pedestrians, however others would be happy to have routes for both cyclists and pedestrians.

## **2.4 Conclusions**

The general feeling among members of the Assembly is that the Euston area is not currently pleasant, safe or easy for people to get around by foot or bike. There are a number of reasons for this which include pollution and traffic, a lack of crossings and cycle lanes, and a feeling that the area is not very safe or well maintained. It is also felt that the station acts as a barrier to key walking routes. While Euston bus station in its current state is felt by some to be convenient, in general Assembly members feel that it is not a particularly well-designed bus facility and nor is it a pleasant place to wait for a bus.

In the future residents would like to see new routes introduced through the station and for the roads surrounding the station to be improved as well. Safety and crime were identified as key issues to address in order to make the area more suitable for walking and it was felt that ensuring that some key roads had a community focus and improved facilities would help with this. Minimising the impact of pollution and improving the appearance of roads in the area through better lighting, more greenery and artwork would also help to improve walking routes. Reducing levels of pollution was also felt to be important in improving cycling routes, as was introducing designated cycling lanes.

In terms of a future bus station, several key themes came out of discussion in terms of what people would like to see. These included that the bus station should be sheltered but also feel open, that the routes should be arranged logically according to which direction they were going, and that the signage should be very clear to residents and visitors alike. There were varying opinions amongst members of the Assembly on what kind of model would work in Euston and because of this it was decided that this topic would be revisited at the final meeting of the Residents' Assembly.



### 3 Euston's open spaces

#### 3.1.1 Summary of deliberations

In considering open spaces in the Euston area, members of the Assembly highlighted the following:

- Open space, and in particular green space, is widely valued by the local community.
- While existing open space attracts some critical comments, particularly in terms of not fully meeting the needs of the whole community (for example families, older people and young people) or not being safe or accessible places, residents do fear its ongoing loss.
- In the future, people want to see open spaces as being an opportunity to develop more “greening” of their neighbourhoods.
- There is a mixture of opinions as to where open space should be located but there was a common feeling that having different open spaces allocated for different usage would be welcome.
- In addition to replacing lost space, it was felt that a ‘roof garden’ on the station would connect the communities around the station in a way the station currently prevents as well as providing a green, safe place for play, rest and exercise.

#### 3.2 Background

One of the key areas of focus for the Euston Residents' Assembly was around public 'Open Space'. The construction of HS2 has resulted in a loss of some of the area's open space, in some of the cases temporarily as part of the construction process and in others permanently as part of the space requirements of the new rail lines and associated buildings. However, HS2 are committed to mitigating the loss of open space, including through the re-provision of open space. Planning policy secures the delivery of open space with any new development in the area.

In order to ensure that open space provision meets the needs of the local community, we sought to capture the residents' current use and opinions of public open space, and how they would like to see public space develop in Euston in years to come. Due to its location immediately outside Euston Station and the range of competing priorities for space in the area, particular focus was given to residents' feelings regarding Euston Square Gardens and how the area might look as part of the redevelopment.

These questions regarding open space were explored initially in the third meeting of the Euston Residents Assembly, with more complex issues and issues with more ambiguity being revisited in greater detail at the final meeting of the Assembly.

#### 3.3 What the Euston Residents' Assembly said



### **3.3.1 Existing open space in Euston**

Residents described 'open space' in general terms as being healthy and clean, green and natural, organic, raw, inclusive and social, accessible, open not exclusive, non-commercial, containing facilities local people could afford, and a space for pedestrians.

In contrast, when asked about the open spaces currently in Euston the words used were often negative, describing them as being small, unsocial, dirty and poorly maintained, lacking in youth provision, noisy, inaccessible and expensive. Specific comments on the area around Kings Cross Station described as "Kings Cross Market" was that it lacked greenery, was located in unpleasant areas, was occupied by increasing numbers of the homeless, and felt unsafe, with particular issues around drug use.

Participants made comments about the role of open spaces more generally in the area. They described how they provide a space for the community, were useful for exercise and to give children a place to play. The most frequent comment in regards to these spaces was the perception that they were under threat, with participants describing them as: non-existent, already lost, disappearing, limited, undersupplied for the number of residents and that there needed to be more.

This might explain why residents, in discussing open spaces they personally frequented, tended to refer to areas outside the Euston area, such as Regents Park, Primrose Hill, Russell Square, Granary Square, Hampstead Heath and Highbury Fields.

Several local sites that people were familiar with were mentioned, including Cumberland Market, Euston Station food court, Munster Square, spaces located inside gated estates and the British Library. It was noted that not all of these spaces were in practice used by locals.

When reviewing some of the open spaces that might be impacted by the development, the parks in Purchase Street and Polygon Street were noted and the historic loss of St James's Gardens, which was remembered fondly, was also raised as a loss that had already caused impact on the community.

### **3.3.2 The future of open space in Euston**

#### *Appearance*

In discussing what they would like to get out of open space in Euston, the largest number of comments from Assembly members focused on the appearance of open space, with the biggest emphasis on greenery and planting. There were suggestions of flower gardens, planting designed to ensure a pleasant appearance year-round, a rose garden, and orange and lemon trees as could be found in European cities.

It was felt to be important that the areas were attractive and welcoming, potentially containing public art, water fountains and seating. The potential inclusion of wild or nature areas was also raised by several participants.

### *Use of open space*

Using open space for leisure purposes was another major area of focus for the Assembly. Members wanted multi-functional open space which would cater for all years, from babies up, although with age restrictions on access to some facilities. This was particularly the case with open-air gyms which were thought to be a good idea. Some Assembly members sought clarity on which ages spaces would be used for, there was a general feeling that they needed to be maintained and that patrols should be used to ensure they weren't being misused, and with an observation that their local use had tended to be poor historically.

The need to improve facilities for young people and families was a particular area of focus, with several Assembly members commenting that the lack of provision was contributing to a rise of anti-social behaviour and loneliness amongst younger ages. Proposals included more children-orientated open space nearer to their homes, with suggestions including playgrounds, parks where ducks could be fed, family spaces and community centres—with an idea that these centres be used to bring older and younger residents together. It was suggested that children in local schools should be consulted directly around what facilities they would like to see introduced. There was also a discussion around the interplay between facilities and community facilities with a view that youth facilities needed to be accompanied by youth clubs.

The role of open spaces in facilitating exercise was highlighted, particularly with regard to sports and there was a view that the sports facilities should not only be limited to traditionally male-dominated activities.

In addition, residents were keen to see: picnic areas, areas for reflection, accessible toilets, facilities such as community cafes and places where public dancing, concerts and open-air cinema screenings could occur, boxing facilities, climbing walls, and an adventure space.

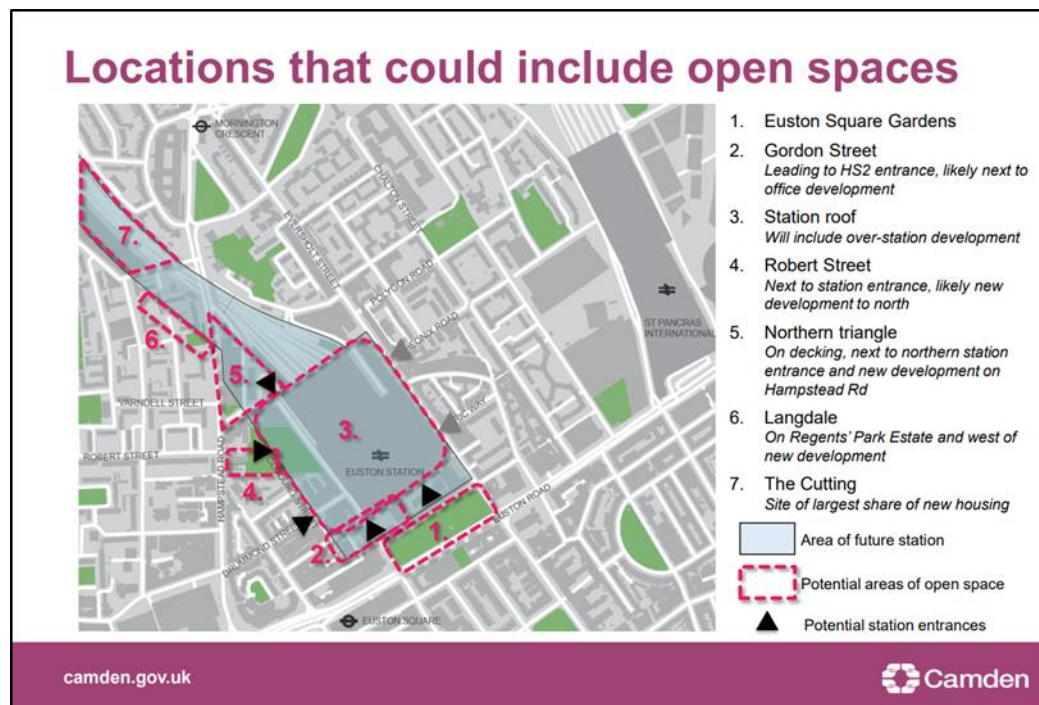
### *Condition*

Alongside what goes into the parks, the way parks are looked after was seen to be vital to enhancing open spaces, with a view that if residents didn't feel safe then the improvements would fail. To that end, monitoring to prevent antisocial behaviour and instituting community projects were held to play an important role.

Alongside community safety in the parks, they were seen to need to be clean and well-maintained, for instance one Assembly member expressed the view that grass cutting should take place fortnightly.

### Location

Members of the Assembly made a number of suggestions as to where open space should be situated.



### Potential new areas of open space in Euston

It was felt that the area to the north of Euston Station should be community-orientated, in contrast to the commuter-focused nature nearer to the front of the station. Residents were keen to see space located near to where they lived and located away from businesses and roads, with access improved across existing highways. To that extent, there was a belief that the area should be as 'car free' as possible, with better walking routes around Euston—particularly between Euston and Kings Cross, and possibly involving the relocation of the bus station.

There was a belief that open spaces should have a continuous feel and that they could play a connecting role across the Euston area. It was felt that the streets themselves could also be greener, with discussion around elevated streets and the importance of street furniture and maintenance. In addition to residents the viewpoint was point that the area serves as a gateway for the country and that visitors did need to be included in the process.

Some scepticism was also expressed over whether the redevelopment of the area would genuinely benefit residents, with a view that the nearer the open space was to the station the more likely it was that it would be focused on visitors. There was also a concern that the areas to the west of Euston Station would lose out more than the areas to the east, due to the loss of existing green spaces and a feeling that any open space which was replaced would be used for other purposes. However, other residents commented upon a perceived

existing lack of open space to the east of the station, a situation which was unlikely to be addressed as part of the new development.

It was suggested that playgrounds could be suitably located in most of the locations which would be opened up as part of the new development, including along Robert Street; the 'Northern Triangle' of land formed between Hampstead Road, the railway lines and the station; in 'Langdale' on the Regents' Park Estate to the west of the new development and in 'The Cutting' area of space created above the railway lines.

The 'Northern Triangle' and 'The Cutting' were also felt to be suitable areas for more general open space. While both 'The Cutting' and 'Langdale' were felt to be good locations for residents which could usefully provide new exercise space, there were concerns that 'The Cutting' would be located too far from the station.

#### *Open space in Euston Station*

It was noted that Euston Station itself was a large area but lacked real community-orientation, with an observation that 'the front' was more of an area for commuters, and 'the back' was for residents. As a result, several suggestions for the station were made, such as that the entrances to the station should contain more green or civic space, and that the station might play host to a play area.

#### *Using the roof of Euston Station*

The potential use of the roof of Euston Station as open space was the location which attracted the greatest number of responses from participants. The idea was very positively received, with residents feeling that open space provision on the roof would help to link up the whole community, providing an 'epicentre' to Euston. In fact, there was disappointment when members heard that the whole of the roof would not be open space and that there would potentially be other buildings there as well. Other comments included, that there would not be enough room anywhere else, that the area should provide a civic and green spare, that it would provide something different to Granary Square and that it would be away from the traffic. The only two concerns raised were, given the height of the roof, potential accessibility difficulties, and whether it would inevitably face issues with noise and pollution due to its location. More design suggestions included dividing the area into different sections with differing uses and potentially have a glass dome or solar panels included.

#### *Learning from elsewhere*

Granary Square was looked at in more depth in the final session because Assembly members often raised it as an example of good open space. In thinking of lessons and good practice which could be taken from Granary Square, members felt that the area did have a number of positives. The space was enjoyed by children and families, providing an area where people could have fun, particularly around the fountain. The way the area was used for parties and events, for example a wine festival, also received positive comments, as did the 'cool'

appearance of the square. In addition, residents spoke positively of the highly varied demographics of people who made use of the space.

However, Granary Square was also viewed as holding some negative features, particularly in terms of the expensive nature of the retail and hospitality offer within the square. They felt that the area needed more local shops and that local businesses needed more support, but that they did not believe reducing the size of shops would have any significant impact upon affordability. The lack of greenery and shade, particularly in summer, were also felt to be downsides to the design of the square. Finally, the area was seen as being overcrowded at times and members expressed concerns over the historical presence of gangs in the area.

### *Euston Square Gardens*

Due to its location immediately in front of Euston Railway Station and its interaction with other uses of space in the area, particularly the buses, Euston Square Gardens were given an enhanced focus as part of the discussions around open space in the vicinity.

Euston Square Gardens appeared to have very low levels of usage among Assembly members, with many citing it as an area they might pass through but wouldn't use for any other purpose. It was acknowledged that visitors and workers might use the area, even if it did seem underused by local residents in particular.

Reasons put forward for this low level of use was that the area was seen as being unattractive, with features such as the busy road resulting in high levels of pollution and crowding, it feeling unsafe with evidence of drug use there; that it was muddy and noisy; and the area seems generally dark and glum. Some scepticism was also expressed as to whether the area could see significant improvement as open space due to its being located adjacent to the noise and pollution of Euston Road.

Nonetheless, a range of suggestions were put forward as to how Euston Square Gardens could be improved. The ideas involving the most significant amount of change included: swapping the current location of the gardens with the bus station, enlarging the gardens into the area currently occupied by the station forecourt, relocating them elsewhere and making all the buses 'go electric'.

Less drastic proposals included making the area greener, with more trees and plants and adding low-level fences/hedges to break up the area, doing so it was felt would help to reduce the noise and create a more park-like environment. Other ideas included: improving the lighting, adding a playground, including a water feature, concreting over the muddy areas where people choose to walk, adding a wildlife area, using the space for events/exhibitions/art and a market, moving the war memorial into the park and banning smoking in the park.

### *Euston Square Gardens – what should be addressed as a priority*

In the final meeting, residents had a chance to review what they had discussed to date regarding Euston Square Gardens. The features they had previously identified at the third Assembly meeting that they wanted to see were:

- Mature trees
- Grassy areas
- “Garden” areas / areas with plants
- Places to sit and stay
- Clear / generous walking routes to the station
- Heritage features retained eg listed railings, war memorial, statue and lodges, protection by London Squares Act
- Seclusion and quiet
- Public events and programming
- Art
- Installations such as markets

The Assembly was asked to prioritise which three were most important. The key priorities (with the most important listed first) that came out of these discussions were:

- Having clear / generous walking routes to the station
- Mature trees
- Having “garden” areas
- Protecting heritage features

Having grassy areas, places to sit and stay, public events and programming, art installations and markets were all felt to be of the same level of importance in improving the area. The feature which received the least level of support was ‘seclusion and quiet’, although it may be that residents simply could not see how it could be delivered in Euston Square Gardens’ location.

## **3.4 Conclusions**

Open space and particularly green space is widely valued by local residents. People do not want to see further losses to the “amount” of open space that currently exists and they also want to see more “greening” of the area factored into future planning.

Many also felt that there should be an opportunity to design in different functional spaces for different groups of people – for example a space for families, a space to use for physical activity, a space for dog-walkers, and so on. A large open space



Potentially having the use of open and green space above the station was welcomed by many. This would meet the absence of a large open space. A 'greener' version of Granary Square was also viewed as potentially a positive development.

The future use of Euston Square Gardens was also discussed. Many members did not currently use Euston Square Gardens because they felt that it was currently not accessible, it was unsafe and in a very polluted location. However, they felt they would be more likely to use it in the future if it had clear and generous walking routes to it and to the station and if it felt more like a "garden" (eg had more flowers and plants).



## 4 Best use of space

### 4.1 Summary of deliberations

In considering the most effective use of space above and around the station and tracks to maximise the opportunities for a diverse mix of homes, jobs, commercial and community facilities, members of the Assembly highlighted the following:

- for the local community to really benefit from the Euston area growth plans then new homes would have to be genuinely affordable and new jobs should be made accessible to local people.
- current retail in and around the station seemed to be aimed at commuters and members felt that in the future, the community would benefit from a large supermarket located in the area with a wide selection of affordable goods.
- many members admitted they currently travelled outside the area to access community or cultural facilities so would welcome access to more locally based events or facilities in the future.
- there was agreement that more could be done to make sure that the local community could benefit from the opportunities that the knowledge economy presented. People were aware of The Crick Institute and their community engagement efforts but they were not aware of many of the other larger institutions in the area.
- there was a view that there should be better linkages with schools to ensure that local children had the right skills and access to 'knowledge' careers. Local work experience placements could also be encouraged as a consequence.

### 4.2 Background

The overarching principle underpinning the Euston Station Planning Brief outlines a vision for Euston that sees it as a world class transport interchange with “a vibrant mix of housing (including genuinely affordable housing), economic uses, open space and cultural facilities which knits into and reconnects existing communities and areas.”

One of the key principles underpinning this is the ‘best use of space’ which has the following aspirations:

- Deliver a world class transport interchange and destination that helps to make the best use of space above and around the station and tracks to maximise opportunities for a diverse mix of new homes, jobs, commercial and community facilities, routes, high quality green spaces and public realm and space for art and play which meet the aspirations of the whole community.

- Ensure a comprehensive approach to development that fully connects into and complements the surrounding area, creating an inclusive place that caters for local residents, businesses, visitors and passengers.
- Ensure the station is as compact as possible so that it does not remain or become a barrier.

Issues regarding the best use of space were explored in the fourth meeting of the Euston Residents' Assembly. To allow informed discussion of these issues, sessions on open space consisted of context-setting presentations from experts followed by facilitated group work to discuss the following topics in more depth:

- what retail do you use and want to use in the future
- what leisure, community and cultural facilities do you use and want to use in the future
- what does the knowledge economy mean to you
- what do you see as the best use of space

## **4.3 What the Euston Residents' Assembly said**

### **4.3.1 Retail spaces**

Many noted that shops in and nearby Euston station tend to cater heavily to commuters and office workers. The retail options in the Euston station area are often costly and do not provide goods and services that serve the day-to-day needs of local residents. For instance, many Assembly members highlighted that there is an overabundance of express outlets. Many believe that this impedes on local traders and that these express outlets do not benefit local communities.

By and large, Assembly members favour introducing more affordable retail options, particularly more affordable grocery stores. A number of Assembly members stated that they travel to Camden, Holloway Road and Brent Cross to access larger superstores (e.g. Morrisons and Lidl) for their regular shopping needs. Assembly members mentioned that they occasionally access the Marks and Spencer and Sainsburys in the station as these shops tend to be open late at night. Additionally, the Waitrose located in the Brunswick Centre was highlighted as a good option for shopping but some feel it is not affordable.

In addition to more affordable grocery shop options, Assembly members noted that they would also like to see more independent small businesses and pop-up events/market stalls, similar to what is available outside of King's Cross. Some noted that Eversholt Street, which was described as unpleasant, could be greatly improved if there were small businesses such

as coffee shops, cafes and pubs that people could access. Introducing markets – similar to those around King’s Cross – were mentioned by many Assembly members, however with the caveat that if pop-ups and markets were introduced to the Euston area these would need to be more affordable so that they were accessible to local residents.

Assembly members also noted that the Euston area has plenty of restaurants and dining options, particularly on Drummond street. However, many also noted that they would rather go outside the borough to eat out; options outside of the Euston area have better value for money.

#### **4.3.2 Leisure, Community and Cultural**

Residents mentioned using the following leisure, community and cultural facilities around the Euston area: libraries (British Library, Camden Council); Crowndale Health Centre (GP services); Friends House (rooms for political activism); Camden Council Health Centre; churches (St Marys, St. Pancreas); Block Ten (a little park and play group); Shaw Theatre; Kingsway College; community centres; Cumberland Market; and the swimming pool. The local libraries and Shaw Theatre were discussed most extensively.

Assembly members stressed that it would be ideal to have more services that catered to subsets of the populations such as teenagers, the elderly, disabled people and single parents. Many Assembly members highlighted that there are very few services and spaces for teenagers to access in the area. Assembly members stressed that community centres could offer a space for both teenagers and the elderly to access events (evening classes) and services. It was felt that it would be valuable for whatever cultural and community space that is created to have the capacity to appeal to diverse members of the community. Many stated that it would be valuable to create spaces where younger and older members of the Euston area can interact with each other.

In addition to providing facilities for teenagers and the elderly, Assembly members also noted that there need to be rehabilitation centres and services that assist homeless people in the area. Many have noted that the homeless population has increased substantially in the past few years and that there needs to be services and spaces that homeless people can access to receive support.

Libraries were also discussed extensively. The British Library was highlighted by several Assembly members. It is seen as a good resource to access. However, many believe that it would be beneficial to re-open other nearby libraries such as Robert Street Library and Primrose Hill library, which have been closed.

In addition to the lack of community spaces, many Assembly members relayed that they would like to see more green spaces; spaces for outdoor activity; and comfortable places to sit. Assembly members also noted that a community advice bureau would be beneficial.

Finally, while Assembly members do use many of the leisure, cultural and community spaces in the Euston area - many expressed that they were dissatisfied with the quality of services and spaces available. It is often challenging to rent out community spaces; as a result, many of the Assembly members shared that they travel outside the borough to areas such as Hackney and Brixton to access community services and halls.

#### **4.3.3 Knowledge institutions, business and jobs**

Assembly members highlighted that the Crick Institute and the British Library were valuable spaces to access events, exhibitions and lectures. Some residents also discussed benefiting from the nearby universities where it is possible to attend free lectures and taster sessions. The Grant Museum of Zoology was also mentioned by one member but generally knowledge institutions, other than the Crick Institute through its work in the community, were not widely known. Some Assembly members reflected that they feel pride in the quality and significance of the local institutions in their areas, such as the British Library. These spaces are also deemed important because they offer a space for the elderly to access community and seek mental stimulation. However, overall, many believe that local community centres could do a better job at keeping residents aware of what type of events are available in the local area. Alternatively, more volunteering initiatives could also be introduced; this would allow local people to get more involved.

When discussing local employment possibilities many Assembly members highlighted that they were worried that the Euston area would eventually become saturated with tech companies that would bring in their own staff and predominantly hire university educated applicants. This is deemed problematic for several reasons. Firstly, for many Assembly members it is important to have a diverse range of business in the local area. An oversaturation of large tech companies who have a predominately young cohort of staff are not considered ideal. Secondly, many are concerned for the younger generation, particularly those who are entering the workforce without university degrees. The Wellcome Trust and Eurostar were highlighted as corporations in the Euston area that do make an effort to offer work opportunities to the local community or, at the very least, offer opportunities for young people to train and gain experience. While this is seen positively, Assembly members noted that there is certainly a difference between offering training and work experience and providing a permanent position. Many Assembly members recognize the inequity involved in these types of hiring processes and believe that there should be more initiatives to train and provide apprenticeships to local community members, particularly young people and single mothers. Finally, many Assembly members expressed the fear that the Euston area would quickly turn into King's Cross, which is perceived as "posh".

#### **4.3.4 The best use of space?**

A prioritisation exercise was used to stimulate discussion among Assembly members about the potential different types of spaces could present to them, their families, their community and to London (see figure below)

**Given all of the competing uses and scarcity of space at Euston, what potential do these uses have to bring opportunities?**

	Potential to create opportunities for YOU (Scores: 1 – low potential to 5- high potential)	Potential to create opportunities for YOUR FAMILY (Scores: 1 – low potential to 5- high potential)	Potential to create opportunities for YOUR COMMUNITY (Scores: 1 – low potential to 5- high potential)	Potential to create opportunities for LONDON (Scores: 1 – low potential to 5- high potential)	TOTAL SCORE (out of 20)
Using space to build more homes?					
Using space to create more jobs?					
Using space to strengthen the knowledge economy?					
Using space to create more leisure, community and cultural opportunities?					

The conclusion among all the discussions was that the opportunities that new homes and jobs presented were likely to benefit the wider community and the rest of London. While this was a positive thing, the potential these opportunities presented for the local residents and their families would be maximised if the new homes were genuinely affordable and if new jobs could be prioritised for local people and particularly made accessible to young people in the area.

### *Height and density*

There was also a short discussion reflecting the space constraints at Euston and potential compromises to be made if everything is to be delivered including having more amenities to meet local residents' needs and having taller buildings to accommodate this, with examples shown of different developments across London. Concerns were raised around high-rise buildings impacting on views, lacking character and increasing population in a way that could increase traffic. There was a view that as long as any new buildings were in line with the current heights of buildings in the area then tall buildings would not be too intrusive.

A desire was expressed for a greater proportion of social and affordable housing to be built as part of new residential developments. There was reference made to current high-rise buildings not causing problems at the moment and would be able to be replaced as part of the development.



Preferences were given for residential developments being built at the north of the station, and use of tall, thin buildings to reduce impact on views, and a graduated skyline. The opportunities for putting new roof spaces to use were also mentioned as part of this discussion.

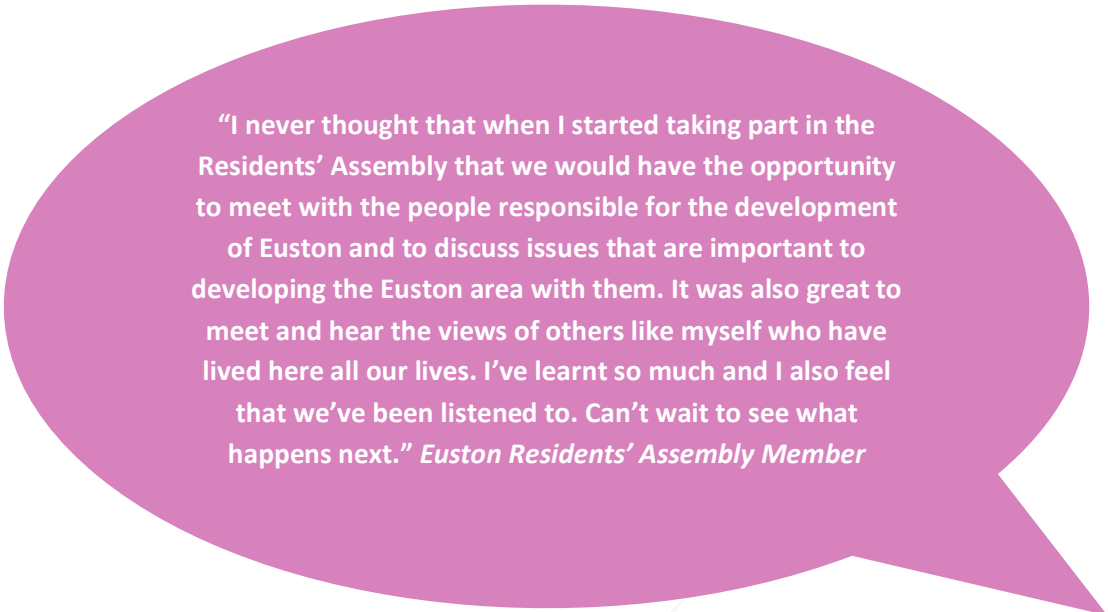
#### 4.4 Conclusions

There was a general view that more could be done to make sure the local community benefited from the proposals to provide more space for homes, jobs, commercial and community facilities. This included:

- having first or exclusive access to any new affordable home
- making sure a certain number of new jobs were available for local people
- provision of retail outlets tailored to the community rather than communities, for example, a local supermarket
- benefiting from the opportunities that the growth in the knowledge economy presented given the number of key institutions in the area or easily accessed from Euston

The Assembly also felt that more could be done to build links with schools and colleges now to make sure that the children and young people of today would have the right skills and opportunities to access these opportunities in the future.

## 5 Summary and next steps



"I never thought that when I started taking part in the Residents' Assembly that we would have the opportunity to meet with the people responsible for the development of Euston and to discuss issues that are important to developing the Euston area with them. It was also great to meet and hear the views of others like myself who have lived here all our lives. I've learnt so much and I also feel that we've been listened to. Can't wait to see what happens next." *Euston Residents' Assembly Member*

Although the work of the Euston Residents' Assembly itself has now come to a close, many of the Assembly members stated at the end of the process that they would be interested in taking part in further conversations about the Euston area and Camden more broadly in the future since this experience had made them feel more connected to their local area.

The Assembly's valuable input was also recognised by the Leader of the Council who attended the last session to hear some of the hopes and concerns that members' were raising that reflected those of the wider community who would be impacted by the changes in the Euston area.

The work discussed by the Euston Residents' Assembly will be fed into the development of the Euston Planning Brief which will go out to consultation with the public in 2019. It is also feeding into the Council's continuing work with its partners HS2, Network Rail, Crossrail 2, Transport for London and Lendlease.