

10.2 Pedestrian Movement

The Proposed Development will change pedestrian flows by generating trips associated with people travelling to and from the building on foot. Development trips have been distributed and assigned based on 2011 Census origin-destination data, as detailed in Chapter 3.

Most people are expected to travel to the building to and from the south and east due to the location of Warren Street, Euston Square and Euston stations. The primary pedestrian entrance is at the south of the building fronting Euston Road.

The forecast AM and PM peak pedestrian flows, including the proposed development, are shown on the plans opposite.

The Proposed Development offers redesigned footway widths that provide comfortable pedestrian conditions, with locations providing A+/A-, with only one location scoring a B+. A Pedestrian Comfort Level (PCL) of B+ is considered comfortable by TfL for all footway and crossing link types.

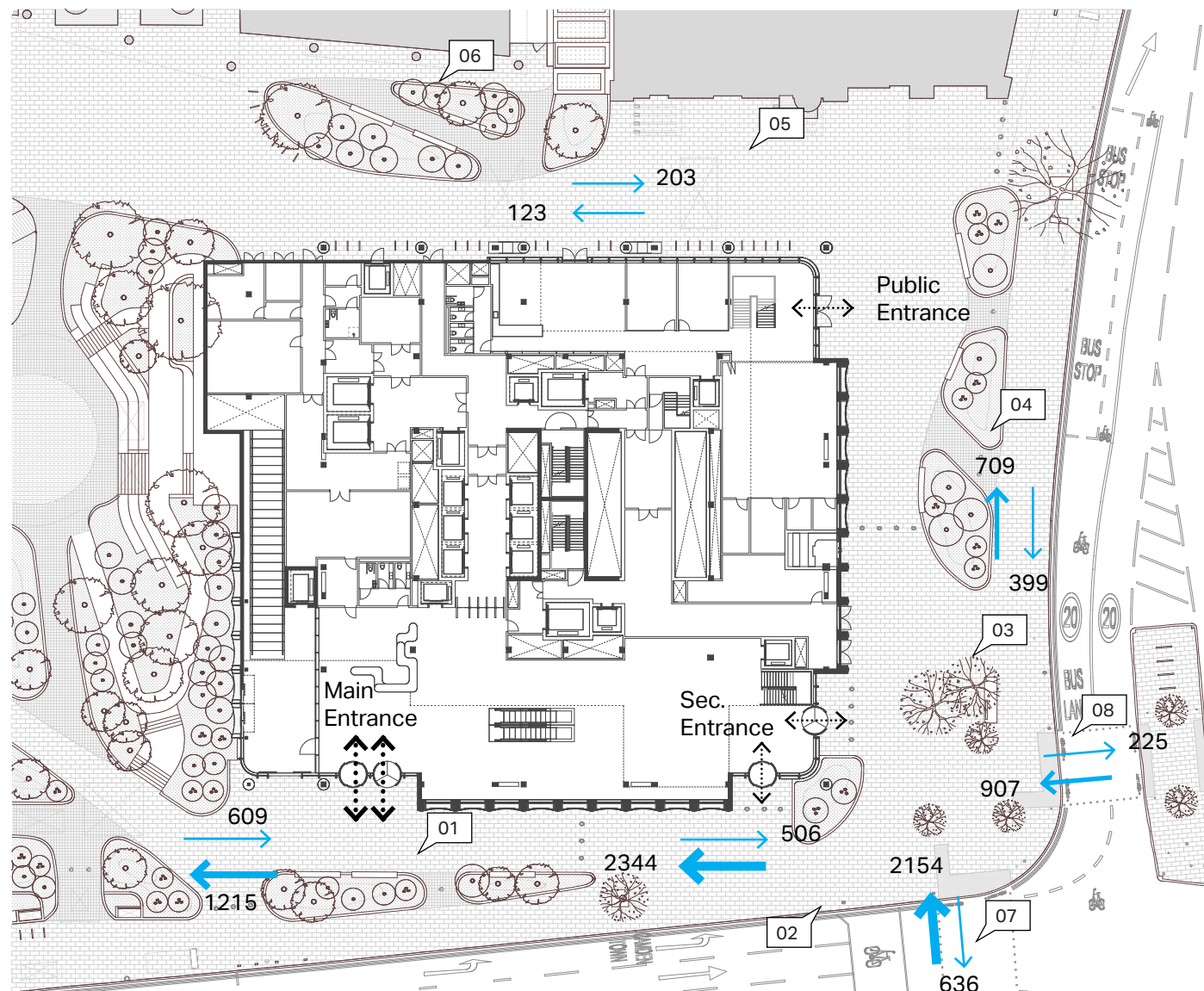
More detailed analysis on both the existing and proposed arrangements can be found in the Transport Assessment Addendum prepared by Velocity and submitted in support of this application.



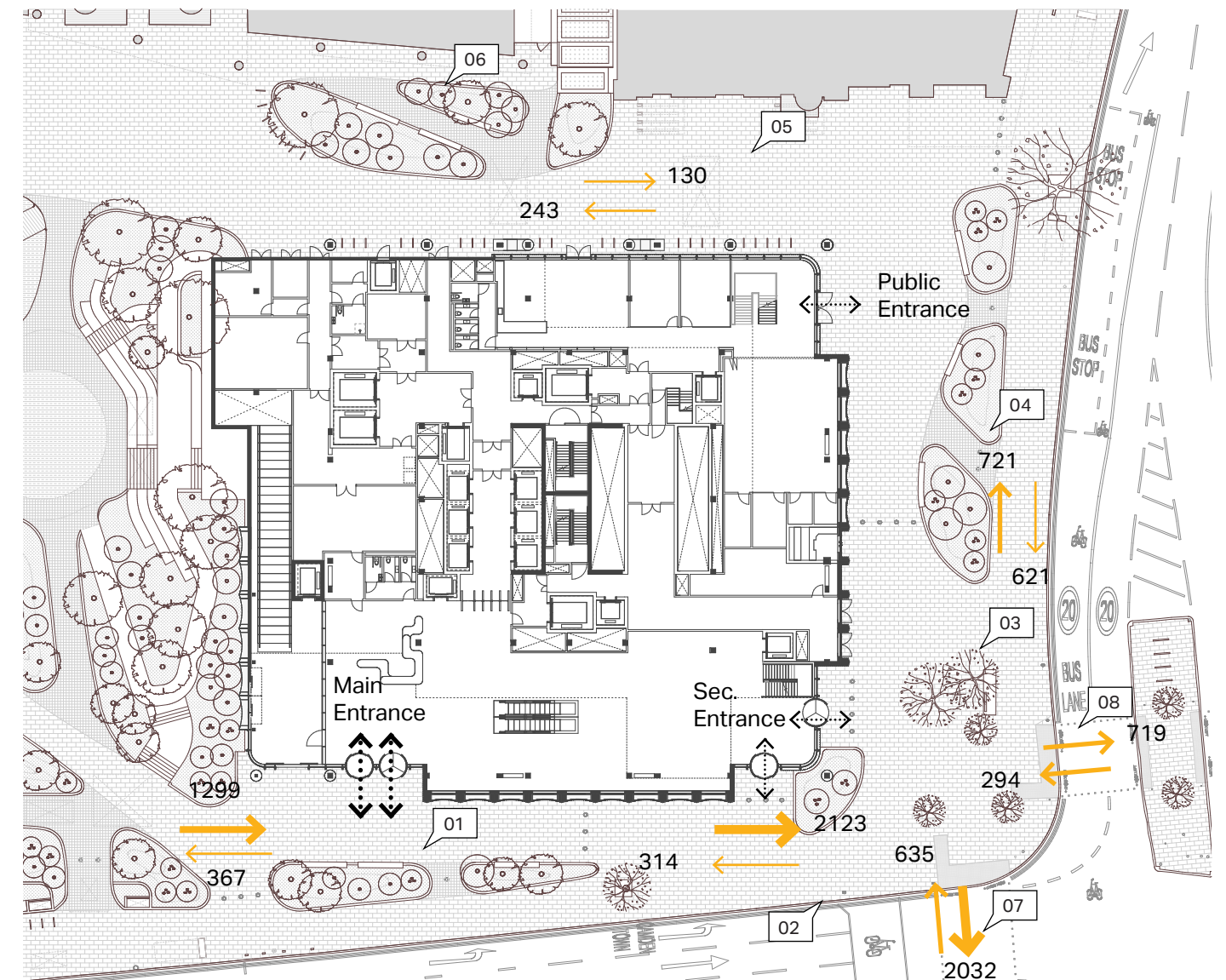
Illustrative View - Looking north along Hampstead Road



Illustrative View - Looking west along Euston Road



Drawing - Pedestrian Flows - AM Peaks



Drawing - Pedestrian Flows - PM Peaks

- Building Entrance
- AM Peak Flow
- PM Peak Flow
- Reference number

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

Table - Proposed pedestrian comfort levels

10.3 End of Trip Facilities

Well-equipped End of Trip facilities encourage people to use non-motorised transport options like riding their bikes, walking or jogging to work, which promotes a more active and healthier lifestyle.

The proposals for the Euston Tower seek to celebrate cycles and cyclists, rather than hide them away - this desire is exemplified by the arrival experience. Located on the south side of the development adjacent to the main entrance and in direct connection with the public realm, the cyclist entrance is clearly and legibly defined as a prominent part of the elevation.

Arrival & Entrance

The proposal for Euston Tower has considered cycling and End of Trip facilities from the outset of the design process and has made the delivery of a best-in-class cyclist experience an intrinsic part of the development.

From this entrance, which is formed by sliding doors that are opened with a key card or fob, cyclists can enter the Basement 01 facilities via a bike stair approach designed with a shallow angle with side gutters to ease the journey down. The bike entrance lobby also combines a double height naturally lit well that enrich further the entrance experience and the approach down to the Basement level. An accessible cycle lift is also available on the ground floor, for use by those that would prefer not to use the bike stair.

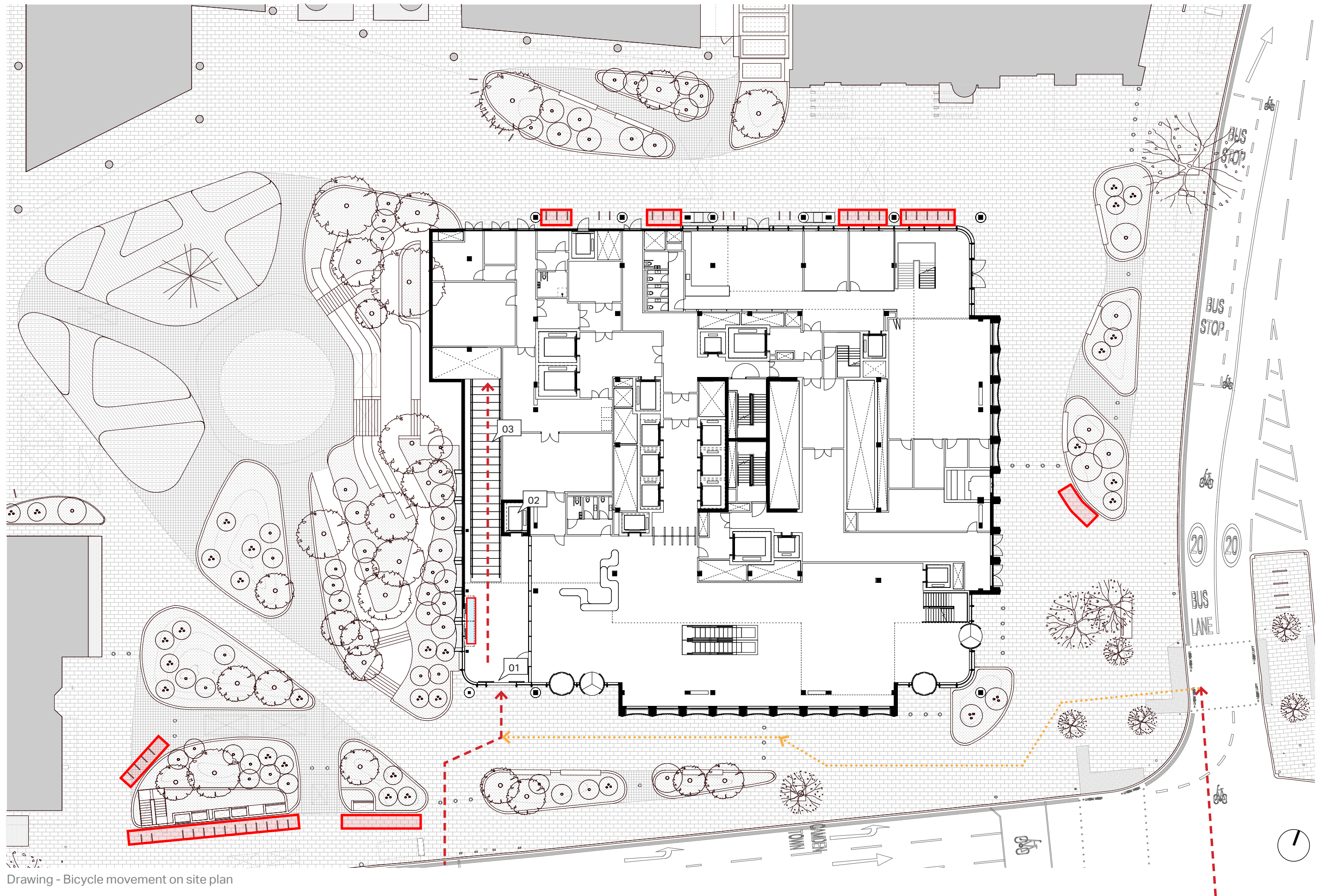
Satellite bicycle parking is also provided at Basement 01 level, although located outside the footprint of the Euston Tower it is accessible via the dedicated bike stair or alternatively via the existing ramp on Drummond Street.

The Proposed Development will have a high level of short-stay cycle parking including enlarged spaces to accommodate all types of cycles such as cargo bikes. A total of 100 Short stay cycle parking bays are provided within the public realm at ground level for use by visitors and for cargo bike deliveries. The drawing on the right, illustrates the anticipated bike route and short-stay parking areas within the public realm. More information on the short-stay parking can be found on the landscape drawings and in the Transport Assessment prepared by Velocity and submitted in support of this application.



Illustrative View - Entrance to basement bicycle parking at south-west corner of podium

- 01 Sliding Door Entrance
- 02 Bicycle Lift
- 03 Bicycle Staircase
- Short Stay Cargo Bike Parking
- Short Stay Bicycle Parking
- Bicycle Path
- Bicycle Walking Path



Drawing - Bicycle movement on site plan

Basement 01

The End of Trip facilities are all located at Basement 01 which is accessed through a dedicated bike stair (bike only) or via the staircase and lift's located within the lobby areas. The vast majority of the cycle parking provision is located at Basement 01 and the scheme will be providing cycle parking, locker and shower spaces compliant with the London Plan. The End of Trip facilities include a significant amount of showers and lockers, all located within modern, efficient changing areas.

The cycle facilities offer parking for a broad range of cycles, including double stacked racks, foldable bicycle lockers, Sheffield hoops and spaces for recumbent / out-sized cycles. Charging points for electric bikes will also be provided and detailed further in the next stages of the project.

The parking facilities themselves are supported and secured by a manned reception and a series of turnstiles to prevent access by any unauthorised person. The reception will also act as a concierge for cyclists, offering advice on parking locations or assisting with repairs and maintenance. The cycle parking across Basement 01 is outlined on the drawing opposite.

Cycle Provision

The long-stay bike parking provision location at Basement 01 includes 890 cycle parking spaces which comprises:

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

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

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



Illustrative View - Bicycle stair located at south-east corner of Ground Floor provides access to Basement 01

01

Staircase Access to L00

02

Lift access to L00-L03

03

Bike Ramp Access from Longford Street

.....➔

Path to Shower Areas and L00

- - ➔

Cycling Path

Long Stay Bicycle Parking

Shower & Changing Facilities

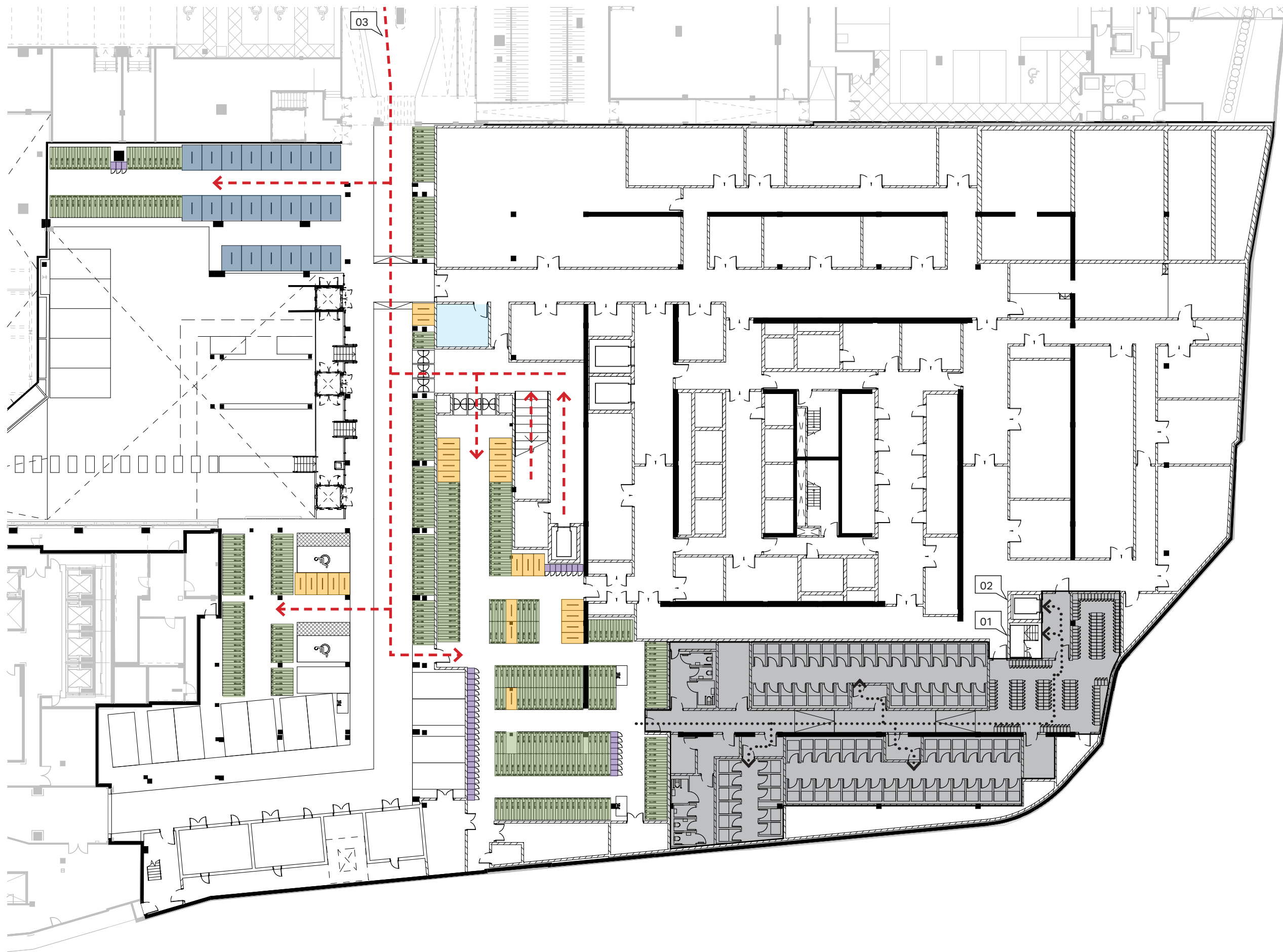
Cycle Management Office

Sheffield Stands

Enlarged Sheffield Stands

Folding Bicycle Lockers

Two-tier Bicycle Stands



Drawing - Bicycle parking and end of trip facilities on basement floor plan

10.4 Servicing & Waste

Suitable on-site facilities will be provided to allow efficient and effective servicing of the building. Servicing delivery, waste management & collection will be handled at Basement 01 and will access the basement dedicated loading bay from the existing ramp on Longford Street. The access at Ground Level will be managed by a dock master. The basement is currently fully managed by Regent's Place Management team, and this will remain in place for the proposed development. The service yard area for Euston Tower is located towards the eastern side of the basement and is shared with Brock Street buildings.

96 daily vehicle activity servicing trips are expected with up to 14 vehicles during peak hours. Vehicles accessing the development during the peak periods (7-10am, 12pm-2pm and 4pm to 7pm) will be discouraged. Delivery and servicing is self-contained and does not interfere with pedestrian or cycle access.

There are two 10m bays, one 8m bays and five 6m bays and approximately 90 per cent of deliveries will be by vans under 6m long. Furthermore the loading bay has 2 dedicated cargo bikes bays

The basement layout has been informed by input from a logistics operator, which confirmed that the servicing demands of the building would be fully accommodated within the eight provided loading bays. The basement loading area is situated on the Western edge of the Euston Tower and can be easily accessed from the goods lifts bank. Deliveries will be received by a member of the on-site staff.

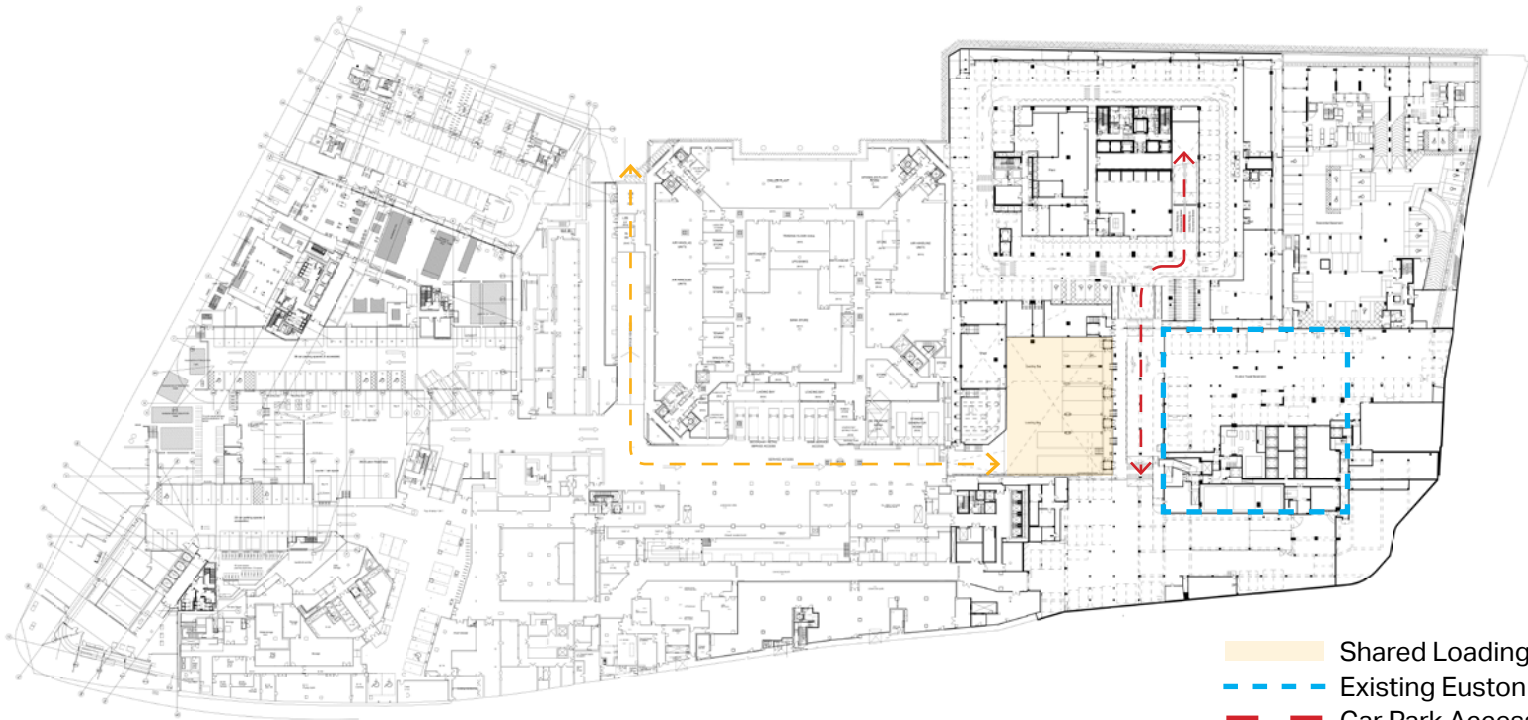
Delivery Strategy Principles

The servicing strategy will use an off-site consolidation centre to minimise the number of daily servicing vehicles and manage the timings of deliveries. Compared to a traditional servicing strategy, there will be fewer but fuller delivery vehicles.

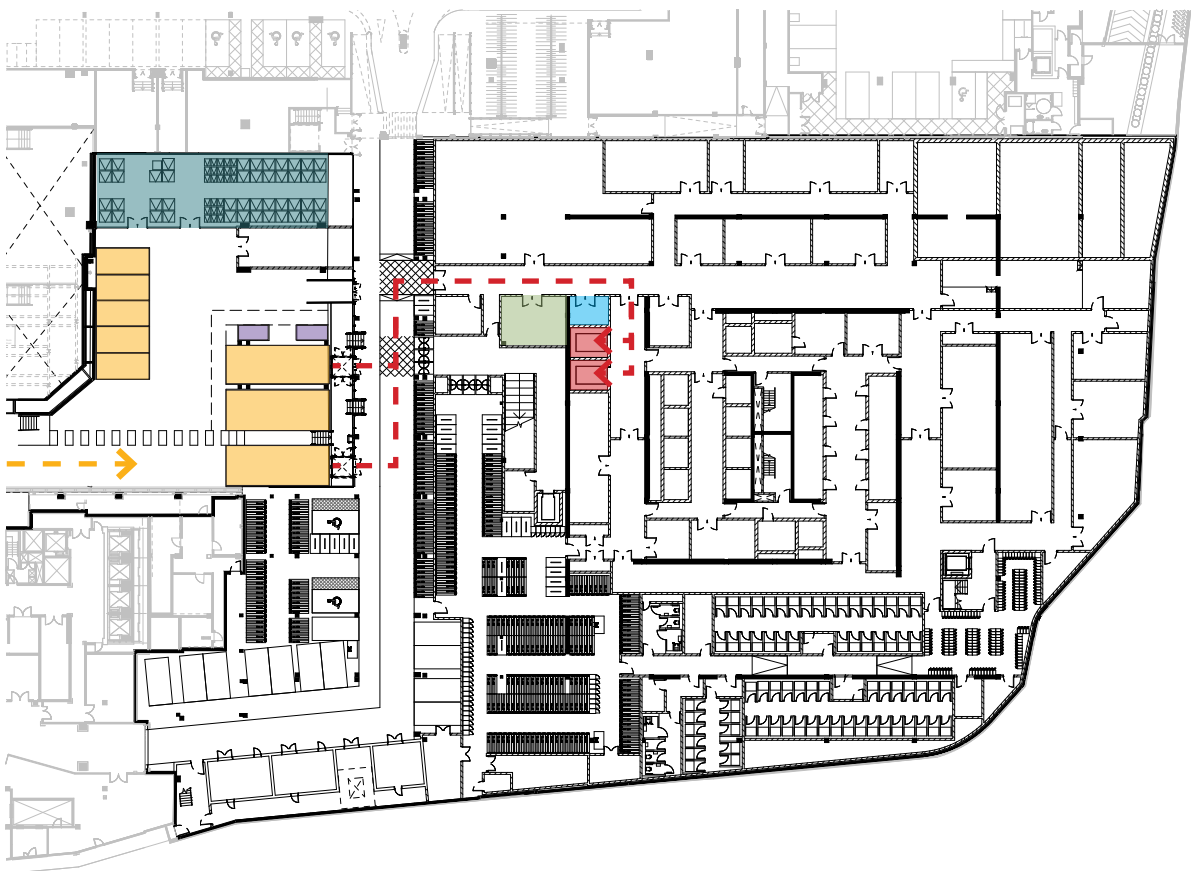
Waste Strategy Principles

Waste streams will be stored temporarily at Euston Tower Basement 01 dedicated storage area before being transferred to the loading bay for collection on an appropriate schedule.

The waste strategy for the Proposed Development will continue to employ the same principles of consolidation and will fit within the existing site-wide waste strategy. Collection of each waste stream will be carried out during off-peak hours by a commercial waste contractor.



Drawing - Existing Regents Place basement area



Drawing - Proposed basement service area

Gas Delivery Principles

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

Life-sciences require several additional specialist bottled/liquid gas deliveries along with the regular deliveries expected to a lab-type building. The liquid and bottled gas deliveries cannot take place within the basement and need to be at Ground Level with blue-sky above them. All specialist delivery activity is proposed to be at Ground Level to the north-west corner of the building.

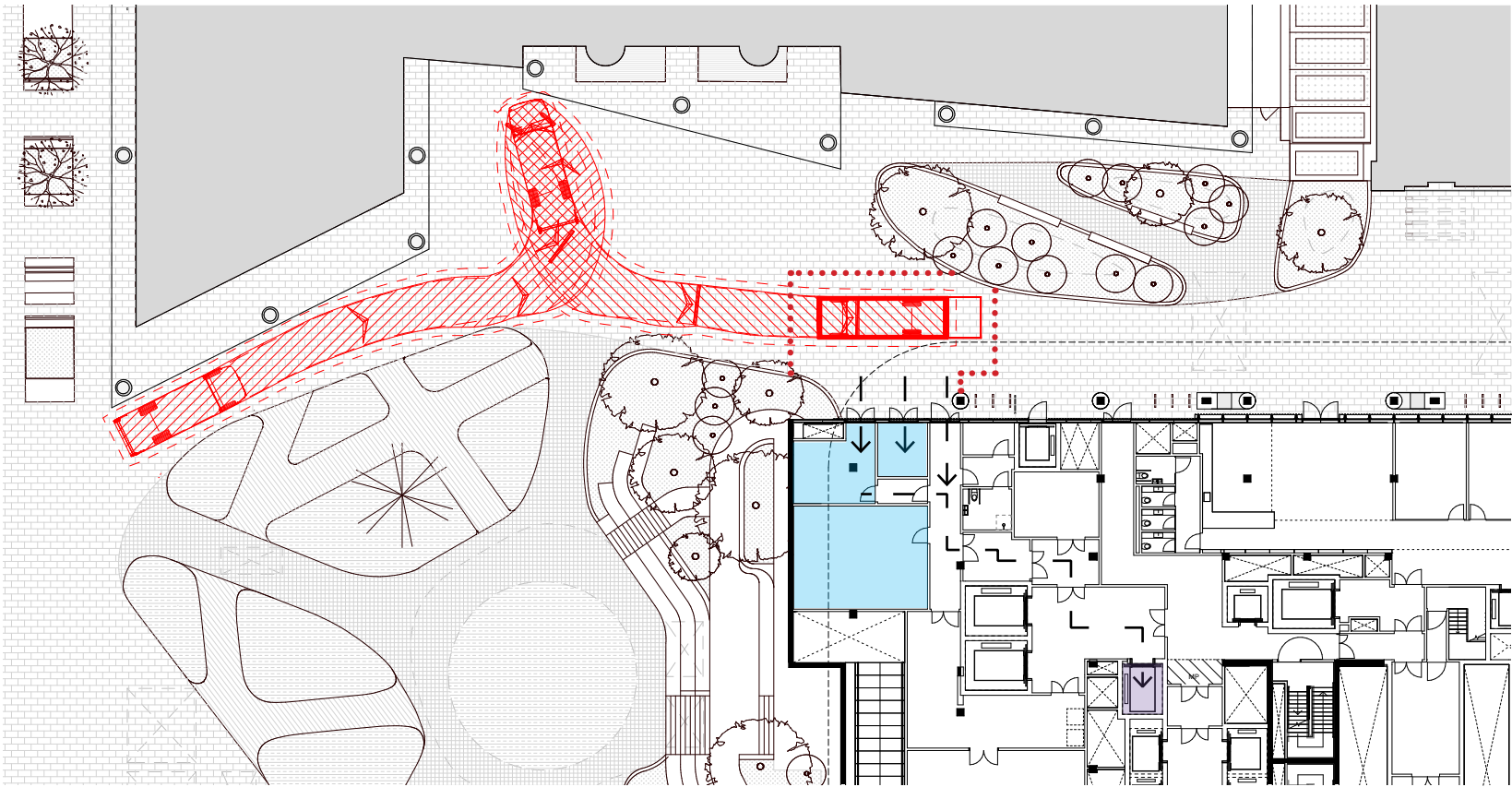
All vehicle movements and associated gas delivery across Regent’s Place Plaza will be fully managed by trained staff.

The proposed delivery location will enable quick deliveries over a short distance directly into the ground level gas store. The specialist vehicle will access the delivery bay from Drummond Street via Triton Square and Brock Street and stop in an area close to the gas store with landscaping to the north which will allow the vehicle to be temporarily ‘fenced off’ to stop pedestrians walking past when the vehicle is delivering. A pedestrian route is maintained to the north.

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

For LN2 deliveries, a hose is extended from the vehicle directly to an inlet connected to the on-site LN2 store, located on the Brock Street frontage, so that liquid nitrogen can be pumped directly to an on-site tank.

Gas bottles would also be brought to the site from delivery vehicles using trolleys and directly to the gas store at Ground Level. 3 to 5 weekly deliveries are to be expected.



Drawing - Gas deliveries

- Gas Storage
- Gas Delivery Route
- Gas Delivery Lift
- Delivery Vehicle Parking
- Vehicle Path on Plaza
- Temporary Fence



Illustrative View - Ground Level service entrance on Brock Street at north-west corner of podium