

Euston Station Design

Joint Community Response

October 2017

General

1. We welcome the opportunity to feed in comments about the emerging design shown on various plans during the event held on 12th September and have taken into account information provided during our subsequent meeting with Jim Larkin and Damian Cox on 9th October.
2. We have previously requested and reiterate our request for HS2's comprehensive programme for design and design procurement.
3. It is impossible to reach an informed view on particular aspects of the HS2 station, such as entrances and circulation, in isolation from decisions with regard to all other transport modes. In order to make informed comments, we need to be provided with all constraints to station planning, including the approaches.
4. The community cannot provide adequate feedback without all relevant information in HS2's possession at this time. For example, we do not have full details on the proposed amendments to the spine building, which makes it difficult for us to understand how this element has changed. Community representatives are more than capable of understanding the relationship between component parts and any technical drawings.
5. Based on the information to date the design appears to be without any benefits to the local residents living around the station, something HS2 has always promoted as one of the key aspects of the whole project.
6. For ease of understanding and efficiency, in future engagement:
 - a. Slides and materials should be provided at least several days in advance so that those not familiar with them are given time to consider issues, to facilitate effective comment and queries.
 - b. Please ensure documents supplied in future are dated.
 - c. Please ensure maps have a consistent colour scheme in future.
 - d. Key roads should be labelled for ease of use, with sufficient context to make the impact on the surrounding area clear. For example, the entrance to the taxi ramp was shown without making it clear that it faced Robert Street. Either Robert Street or Varndell Street appear to be missing on some plans.
 - e. To orientate and compare maps should show at least a ghost outline of the current station footprint and other current major features.

Station layout and non-vehicular access to/from surrounding area

1. There must be direct access from the new station to the side streets to the west of Coburg Street particularly Drummond Street; there should be an east-west station corridor/concourse to feed directly into Drummond Street. We can see no reason why the escalators on the westernmost platforms could not be moved to line up with the entrance of Drummond Street, as at the northern end of the platform in HS2's current suggested design. Please see the appendix as an example.
2. The above is one example of the problems with the current design's use of an equal-spaced grid to set out the repetitive blocks that effectively delineate the internal station concourse layout and make the rectangular voids into the platforms below. Instead, they should line up with the existing street pattern and conform with the scale surrounding the station, which the Euston Area Plan requires to be continued through the concourse (as functional streets).
3. The internal concourse pathways do not appear to comply with the EAP's requirement to have "streets" across the station site. The use of "streets" to describe the internal concourse routes is misleading.
4. There needs to be at least one clear, unobstructed north-south route and east-west route across the station, not cluttered by street furniture and pop-ups or unduly cluttered with pedestrians due to dense retail or queues.
5. While apparently promoting 'active frontage' the emerging design appears to have greatly reduced the active frontage on Cobourg Street to the service entrances of OSD office blocks. Most of the emerging design street frontage appears to be glazing to the voids overlooking the platforms. Glass windows along Cobourg Street are not active frontage. There must be doors and proper entrances along the length of Cobourg Street, for example to homes, small shops or other non-disruptive services.
6. The main station entrance should be clearly to the south. The northern entrance is currently over-emphasized.
7. The current design threatens as an implication large blocks overshadowing Cobourg Street, which should not be necessary. We reject the proposal in slide 36 ('Drummond St Connection: Re-thinking Cobourg St environment') that Cobourg Street should be remodelled on Exhibition Road because that is a completely different scale and is not adjacent to a major station.
8. The demolition of homes at the south end of Cobourg Street does not appear to be necessary for station operations or for civil engineering, and we question its lawfulness. The proposed demolition appears necessary only to permit Cobourg Street to be widened, which we reject. The homes and pub in question would make a valuable contribution to (and set the scale for) the active frontages that we require for the station.

Taxis and other vehicles

1. The taxi rank is in the wrong place for both residents and passengers, particularly the ones using the NR part of the station. A single rank solution must work for both stations. It should not align with Robert Street. Taxis should not be encouraged northwards.
2. The design should not encourage or promote informal taxi ranking.
3. Taxis should not be accommodated at ground level. The rank should be within the station footprint and with pedestrian access from the concourse, as per the current station. Euston

is already losing its historic park and historic trees. There is no need for Euston to lose additional space at ground level to taxis.

4. It is unacceptable for employee car parking spaces to be provided underground when taxi ranks are being planned at ground level. Please provide your estimate of the cost of those employee car parking spaces. It should be a car free development so far as employee commuting vehicles are concerned.
5. The current design appears to show a total disregard for cyclists and replacing the north-south quiet cycle route that will be lost.
6. The proposed change of the location for the basement ramp is not acceptable. It will increase severance and reduce road safety on Hampstead Road. It will also increase traffic in residential areas to the north. The entrance and exit to the ramp should be signal controlled to allow a right turn from Hampstead Rd. This junction should be away from major pedestrian traffic routes south of Cartmel. Bearing in mind that the Silverdale bus stops are moving south to Varndell St, the section of Hampstead Road between the Bridge and Robert St should not become a back area for the station with dead frontage and service/taxi access roads. The design should improve things for the local area not worsen them.
7. Please keep the Gordon Street junction with Euston Road open.
8. Please confirm that you will install a traffic light right turn from Hampstead Road northbound for the service ramp down.

Green spaces

1. Please confirm our understanding of your earlier assurances that green space internal to the station will not be counted as part of the replacement of lost green space in local communities.
2. The current design unnecessarily divides the green spaces to the west of the station with a taxi rank, rendering them useless as replacement for St James's Gardens. The green space to the north of the station will not be used by former patrons of St James's Gardens, because it is too far away. The Drummond Street community needs to be provided with a local green park to replace St James's Gardens, within easy walking distance. It should be where the taxi rank is currently marked.
3. No or negligible green space on real ground is shown. The western basement extension represents a land grab beyond the area originally planned to be excavated. That will make it impossible to replant that area with trees that can grow to full maturity. That is a new significant adverse effect which must be mitigated.
4. Given the loss of real ground for the western basement extension, please adjust the proposed layout of the utilities so that they run over the basement extension in order that some real ground can be retained for trees south of that basement extension. That should permit some of the current large trees in St James Gardens south of the proposed basement extension to be preserved.
5. Please remove the proposed road shown running immediately to the north of the Maria Fidelis site, and clarify what it was intended for.
6. The proposed station design should incorporate large concrete (or otherwise) planting boxes inset into the ground, with their own irrigation, to permit large trees to grow at ground level around the border of the station.

Oversite Development

1. Has any assessment been carried out on the negative impacts that a large retail sector at Euston will have on an already declining Camden High Street?
2. We strongly believe that rent and rates should be subsidized for small local businesses to allow them to continue to trade for the course of the works. Once the station is complete, subsidized sites should be provided on the edge of the station into which local restaurants have the first option to move, with easy access to the station.
3. The majority of local people will not shop or dine in station – not even coffee shops as they are generally too expensive.
4. There should not be any chain stores or chain restaurants on Cobourg Street.
5. OSD office blocks should rise up over the platforms behind the continuous active street frontages, with setbacks to restore the scale of the existing street frontages at the existing back edge of pavement and to balance the scale of the remaining frontages.

Appendix

Example design preserving alignment with Drummond Street:

