



Summary of responses from the public engagement on the HS2 Euston station design development – November 2018

Summary

Public engagement on the latest design development for the HS2 station occurred from the 7th November 2018 to 28th November 2018. The purpose of this engagement was to provide an update on the design development of the station and capture the public's view on how the proposal responds to the feedback from the public engagement in February 2018.

During the engagement period, two public drop-in events were held on the 7th and 17th of November 2018 at the following locations:

- Wesley Hotel, 81-103 Euston Street, London NW1 2EZ – Wednesday 7th November 2018
- The St Pancras and Somers Town Living Centre, 2 Ossulston Street, London NW1 1DF – Saturday 17th November 2018

During the engagement period, HS2 Ltd sought views on:

- The station entrances, covered squares and concourse arrangements;
- Transport interchanges, including;
 - Potential permanent taxi drop-off and pick-up facility;
 - Cycle parking 'hubs'.
- The location of the open space opportunity areas, including;
 - The types of activities and design features the open space should provide and support.

The public had a chance to provide their views on the latest emerging proposals for the HS2 Euston Station via the following:

- Two HS2 public engagement drop-in events;
- A survey was available to complete either online or at the HS2 in Camden information centre and HS2 public engagement events;
- Email comments to: HS2incamden@hs2.org.uk; and
- Provide comments at the HS2 in Camden information centre.

In total, twenty responses were received, comprising of sixteen survey responses and four email responses. Feedback during the public engagement drop-in events was also recorded.

This summary includes responses via the survey, email comments to HS2incamden@hs2.org.uk and feedback from the two public engagement events. The full responses are shown in Annex A.

The HS2 station

1. What are your views on the following?	
a) Proposed station entrances; b) Revised concourse arrangement, including covered station squares; and c) Any other comments.	
Summary of responses	<p>A) Station entrances:</p> <ul style="list-style-type: none"> • General agreement with the proposed station arrangement • Need a pedestrian entrance onto Euston Street • The proposed western connection makes more sense, aligning with existing layout. • Entrances themselves must be big and should feel like continuations of streets that they are opposite to. • There's an expectation that all circulation within the entrances is controlled. • Vital that the station connects to the quieter neighbourhood roads. • Station entrances are no substitute to the north/south and east/west streets across the site. • Northern entrance is positive. <p>B) Concourse arrangement</p> <ul style="list-style-type: none"> • Need east and west pedestrian links under or over the Network Rail station. • Need better understanding of the way-finding, facilities/amenities and movement within the station. East/west routes connection to existing streets is prevented by a big level change. • Better alignment with Drummond Street. • Concerned about the route across the station from Phoenix Road. • Like the increase in open space and the simplicity of the arrangement – easy to navigate and not cluttered or complicated. • Dislike the spine building that continues to be present on the east side of the HS2 concourse. • Station should be as open as possible to visitors. • "Covered station squares" is misleading. • Dislike walking through stations. <p>C) Other</p> <ul style="list-style-type: none"> • Consideration needed for the inclusion of multi-language signage. • Provide as much indoor planting with the HS2 station as possible. • Don't need the HS2 scheme at all. • Need the re-instatement of the demolished Euston Arch. • HS2 station design is fragmentary and disconnected from the over site development and Network Rail station. • Vital that over site development is serviced by a tunnel and that deliveries do not occur at street level.

Transport Interchange

2. What are your views on the following?	
a) Potential for locating the permanent taxi drop-off and pick-up facility to the north of the station; b) Propose locations of the cycle parking 'hubs'; and c) Any other comments.	
Summary of responses	<p>A) Taxi drop-off and pick-up location</p> <ul style="list-style-type: none"> • North siting of the taxi rank is good and will be convenient for travellers heading to north London.

	<ul style="list-style-type: none"> Distance from the station to the taxi rank may be an issue for elderly and people with mobility problems. It is critical for the replacement of St James's Gardens. Taxi and bus connections should be located on Euston Road. If located to the north, the taxi rank must have a right hand turn from Hampstead Road to reduce the amount of traffic. Will create a dark space with high concentration of exhaust fumes. The raised open space will lack natural planting and will feel like a roof space not a park. The taxi rank location is a good idea due to the carriageway on Hampstead Road. Demonstrates prioritisation of pedestrian and cyclist over taxis, PHVs and private cars. Lack of traffic management information for the potential traffic congestion issues on Eversholt Street. <p>B) Cycle parking 'hubs'</p> <ul style="list-style-type: none"> Shouldn't take up valuable above-ground space. Unclear about how many cycle places proposed and what the demand would be. Hampstead Road is not a suitable cycle access route. Cycle hubs should be located adjacent to the quieter access roads. <p>C) Other</p> <ul style="list-style-type: none"> Preserve the old tube station building on Melton Street. Inadequate for the number of additional passengers using the station. Bus depot needs to be a proper depot. Cobourgh Street needs to become part of a segregated cycle highway and vehicle free.
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Open Space Opportunity Areas

3. What are your views on the following: a) Providing open space to the west of the HS2 station; b) The types of activity and design features the open spaces should provide; and c) Any other comments.	
Summary of responses	<p>A) Open space to the west of the HS2 station</p> <ul style="list-style-type: none"> Western space is far more suitable to taxis. Needs to be a tranquil green space for the local community. Provide a separate MUGA to the north that does not detract from the tranquillity. Feels like a compromise – should be a least same area as the open space that is being lost. Space looks very small. Will be very limited in terms of the planting that can be provided and will little benefit to the local community. Open space would need to cater for a range of users. Appropriate design of basement roof slab required to enable planting of trees. Need maximise the space where trees can grow. <p>B) Types of activity the open spaces should support</p> <ul style="list-style-type: none"> The top three activities were; relaxing, enjoying nature and socialising / meeting. Concern about the size of open spaces to support. The open spaces should not allow dogs. <p>C) The types of features the open spaces should provide</p>

	<ul style="list-style-type: none"> • The top four features were; different types of trees, different types of planting, seating areas and quiet areas. • Need mature trees in green space. • Need heritage features like those displayed along King's Boulevard, leading to Granary Square. • Replace basketball court with clear separation from other park users. • Child play equipment need sheltered seating for supervising parent/guardian. • Food and drink facilities need to be located adjacent to the station. • Tranquil green space rather than a café. <p>D) Other</p> <ul style="list-style-type: none"> • Maintain the peace and quiet in the open space and not integrate noise generating activities. • Retain Euston Square Gardens. • Provide more trees. • Use spaces earmarked for MDP development to provide facilities for passengers and local residents.
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Other Comments

4. Any other views on the aspects of the developing design.	
<i>Summary of responses</i>	<p>A) Other comments</p> <ul style="list-style-type: none"> • The required servicing for the proposed over site development office block is a big concern due to the impact it will have on surrounding space. • Include Changing Place toilets into the station design to cater for disabled people and families. • Welcome restoration of direct access between Drummond Street and Euston Station. • Vital that the new road for station service vehicles on Hampstead Road should permit vehicles to access it directly by turning right from Hampstead Road northbound. • Building profile set-backs are not precluded to avoid 'cliff' effect. • Pest management required for noticeable increase of rat population near Euston Station. • Concern over the programme coordination with Network Rail and the integration of MDP.

ANNEX A: Responses to the survey on the HS2 station design development - November 2018

About you			The HS2 station				Transport interchanges						Open space opportunity areas						
Respondent Unique Reference Number	Method of Response (Email, Letter, Attachment, Survey)	HS2 Survey (Online or Hard Copy)	Q1_A What are your views on how the proposed station entrances connect into the local area?	Q1_A Any other comment on how the proposed station entrances connect into the local area. Please Specify.	Q1_B What are your views on a revised concourse arrangement, which includes covered station squares?	Q1_B Any other comments on a revised concourse arrangement, which includes covered station squares. Please Specify	Q1_C Is there anything else related to the HS2 station building that you would like to comment on?	Q2_A What are your views on the potential for locating the permanent taxi drop-off and pick-up facility to the north of the HS2 station?	Q2_A Any other comments on the potential for locating the permanent taxi drop-off and pick-up facility to the north of the HS2 station? Please Specify	Q2_B What are your views on the proposed locations of the cycle parking 'hubs'?	Q2_B Any other comments on the proposed locations of the cycle parking 'hubs'? Please Specify	Q2_C Is there anything else related to the transport mode interchange that you would like to comment on?	Q3_A What are your views on the potential for providing open space to the west of the HS2 station?	Q3_A Any other views on the potential for providing open space to the west of the HS2 station?	Q3_B What types of activity should the open spaces support?	Q3_B Other, please specify	Q3_B_ Which of the following would like to see in the open spaces?	Q3_C Other, please specify	Q3_D Is there anything else related to open space around the HS2 station that you would like to comment on?
#1	Response	Survey	Online	Like	Like		Obviously it is far too early, but please give exceptionally careful consideration to multi language signage, that is absolutely clear and easy to follow.	Dislike	A northern siting is a good position, and will be convenient for travellers heading to north London. However this might be a long walk for the elderly, and for people with mobility problems - for whom taxis are vital - and expensive for travel southwards (with current road layouts).	No Opinion			Dislike	The western space is far more suitable to taxis (see my comments above).	Socialising / meeting, Relaxing, Walking	No dogs please!	Artwork / sculptures, Seating areas, Heritage features, Quiet areas, Different types of trees	A peaceful contrast to the stress and noise of travel. Heritage features like those displayed along King's Boulevard, leading to Granary Square during its initial construction stages would be perfect. They were excellent, fascinating and well designed.	Trees, trees and more trees!
#2	Response	Survey	Online	Like		Like the concept of open space with the potential for potted greenery but the layout is pushing the development to the edges of the station which will leave to cliff edges with little ability to step back from Cobourg Street. One metre is not a sufficient step back. Look at the tower podiums in Vancouver for better design.	You did not mention greening inside the station. Please design for as much indoor planting as possible.	Like	This is critical to replacing some of St James's Gardens with green space. Thank you.	Like	Cycle hubs should not be taking up valuable above-ground space.		Like	This is incredibly important. There needs to be a tranquil green space for the local community. A separate MUGA to the north that does not detract from the tranquillity would also be good.	Enjoying nature (e.g. trees, wildlife), Socialising / meeting, Exercise (e.g. jogging, yoga), Relaxing		Heritage features, Space / facilities for children 0-5 years old, Quiet areas, Seating areas, Different types of trees, Green landscaping e.g. lawn area, Different types of planting, Water feature.		Please give us our tranquil park back.
#3	Response	Survey	Online	No Opinion	No Opinion			Like		No Opinion			Like		Enjoying nature (e.g. trees, wildlife), Relaxing, Walking, Exercise (e.g. jogging, yoga), Eating		Green landscaping e.g. lawn area, Quiet areas, Different types of planting, Seating areas	I might perhaps have selected Heritage features above but I don't know precisely what that means. If you mean a good old-fashioned space with lots of green - a proper park like St James's Gardens was - then yes! Replacing the basketball court would be good but there should be a well-defined screened off area to stop it interfering with other users who just want some peace and quiet. The green space should NOT have a cafe, there's enough inside the station itself but nowhere nearby now that St	You will never recreate what has been lost with the destruction of St James's Gardens. But a park as similar in nature as possible with peace, quiet and a natural landscape - minimal paths and lots of large trees/rose/garden/flowerbeds, proper old park benches - is essential. It should be the polar opposite of the front of King's Cross station, More London, all those other soulless concrete plazas. Sculptures and water features aren't necessary, we have enough of those elsewhere but the architects don't seem to understand that's not what we really want - the sound of water trickling and a huge sculpture dominating doesn't make up for the fact that there's no large trees, shade, peace and the sound of birds singing. Please don't let this be the
#4	Response	Survey	Online	Dislike	No Opinion	You are not replacing volume with volume nor like with like. St James Gardens were unique and at least as large an area needs to be found. for trees reaching eventually a large size can be planted.	None of this is really necessary . We actually don't need HS2 at all. It is outdated technology and a route past London which is already duplicated - or cancelled.	Dislike	As above	No Opinion	As above	Really just as above - totally pointless scheme!	Like	As above	Playing (e.g. games, Play equipment), Walking, Socialising / meeting, Enjoying nature (e.g. trees, wildlife), Relaxing, Performance or events		Heritage features, Artwork / sculptures, Green landscaping e.g. lawn area, Space / facilities for children 8-13 years old, Different types of trees, Water feature, Different types of planting, Performance or event space, Quiet areas, Seating areas		Not enough of it.
#5	Response	Survey	Online	Like	Like	The western connections now make more sense, aligning with the existing street layout. Traffic-lighted road crossings must be provided at these points also, and the entrances themselves must be BIG - current drawings look like cave entrances which will not be welcoming. They should feel like continuations of the streets they open opposite.	I like the increase in open space and the simplicity of the arrangement, it needs to feel easy to navigate and not cluttered or complicated, it needs to feel light and airy, with glass ceilings or even open to the sky. I dislike the spine building that continues to be present on the east side of the HS2 concourse - this will severely restrict accessibility through the entire station and out to the east. The design for the HS2 station has to account for the design of the regenerated NR station - this should be a single unified design, not parcelled as it currently is.	Dislike	Taxi and bus connections should all be located on Euston Road - the major road, and not close to residential areas of Camden to the north. Further, if there is to be a taxi rank to the north, there MUST be a right hand turn from Hampstead Road to reduce the amount of traffic that has to come further north into residential areas.	No Opinion	The old tube station building on Melton Street needs to be preserved - ideally this legacy transport architecture would be maintained in situ, as part of the publicly accessible areas of the station; at a minimum it should be given to TFL to add to the transport museum; there is no excuse for simply removing and destroying this part of the local built heritage.	Dislike	This feels like a compromise (with the community losing out as always). Firstly, the green space should be at least as big as that being taken away, and provide genuine green space with mature trees with deep roots. The L-shaped building shown to the north of this green space is beyond the boundary of the station concourses, so should in fact be further green space for the community, not another high-rise profit-maker for the developers.	Enjoying nature (e.g. trees, wildlife), playing sports (e.g. ballgames, table tennis), Relaxing, Walking		Green landscaping e.g. lawn area, Different types of trees, Quiet areas, Different types of planting	I don't want green 'landscaping' which to me implies an attempt to look like lawns, we want REAL GREEN SPACE with REAL MATURE TREES - like the parks you have taken away from the community already.	All open space should be PUBLIC, not given over to PRIVATE cafes where you have to purchase/pay to have access.	
#6	Response	Survey	Online	No Opinion	Like			Dislike	This looks forced. I don't believe that a taxi rank and park area can share the same ground space effectively. Neither area will be a pleasant space. The taxi rank will be dark or artificially lit and exhaust fumes will be concentrated. The park space will lack natural planting and will feel like a roof space not a park.	No Opinion			No Opinion	This space looks very small.	Eating, Playing (e.g. Games, play equipment), Playing sports (e.g. ballgames, table tennis), Socialising / meeting, Enjoying nature (e.g. trees, wildlife)		Space/facilities for children 8-13 years old, Green landscaping e.g. lawn area, Water feature, Seating areas, Different types of trees		

#7 Response	Survey	Online	Like		No Opinion			Dislike	The taxi rank in itself is a good idea but due to the carriageway on Hampstead road, all taxis coming from central London will need to go into Camden or more likely one of the side roads to get back onto the Southbound side where the taxi range is situated. I think there should be a right-hand turn on the northbound side of Hampstead road into the taxi rank to avoid this.	Like				Dislike	The open space here is a good idea but It will not match the open space which has been taken from the area and if it is on the upper floor it will be very limiting in terms of what can be planted there and have little benefit for the local community as access will be restricted for many.	Walking, Relaxing, Eating, Exercise (e.g. jogging, yoga), Enjoying nature (e.g. trees, wildlife), Community gardening, Playing sports (e.g. ballgames, table tennis), Socialising / meeting, Education /learning, playing (e.g. games, play equipment), performance or events	Quiet areas, Space /facilities for those aged 13-19 years old, Artwork /sculptures, Different types of planting, Performance or event space, Different types of trees, Space / facilities for children 8-13 years old, Seating areas, Heritage features, Space / facilities for children 0-5 years old, Water		We need an equal replacement for the green space this development has removed.	
#8 Survey response	Survey	Hard Copy	Other	Need the links through over Network Rail and more open spaces routes to underground from local area, and routes for passengers to walk from station to St Pancras and Kings Cross.	Dislike	There is far too much space for unspecified Land Lease development. This needs to be limited in height and the surface area used to allow access/egress and through routes, including taxi ranks.		Dislike	It is far too far away from network Rail and most HS2 passengers who have luggage or mobility issues.	No Opinion	Unclear how many cycle places there are, and what demand would be.	It seems totally inadequate for additional passengers (***) by HS2. The underground trains are already overcrowded, and not suitable for people with luggage or going to many destinations. You need far more taxis and pedestrian walkways.		Other	Like but insufficient given the green spaces the other side of Hampstead Road that have been built over to replace the housing demolished for HS2. he local residents will need to use this space for recreation, dog walking and spaces for all generations.	Community gardening, Enjoying nature (e.g. trees, plants, flowers, wildlife), Exercise (e.g. jogging, running, yoga), Relaxing	Children and young peoples play and sports areas	Different types of planting, Different types of trees, Green landscaping (e.g. lawn area), space/facilities for children (0-5 years old), Space/facilities for children (8-13 years old), Space/facilities for young people (13-19 years old)	Child facilities need covered seating for supervising parents.	Use the spaces currently earmarked for Land Lease development to provide adequate facilities for passengers to leave and for existing local residents.
#9 Survey response	Survey	Online	No Opinion		No Opinion	I would like to see the re-instatement of the demolished Euston Arch incorporated into the plans.		No Opinion		No Opinion				No Opinion			Heritage features, Seating areas, Artwork / sculptures, Different types of planting			
#10 Survey response	Survey	Online	Like	Need to understand the way-finding, facilities/a, amenities and movement within the station.	Like	Maybe putting yourself into a corner as Taxi rank was be integrated. Real concern at other main rail termini that "illegal# drop off and pick will occur encouraged by additional station access ("meet you in Cobourg St"). Are Changing Places Toilet Facilities included in the build? Providing more Changing Places would make a dramatic difference to the lives of thousands of people who desperately need them, as well as their family, carers and/or friends. Also, installing a facility can be easier in a build which is why I'm suggesting it here, now. A little bit about them: Thousands of people with profound and multiple learning disabilities, as well as other disabilities that severely limit mobility, cannot use standard accessible toilets. People may be limited in their mobility so need equipment to help them or may need support		Dislike	Too far/remote	No Opinion				Like	Need to balance recreation with unsocial activity	Walking, Enjoying nature (e.g. trees, wildlife), Exercise (e.g. jogging, yoga), Playing (e.g. games, play equipment), Socialising / meeting.	Different types of planting, Different type of trees, Space/facilities for those aged 13-19 years old, Space/facilities for children 8-13 years old. Space/facilities for children 0-5 years old.			
#11 Survey response	Survey	Online	No Opinion		No Opinion			No Opinion		No Opinion				No Opinion						
#12 Survey response	Survey	Online	Like	It is vital that the station connects into the quieter neighbourhood roads.	Like	The station should be open as possible to visitors, i.e. like ST Pancras rather than Kings Cross		Like	This is good and recognises that pedestrians and cyclists followed by public transport should be prioritised over taxis, PHVs and private cars.	Like	Hampstead Road is not suitable cycle access route (at present). Cycle hubs should be located adjacent			No Opinion		Relaxing, Eating, Socialising / meeting	Space/facilities for children 8-13 years old, Seating areas, Quiet areas, Different types of planting.			
#13 Survey response	Survey	Online	No Opinion	The Euston Area Plan requires north south and east west streets across the site in the open air and with trees. The station entrances are no substitute to these streets... which they obstruct. Presumably all circulation within the entrances is controlled (e.g. no cycling) The north south route has no connection to the existing street pattern	No Opinion	The term "covered station squares" is misleading. The consultation presentation explained they were inspired by Bloomsbury squares... whereas they are nothing like Bloomsbury Squares ... which have lawns and trees and are in the open air... They are just shown as widened circulation routes During the presentation it was confirmed that HS2 would not be providing a service basement to the OSD tower blocks within the station design and the proposed station design will block the construction of such a basement. It was explained that HS2 expect the OSD to be serviced from the street	HS2's approach to station design is flawed and damaging because (as evidenced by this presentation of design development) it is intentionally completely fragmentary and disconnected from the OSD and the NR station and their impact on transport and the environment So the west frontage of the station will be mostly service entrances (and not as shown on the	No Opinion	OK (though crossover needs to be moved south) as long as the quantum of commercial development shown over the taxi rank in the Masterplan Report is not relocated near or over the taxi rank in its new location	No Opinion	OK as long as the OSD is not serviced by vehicles at street level	The bus depot needs to be a proper depot (i.e. not linear)... so with Euston Street mostly pedestrianised The new taxi rank will be useful to take passengers from the end carriages of 400m long high speed trains to the City and Victoria branch tube platforms... to minimize the transfer penalty. It also needs a bridge over the NR tracks to Barnby Street to shuttle passengers to and from St Pancras		I understand that only part of the proposed west open space is not over the station services basement, In order to permit tree planting over the basement the basement roof slab needs to be stepped to provide planting boxes for trees and the ground level above needs to be grades to provide sufficient soil depth for trees	Relaxing, Socialising / meeting, Eating, Enjoying nature (e.g. trees, wildlife), Exercise (e.g. jogging, yoga)	Space is too small for Performance. Walking, Jogging and Ball games... and insufficient for wildlife... and inappropriate for community gardening (though these activities took place in St	Seating areas, Quiet areas, Different types of trees, Heritage features, Green landscaping e.g. lawn area	Space is too small for the normal facilities for 13-19 year olds (e.g. as previously existing in St James Gardens) Food and drink facilities should be located in the adjacent station (i.e. because the open space is insufficient size)	If there is no OSD service basement within the station design and Cobourg Street is used as a service yard for the OSD tower blocks it will be very dangerous for cyclists and pedestrians and people sitting at tables in front of pavement cafes (like the cafes in front of the NR station)	
#14 Survey response	Survey	Online			Like	Not enough engagement with the over 60's , or thought given to vulnerable house bound people for example carers may end up spending more time traveling due to Utilities road works . leaving little time for carers to be able to carry out there duties thus elderly people may be left bed bound because of this , or unable to use bus routes .		Dislike	eversholt street is an a narrow busy street , there is no mention of how will traffic be managed or bustops lost . As well as the added noise and pollution that local residence will have to endure alongside demolitions and building works plus added pressure on road use caused by lorries etc bring whatever is needed to the project , or just more cars on eversholt st because other routes are congested by such lorries .	Dislike	Need more openness around the real impact the taxi drop off will cause e.g. will the zebra crossing disappear will eversholt become a one way street and where will the turnaround be for the taxis ?			Relaxing, Performance or events, Walking, Education/earning, Enjoying nature (e.g. trees, wildlife), Community gardening, Socialising / meeting	Green landscaping e.g. lawn area, Water feature, Different types of planting, Different types of trees, Quiet areas, Performance or event space, Heritage features, Seating areas, Artwork/sculptures					

#15 Survey response	Survey	Online	No Opinion	The Euston Area Plan requires north south and east west streets across the site in the open air and with trees. Already Hs2 has cut down so many trees while closing inner London Green spaces in Euston area. The station entrances are no substitute to these streets. . . Is all circulation within the entrances controlled ? The north south route has no connection to the existing street pattern.	No Opinion	The term “covered station squares” is misleading. The consultation presentation explained they were inspired by Bloomsbury squares... not sure what is meant by that. -- Those squares have lawns and trees and are in the open air... They are just shown as widened circulation routes During the presentation it was confirmed that HS2 would not be providing a service basement to the OSD tower blocks within the station design. --The proposed station design will block the construction of such a basement. It was explained that HS2 expect the OSD to be serviced from the street.	HS2's approach to station design is flawed and damaging because (as evidenced by this presentation of design development) it is intentionally completely fragmentary and disconnected from the OSD and the NR station and their impact on transport and the environment So the west frontage of the station will be mostly service entrances, -and not as shown on the	No Opinion	Though the crossover really needs to be moved south, --as long as the quantum of commercial development shown over the taxi rank in the Masterplan Report is not relocated near or over the taxi rank in its new location, it may work.	No Opinion	It is OK, as long as the OSD is not serviced by vehicles at street level!	No Opinion	The bus depot needs to be a proper depot (i.e. not linear)... so with Euston Street mostly pedestrianized.				I understand that only part of the proposed west open space is not over the station services basement, In order to permit tree planting over the basement the basement roof slab needs to be stepped to provide planting boxes for trees and the ground level above needs to be graded to provide sufficient soil depth for trees	Enjoying nature (e.g. trees, wildlife), Relaxing, Walking, Socialising / meeting, Playing (e.g. games, play equipment), Community gardening, Exercise (e.g. jogging, yoga)	This space is far too small for Performance. Walking, Jogging and Ball games... and insufficient for wildlife... and inappropriate for community gardening. -- These activities took place in St James Gardens	Different types of trees, Artwork/sculptures, Different types of planting, after feature, Green landscaping e.g. lawn area, Quiet areas, Space/facilities for children 0-5 years old, Space/facilities for children 8-13 years old, Seating areas, Heritage features, Other	As said before, space is too small for the normal facilities for 13-19 year olds, as previously existed in St James Gardens.	If there is no OSD service basement within the station design and Cobourg Street is used as a service yard for the OSD tower blocks it will be very dangerous for cyclists and pedestrians and people sitting at tables in front of pavement cafes (like the cafes in front of the NR station)
#16 Survey response	Survey	Online	No Opinion	I am please that there is now better alignment between Drummond Street and the station. I am concerned that without a route across the station from Phoenix Road, pedestrian traffic will not follow the Wellbeing Walk along Phoenix Road, but will cut through residential estates. The northern entrance is a positive. The southern entrance still appears to be masked by a tower – the station should be	No Opinion		At the moment, the station appears to be an even greater obstacle to navigate when travelling east-west. It further separates the communities east and west of the station. It is absolutely vital the OSD is serviced by a tunnel and that deliveries too and from the station do not occur at street level. A policy on deliveries needs to be in place so that they are kept to an absolute minimum.	Like	If the taxis have to go somewhere, I would rather they went where they would not be impacting on existing residents.	Like		Like	For people to choose to walk or cycle to Euston we need to make sure areas such as Coburg Street are free of motor vehicles. The taxi drop-off on Eversholt Street will cause congestion and pollution in the neighbourhood. The taxis are likely to back up, making it dangerous for people crossing the street. Bus services are likely to be disrupted				It would be good to maximise the space where trees can grow. It's really important that there is decent community space in this area for residents who have lost St James's Gardens. For it to be pleasant, the area needs to be traffic free.	Playing sports (e.g. ballgames, table tennis), Relaxing, Enjoying nature (e.g. trees, wildlife)	Space/facilities for children 0-5 years old, Leisure & wellbeing areas e.g. outdoor gym, Different types of planting, Different types of trees, Water feature	All of the above in different areas of open space around the station.	It is important that Euston Square Gardens is retained as a green space that frames the surrounding listed buildings, reflects the historic streetscape and acts as an important and heartening break from the appalling traffic on Euston Road.	

ANNEX A: Responses via email on the HS2 station design development - November 2018

Respondent Reference	Method of response (e.g. Email)	Response
17	Email	<p>I attended the presentation at the Wesley hotel recently and am sending in a few comments.</p> <p>I have concerns about the impact of the proposed new office towers (not formally part of the station development), especially their need for servicing and the impact this will have on the surrounding space. I was not convinced by the argument at the presentation that this over-site development can be considered separately from the station design. The need for servicing of a 20 storey block is bound to be considerable. And all this suggests that the one external view of the station provided is unrealistic. Can that picture of the tunnel entrance, trees and benches truly be realised?</p> <p>In general I have a concern about the limited provision of green and open spaces. In particular the proposed green area on a raised deck above the taxi rank is a weak one: it suggests that nothing can be developed with proper roots - certainly nothing like the mature trees and grassy lawns that have been removed</p> <p>The location of the taxi rank remains an issue. In its proposed location north of the station it is likely to generate traffic still further to the north. There must be a right turn into the rank from the Hampstead Road.</p> <p>I hope the proposed western open space really will be large enough for trees and some community use, but also an element of tranquillity, as suggested.</p> <p>I recognise that some changes have been made in response to earlier consultations. The presentations showed concern about open space and the need for effective pedestrian routes. But a major problem is the separation of the station development from the tower block. All should be part of one scheme.</p>
18	Email	<p>I am a parent of a wheelchair user and was wondering if there are plans to include a Changing Place toilet in the new station? This is a fully accessible disabled toilet with a height adjustable adult changing bench and hoist. If there is no plan to install one I would be interested to know the reasons why not. It would be a great addition to the station and would allow it to be fully inclusive to all disabled people and their families.</p>
19	Email	<p>proposed new HS2 station design.</p> <ol style="list-style-type: none"> 1. We welcome the proposed restoration of direct access from Euston Station to Drummond Street and believe there should also be direct access to Euston Street. 2. We welcome the restoration of green space near to the Drummond Street area and close to where it has been lost in St James's Gardens. That area should be used for green space for the local community, not for taxis. The community is desperately in need of replacement green space.
20	Letter	<p>community around Euston. There are two urgent matters on which there has not been express consultation but which I gather may need to be finalized in the near future.</p> <ol style="list-style-type: none"> 1. Cobourg Street OSD: service tunnel and access <p>First, it is crucial to good urban design and to creating a positive environment that the western side of the station not be punctuated by ground level service vehicle entrances for the over-station development ('OSD'). It is imperative that a subsurface service tunnel be included to allow a continuous and attractive active frontage at ground level. That will also help you maximize the value of the new buildings to be created and ensure that they are properly knitted into the community. The existing blocks at Euston have underground servicing; anything less would be a step backwards. That is necessary if you want to promote active travel and healthy streets. You should be aiming to create a place where people want to walk and cycle, not drive.</p> <p>It is also vital that the new road for station service vehicles on Hampstead Road should permit vehicles to access it directly by turning right from Hampstead Road northbound, to avoid further disruption to residents north and west of the station and additional congestion on Eversholt Street and other areas. This should be done by having a separate entrance for such vehicles off the taxi access road and by enabling the OSD to use the trans-shipment mechanism contemplated for the rest of the station. Please could you urgently commission a feasibility study on that concept?</p> <p>Furthermore such facilities should at least have passive provision to be integrated across the whole of Euston, including the Network Rail side.</p> <p>To fail on these counts risks repeating many of the mistakes that were made at Euston in the 1960s.</p>