

Chapter 7: Traffic and Transport

TRAFFIC AND TRANSPORT	
AUTHOR	Velocity Transport Planning
SUPPORTING APPENDIX	ES Volume 3, Appendix: Traffic and Transport Annex 1: Policy and Guidance Context In addition, Velocity Transport Planning have prepared a Transport Assessment (TA) which is submitted alongside the planning application.
KEY CONSIDERATIONS	<p>This chapter of the Environmental Statement (ES) reports the likely significant effects of the Proposed Development on the surrounding transport networks. This chapter describes how the Proposed Development will affect existing and future patterns of travel. The effects are assessed during deconstruction and construction works and once the Proposed Development is completed and in full operation.</p> <p>The assessment has been undertaken in accordance with discussions with Transport for London (TfL) and the London Borough of Camden (LBC) in respect of the TA. The assessment presented within this chapter should be considered in the context of the TA, which provides a comprehensive assessment of the traffic and transport effects.</p> <p>The assessment considers the potential for the Proposed Development to affect Severance, Delay (bus and driver delay), Amenity, Fear and Intimidation and Hazardous Loads in accordance with the Institute of Environmental Assessment (IEMA) Guidance.</p> <p>Where appropriate, it also identifies proposed mitigation measures to prevent, minimise or control likely negative congestion effects arising from the Proposed Development and the subsequent anticipated residual effects.</p>
CONSULTATION	<p>An EIA Scoping Report was prepared and submitted to LBC in August 2023, requesting a formal EIA Scoping Opinion from LBC on the scope of the EIA. A copy of the EIA Scoping Report is provided in ES Volume 3, Appendix EIA Methodology – Annex 1 and the Scoping Opinion in ES Volume 3, Appendix EIA Methodology – Annex 2. This chapter and associated transport-related deliverables for this planning application adhere to the relevant sections of the Scoping Opinion.</p> <p>The Proposed Development is the subject of a planning application referable to the Mayor of London, and pre-application discussions were undertaken in May 2023 with relevant officers of LBC. Further pre-application discussions were held with Transport for London (TfL) in July 2023 and September 2023. These pre-application meetings were to agree on the scope of the TA and supporting documents. LBC and TfL requested/or confirmed the following items to be addressed in the assessments:</p> <ol style="list-style-type: none"> 1. Healthy Streets TA to be produced in line with TfL's TA Guidance; 2. Trip generation methodology to be verified based on a TRICS assessment of the likely flexible Use Class E(g) space proposed and include an assessment of delivery and servicing trips; 3. Manual assignment of public transport trips to each sub-mode (i.e., rail, London Underground, London Overground, bus); 4. Warren Street Station Assessment; 5. Active Travel Zone assessment; 6. Pedestrian Comfort Level (PCL) assessment; 7. A Travel Plan; 8. A Car Parking Design and Management Plan 9. A Draft Construction Management Plan (CMP); and 10. An Outline Construction Logistics Plan (CLP)

ASSESSMENT METHODOLOGY

Defining the Baseline

Background

7.1 This Environmental Statement (ES) chapter summarises the transport-related impacts that have been fully assessed within the Transport Assessment (TA). All transport modes have been considered, including changes

to traffic volumes and public transport accessibility. This ES chapter also includes a summary of the proposed mitigation measures.

7.2 This ES chapter has been prepared fully considering the Institute of Environmental Management and Assessment (IEMA) Guidelines¹ and current national, regional, and local policies, as outlined in **ES Volume 3, Appendix: Traffic and Transport – Annex 1**.

Study Area

7.3 In accordance with the IEMA Guidelines², the 'study area' has been defined by identifying any link or location where it is considered that significant highways or transport-related effects may occur as a result of the Proposed Development.

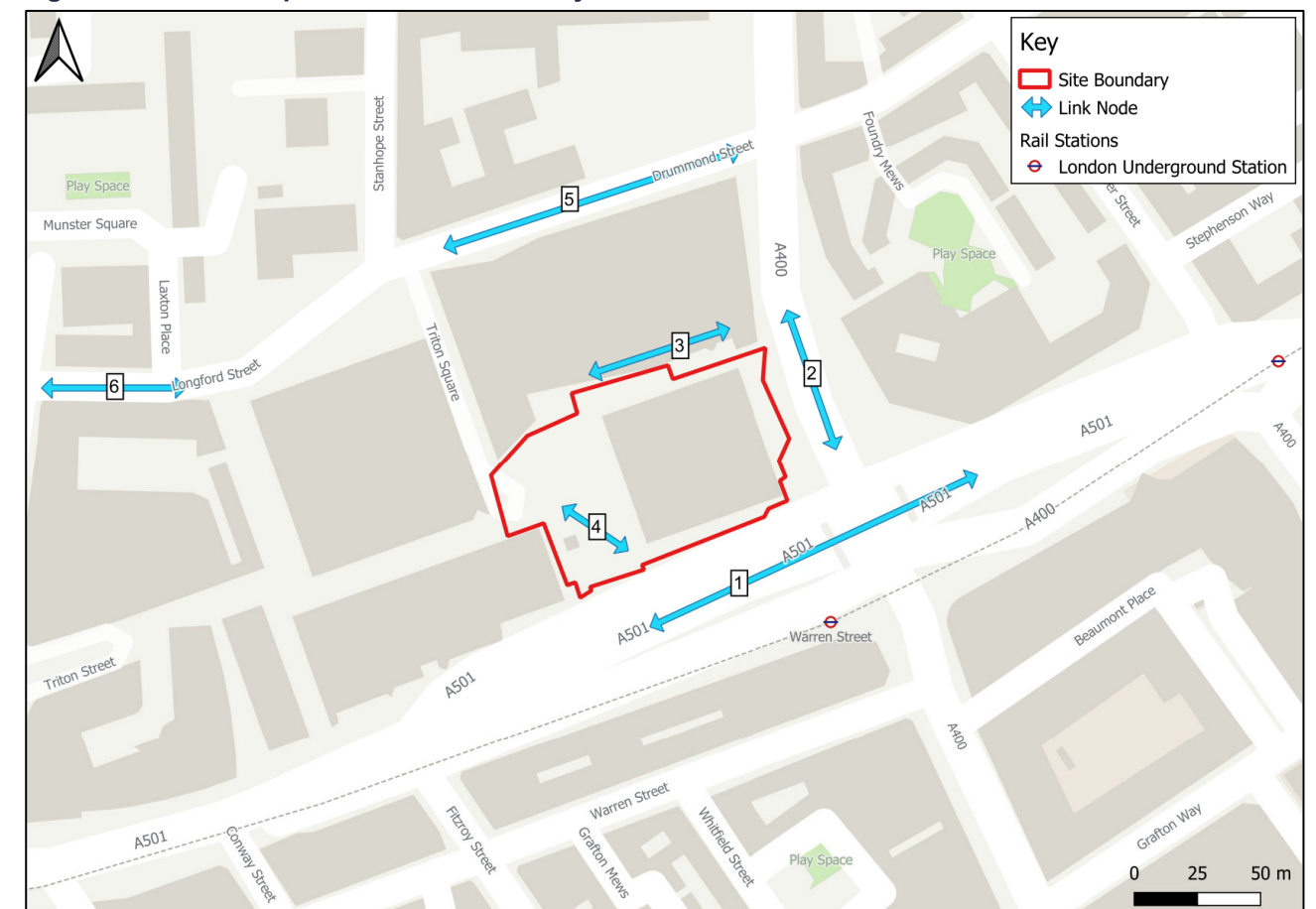
7.4 The IEMA Guidelines state the following two broad rules-of-thumb are to be used to establish which highway links are to be assessed:

- Rule 1: include highway links where the traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); and
- Rule 2: include any other specifically sensitive areas where the traffic flows have increased by 10% or more.

7.5 Although the Proposed Development does not generate traffic flows above those set out above, the study area focuses on the accessibility of the site for non-motorised users to the surrounding transport connections.

7.6 The study area, shown in Figure 7.1 and Table 7.1, forms the site's immediate surrounding highway and pedestrian network for site access and egress in the assessment scenarios.

Figure 7.1 Transport Links Across Study Area



¹ New IEMA Guidance: Environmental Assessment of Traffic and Movement (July 2023)

² New IEMA Guidance: Environmental Assessment of Traffic and Movement (July 2023)

Table 7.1 Study Area – Transport (Highway and Pedestrian) Link References

Link Reference	Link Name
1	Euston Road off-slip
2	Hampstead Road
3	Brock Street
4	Regent's Place Plaza (west of the site)
5	Drummond Street
6	Longford Street

Existing Baseline Conditions

7.7 The baseline conditions have been characterised utilising desktop research, Geographic Information System (GIS) analysis, site visits and survey data. In particular:

- The transport networks have been assessed based on a scope that was discussed and agreed upon with the London Borough of Camden (LBC) and Transport for London (TfL) during the pre-application process;
- The pedestrian and cycle network surrounding the site and pedestrian desire lines were reviewed during site visits in February and May 2023;
- Pedestrian survey data for Hampstead Road, Euston Road, Brock Street and the adjacent pedestrian crossings were recorded on 19 April 2023 using video surveys and summarised in 15-minute intervals by direction;
- Existing traffic flow data was recorded on the roads in the study area for a period of seven days between 16 – 22 April 2023 using Automatic Traffic Count (ATC) and Artificial Intelligence (AI) speed surveys. The traffic flows have been used to establish the magnitude of the transport impacts of the Proposed Development. Full results of the traffic surveys are presented in the TA, along with a plan showing the locations of the ATC and AI speed surveys. The ATC and AI speed surveys recorded data 24 hours a day for a minimum of seven days and, therefore, provide a sufficiently robust baseline against which to assess changes in traffic flow;
- A series of site visits were undertaken between December 2022 and June 2023 to review the baseline conditions and observe the operation of the local network;
- An evaluation of the existing conditions for pedestrians and cyclists along the key journeys identified and agreed upon with the LBC and TfL during the pre-application stage is provided within the Active Travel Zone chapter (Section 5) of the TA;
- A Public Transport Access Level (PTAL) assessment of the site was undertaken using TfL's Web-based Connectivity Assessment Toolkit (WebCAT)³;
- The level of public transport accessibility surrounding the site has been analysed within Section 6 of the TA, particularly the London Underground, rail and bus networks, including timetable information;
- Accident data for the local road network over a three-year period has been analysed within the Active Travel Zone chapter (Section 5) of the TA;
- Forecast travel mode share data has been obtained from a combination of the 2011 Census data and the Trip Rate Information Computer System (TRICS) database, which is detailed within the TA. The 2011 Census has been used as the 2021 Census took place during national lockdown due to COVID-19 and is not comparable with the 2011 data. The relevant mode share data is contained within the TA;
- An evaluation of the capacity of local footways and crossings has been undertaken with reference to TfL's Pedestrian Comfort Level (PCL) guidance⁴. TfL's guidance sets out pedestrian levels of service

³ TfL (2010); *Measuring Public Transport Accessibility Levels*

⁴ TfL (2010); *Pedestrian Comfort Guidance for London: Guidance Document*

relating to the densities of pedestrian movements, with scores ranging from 'A+' (highest possible score and representative of comfortable conditions) to 'F-' (lowest possible score and representative of uncomfortable conditions). For office and retail uses, PCL ratings of C+ and above are generally considered acceptable, with PCL B+ preferred and considered comfortable according to the TfL PCL guidance⁴.

7.8 With the exception of a very small number of vehicles associated with the operational retail within the existing building on site, the building is vacant and as such no operational vehicles have been assessed as part of the baseline conditions. Other buildings within Regent's Place are occupied or partly occupied and all share the existing basement which provides both servicing and deliveries to the Plaza along with existing car parking.

Evolution of the Baseline

7.9 In terms of traffic volumes, there has been a downward trend over the last 15 years, reflecting TfL's policy⁵ to redesignate road space in favour of cyclists and public transport over private vehicles. Based on current policies, it is expected that this trend will continue, and therefore, any surveys undertaken post-2008 remain valid as the current baseline condition and will also remain valid as the future baseline condition. Therefore, any assessment on the future baseline is likely to be robust based on the downward trend of traffic volumes.

7.10 It is anticipated that any trips arising from the cumulative schemes in the surrounding area (**ES Volume 1, Chapter 2: EIA Methodology**) would account for public transport and active modes, given the car-free nature of development within the LBC. The future baseline scenarios defined within this ES chapter are therefore considered to represent no change in line with general trends regarding decreased car ownership and attitudes towards travel and working from home.

Future Baseline

7.11 Changes in the use of transport infrastructure have been considered in the future baseline (2030), including the following planned improvements:

- The introduction of the High Speed 2 rail link at Euston Station and
- The introduction of Cross Rail 2 at Euston Station.

7.12 The future scenario does not consider growth in the use of the highway network, as data⁶ indicates that traffic volumes have been falling in Camden over the past two decades, and trends suggest this will continue.

7.13 No changes are expected to be made to the bus, cycle or walking network near the Proposed Development in the near future, and hence, the future baseline for bus, cycling and walking services remains the same as the current baseline for the purposes of the assessment within this ES chapter.

Land Use Scenarios

7.14 As both the proposed office and life science spaces fall under the same land use classification (Class E (g)), the following two land use options have been considered:

- A maximum life science (24,380m² Gross External Area (GEA)) and office (56,250m² GEA); and
- Maximum office (80,630m² GEA).

7.15 The maximum office scenario would have a higher occupancy of future employees and, therefore, generate the highest person trip generation. Taking a robust approach, the maximum office scenario has been used to assess the effects of the Proposed Development on the walking, cycling and public transport networks.

⁵ TfL (2021) *The Mayors Transport Strategy*

⁶ <https://roadtraffic.dft.gov.uk/local-authorities/145>

Assessment Scenarios

- 7.16 The assessment scenarios which are assessed within this ES chapter are consistent with those in the TA and as set out in the EIA Scoping Report, which include:
- **Scenario 1:** Existing Baseline (2023) – Existing Transport Conditions;
 - **Scenario 2:** Future Baseline (2030) – This includes the Scenario 1 data plus any changes which are committed to take place to existing conditions by the future design year (2030), without the Proposed Development but with all cumulative schemes; and
 - **Scenario 3:** Future Baseline (2030) plus the Proposed Development and cumulative schemes.
- 7.17 All cumulative schemes have been reviewed, and all relevant transport-generating schemes have been included and added to the existing baseline (Scenario 1) for the purpose of calculating the Future Baseline (Scenario 2 – without Proposed Development and Scenario 3 – with Proposed Development) traffic generation.
- 7.18 Due to the location of the cumulative schemes, they are not expected to have a direct effect on the pedestrian network around the site. The cumulative schemes are located to the east or south, with the closest located approximately 600m south on Tottenham Court Road, opposite Gooch Street Station.

Impact Assessment Methodology

- 7.19 This section sets out how the IEMA Guidelines have been applied in this assessment to determine the traffic and transport-related effects during both the deconstruction and construction works associated with the Proposed Development as well as when it is complete and operational.
- 7.20 The assessments within this ES chapter have determined the scale and significance of the effect of traffic and transport impacts based on the sensitivity of the receptor (as defined in Table 7.3) and the magnitude of the impact (as defined in Table 7.4). These two factors combine to create a scale of effect, which depends on the sensitivity of the receptor and the magnitude of the impact.
- 7.21 The effects set out in the IEMA Guidelines relate to different stages of the Proposed Development (i.e., during deconstruction and construction and when it is complete and operational). Those which related to this assessment are:
- Severance;
 - Pedestrian and Cyclist Delay;
 - Vehicle and Bus Delay;
 - Tube and Rail Delay;
 - Amenity, Fear and Intimidation;
 - Accidents and Safety; and
 - Hazardous Loads.
- 7.22 The consideration of these impacts as part of the traffic and transport assessment within this ES chapter has been agreed with the LBC through the EIA scoping process. The EIA Scoping Report and EIA Scoping Opinion can be found in **ES Volume 3, Appendix: EIA Methodology – Annex 1**.

Deconstruction and Construction

- 7.23 The effects of deconstruction and construction traffic have been determined by assessing the impact of the estimated worst-case traffic flows during the deconstruction and construction period against the baseline traffic flows during the deconstruction and construction period based on the likely vehicle routing and construction information provided in **ES Volume 1, Chapter 5: Deconstruction and Construction**. In line with this, and for the purpose of the assessment of deconstruction and construction impacts in this ES chapter, it has been assumed that construction routing would be via the A501 Euston Road before exiting via Hampstead Road.
- 7.24 Deconstruction and construction traffic generation estimates have been provided by the construction advisor. An Outline Construction Logistics Plan (CLP) has been prepared and is included within the TA. A draft Construction Management Plan (CMP) has also been prepared to accompany the planning application as a

standalone deliverable. Further details of the construction programme and phases, vehicle numbers and the proposed access route are discussed in detail in **ES Volume 1, Chapter 5: Deconstruction and Construction**.

- 7.25 For robustness, it has been assumed that the peak in traffic generation will run across the entire deconstruction and construction programme, which has been identified as requiring 27 daily HGVs (54 two-way HGV trips) each day to visit the site across the length of the entire deconstruction and construction programme.
- 7.26 It has been assumed that the majority of staff trips during the deconstruction and construction works will be undertaken through walking, cycling and public transport trips. It is not considered that an assessment of staff travel is needed as the primary effects in relation to the deconstruction and construction works will be associated with the HGV traffic.
- 7.27 The forecasted daily HGV movements have been assessed against the baseline traffic data for each transport link (Figure 7.1 and Table 7.1) in accordance with the IEMA Guidelines. Where the change in traffic flow is less than 30% (10% on sensitive receptors), the environmental effects have been assessed to be negligible, as the IEMA Guidelines recommend that these limits should be used as a screening process to delimit the scale and extent of the assessment.
- 7.28 The IEMA Guidelines note that traffic forecasting accuracies greater than 10% cannot be expected and that the DfT has assumed 30%, 60%, and 90% changes in traffic levels should be considered as 'slight', 'moderate', and 'substantial' impacts, respectively. The IEMA Guidelines also note that increases in traffic of as little as 5% may be significant in terms of the capacity criteria of the highway but not its environmental impacts, and the criteria set out within the IEMA Guidance make the higher thresholds more relevant to the assessment of the environmental impacts of traffic increase.
- 7.29 Where these thresholds are exceeded, the following paragraphs explain the methodologies which have been used for assessment purposes.

Severance

- 7.30 Severance is defined by the IEMA Guidance in paragraph 3.13:
- “Severance is the perceived division that can occur within a community when it becomes separated by major transport infrastructure. The term is used to describe a complex series of factors that separate people from places and other people. Severance may result from the difficulty of crossing a heavily trafficked road or a physical barrier created by infrastructure.”*
- 7.31 The IEMA Guidance note that the Department for Transport has assumed 30%, 60% and 90% changes in traffic levels should be considered as “slight”, “moderate”, and “substantial” impacts, respectively, on severance. For consistency with the EIA terminology used in this ES, these are defined as ‘low’, ‘medium’ and ‘high’ magnitude impacts, respectively, in this ES chapter. This can be used as a benchmark when considering whether or not severance should be scoped in or scoped out.
- 7.32 Construction vehicles are expected to arrive at the site using Euston Road (A501) and depart the site via Hampstead Road, which both form part of the Strategic Road Network (SRN) and TfL Road Network (TLRN). These roads already carry high volumes of HGVs. However, construction vehicles will also use local streets for access and egress, primarily Longford Street and Drummond Street. These roads have lower levels of existing traffic, and the construction traffic may have a perceptible effect in terms of severance. Severance is therefore scoped in for the deconstruction and construction assessment.

Vehicle and Bus Delay

- 7.33 During the deconstruction and construction phase, the Proposed Development is not expected to result in changes which would significantly affect perceptions of vehicle and bus delay, as the addition of 27 daily HGV trips (54 two-way daily HGV trips) is not considered substantial enough to cause any noticeable change. However, the proximity of the existing bus stops to the construction site vehicle access points may cause bus delays as a result of construction vehicles entering and exiting the site.
- 7.34 In light of the above, the assessment of impacts on vehicle and bus delay is scoped in for the deconstruction and construction phase assessment.

Underground and Rail Delay

- 7.35 During the deconstruction and construction phase, the Proposed Development is not expected to result in changes which would significantly affect perceptions of the London Underground and Rail capacity. No on-site car parking will be provided for construction operatives and a Construction Travel Plan will encourage the use of sustainable and active travel. It is therefore assumed that the majority of construction operatives may travel via Public Transport (London Underground, Rail services) to the site, this will likely be outside of peak hours, and the impact would be minimal when compared to typical daily fluctuations in flows.
- 7.36 On that basis, the assessment of impacts on Underground and Rail delays during the deconstruction and construction phase is therefore scoped out of the assessment.

Pedestrian and Cyclist Delay

- 7.37 The IEMA Guidelines make reference to potential delays to drivers and pedestrians. Users of other modes can also experience delays, such as cyclists and those travelling by public transport.
- 7.38 There are no specific thresholds for the assessment of delay, and a range of factors need to be considered, such as changes in traffic speed/flows, network capacities, pedestrian activity and comfort, visibility, and physical conditions. These factors have been reviewed based on professional judgment and in the context of the Proposed Development and their perceived importance.
- 7.39 Pedestrian and cyclist delays may change as a result of layout changes, including modified streets, changes to pedestrian volumes, or where temporary construction vehicle crossovers are provided.
- 7.40 On that basis, the assessment of impacts on pedestrian and cyclist delay during the deconstruction and construction phase is therefore scoped in to the assessment.

Amenity, Fear and Intimidation

- 7.41 During the deconstruction and construction phase, there is scope for the Proposed Development to result in changes which could impact amenity, fear and intimidation. Using the IEMA Guidelines, changes in amenities, fear and intimidation are linked to at least two of either a change in total vehicles, a change in the number of HGVs or changes in vehicle speeds, which could occur in the enabling works and construction phase.
- 7.42 The assessment of impacts on amenity, fear and intimidation is therefore scoped in for the deconstruction and construction phase.

Accidents and Road Safety

- 7.43 During the deconstruction and construction phase, the construction traffic will be managed and mitigated through the CLP, which would include measures that will require contractors to use the safest construction vehicles and best practices in terms of road safety.
- 7.44 On that basis, the assessment of impacts on accidents and road safety is scoped out for the deconstruction and construction phase assessment.

Hazardous Loads

- 7.45 Hazardous and Large Loads are discussed in paragraph 3.49 of the IEMA Guidance:
“Some developments may involve the transportation of dangerous or hazardous loads by road, and this should be recognised within any traffic and movement assessment. Such movements should include specialist loads that might be involved in the construction or decommissioning phases of the development, in addition to movements associated with the operation of the establishment.”
- 7.46 Hazardous loads could include, for example:
 - Explosives;
 - Gases;
 - Flammable liquid;
 - Flammable solids;

- Oxidising substances;
- Toxic substances;
- Radioactive material; and
- Corrosive substances.

- 7.47 It is expected that waste generated from construction activities would consist of typical construction waste and be transported by standard construction vehicles. Therefore, given the limited potential for hazardous or large loads during the enabling and construction works, the assessment of effects on Hazardous and Large Loads is scoped out of the deconstruction and construction phase assessment.

Completed Development

- 7.48 The potential effect of the completed and operational Proposed Development has been determined by comparing the Future Baseline (Scenario 2 – without Proposed Development) with the Future Baseline (Scenario 3 – with Proposed Development).
- 7.49 The operational assessments have been undertaken for 2030 when it is predicted the Proposed Development will initially open (i.e., Opening Year). Cumulative schemes are included in scenario assessments, as set out earlier in this chapter.
- 7.50 The vehicle activity is forecast for the year of opening (2030) for when the Proposed Development is complete and operational. This forecast has been assessed against the baseline traffic data for each transport link in accordance with IEMA Guidelines. Where the change in traffic flow is less than 30% (10% for sensitive receptors), the environmental effects have been assessed to be negligible. Where those thresholds are exceeded, the following paragraphs explain the methodologies which have been used for assessment purposes.

Mode Share

- 7.51 The existing permitted use employee mode share was derived from Census WP703EW - Method of Travel to Work (workplace) data.
- 7.52 The future use mode share was revised due to the site being car-free, with the exception of disabled parking. The car mode share was reduced to zero and redistributed across the public transport and cycle modes. Similarly, the taxi and motorcycle mode share were amended to zero.
- 7.53 Table 7.2 provides the future mode share assumed for employees and visitors travelling to and from the Proposed Development.

Table 7.2 Mode Share

Mode	Permitted Mode Share - Existing	Revised Mode Share - Proposed
Pedestrians	7%	7%
Cyclists	5%	10%
Bus	11%	10%
Underground	42%	40%
Rail	33%	33%
Car drivers	2%	0%
Car passengers	0%	0%
TOTAL	100%	100%

Trip Generation

- 7.54 In terms of environmental effects, the primary effect of the completed Proposed Development in accordance with the IEMA criteria is typically associated with a change in traffic volume.
- 7.55 The effects of operational traffic associated with the completed Proposed Development have been determined by assessing the effects of the estimated worst case against the Future Baseline.
- 7.56 In order to quantify the impact of the Proposed Development once operational, trip generation has been calculated for the following individual uses within the Proposed Development:
 - Class E Commercial:
 - Class E(g) – Flexible Use
 - Class E (a/b) - Flexible Retail Use
 - Class F1 – Learning Use
- 7.57 Although the Proposed Development provides flexible Class E space, for the purposes of trip generation, two assessments have been undertaken for Class E(g).
 - Maximum life science (24,380m² GEA) and office (56,250m² GEA); and
 - Maximum office (80,630m² GEA).
- 7.58 The maximum office scenario would have a higher occupancy of future employees and, therefore, generate the highest person trip generation. Taking a robust approach, the Maximum office scenario has been used to assess the effects of the Proposed Development on the walking, cycling and public transport networks.
- 7.59 As the Proposed Development is to be car-free (excluding disabled person's car parking), there will be a very minor level of vehicular activity associated with the site, which will mainly be limited to servicing and delivery activity.
- 7.60 The trip generation methodology has been agreed upon with LBC and TfL prior to the submission of the planning application.
- 7.61 As the traffic impacts from the completed Proposed Development are associated primarily with servicing activity, there is less of an impact on the typical morning (08:00-09:00) and evening (17:00-18:00) peak hours, with vehicular activity distributed across the day. The assessment of the operational traffic impacts will, therefore, focus on the daily changes in traffic flow (assumed as the Annual Average Daily Total 'AADT'), which is in accordance with the suggested thresholds set out within the IEMA guidance.
- 7.62 The total multi-modal trip generation associated with the Completed Development is presented in Table 7.3.

Table 7.3 Completed Development Trip Generation Summary

Mode	Daily Trips Generated		
	Arrivals	Departures	Total
Pedestrians	521	516	1,038
Cyclists	755	748	1,503
Bus	808	800	1,608
Underground	3,056	3,027	6,083
Rail	2,479	2,455	4,934
Car drivers*	0	0	0
Car passengers	0	0	0
Total	7,619	7,546	15,165
Delivery and Servicing			
LGV	92	92	184
HGV	10	10	20
Total	102	102	204

*Excludes servicing. Note numbers may not sum due to rounding.

Highway Network

- 7.63 This assessment has been carried out by looking at future year baseline traffic flows (including committed developments) and future year traffic flows following completion of the Proposed Development.
- 7.64 The Proposed Development aims to be car-free with the exception of accessible parking on-site for disabled visitors and staff. Vehicle trips will be generated from delivery and servicing activities associated with the Proposed Development.
- 7.65 To assess the impact of the additional forecast vehicle trips on the local highway network, vehicle trip generation has been assigned and distributed to links in the study area to determine the future traffic flows with the Proposed Development in operation. This enables a comparison between the "future baseline" and the "future baseline plus development" (Scenario 2 and Scenario 3).
- 7.66 This methodology is then used to quantify the potential effects of the Proposed Development. Thereafter, locations where the predicted changes may cause significant adverse effects are identified and assessed to investigate whether any mitigating measures are necessary to offset or reduce such predicted effects.

Severance

- 7.67 Severance has been assessed by comparing the with and without development for the future year scenarios.
- 7.68 To assess the impact of the Proposed Development towards the highway network, the IEMA Guidelines advise that changes in traffic flow or HGV flow by 30%, 60% or 90% can be considered as having a low, medium or high impact, respectively. Less than a 30% change is a negligible impact magnitude.
- 7.69 The impact of the completed development flows would not lead to any discernible change in severance and has therefore been scoped out.

Pedestrian and Cyclist Delay

- 7.70 Pedestrian and cyclist delay assesses the changes in "volume, composition or speed" of pedestrian and cycle traffic, which also depends on the density of pedestrian and cyclist activity in a specific location, visibility and the general physical conditions surrounding the site and the quality of pedestrian footways and cycle facilities provided.
- 7.71 The IEMA Guidelines do not suggest any thresholds for judging the significance of absolute or actual changes in levels of delay for pedestrians and cyclists and state that "Given the range of local factors and conditions which can influence pedestrian delay, it is not considered wise to set down any thresholds but instead, it is recommended that assessors use their judgement to determine whether the pedestrian delay is a significant impact."
- 7.72 The Proposed Development could result in changes which affect perceptions of pedestrians and cyclist delays during operation because the volume of pedestrians and cyclists is expected to increase. However, as there are no planned material changes to the existing highway network, a qualitative assessment of pedestrian and cyclist delays is scoped in. A detailed quantitative review is scoped out to assess the development in operation, instead being supplemented by a qualitative discussion.

Vehicle and Bus Delay

- 7.73 The completed Proposed Development will not result in changes which would significantly affect perceptions of vehicle and bus delays.
- 7.74 The IEMA Guidance states that vehicle delays are only likely to be significant when the traffic surrounding the site is already at, or close to, maximum capacity of the system. It is therefore considered that delay could only be significant during the AM and PM peak.
- 7.75 Discussions with TfL in regard to bus service capacity noted that no detailed assessments were required.
- 7.76 The total vehicle trips generated by the Proposed Development are expected to be imperceptible on the road network and have a negligible impact. Therefore, assessments of operational vehicle and bus delay have been scoped out.

London Underground and Rail Delay

- 7.77 London Underground and Rail delays could be influenced by changes to service frequency or changes to the number of passengers boarding and alighting from each service.
- 7.78 Following pre-application discussions with TfL, a station capacity assessment for Warren Street station was undertaken. TfL accepted that the current station has capacity to accommodate the Proposed Development without creating delay for underground passengers.
- 7.79 In line with the above, an assessment of the completed Proposed Development of the London Underground and Rail delay is scoped out of the ES chapter.

Amenity, Fear and Intimidation

- 7.80 Using the IEMA Guidelines and as stated earlier in this chapter, changes in amenities, fear and intimidation are linked to at least two of either a change in total vehicles, a change in the number of HGVs or changes in vehicle speeds, which could occur due to the completed Proposed Development.
- 7.81 The impact of the completed development flows would not lead to any discernible change in total vehicles, HGVs or vehicle speeds.
- 7.82 The assessment of the completed Proposed Development effects on amenity, fear and intimidation is therefore scoped out the assessment in this ES chapter.

Accidents and Safety

- 7.83 The potential for changes to accidents and safety can relate to the increased use of the transport network; however, the greatest potential for changes relates to more fundamental street and junction layout changes, such as a new access or pedestrian/cyclist crossing.
- 7.84 No changes to the highway network are proposed as part of the development, and therefore, accidents and safety are scoped out of the assessment.

Hazardous Loads

- 7.85 The completed Proposed Development is not expected to generate or warrant the delivery of any hazardous loads, and therefore, no significant effects associated with hazardous loads are expected. On that basis, the assessment of hazardous loads is scoped out of the assessment.

Assessment Summary

- 7.86 Table 7.4 provides a summary of the assessments scoped in and scoped out of this ES chapter.

Table 7.4 Summary of Scoped In / Scoped Out Assessments

Effect	Receptor	Deconstruction and Construction of the Proposed Development	Completed and Operational Development
Severance	Pedestrians, cyclists	Scoped In	Scoped Out
Pedestrian and Cyclist Delay	Pedestrians, cyclists	Scoped In	Scoped In
Vehicle and Bus Delay	Car drivers and passengers, bus passengers	Scoped In	Scoped Out
London Underground and Rail Delay	Rail passengers	Scoped Out	Scoped Out
Amenity, Fear and Intimidation	Pedestrians, cyclists	Scoped In	Scoped Out
Accidents and Safety	All modes	Scoped Out	Scoped Out
Hazardous Loads	All modes	Scoped Out	Scoped Out

Assumptions and Limitations

- 7.87 The following assumptions have been made in relation to the assessment in this ES chapter:

- The impacts of the deconstruction and construction works associated with the Proposed Development have been based on forecasted vehicle trips and the indicative construction programme. The average number of construction vehicles during peak months has been used to assess the deconstruction and construction impacts;
 - The peak in deconstruction and construction traffic has been assumed to be generated across the length of the programme, and thus, there is no requirement for an interim assessment, as the assessment already considers the most intensive period in traffic and transport terms;
 - As is common across London, it has been assumed that there is no growth in baseline traffic flow for the future year of opening, excluding new delivery and servicing trips generated by cumulative schemes; and
 - Although the Proposed Development provides flexible Class E space for both life sciences and office uses, for the purposes of trip generation, two assessments have been undertaken as the maximum office scenario would have a higher occupancy of future employees and therefore generate the higher person trip generation.
- 7.88 The following limitations are relevant to this assessment:
- The assessment of the completed Proposed Development is based on the latest data available at the time of submission of the planning applications for both the Proposed Development and the cumulative schemes.

Methodology for Defining Effects

- 7.89 The IEMA Guidelines were reviewed in order to identify appropriate significance criteria applicable to the assessment in this ES chapter.
- 7.90 Paragraph 4.5 of the IEMA Guidelines states that:
"For many effects, there are no simple rules or formulae which define thresholds of significance, and there is, therefore, a need for interpretation and judgement on the part of the assessor, backed up by data or quantified information wherever possible".
- 7.91 The effects are described as either:
 - Beneficial – meaning that the changes produce benefits in terms of transportation and access (such as reduction of traffic, travel time or patronage, or provision of a new service, access, or facility); or
 - Adverse – meaning that changes produce disbenefits in terms of transportation and access (such as an increase in traffic, travel time, patronage or loss of service or facility); or
- 7.92 The IEMA Guidelines recommend two rules to be considered when assessing the impact of development traffic on a highway link:
 - Rule 1: Include highway links where traffic flows would increase by more than 30% (or the number of heavy goods vehicles would increase by more than 30%); and
 - Rule 2: Include any other specifically sensitive areas where total traffic flows will increase by 10% or more. Rule 2 also states that normally, it would not be appropriate to consider links where traffic flows have changed by less than 10% unless there are significant changes in the composition of traffic, e.g., a large increase in the number of heavy goods vehicles.
- 7.93 Therefore, the guidance considers that projected changes in the total traffic flow of less than 10% create no discernible environmental effect.
- 7.94 In terms of transport, receptors include people who are living in and using facilities and transport networks in the area.

Receptors and Receptor Sensitivity

7.95 The potential receptors are the users of transport networks within the relevant study area for each mode. The criteria that have been used to assess receptor sensitivity are described in Table 7.5.

Table 7.5 Receptor Sensitivity and Description

Sensitivity	Typical Description
High	Road and transport users are more exposed and, as a result, are affected significantly by changes in traffic levels, the road network, public realm or road safety.
Medium	Road and transport users feel moderate effects as a result of changes in traffic levels, the road network, public realm or road safety.
Low	Road and transport users are more protected and, as a result, are not significantly affected by most changes in traffic levels, the road network, public realm or road safety.
Negligible	Road and transport users feel little to no effect as a result of changes in traffic levels, the road network, public realm or road safety.

Magnitude of Impact

7.96 The magnitude of impact is the level of change caused by the Proposed Development. An overview of the different magnitudes of impact is set out in Table 7.6.

Table 7.6 Magnitude of Impact

Impact	Source	Negligible	Low	Medium	High
Severance	IEMA EATM 2023 Guidance	Change in total traffic or HGV flows of up to 30%	Change in total traffic or HGV flows of 30% to 60%	Change in total traffic or HGV flows of 60% to 90%	Change in total traffic or HGV flows over 90%
Pedestrian and Cyclist Delay	Professional judgement	Changes which are unlikely to be perceptible (based on professional judgement).	Changes which are likely to be perceptible but not to the extent that it would materially change conditions which would otherwise prevail.	Changes which are likely to be perceptible and which would materially change conditions which would otherwise prevail to the extent that it may affect travel behaviour to a measurable degree.	Changes which are likely to be perceptible and which could change conditions which would otherwise prevail to the extent that it would significantly affect travel behaviour.
Bus Delay					
Vehicle Delay					
Amenity, fear and intimidation	IEMA EATM 2023 Guidance	Change causes link to experience average traffic 18h flow per hour of circa 600, a daily HGV flow of circa 1,000 or an average speed of 20mph or less where it did not in the Future Baseline.	Change causes link to experience average traffic 18h flow per hour of 600-1,200, a daily HGV flow of 1,000-2,000 or an average speed of 20mph-30mph where it did not in Future Baseline.	Change causes link to experience average traffic 18h flow per hour of 1,200-1,800, a daily HGV flow of 2,000-3,000 or an average speed of 30-40mph where it did not in Future Baseline.	Change causes link to experience average traffic 18h flow per hour of 1,800+, a daily HGV flow of 3,000+ or an average speed of 40+mph where it did not in Future Baseline.

Defining the Effect

Effect Scale

7.97 In accordance with the IEMA Guidelines, the assessments have been based upon the relative change between the baseline conditions and the future year assessment scenarios for each phase of the scheme.

7.98 The scale of a likely effect has been derived by considering both the sensitivity of the receptor and the magnitude of impact in Table 7.7.

Table 7.7 Scale of Effect Criteria Matrix

Sensitivity	Magnitude of Impact			
	High	Medium	Low	Negligible
High	Major	Major	Moderate/Minor	Negligible
Medium	Major	Moderate	Minor	Negligible
Low	Moderate/Minor	Minor	Minor	Negligible

Effect Nature

7.99 The nature of effects is described as either:

- Beneficial - effects that produce positive effects in terms of Traffic and Transport or
- Adverse - effects that produce a negative effect in terms of Traffic and Transport or

Geographic Extent of Effect

7.100 The spatial extent of the effects is considered based on the following thresholds:

- 'Site' or 'Local' - affecting receptors in the site and immediate surroundings;
- 'District' or 'Borough' - affecting receptors in the LBC;
- 'Regional' - affecting receptors in the Greater London area; and
- 'National' - affecting receptors in different parts of the country or England as a whole.

7.101 Direct effects result without any intervening factors, whilst indirect or 'secondary' effects are not directly caused by an action or trigger or result from something else.

Effect Duration

7.102 The duration of effects has been reviewed based on the following criteria:

- Temporary: Short term - less than 12 months.
- Temporary: Medium term - 12 months - 5 years.
- Temporary: Long-term - more than 5 years; and
- Permanent - effects that are considered to be 'irreversible' or extremely long-lasting.

7.103 For the Completed Development, the effects are permanent, whereas for the Deconstruction and Construction period, the effects are expected to be temporary and long-term.

Direct and Indirect

7.104 The assessment also identifies whether the effect is 'direct' (i.e., resulting without any intervening factors) or 'indirect' or 'secondary' (i.e., not directly caused or resulting from something else).

Categorising Likely Significant Effects

7.105 In terms of effect significance, moderate and major effects are considered to be 'significant'.

7.106 Effects that are minor and negligible are not significant. This is the case for all effects, irrespective of whether they are beneficial, adverse or neutral.

BASELINE CONDITIONS

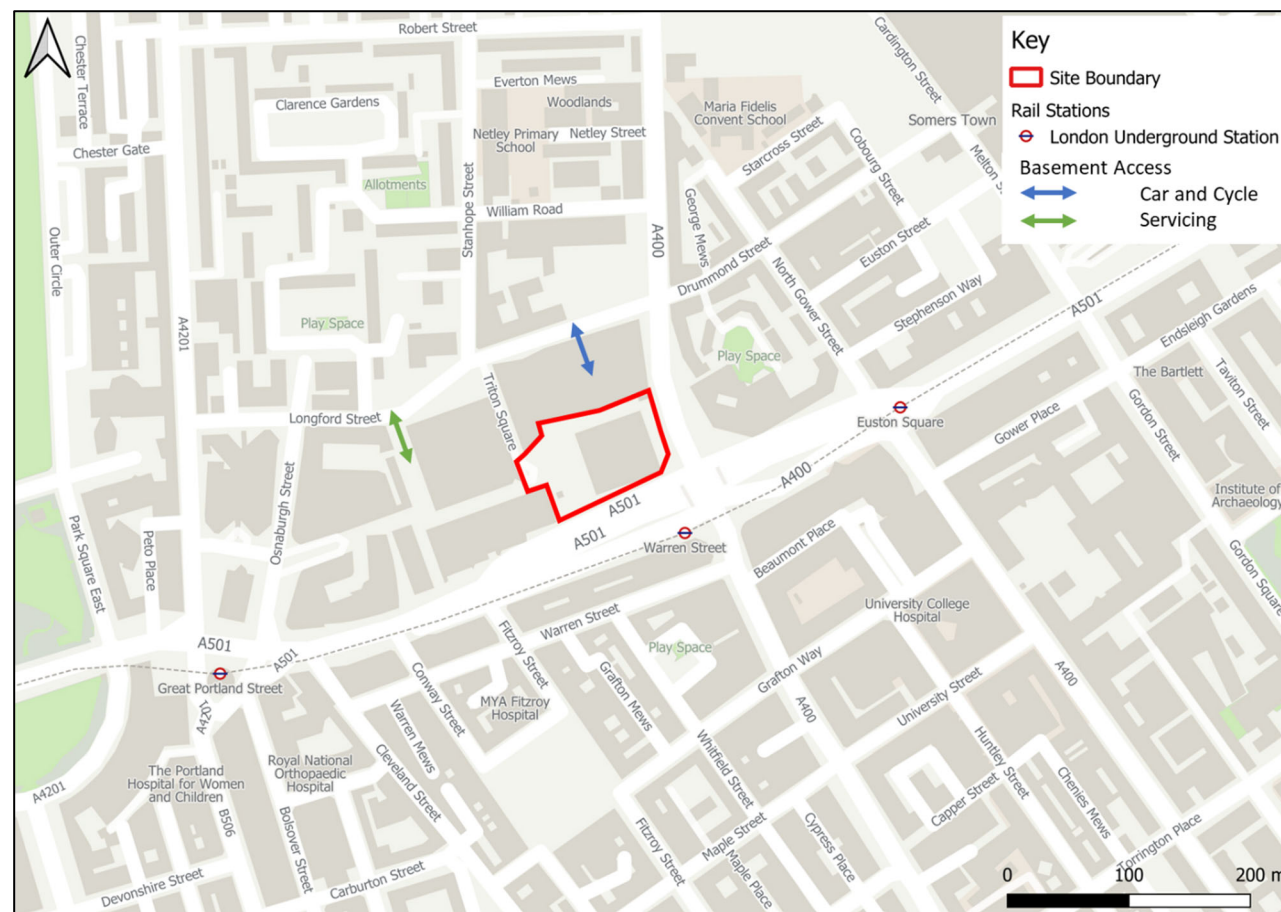
7.107 The following sub-sections of this ES chapter provide an overview of the current baseline traffic and transport conditions within the study area, considering pedestrian and cycle facilities and access, public transport accessibility, and the operation of the existing highway network. Consideration has also been given to the existing baseline flows where available. This analysis has provided the baseline context against which the transport movements and accessibility of the complete and operational Proposed Development have been assessed.

7.108 A full summary of the baseline conditions is provided within Sections 5 and 6 of the TA.

Highway Network

7.109 Figure 7.2 presents the local highway network and vehicular access points within the study area of this assessment.

Figure 7.2 Local Highway Network and Existing Vehicle Access Points



7.110 Euston Tower is bounded by the pedestrianised Brock Street to the north and Regent's Place Plaza to the west. To the east, the building is bounded by Hampstead Road and to the south is A501 Euston Road, both of which form part of the Transport for London Road Network (TLRN).

7.111 Longford Street and Drummond Street provide access to the separate service vehicle ramp and the separate car and cycle ramp to access these facilities at the basement level.

7.112 Longford Street continues as Drummond Street to the east and intersects with Hampstead Road north-east of the site. Hampstead Road is a section of the A400 that runs from Charring Cross to Archway in north London.

7.113 A501 Euston Road and Hampstead Road form a signalised junction at the eastern boundary of the site. Both are distributor roads that carry relatively high volumes of traffic.

Euston Road (A501)

7.114 Euston Road is a 20mph dual carriageway road located south of the site that forms part of the London Red Route and the London Inner Ring Road. It runs in a generally east-west direction, from Marylebone in the west to King's Cross in the east. It is noted that in accordance with 'Vision Zero' and as part of the planned changes by TfL to the London Red Routes, the speed limit of Euston Road will be changed from 30mph to 20mph.

7.115 In the vicinity of the site, it also forms the northern boundary of the London Congestion Charge (LCC) zone, but the road itself is not part of it.

7.116 Footpaths provided on either side of Euston Road are wide, and signalised pedestrian crossings are provided at its junction with Hampstead Road, allowing for easy and safe pedestrian movement. Adjacent to the southern boundary of the site, Euston Road also features a bus stop.

Hampstead Road (A501)

7.117 Hampstead Road is a 20mph two-way single-carriageway located east of the site that forms part of the London Red Route. It runs in a north-south direction, connecting Tottenham Court Road south of the site to Camden High Street in the north.

7.118 Hampstead Road features a dedicated cycle route and advanced stop lines, allowing cyclists to be segregated from general traffic at junctions. In addition, wide footways are provided on either side of the carriageway, as well as numerous signalised pedestrian crossings provided at regular intervals along the road.

7.119 The road features numerous mixed-use residential and commercial buildings fronting onto the carriageway.

Drummond Street

7.120 Drummond Street is a 20mph two-way single-carriageway road located north of the site that runs in an east-west direction connecting to Euston Road at its eastern end and Longford Street at its Western End.

7.121 The road features no parking restrictions aside from single white lines along the northern side of the carriageway. The southern side of the carriageway features inset parking bays, allowing vehicles to park on either side of the road without obstructing traffic.

7.122 Well-maintained footpaths are provided on either side of the carriageway; however, pedestrian crossing locations are few and far between.

Longford Street

7.123 Longford Street is located northwest of the site and is a 20mph two-way single-carriageway road running in an east-west direction. It connects to Albany Street at its western end and Drummond Street at its eastern end.

7.124 The northern side of the carriageway features single yellow line parking restrictions, whilst the southern side of the carriageway features on-street parking bays. The road is fronted by a mixture of residential and commercial properties and provides a zebra crossing at its junction with Laxton Place and an uncontrolled crossing at its junction with Albany Street to assist pedestrian movement in the area.

Baseline Traffic Flows

7.125 The baseline traffic flows on the local highway network have been derived from ATCs and AI speed surveys undertaken in April 2023, as well as 2022 TfL manual count data. The results are summarised in Table 7.8, and more detail is provided within the TA. The number of HGVs is shown as a percentage of the total flow.

Table 7.8 Baseline Traffic Flows

Location	AM Peak		PM Peak		Daily 24hrs	
	Two-way Flow	HGV %	Two-way Flow	HGV %	Two-way Flow	HGV %
Euston Road off-slip	663	7%	675	6%	8983	9%
Hampstead Road	660	21%	812	12%	14589	14%
Drummond Street	188	12%	175	3%	3032	6%
Longford Street	214	12%	228	5%	3263	7%
Euston Road Underpass	1886	5%	2071	2%	41501	3%
Tottenham Court Road	263	15%	325	20%	7514	13%

Collisions and Road Safety

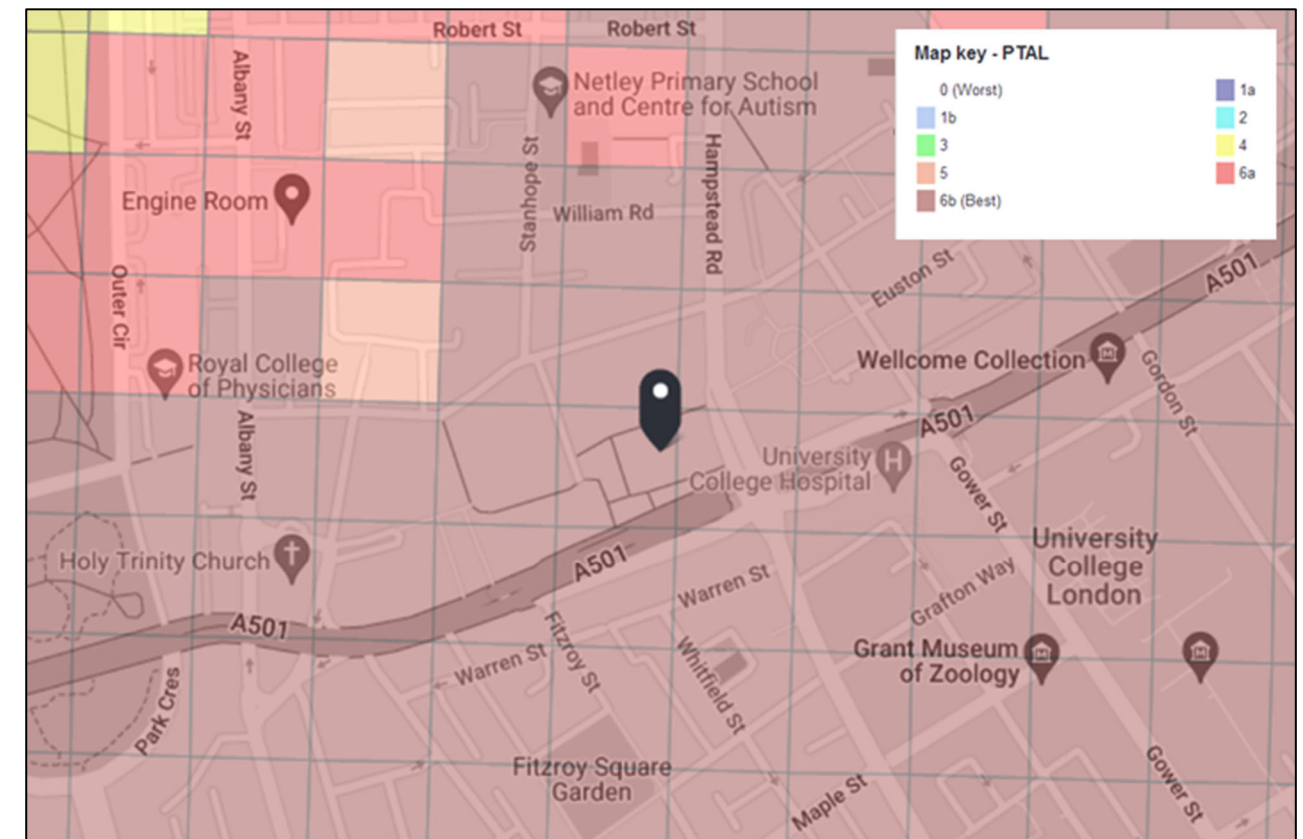
- 7.127 As part of the TA supporting the planning application, the Active Travel Zone (ATZ) assessment includes a review of the Killed or Serious Injury (KSI) records within the local area. A summary of the collisions is provided in this chapter.
- 7.128 KSI information was obtained from TfL for the most recent three-year period for the extent of the ATZ in the TA, in accordance with the Healthy Streets methodology.
- 7.129 The KSI data received from TfL highlighted a total of 29 KSI records to vulnerable road users within the latest three-year period, with the vast majority located along the A501 Euston Road in general or outside the transport hubs of Euston Station, Tottenham Court Road station or Great Portland Street Station.
- 7.130 Two fatalities (pedal cyclist and bus/coach passenger) were recorded in the Neighbourhood Active Travel Zone study area over the three-year period at the following location:
 - Euston Road/Melton Street: one bus or coach (17 Or More Passenger Seats), one motorcycle over 500cc and one pedal cycle, resulting in a fatal injury to the pedal cyclist.
 - Eversholt Street/Lancing Street: one bus or coach (17 Or More Passenger Seats), resulting in a fatal injury to a passenger.
- 7.131 Of the 27 serious collisions recorded in the study area, 12 (45%) involved pedestrians, 9 (33%) involved cyclists and 6 (22%) involved motorbikes.
- 7.132 Further discussion on the KSI information and full records obtained from TfL is included in Section 5 of the supporting TA.

Public Transport

Public Transport Accessibility Level (PTAL)

- 7.133 PTAL is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.
- 7.134 TfL's online WebCAT tool shows the site AI is 85.4, indicating a PTAL of 6b (excellent). The WebCAT PTAL output is summarised in Figure 7.3.

Figure 7.3 Site PTAL map



Bus Services

- 7.135 The site is located in close proximity to a comprehensive level of bus provision. The closest bus stops are situated on Hampstead Road, to the east of the site, which provides access to bus routes 24, 27, 29 and 134. Euston Road bus stop to the south of the site provides access to bus routes 18, 30 and 205.
- 7.136 The local bus services and average frequency are summarised in Table 7.9.

Table 7.9 Existing Bus Services

Service Number	Bus Stop	Route	Peak Hour Frequency (by Direction)
18	Euston Road	Sudbury & Harrow Road Station – Euston Station	15
24	Hampstead Road	South End Green - Pimlico	6
27	Hampstead Road	Chalk Farm – Hammersmith Grove	6
29	Hampstead Road	Lordship Lane – Trafalgar Square	12
30	Euston Road	Hackney Wick – Marble Arch	6
73	Euston Square	Stoke Newington – Oxford Circus	10
134	Hampstead Road	North Finchley – Warren Street	7
205	Euston Road	Bow Church - Paddington	6
390	Euston Square	Archway - Victoria	7
Total			75

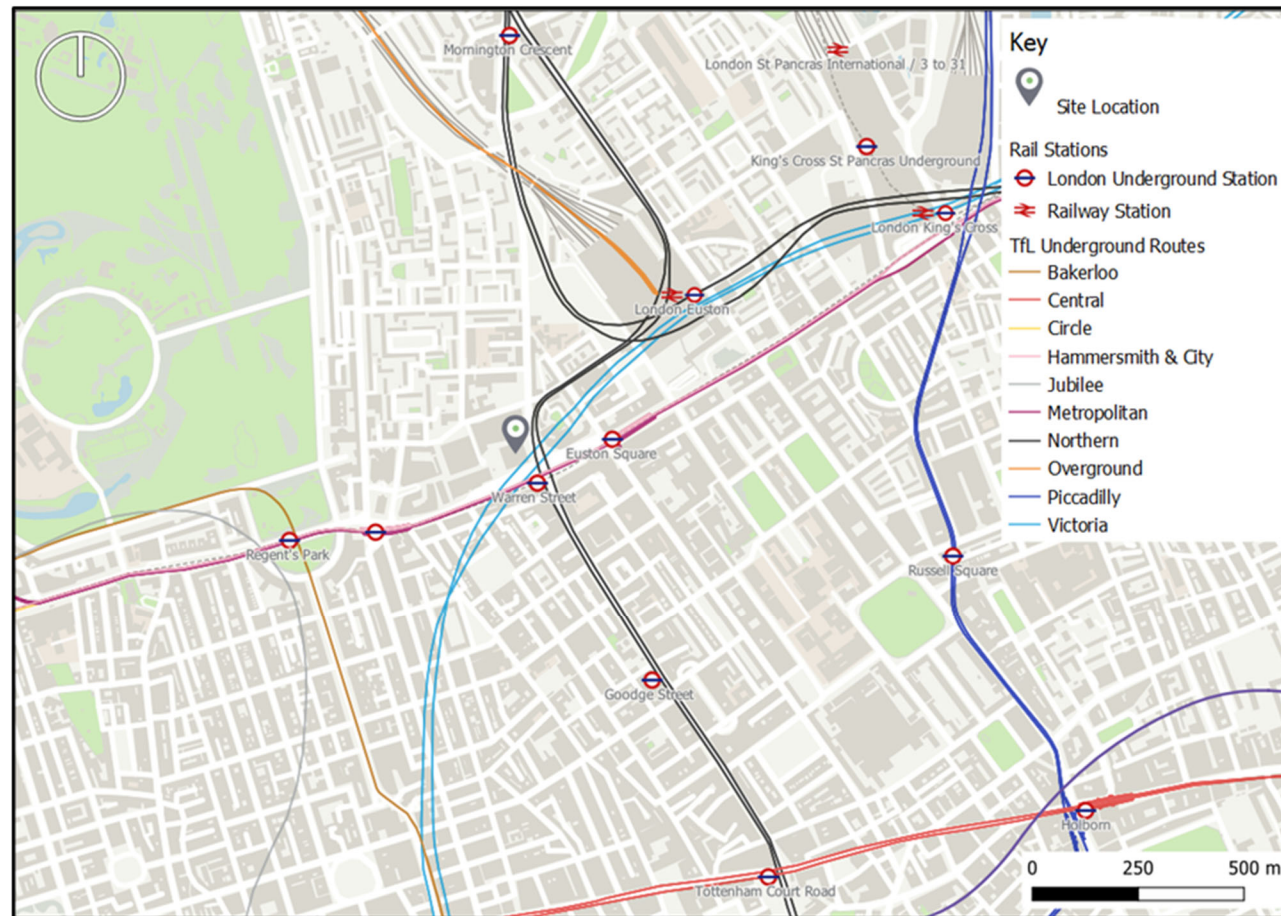
London Underground and Rail Services

- 7.137 Figure 7.4 shows the nearest London Underground and rail networks within proximity (i.e., approximately 20-minute walk/10-minute cycle) of the site.

7.138 The site is situated within close proximity to a number of TfL Underground routes, making it a highly accessible location within London.

7.139 The site is also close to major stations such as Euston, St Pancras International and Kings Cross, which provide journeys to the rest of the UK and internationally via the Eurostar.

Figure 7.4 Underground and Rail Networks within Proximity of the Site



London Underground

7.140 Table 7.11 shows the peak hour frequencies of Underground services from Warren Street, Euston Square and Regent's Park Stations.

Table 7.10 Underground services and frequencies

Station	Service	Direction	Peak Hour Frequency	
			AM	PM
Euston Square	Circle	Inner Rail	6	6
		Outer Rail	6	6
	Metropolitan	Northbound	15	15
		Southbound	16	16
Hammersmith and City	Inner Rail	6	6	
	Outer Rail	6	6	
Warren Street	Victoria	Northbound	36	36
		Southbound	36	36
	Northern	Northbound	22	23
		Southbound	23	24

Station	Service	Direction	Peak Hour Frequency	
			AM	PM
Regent's Park	Bakerloo	Northbound	22	21
		Southbound	22	21
Total			216	216

Warren Street

7.141 Warren Street station is located adjacent to the site on the opposite side of Euston Road to the south. The station is approximately 100m away and a two-minute walk. The station is served by the Victoria and Northern line and within TfL fare Zone 1.

Euston Square

7.142 Euston Square station is located to the east of the site on the southern side of Euston Road. The station is approximately 280m away and a four-minute walk. The station is served by the Metropolitan, Circle Hammersmith and City lines and is within TfL fare Zone 1.

Regent's Park

7.143 Regent's Park station is located 550m to the west of the site along the A501 Euston Road, approximately a seven-minute walk. The station is served by the Bakerloo line and is located within TfL fare Zone 1.

Euston

7.144 Euston station is located 600m to the east of the site along the A501 Euston Road, approximately a nine-minute walk. The station is served by the Northern line. The station provides accessible access and is located within TfL fare Zone 1.

Kings Cross Station

7.145 Kings Cross station is located 1.2km to the east of the site along the A501 Euston Road, approximately a 15-minute walk. The station is served by the Circle, Hammersmith & City, Metropolitan, Northern, Piccadilly, and Victoria lines. The station provides accessible access and is located within TfL fare Zone 1.

National Rail

Euston Station

7.146 Euston Station is the terminus station for the Avanti West Coast, Caledonian Sleeper, and West Midlands Trains lines. The station provides services to destinations including Birmingham, Milton Keynes, Manchester, Edinburgh, and Glasgow.

7.147 The station is also served by the London Overground, which provides services to Watford via Willesden Junction and Wembley.

Kings Cross Station

7.148 Kings Cross station provides services operated by Grand Central, Great Northern, Hull Trains, LNER, and Lumo. The station provides services to destinations including Kings Lynn, Letchworth Garden City, Leeds, Bradford, and Sunderland.

7.149 Thameslink operations from Kings Cross station provide services to Peterborough and Cambridge via Stevenage.

St Pancras International

7.150 St Pancras International is located adjacent to Kings Cross station and provides services operated by EMR, Eurostar and Thameslink. The station provides services to UK destinations, including St Albans City, Ramsgate, Brighton, Sheffield, Gatwick Airport, Nottingham and Bedford.

7.151 The station also provides destinations in Europe, including Paris, Amsterdam and Brussels.

TfL Overground Network

7.152 Euston station is located 600m to the east of the site along the A501 Euston Road, approximately a nine-minute walk. It is a terminus station of London Overground and provides access to key destinations such as Wembley and Watford.

7.153 The Overground provides four services per hour in each direction.

Pedestrian and Cycle Network

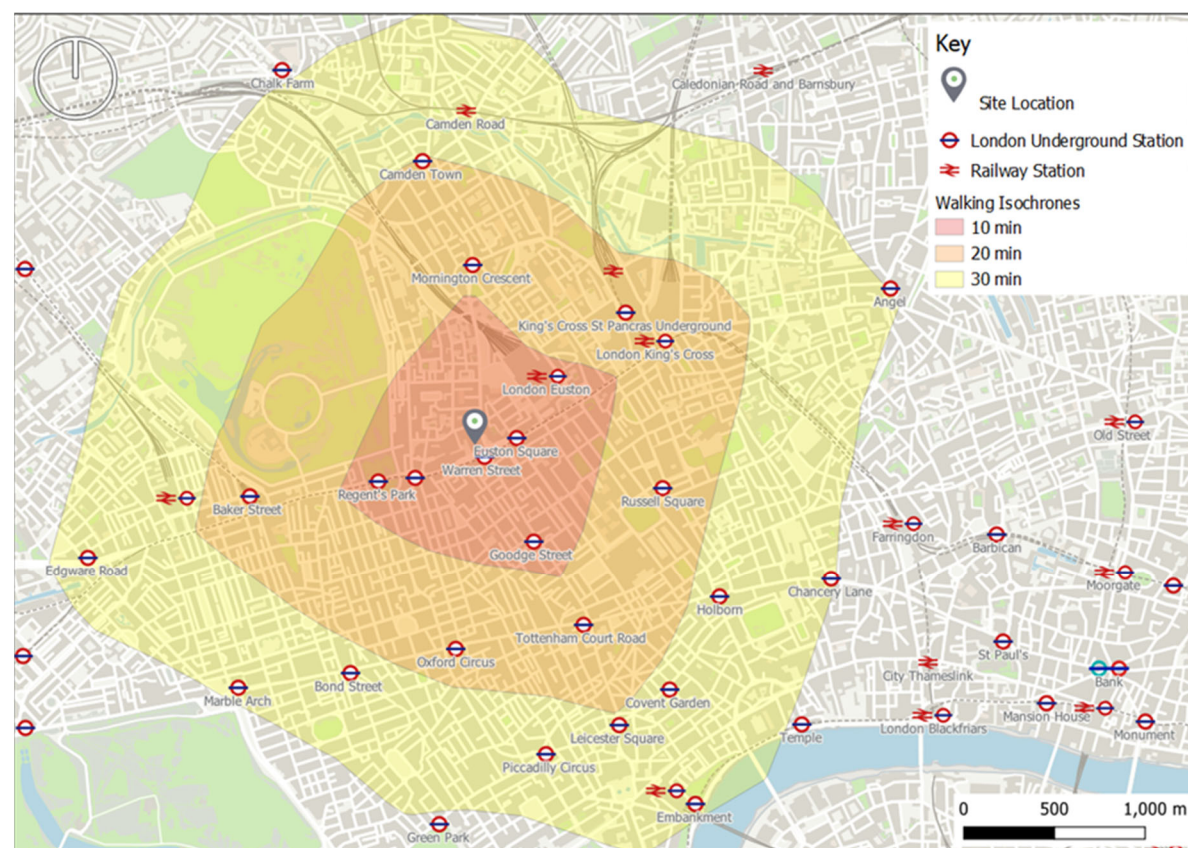
Pedestrian

7.154 The local streets have an established network of footways typical of a city environment that provide access to the site, nearby facilities and amenities, local bus stops and Warren Street and Euston Square Underground stations, as well as Euston and Kings Cross stations further to the east. All local roads in the area have footways on either side of the carriageway.

7.155 The Hampstead Road/Euston Road signalised junction is provided with straight-across controlled crossings at each arm. Each crossing is provided with dropped kerbs and tactile paving with large islands for people crossing to wait.

7.156 Pedestrian isochrones from the site are provided within Figure 7.5 at 10-minute intervals up to a 30-minute walking distance. The figure shows that nearby stations such as Warren Street and Euston are accessible within a 10-minute walk. Kings Cross and St Pancras International are within a 20-minute walk from the site.

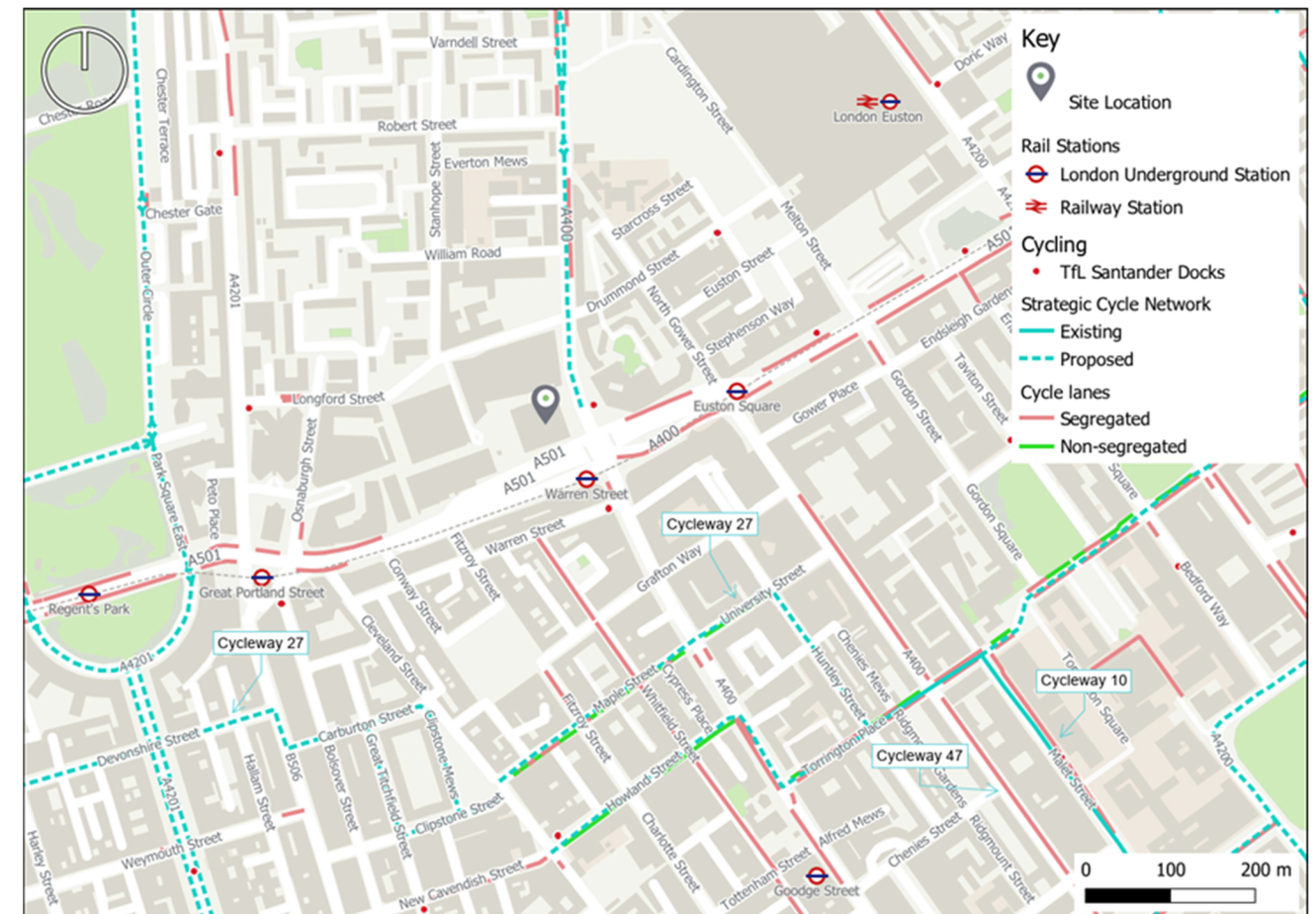
Figure 7.5 Walking Isochrone Plan



Cycle

7.157 The cycle network in the area surrounding the site is shown in Figure 7.6.

Figure 7.6 Local Cycle Network



7.158 Many roads near the site are marked as suitable or signed for cyclists and include lanes and advanced stop lines (ASLs) at each arm of the Hampstead Road junction / A501 Euston Road signalised junction.

7.159 Hampstead Road provides cycle lanes, whilst Longford Street / Drummond Street are quieter local roads recommended for cyclists. In addition, to the south, there is a network of routes that are signed or marked for cyclists and connect the site with Marylebone, Fitzrovia and central London.

7.160 Quietway 3 (Q3) is located 2.9km northwest of the site and begins at Regent's Park and connects to St. John's Wood, Hampstead, Kilburn, Willesden Green and Dollis Hill.

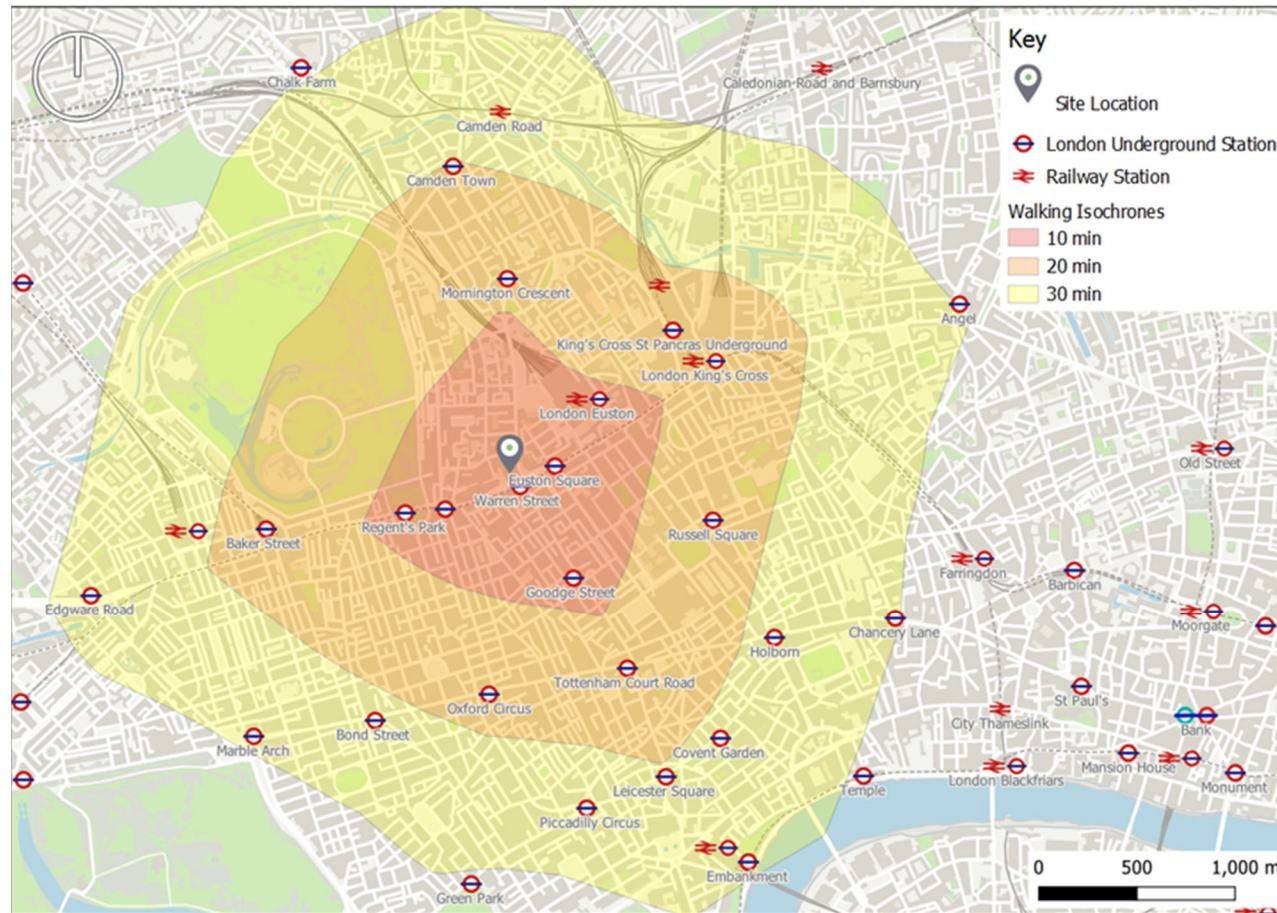
7.161 The north-south Cycle Superhighway (CS6) located approximately 1.4km east of the site, runs between Elephant & Castle to the south and King's Cross to the north.

7.162 Figure 7.6 shows that there are a number of local cycle routes within proximity of the site, the nearest being Cycleway 27, which provides connections between Hammersmith in the west to Clapton and Homerton in the east via Paddington, Angel, Islington and Hackney. The development is conveniently located in terms of cycle accessibility, with a number of local facilities and amenities accessible by cycle using the network of cycle routes in the vicinity of the site.

7.163 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres in length; however, many people will cycle longer distances.

7.164 A cycling isochrone showing areas that can be reached from the site within a 20-minute cycle is provided in Figure 7.7.

Figure 7.7 Cycling Isochrone Plan



7.165 It can be seen in Figure 7.7 that the many key destinations within Central London, such as Liverpool Street, Waterloo and London Bridge stations and Oxford Street, can be reached within a 20-minute cycle.

RECEPTORS AND RECEPTOR SENSITIVITY

7.166 Receptors are defined as the users of the transport network, i.e., vehicle drivers, pedestrians, cyclists, or public transport users. The criteria used to assess the sensitivity of receptors are presented in Table 7.5. The receptors which are considered within the assessment are those people making journeys within the study area and include:

- Pedestrians – High Sensitivity;
- Cyclists – High Sensitivity;
- Public Transport Users – Medium Sensitivity; and
- Vehicle Drivers and Passengers – Low Sensitivity.

7.167 The receptors noted above are already within the study area at present, although the completed Proposed Development will likely increase the proportions of each receptor, as outlined earlier within this ES chapter (paragraph 7.62 - 7.84).

7.168 The link sensitivities presented in Table 7.11. take into consideration both the inherent sensitivity of the receptor groups as outlined above, as well as the anticipated usage volumes of those receptors on each link. Where links are anticipated to have low volumes of highly sensitive receptors, the link sensitivity will not directly correlate to the high sensitivity of the receptor group.

7.169 As such, professional judgement has been applied to define the link sensitivities by accounting for both the inherent sensitivity of receptors and their anticipated usage volumes on each link.

7.170 The assessments during the deconstruction and construction works and completed Proposed Development are undertaken as follows:

- Severance: assessed against the sensitivity of each link (see Table 7.11).
- Delay, Amenity, Fear and Intimidation and Road Safety: assessed against the sensitivity of each receptor (paragraph 7.166).

7.171 This methodology is in accordance with paragraph 3.16 of the IEMA Guidelines which states the significance of severance on a link can be assessed based on traffic flow changes of 30%, 60% and 90% as shown in Table 7.6.

Table 7.11 Study Area Link Sensitivity

Link ID	Description	Sensitivity		Justification
		Construction Works	Completed Development	
1	Euston Road	High	High	During the construction phase, the volume of pedestrians and cyclists will be moderate to high whilst the surrounding land uses and presence of a footway on the northern side of the road mean there is unlikely to be much interaction between vehicles and pedestrians and cyclists. The signalised pedestrian crossing will be unaffected during the construction works. Once the Completed Development is operational, Euston Road will have moderate to high volumes of pedestrian and cyclists who are of high sensitivity, there are wide and improved footways present to avoid conflict with vehicles and there are signalised pedestrian crossings in place on the key desire line.
2	Hampstead Road	High	High	During the construction phase, the volume of pedestrians and cyclists will be moderate, whilst the surrounding land uses and presence of a footway on the western side of the road mean there is little interaction between vehicles and pedestrians and cyclists. The signalised pedestrian crossing which provide a key desire line will be unaffected during the construction works. Once the Completed Development is operational, Hampstead Road will have moderate volumes of pedestrians who are of high sensitivity and there are improved footways present to avoid conflict with vehicles and there are signalised pedestrian crossings in place on the key desire line.
3	Brock Street	Low	Low	During the construction phase, the volume of pedestrians and cyclists will be low. Brock Street will remain pedestrianised and there will be no interaction between vehicles and pedestrians and cyclists. Once the Completed Development is operational, Brock Street will remain pedestrianised with low to moderate volumes of pedestrians and who are of high sensitivity. There will be no interaction between vehicles and pedestrians and cyclists.
4	Regent's Plaza	Low	Medium	During the construction phase, parts of Regent's Plaza will remain fully pedestrianised with no interaction between vehicles and pedestrians and cyclists. Once the Completed Development is operational, the Plaza will accommodate a very small number of specialist gas delivery vehicles. These vehicles will be managed by a banksman to minimise any interaction with pedestrians.
5	Drummond Street	Low	Low	In both the construction phase and once completed, there are footways on both sides of the carriageway and crossing points provided. There will be very little interaction between vehicles and pedestrians and cyclists.
6	Longford Street	Low	Low	In both the construction phase and once completed, there are footways on both sides of the carriageway and crossing points provided. There will be very little interaction between vehicles and pedestrians and cyclists.

EMBEDDED MITIGATION

Deconstruction and Construction

7.172 An Outline CLP has been submitted with this planning application as part of the TA. A detailed CLP will be secured by planning conditions and will minimise adverse impacts resulting from the deconstruction and construction phase of the Proposed Development.

7.173 The CLP will include information relating to operational hours, on-site mitigation measures such as wheel washing, monitoring and reviewing the construction programme, the hoarding position and how it affects pedestrian comfort levels and any other potential issues raised during the enabling works and construction period.

7.174 The Outline CLP will incorporate the following measures:

- Safety and environmental standards;
- Adherence to designated routes;
- Delivery scheduling;
- Re-timing for out-of-peak deliveries;
- Re-use of material on-site;
- Smart procurement;
- Collaboration with other sites in the area; and
- Implement a staff travel plan.

Completed Development

7.175 The embedded mitigation measures relevant to the Proposed Development are summarised below:

- Improved circulation and permeability for pedestrians and cyclists;
- Provision of high-quality cycle facilities; and
- Car-free development.

POTENTIAL EFFECTS

Deconstruction and Construction

7.176 This section of the assessment considers the potential effects that would arise during the deconstruction and construction phases of the Proposed Development. Measures to mitigate identified impacts are set out later in this chapter (Mitigation and Monitoring).

7.177 A detailed programme of works would be put together prior to the start of works and would be included within a full Construction Management Plan (CMP). The draft CMP has been submitted alongside the CLP in support of the planning application, which includes detailed construction phases, together with their duration and anticipated start and end dates.

7.178 The proposed construction programme, as set out in **ES Volume 1, Chapter 5: Deconstruction and Construction**, is set to begin in early 2025, lasting for approximately five years, with construction predicted to be completed during 2030. The key construction activities and expected durations are shown in Table 7.13.

7.179 Construction traffic estimates have been provided by Velocity and the construction advisor. The CMP contains details of the indicative construction programme from which an estimate of the likely number of vehicle movements has been calculated.

Table 7.12 Indicative Deconstruction and Construction Timetable

Construction Task/ Activity	Duration	Start Date (Quarter and Year)	Completion Date (Quarter and Year)
Site Set up & Deconstruction Works	24 months	Q1 2025	Q4 2026
Piling & Basement Walls	14 months	Q1 2026	Q2 2027
Superstructure (slabs and steelwork)	27 months	Q2 2027	Q3 2029
Cladding	31 months	Q3 2027	Q2 2030
Landscape (public realm)	8 months	Q2 2029	Q4 2029
Finishes & Fitout	36 months	Q2 2027	Q1 2030
Testing and Commissioning	11 months	Q3 2029	Q2 2030

Vehicle Movements

7.180 ES Volume 1, Chapter 5: Deconstruction and Construction includes an indicative construction programme. For robustness and for the purposes of the assessments in the ES, it is assumed that the anticipated peak in construction vehicles will be operational throughout the entire construction programme.

7.181 On average, there would be 215 vehicles per month during the construction phase (five years and five months), of which 205 (95%) would be HGVs.

7.182 Access to the site by construction vehicles would be restricted to the following times, as specified in LBC's CMP Pro Forma as standard working hours for construction sites:

- 08:00 - 18:00 hours Monday to Friday; and
- 08:00 - 14:00 hours Saturday and Sunday;
- No working on Sundays, Bank or Public Holidays.

7.183 During the busiest period of construction (Year 2), approximately 27 construction vehicles (54 two-way vehicle movements) per day are estimated to be generated at the site, equating to approximately **eight two-way construction vehicle trips per hour** over a 7-hour construction traffic period.

7.184 Construction vehicle impacts are dependent upon vehicle size and volume of trips. Generally, the larger the vehicle used; the fewer trips made. Therefore, provided that strict health and safety and environmental arrangements are in place, it is best to use larger vehicles, if possible, to limit the total number of vehicular movements.

7.185 To inform the assessment of the effects of the Deconstruction Works and Construction Phase in 2025, an overview of the impacts associated with the peak year AADT construction flows is provided below in Table 7.13.

Table 7.13 Deconstruction and Construction Phase Impact Overview

Highway Link	2023 Baseline		2023 Baseline + Deconstruction and Construction Flows		Percentage Change	
	AADT	HGV	AADT	HGV	AADT	HGV
Hampstead Road	14,589	1,974	14,616	2,001	0.2%	1.4%
Euston Road off-slip	8,983	799	8,997	813	0.2%	1.7%
Drummond Street	3,032	183	3,046	197	0.5%	7.4%
Longford Street	3,263	277	3,277	241	0.5%	6.0%

Severance

7.186 It is anticipated that construction vehicles would access and egress the site via the existing basement access on Longford Street or enter via new vehicle crossovers on Euston Road off slip and exit via vehicle crossovers on Hampstead Road.

7.187 Based on the criteria set out in this ES chapter and the changes to vehicle flows during the Deconstruction Works and Construction Phase set out in Table 7.13, the effects on severance are set out in Table 7.14.

Table 7.14 Significance of Severance Effect - Deconstruction Works and Construction

Highway Link	Link Sensitivity	Change in AADT	Change in HGV	Magnitude of Impact
Hampstead Road	High	>1%	1.4%	Negligible
Euston Road off-slip	High	>1%	1.7%	Negligible
Drummond Street	Low	>1%	7.4%	Negligible
Longford Street	Low	>1%	6.0%	Negligible

7.188 The assessment outlines a direct, temporary, long-term, Negligible Adverse (not significant) effect on all receptors with regard to severance.

Amenity, Fear and Intimidation

7.189 Amenity, fear and intimidation may be considered for pedestrians, cyclists, bus passengers and rail passengers. It is considered that amenity, fear and intimidation can be considered together as they are strongly interrelated and as identified within paragraph 4.39 of the IEMA guidance.

7.190 The IEMA Guidelines sets out clear thresholds for fear and intimidation in terms of vehicle speeds and flows. These are set as part of the 'Methodology' section of this ES chapter in Table 7.6.

7.191 A highway link is considered to meet a fear and intimidation threshold when at least two of the three thresholds are met. For the purpose of this assessment, it has been assumed that all highway links achieve an average speed of 10mph or more.

7.192 The construction peak of the Proposed Development would not generate nearly enough general traffic or HGV traffic through the study area to reach the thresholds for fear and intimidation set out in IEMA Guidelines, with all links experiencing a negligible change in the average 18hr flow per hour, the daily HGV flow and the average speed. Through the provision of a CLP, vehicle speeds will also be managed to ensure there is no net increase in the speeds of HGVs.

7.193 Based on the high sensitivity of pedestrians and cyclists, the deconstruction and construction works would result in a direct, temporary, long-term, Negligible Adverse (not significant) change in amenity, fear and intimidation across the study area.

Delay for Drivers, Pedestrians and Cyclists

7.194 During construction, the site access would be via the existing basement access on Longford Street or via new vehicle crossovers on Euston Road off slip and Hampstead Road. Construction vehicle movements are likely to be spread throughout the day.

7.195 An increase of 54 vehicle movements per day during the peak construction period would result in an increase in total traffic flow on Longford Street, Euston Road and on Hampstead Road of less than 1%. Approximately eight construction vehicle trips are forecast per hour over a 7-hour construction traffic period during the peak construction phase, as noted previously. This is unlikely to affect traffic speeds, and hourly construction vehicle trips would be less than eight during the rest of the construction period.

7.196 There may be periods during the day when there would be increased delays for drivers, pedestrians and cyclists as a result of the general construction activity. Hoarding would be present on Hampstead Road, Euston Road and Brock Street, resulting in the narrowing of existing footways. This would have the potential to create delays for pedestrian movements on Euston Road and Hampstead Road.

7.197 The PCL assessment undertaken within the TA concludes that during construction, all links would have a comfort level of B or above. Based on TfL's 'Pedestrian Comfort Guidance Technical Note', a PCL of 'B' is considered to be 'comfortable'.

7.198 As set out previously in this chapter, assessors use their judgement to determine whether pedestrian and cyclist delay is significant as a result of the Proposed Development. Both pedestrian and cyclist are high sensitivity receptors, and the construction works are likely to have a low impact on these high sensitivity receptors.

7.199 The effect on pedestrian and cyclists would be local in nature, and as such, there is likely to be a long-term, direct, temporary and Minor Adverse (not significant) effect on driver, pedestrian and cyclist delay.

Bus Delay Public Transport

7.200 In order to facilitate site egress via Hampstead Road by construction vehicles, the existing TfL northbound bus stop located outside the site is proposed to be relocated 15-20m north. As shown in the phasing plans of the CMP (ES Volume 1, Chapter 5: Deconstruction and Construction), a vehicle egress is to be provided along the western pavement of Hampstead Road directly outside of the site, and so the bus stop would need to relocate 15-20m north to remain operational.

7.201 The relocation of the bus stop would impact public transport users would result in a direct, reversible, temporary, long-term, Negligible Adverse (not significant) change.

Summary of Construction Effects

7.202 The effects of the deconstruction and construction works are summarised in Table 7.14. Measures to mitigate identified impacts are set out later in this chapter.

Table 7.15 Summary of Construction Effects

Description of Effect	Impact and Effect	Receptor
Severance	Negligible Adverse impact and long-term, direct, and temporary effect	All
Fear and Intimidation	Negligible Adverse impact and long-term, direct, and temporary effect	Pedestrians and cyclists
Delay	Minor Adverse impact and long-term, direct, and temporary effect	All
Public Transport	Negligible Adverse impact and long-term, direct, and temporary effect	Public Transport Users

Completed Development

7.203 A summary of the operational effects of the Proposed Development is provided in this section.

7.204 The location of the site within Central London results in accessibility to a good level of public transport facilities, including bus stops, underground stations and cycle hire located within close proximity to the site, as outlined previously in this chapter.

7.205 It is anticipated that the vast majority of trips to the site will be on foot, by bicycle or by public transport. These trips would be undertaken by employees and visitors. Bus stops, Underground and rail stations are located within walking distance of the site, whilst TfL is currently improving cycle links directly outside the site.

7.206 The forecast road traffic associated with the completed Proposed Development has been assessed against the Future Baseline (Scenario 2), as per the methodology set out within this chapter.

7.207 As set out in Paragraph 7.13 the maximum office scenario would have a higher occupancy of future employees and, therefore, generate the highest person and servicing trip generation. Taking a robust approach, the maximum office scenario has been used to assess the effects of the Proposed Development on the walking, cycling, public transport and highway networks.

7.208 To inform the assessment the forecast traffic has been assessed against the future baseline. A summary of the impact of the Proposed Development is presented in 0.

Table 7.16 Proposed Development Impact Summary

Highway Link	2023 Baseline		Future Baseline plus Proposed Development (Scenario 3)		Absolute Change		Percentage Change	
	AADT	HGV	AADT	HGV	AADT	HGV	AADT	HGV
Euston Road off-slip	8,983	799	9,026	802	43	3	0.5%	0.4%
Hampstead Road	12,680	1,832	12,805	1,840	124	7	1.0%	0.4%
Longford Street	3,263	227	3,371	235	108	8	3.2%	3.6%
Drummond Street	3,032	183	3,122	190	90	7	2.9%	3.6%

7.209 The effects of the Proposed Development are assessed below based on the effects scoped in as previously set out.

Pedestrian and Cyclist Delay

- 7.210 The IEMA Guidelines states that pedestrian delay at (uncontrolled) crossings equates to a two-way flow of around 1,400 vehicles per hour. None of the respective links within the study area come close to a total flow or change in flow of 1,400 vehicles per hour. All crossings within the study area are signalised.
- 7.211 The assessment of the Proposed Development in Table 7.16 shows that there would be little or no change in traffic flows on Euston Road and Hampstead Road, where the majority of pedestrians and cyclists are likely to be crossing, particularly those future users of the Proposed Development.
- 7.212 The assessment also shows a minor increase in traffic flow on Longford Street; this is due to it experiencing lower levels of vehicular activity at present. There are also minimal pedestrian or cyclist desire lines along this link, with the link classified as one of low sensitivity.
- 7.213 Similarly, Drummond Street would experience a small increase in traffic flows, although there are limited reasons for pedestrians and cyclists to cross in this area.
- 7.214 Notwithstanding, it is considered that the total volume of traffic on the links within the study area is not substantial enough to result in any noticeable impacts on pedestrian and cyclist delay, although minor changes are expected based on the change in traffic flow.
- 7.215 As set out previously in this chapter, assessors use their judgement to determine whether pedestrian and cyclist delay is significant as a result of the Proposed Development.
- 7.216 The results of the PCL assessment on the Proposed Development indicate the lowest score of A- on the Euston Road crossing. A PCL of B+ is considered comfortable by TfL for all footway and crossing link types. The full PCL assessment is contained within the TA.
- 7.217 It is considered that the completed Proposed Development will lead to local, direct, permanent, long term and Negligible Adverse (not significant) effect on pedestrian and cyclist delay for all links.

Table 7.17 Summary of Operational Effects

Description of Effect	Impact and Effect	Receptor
Delay	Negligible adverse impact and long-term, direct and permanent effect	Pedestrians and cyclists

MITIGATION, MONITORING AND RESIDUAL EFFECTS

Deconstruction and Construction Mitigation

7.218 No significant adverse highways and transport related effects have been identified by the assessment of the enabling and construction works.

7.219 Nevertheless, a Construction Management Plan (CMP) covering aspects such as traffic routing, dust, noise, waste and working hours will be produced to minimise disruption and ensure there are no adverse impacts on pedestrians and cyclists. A Draft CMP will be submitted with the planning application, and it is expected that the Full CMP will be secured by a planning condition.

7.220 The CMP will seek to support the achievement of the following objectives:

- To demonstrate that construction materials can be delivered, and waste removed in a safe, efficient and environmentally friendly way;
- To identify deliveries that can be reduced, re-timed or even consolidated, particularly during peak periods;
- To help cut congestion on nearby roads and ease pressure on the environment;
- To encourage construction workers to travel to the site by sustainable or active travel modes;
- To improve vehicle and road user safety;
- To encourage the use of greener vehicles;
- To improve the reliability of deliveries to the site; and
- To reduce fuel costs and carbon emissions for freight operators.

7.221 Road safety will also be further managed and mitigated through the Construction Logistics and Community Safety (CLOCS) scheme and will make use of contractors registered under the Considerate Contractors Scheme.

7.222 With the CMP in place, it is expected that there will be no significant effects as a result of the enabling and construction works, and the Minor Adverse effects identified in the main assessment would be reduced to Negligible (not significant).

7.223 The CMP will also outline monitoring requirements during construction to ensure mitigation effectiveness. This may include aspects such as monitoring of deliveries to the site including adherence to designated routes.

Completed Development Mitigation

7.224 No significant adverse highways and transport related effects have been identified, and therefore no further mitigation or monitoring is required outside of the embedded mitigation.

7.225 Nevertheless, the following is proposed to be implemented for the Completed Development:

- **Travel Plan (TP):** the TP will be provided with an outline for the planning application and secured by way of condition. The TP will set out the measures to ensure that all trips to/from the operational Proposed Development are as sustainable as possible and thus have a negligible impact on the surrounding transport network;
- **Delivery and Servicing Plan (DSP):** the DSP will be provided in outline for the planning application and secured by way of condition. The DSP will seek to mitigate and minimise the impacts of all delivery and servicing activity associated with the complete and operational Proposed Development; and
- **Car Parking Design and Management Plan (CPDMP):** the CPDMP will be secured by way of the condition and seek to manage all parking associated with the complete and operational Proposed Development.

7.226 With the implementation of these mitigation measures, all effects remain as assessed above for all scenarios assessed.

Residual Effects

7.227 All of the residual effects resulting from the Proposed Development, are presented in Table 7.18, identifying whether the effect is significant or not.

Table 7.18 Summary of Residual Effects

Receptor	Description of the Residual Effect	Scale and Nature	Significant / Not Significant	Geo	D I	P T	St Mt Lt
Deconstruction and Construction							
Pedestrian and cyclists	Severance	Negligible	Not Significant	L	D	T	Lt
Pedestrian and cyclists	Fear and Intimidation	Negligible	Not Significant	L	D	T	Lt
Pedestrian and cyclists	Delay	Minor Adverse	Not Significant	L	D	T	Lt
Highway Links	Delay	Negligible	Not Significant	L	D	T	Lt
Public Transport Users	Bus Delay	Negligible	Not Significant	L	D	T	Lt
Completed Development							
Pedestrian and cyclists	Delay	Negligible	Not significant	L	D	P	Lt

ASSESSMENT OF THE FUTURE ENVIRONMENT

Evolution of the Baseline Scenario

Crossrail

7.229 Crossrail Two will provide even greater connectivity by providing a stop located at Euston Station (500m). Kings Cross St Pancras will also be part of the Crossrail Two stop as Crossrail trains span over several blocks. This stop provides an excellent connection with Crossrail One (Elizabeth Line), being one stop north of the Crossrail junction at Tottenham Court Road Station.

7.230 In terms of regional connectivity, Crossrail Two is proposed to serve from New Southgate and Tottenham Hale down to Wimbledon. Crossrail Two is still in the proposal stage but could be operational by the 2030s. The project is currently paused, although the land has continued to be safeguarded.

High Speed 2

7.231 High Speed 2 (HS2) is a rail connection from London to the Midlands that is currently under construction with an anticipated completion year of 2029-2033 for Phase One. The first phase will connect London to Birmingham, with its London terminal located at Old Oak Common. The link to Euston Station is due to open between 2031 and 2035. Euston Station is located 500m from the site and will be the site of a dual stop for Crossrail Two that will span from Euston to King's Cross St. Pancras.

7.232 The project is currently paused, although the land has continued to be safeguarded.

Background Traffic Growth

7.233 Background traffic growth has not been considered as part of the future highway network, as data⁷ indicates that traffic volumes have been falling in Camden over the past two decades, and trends suggest this will continue.

Summary

7.234 As set out above, proposed public transport improvements have been developed to serve a wider area of the transport network and would not be dependent on the Proposed Development being implemented. These improvements would have a beneficial impact on users of the transport network.

⁷ <https://roadtraffic.dft.gov.uk/local-authorities/145>

Cumulative Effects Assessment

7.235 This section identifies the effects of the Proposed Development in combination with the effects of other cumulative schemes within the surrounding area (those schemes identified in **ES Volume 1, Chapter 2: EIA Methodology**).

7.236 The purpose of this assessment is to identify the effects of the Proposed Development in conjunction with the effects of other surrounding development schemes on the receptors identified within the assessment above that could potentially be impacted by the Proposed Development.

Deconstruction and Construction

7.237 In order to understand the programmes of other construction sites in the area of the Proposed Development, a review of relevant planning applications of cumulative developments close to the site was undertaken. Table 7.19 provides a summary of the review.

Table 7.19 Cumulative Schemes

Development Name	Year 1 Construction	Year 1 Operational	Source	Status	CMP Submitted	Forecast Construction Vehicles (two-way/hr)
Land North of the British Library	2024	2029	CMP	Resolution to grant approval at Planning	Yes	Not stated
Central Somers Tower	2016	2023	CMP	Partly built out with some plots still to be constructed	Yes	Not stated
Eastman Dental Hospital Site	Unknown	2026	CLP	Under construction	Yes	132
Royal National Throat, Nose and Ear Hospital	2021	2024	Transport Assessment	Unknown	Yes	40
247 Tottenham Court Road	2020	2024	CMP	Under construction	Yes	Not stated
Network Building	2022	2025	CMP	Under construction	Yes	40
Belgrove House	2021	2024	CMP	Under construction	Yes	130

7.238 As shown, construction has commenced on five of the committed developments with the expected completions dates to be before the start on-site date of the Proposed Development.

7.239 Based on the scale, location and completions dates of the Cumulative Schemes, there is not predicted to be a change in the deconstruction and construction effects to network capacity, severance, driver delay and stress, pedestrian delay, amenity, fear and intimidation, accidents and safety, and hazardous loads.

7.240 The impact of deconstruction and construction traffic is expected to be minimal and therefore would not have any significant effect on the local highway network. None of the sites are identified to use the same local transport network as the Proposed Development. At the point which the traffic reaches the strategic road network (SRN) the effects are considered to be negligible as all construction traffic is carried on these routes and as some sites begin construction others will cease.

7.241 As such, the effect from the Proposed Development and Cumulative Schemes is direct, reversible, temporary, long-term, Negligible adverse (not significant) change.

Completed Development

7.242 Each of the Cumulative Schemes identified has been reviewed and it is not expected that any have an impact on the local network traffic flows in combination with the Proposed Development following completion. All the schemes are car-free apart from a small number of accessible parking.

7.243 The trips generated from the committed developments are within 1.5km of the Proposed Development and the trips would be dispersed across the transport network in both Camden and adjoining boroughs.

7.244 The committed developments comprise a mix of office, healthcare, residential, and education uses, and each cumulative scheme would be required to cater for their own demand to minimise impact on the local transport network. Each of the cumulative schemes considered had TAs or Transport Statements and Travel Plans supporting their planning application to the relevant planning authority, presenting the predicted trip generation and mitigation measures.

7.245 The effect of the cumulative schemes in addition to the Proposed Development is not considered to be significant on the surrounding transport network. The combined effect of the Proposed Development with the cumulative schemes would have a long-term, direct, permanent, and negligible adverse effect.

LIKELY SIGNIFICANT EFFECTS

7.246 The Proposed Development would not result in any likely significant adverse effects, both during the deconstruction and construction phase, and once complete and operational.

7.247 The CMP will be monitored and reviewed by the Contractor at regular intervals during the deconstruction and construction phase. The number and frequency of construction vehicles travelling to and from the site will be strictly monitored and controlled where necessary.

7.248 No significant effects relation to traffic and transport are anticipated during the completed development and the DSP, TP and CDMP will be regularly monitored to ensure that the identified mitigation measures are being correctly implemented.