

Chapter 7: Traffic and Transport

INTRODUCTION

- 7.1 The traffic and transport chapter of the December 2023 ES has been reviewed in the context of the Amended Proposed Development to determine if the conclusions of this assessment remain valid. In addition, consideration has been given to any updates or changes to baseline conditions, policy or methodology.
- 7.2 The Proposed Amendments relevant to this ES chapter are:
- The total proposed floor space of the Amended Proposed Development has increased by 2,284m² (2.9% uplift) compared to the Proposed Development;
 - Changes to the deconstruction and construction programme (increase in overall construction programme by 8 months) and changes to the construction methodology; and
 - Changes to the peak number of deconstruction and construction vehicles (an 8% reduction compared to the level reported in the December 2023 ES).
- 7.3 The changes to the construction methodology and programme length show a reduction in the number of construction vehicles which will not affect this assessment reported in the December 2023 ES, and therefore have not been considered further within this ES chapter.

LEGISLATION, PLANNING POLICY AND GUIDANCE

- 7.4 There have been no significant changes to policy, legislation or guidance since the December 2023 ES which have a material effect on the approach to or findings of the assessment.

ASSESSMENT METHODOLOGY

- 7.5 There are no changes to the assessment methodology set out with the traffic and transport chapter of the December 2023 ES.
- 7.6 Consequently, the assessment methodology and significance criteria stated in the traffic and transport December 2023 ES chapter remains applicable and valid.

BASELINE CONDITIONS

Current Baseline Conditions

- 7.7 The baseline conditions remain as assessed in the December 2023 ES, and therefore have not been revisited as they will not be affected by the Amended Proposed Development.
- 7.8 The baseline conditions as set out within the traffic and transport December 2023 ES chapter remain valid.

Evolution of the Baseline

- 7.9 While the extension of the construction programme will mean an opening year of 2031 rather than 2030, there are no new changes to the existing conditions that are expected to take place by the new future design year. The evolution of the baseline therefore remains as assessed in the December 2023 ES.

RECEPTORS AND RECEPTOR SENSITIVITY

- 7.10 No amendments have been made to the receptors considered in the traffic and transport December 2023 ES chapter.

IMPLICATIONS OF THE PROPOSED AMENDMENTS

- 7.11 The implications of the Amended Proposed Development on the traffic and transport assessment are set out below.
- 7.12 There are minor changes to the construction programme duration and construction methodology as part of the Amended Proposed Development. These changes to methodology lead to an 8% reduction in the expected construction vehicle flows.
- 7.13 As stated in the December 2023 ES and December 2023 Transport Assessment (TA), the volume of construction traffic is small compared with background flows and would not have an impact on the operation of the highway network.
- 7.14 The construction vehicle routes remain valid as identified in the December 2023 ES, December 2023 TA and draft Construction Management Plan (CMP). The routing of construction-related trips to and from the Amended Proposed Development will be controlled by the CMP and Construction Logistics Plan (CLP) to agreed routes only, to be approved with the relevant authorities.
- 7.15 The Proposed Amendments include minor changes in the total proposed floor area (Gross Internal Area (GIA)) (2.9% uplift). The increase in floor area contributes to a rise in total person trips across the London-wide transport network. The growth in person trips is spread over a number of transport modes and the impacts of these are negligible on the public transport and highway networks which have sufficient capacity to accommodate the uplift. Given the changes the conclusions set out in the December 2023 ES and December 2023 TA remain valid.
- 7.16 The December 2023 TA provides the following commentary in relation to the effects of the Proposed Development once operational:

This Transport Assessment has demonstrated that the Proposed Development will prioritise active and sustainable travel, have a negligible impact on the London-wide public transport and highways networks, and will contribute localised improvements to the site and its surroundings.

POTENTIAL EFFECTS

Deconstruction and Construction

- 7.17 Amendments to the deconstruction and construction works required to facilitate the Amended Proposed Development are set out in the **ES Addendum Volume 1, Chapter 1: Introduction, Proposed Design Amendments and ES Addendum Approach**.
- 7.18 The effects of the deconstruction and construction works set out in the December 2023 ES are summarised in Table 7.1 below.

Table 7.1 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

- 7.19 No new or materially different effects arising from the deconstruction and construction of the Amended Proposed Development have been identified, and the conclusions set out in the December 2023 ES and December 2023 TA remain valid.

Completed Development

7.20 The effects of the operational Amended Proposed Development are as set out in the December 2023 ES and summarised in Table 7.2.

Table 7.2 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

7.21 It is deemed that all environmental effects in relation to the operational development as identified in the December 2023 ES and December 2023 TA remain valid.

MITIGATION, MONITORING AND RESIDUAL EFFECTS

7.22 The following mitigation is set out in the December 2023 ES:

- Implementation of Construction Management Plan to minimise disruption to road users and pedestrians;
- Implementation of Construction Logistics Plan to minimise impacts resulting from the deconstruction and construction phase of the Proposed Development;
- Implementation of Travel Plan to encourage sustainable transport uptake;
- Implementation of a Delivery and Servicing Plan to mitigate and minimise the impacts of delivery and servicing activity;
- Implementation of a Car Parking Design and Management Plan to manage all parking associated with the complete and operational Proposed Development; and
- The Proposed Development was car-free.

7.23 The mitigation summarised above is considered to remain sufficient to manage impacts that may arise from the Amended Proposed Development. No further mitigation is required.

7.24 The summary of the residual effects resulting from the Amended Proposed Development as set out within the December 2023 ES are shown in Table 7.3 below.

Table 7.3 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

Notes:
 Residual Effect Scale = Negligible / Minor / Moderate / Major
 Nature = Beneficial or Adverse
 Geo (Geographic Extent) = Local (L), Borough (B), Regional (R), National (N)
 D = Direct / I = Indirect P = Permanent / T = Temporary St = Short Term / Mt = Medium Term / Lt = Long Term
 N/A = not applicable / not assessed

7.25 No new or materially different residual effects arising from the Amended Proposed Development have been identified in respect of traffic and transport, and the conclusions set out in the December 2023 ES and December 2023 TA remain valid.

CLIMATE CHANGE

7.26 The impacts of climate change discussed in the traffic and transport December 2023 ES chapter are not affected by the Proposed Amendments.

ASSESSMENT OF THE FUTURE ENVIRONMENT

Evolution of the Baseline Scenario

7.27 The evolution of the baseline as discussed in the traffic and transport December 2023 ES chapter are not affected by the Proposed Amendments.

Cumulative Effects Assessment

7.28 There are no changes to the identified cumulative schemes set out in the December 2023 ES and therefore these effects and conclusions remain valid.

7.29 However, since the December 2023 ES, the UK Government has announced the recommencement of the High Speed Two (HS2) rail infrastructure project, which will generate construction and operational trips around Euston Station in the vicinity of the site. Therefore, for completeness, this has been considered further and qualitative analysis has been provided, based on the information available at time of writing.

7.30 The latest publicly available information (September 2024 *Euston Approaches Construction Update*¹) sets out that that HS2 will remobilise in April 2025 and has re-phased the construction works in the Euston area. Some construction work paused over the past two years while other activities have continued as shown below (Figure 7.1).

Figure 7.1 HS2 Euston Approach Construction Activities

Activities we have continued	Activities we will begin from April 2025
<ul style="list-style-type: none"> • Extension of Granby Terrace bridge • Works to the wall adjacent to Cartmel House on the Regents Park Estate • Utility diversion works needed for Hampstead Road bridge and Granby Terrace bridge extensions • Works in Euston Scissor Box and Cavern Shaft area • Surveys and mitigation works ahead of tunnelling • Use of Vehicle Holding Area and Park Village East northern lay-by • Design work, including design of Euston Portal Headhouse 	<ul style="list-style-type: none"> • Park Village East southern lay-bys • Cavern shaft welfare and office building • Parkway utility works • Site set up and piling in Zone 5 • 24/7 tunnelling and major excavations (beginning 2026) <ul style="list-style-type: none"> • Cavern shaft excavation and mechanical excavations of tunnels in Camden Cutting north • Euston Scissor Box south of Mornington Street bridge • Railway cutting between Granby Terrace and Hampstead Road

7.31 Figure 7.2 below shows the major excavations programme for the next three years and the location of the major works.

7.32 Based on the works above and the programme set out in the *September 2024 Euston Approaches Construction Update*² the main works and indicative programmes are set out below:

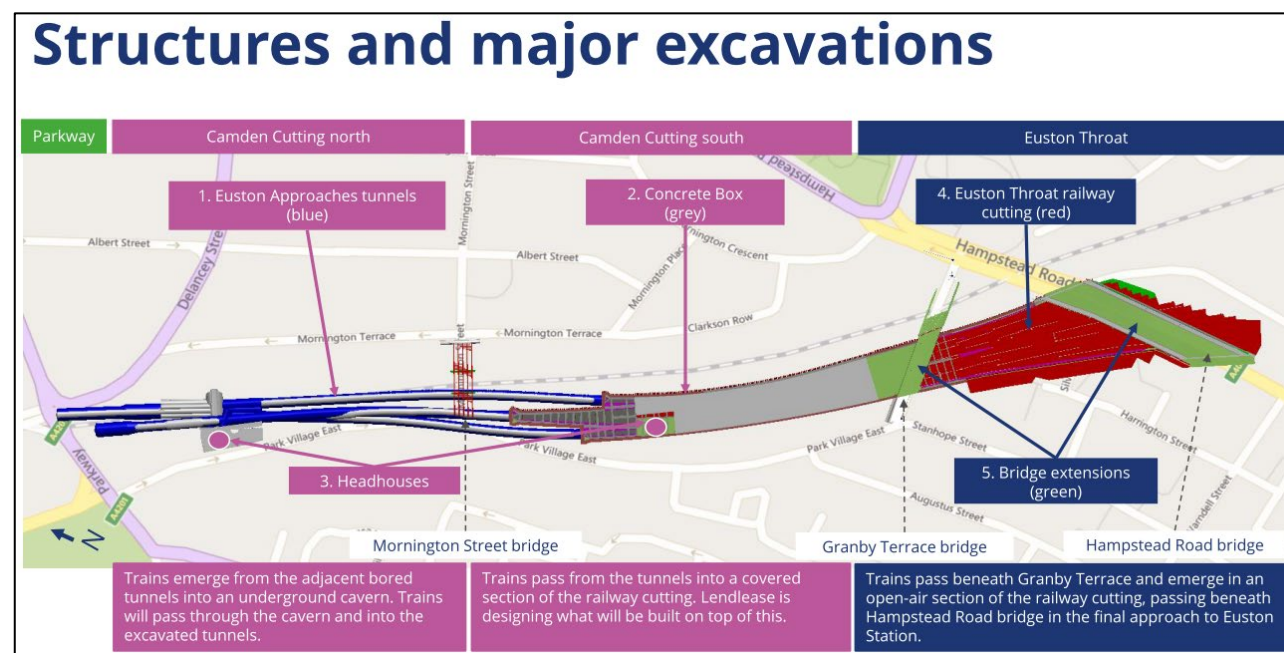
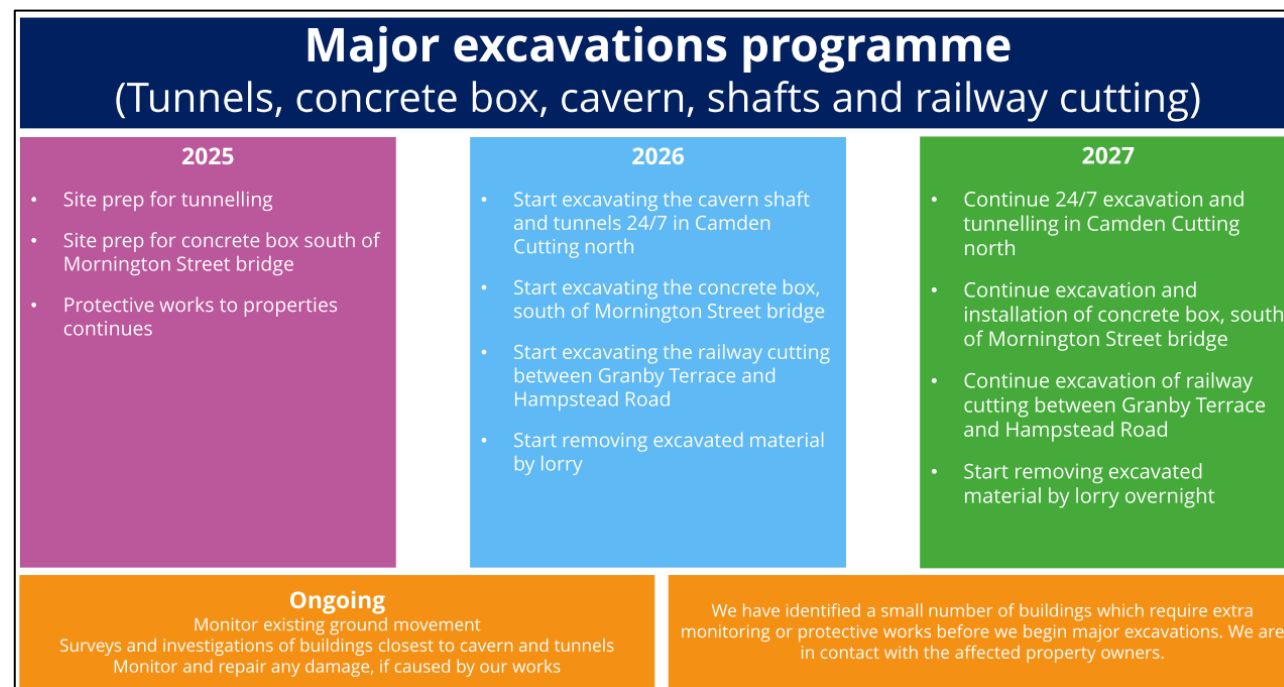
- Parkway Utility Works – During 2025;

¹ <https://www.hs2.org.uk/building-hs2/tunnels/tunnel-drives/euston-tunnel/euston-approaches/>

² <https://www.hs2.org.uk/building-hs2/tunnels/tunnel-drives/euston-tunnel/euston-approaches/>

- Camden Cutting North – Mid 2023 - Spring 2026;
- Camden Cutting South – Ongoing to Summer 2025;
- Euston Throat – September 2023 to May 2025;
- Zone 5 Works – April 2025 to December 2025;
- Hampstead Road Utility Works – Summer 2024 to October 2025; and
- Hampstead Road Bridge – April 2025.

Figure 7.2 HS2 Euston Approach Major Excavations Programme



7.33 As shown by the indicative works programme a number of the major workstreams will be completed or partially completed before work on Euston Tower starts and therefore any cumulative effects with the HS2 construction works would be reduced.

7.34 It is expected that the HS2 works will generate a reasonable level of construction vehicle traffic over the construction programme. At this stage the level of construction vehicles using the agreed HS2 routes is unknown but through the development of the Euston Tower Construction Logistics Plan (CLP) and Construction Management Plan (CMP) submitted as part of this planning application, and regular consultation with HS2, both developments would work together to minimise impact and disruption as far as reasonably possible.

7.35 As part of each HS2 application Schedule 17 of the HS2 Act requires approval of routes where there are more than 24 two-way HGV movements to and from a worksite. As part of these applications a Local Traffic Management Plan (LTMP) is produced and is included in the planning approval process.

LIKELY SIGNIFICANT EFFECTS

7.36 No likely significant effects relating to traffic and transport have been identified, as set out in the December 2023 ES.