

EXHIBIT LIST

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Petitioner: EUSTON STANDARD PACK

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Air Quality

The HS2 Scheme and Air Quality Overview

- The main pollutants of concern in the UK are nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀ and its sub-fraction PM_{2.5}).
- Human activities (domestic heating and cooking, aviation, road vehicles, industrial processes, agriculture) add to the natural sources of these air pollutants. Highway vehicles are the most significant source of public exposure to these pollutants from their exhaust gases.
- HS2 is an electric railway scheme which will have no emissions at the point of use. This will help to offset the environmental impacts of planned transport growth.
- The construction and operation of the railway will cause changes in the nature and location of emissions from highway vehicles and other emissions, such as construction dust.
- The scheme has been assessed for its impact on air pollutants in the EIA process.
- Measures to control emissions are set out in the Code of Construction Practice and the Air Quality Information Paper E31.

Air quality standards for NO₂ and PM₁₀

The EU and UK air quality standards for NO₂ and PM₁₀ are:

- Nitrogen dioxide: 40 microgrammes per cubic metre of air as an annual mean
- PM₁₀ particulate matter: 40 microgrammes per cubic metre of air as an annual mean

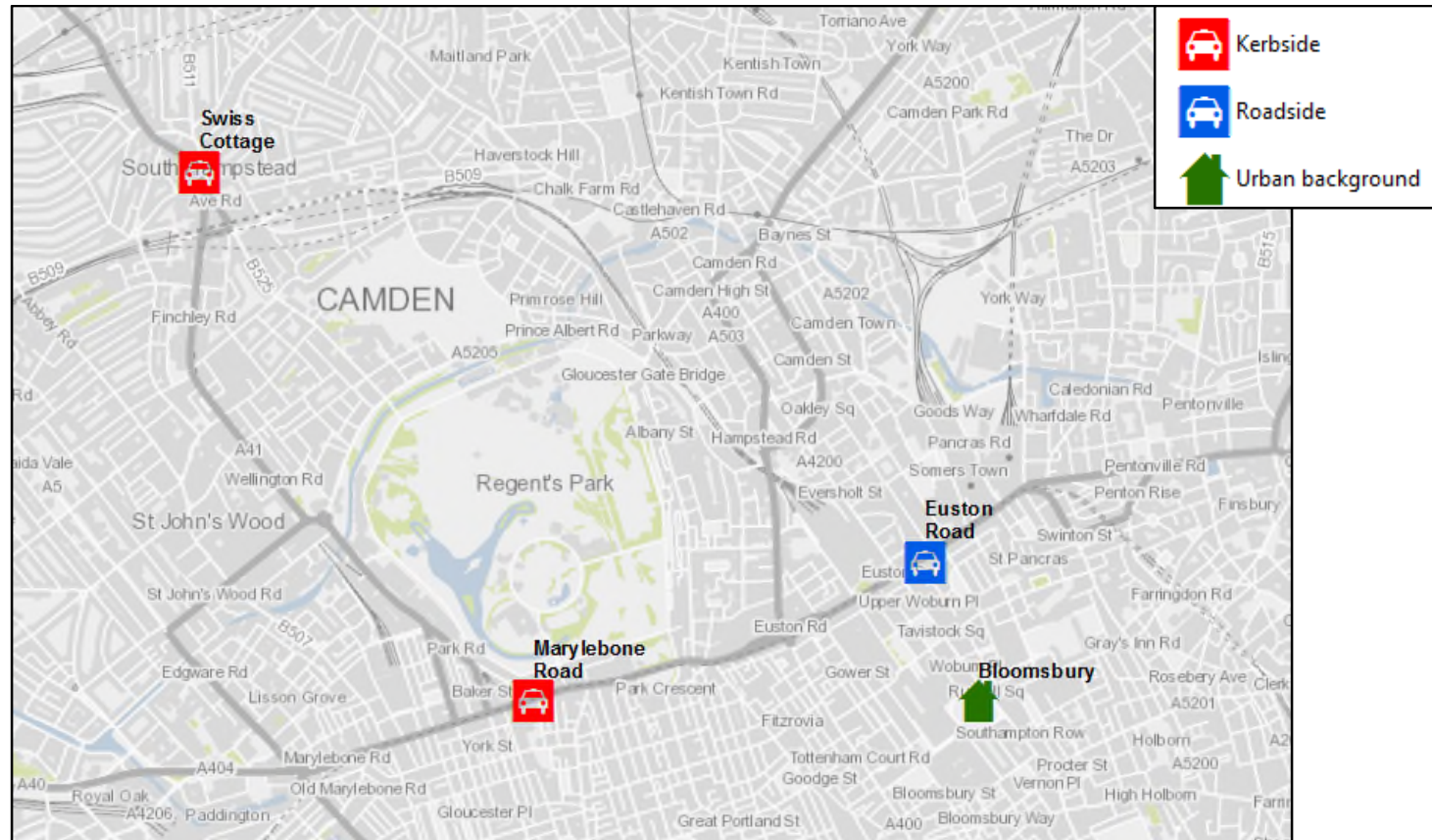
In some locations the air quality standards for these pollutants are currently exceeded.

Current air quality in the Euston Area

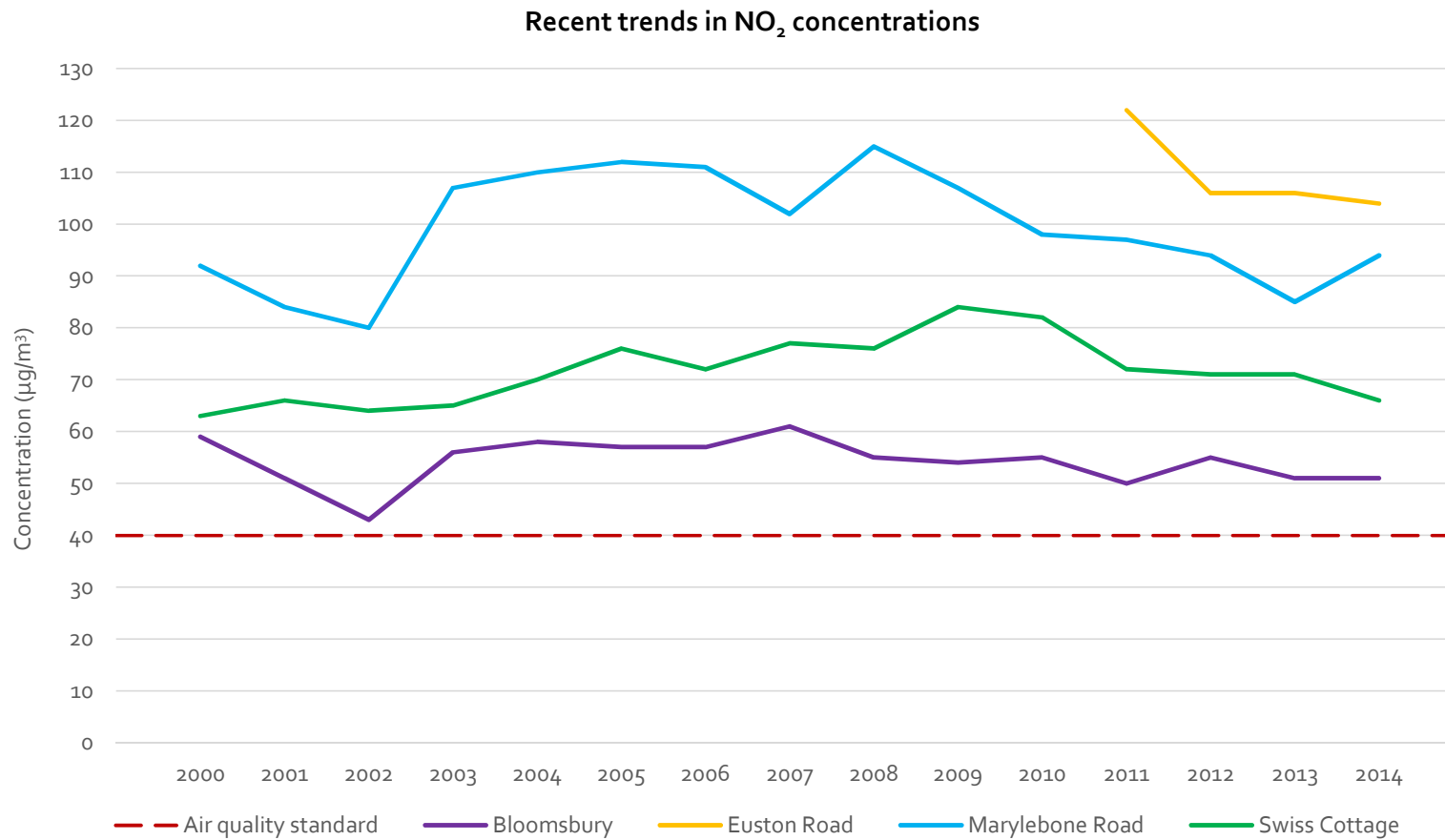
- Measured NO₂ concentrations around the Euston area breach the air quality standard for the annual mean (40 microgrammes per cubic metre of air).
- Measured PM₁₀ concentrations around the Euston area have been decreasing over the past 10-15 years and now meet the air quality standard for the annual mean (40 microgrammes per cubic metre of air).
- Road traffic is the main contributor to the high pollutant concentrations in the area. Other activities such as heating and cooking also contribute to emissions.
- Euston Road is being used by approximately 65,000 vehicles per day. Exhaust emissions from vehicles increase the concentrations of NO₂ and PM₁₀ by the roadside.

Current air quality monitoring in the Euston Area

Air quality is measured at these sites continuously at automatic monitoring stations



Air quality trend in the Euston Area



Approach to air quality assessment

The effects of the scheme have been assessed for:

- Vehicle emissions arising from changes to traffic, road closures and diversions during construction and operation. This has been done by:
 - Traffic screening using the DMRB criteria^[1];
 - Selection of sensitive receptors within 200m of affected road network;
 - Prediction of NO₂ and PM₁₀ concentrations using air quality modelling (DMRB spreadsheet and/or dispersion software).
- Dust emissions arising from construction activities;
 - With the implementation of the measures detailed in the draft CoCP, no significant effects have been identified from dust generating activities. This is because dust can be controlled effectively by such measures.

[1] Highways Agency (2007) *Design Manual for Roads and Bridges, Volume 11 Section 3 Part 1 Air Quality (HA 207/07)*

Assessment of traffic emissions – conservative assumptions

- The assessment has assumed that the peak construction flows occur every day for the whole of the year assessed. In many cases the durations are only weeks or months.
- The assessment has assumed 2017 emission factors and 2017 background pollutant concentrations for all the years of construction up to 2026. In reality, those emission factors and background concentrations should fall year on year in that period, as cleaner vehicles enter the fleet.
- The introduction of the Mayor's Ultra Low Emissions Zone (ULEZ) in London has not been taken into consideration in the air quality assessment. Its implementation is anticipated to bring improvements in background pollutant concentrations and the vehicle fleet.
- The assessment has assumed that all excavated material will be removed by road at Euston.

Results of assessment of traffic emissions

- A significant effect is defined by reference to current legislation and guidance^[1].
- Where an effect on air quality is described as significant at a particular location, the significance is with respect to the air quality legislation: it does not denote a significant effect on human health. Much larger changes in air quality than are predicted to arise from the scheme would be needed to cause significant impacts on health.
- The only locations where some significant effects (beneficial or adverse) for NO₂ and PM₁₀ concentrations are predicted to occur are within the London area. This is principally due to construction traffic and highway interventions (road closures and diversions).
- The significant effects are related to the nature of the works in the urban area and the existing air quality, where there are traffic changes on heavily used roads with people living/being close to them.
- The assessment has not taken into account the new Mayor's proposals to improve air quality in London, through various measures under consultation now. These include extending the ULEZ and introducing it sooner, in 2019.

[1] SMR Addendum 3, SES2 and AP3 ES Appendix CT-001-000/4

Change in guidance for describing air quality impacts

- The assessment of air quality impacts from traffic emissions included in the Hybrid Bill ES and the SES and AP2 ES used the impact descriptors included in the Environmental Protection UK (EPUK) 2010 guidance.
- In 2015, the Institute of Air Quality Management (IAQM) and EPUK published new guidance. This includes a revised set of impact descriptors. These are much stricter and treat a similar increase in ambient pollutant concentrations as having a greater impact and therefore a greater potential for a significant effect. The new guidance has been used for the SES2 and AP3 ES and subsequent ES documents.
- The effect of the change in guidance is illustrated by the following example receptor for predicted NO₂ concentrations:
 - Without scheme: 38µg/m³
 - With scheme: 39.5µg/m³
 - Difference (i.e. scheme contribution): 1.5µg/m³

EPUK 2010 guidance:
slight adverse impact
→ not a significant effect

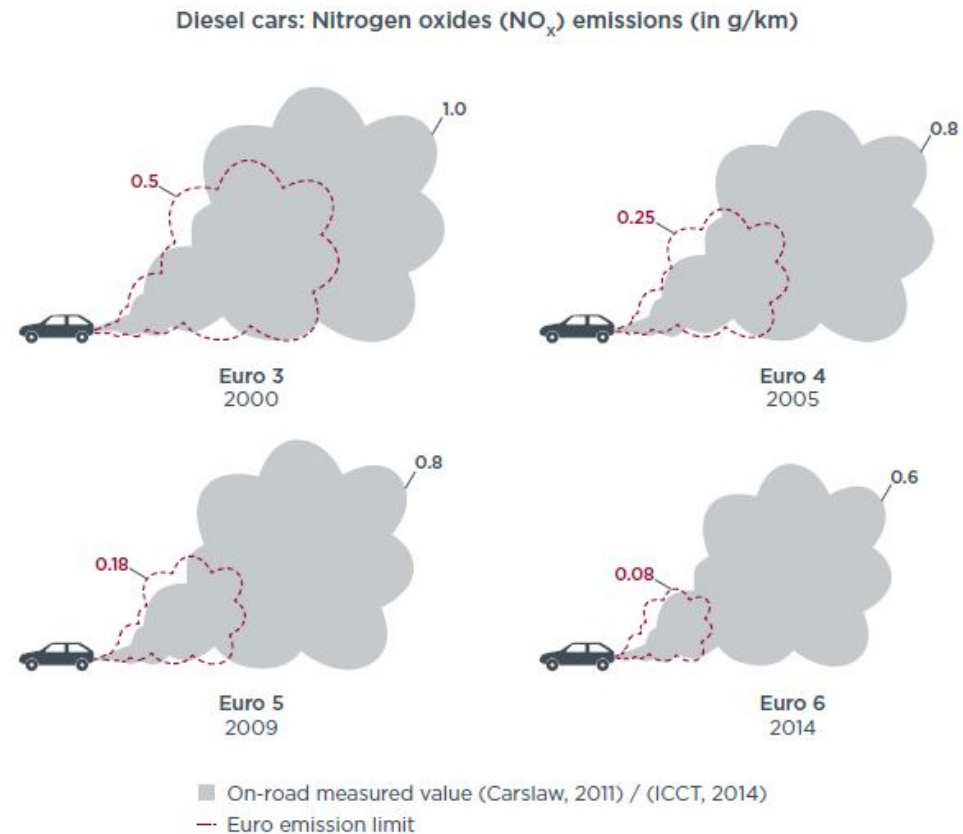


IAQM/EPUK 2015 guidance:
moderate adverse impact
→ significant effect

Comparison of diesel car NO_x emissions between Euro standard and on-road measurements

There are known discrepancies between type-approved car emissions and actual emissions on the road, as illustrated.

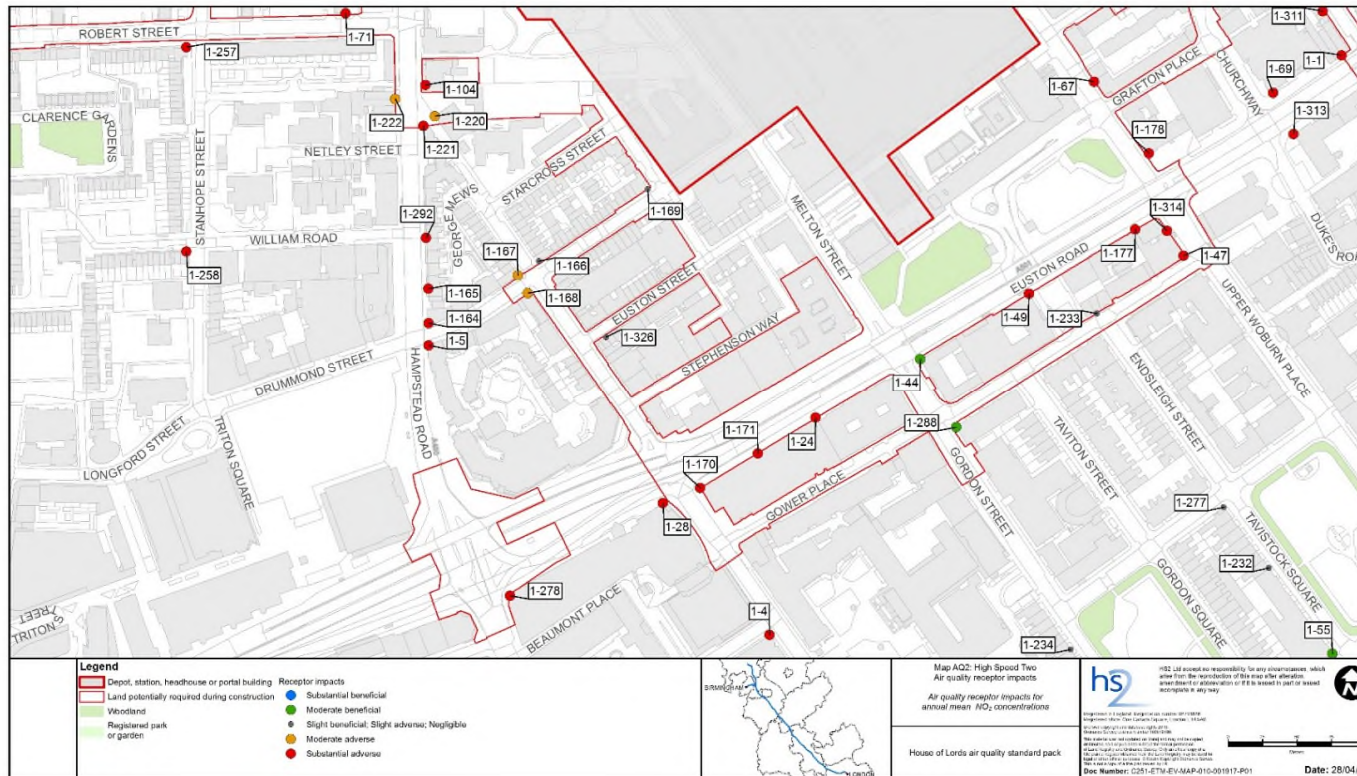
Air quality models that might be materially affected by such discrepancies were calibrated using ambient measurements of roadside NO₂ concentrations. This makes those assessments robust and related to the actual emissions.



Source: The International Council on Clean Transportation (2014) *Real-world emissions from modern diesel cars – Fact sheet: Europe*

Assessment locations near Euston Station

The map below shows locations where air quality effects have been assessed towards the south of Euston Station.



Construction effects in the Euston Area

Number of receptors with significant air quality effects for each construction scenario:

Significant effect	Scenario 1 (2017)	Scenario 2 (2018)	Scenario 3 (2023)
Beneficial	105	98	70
Adverse	105	141	252

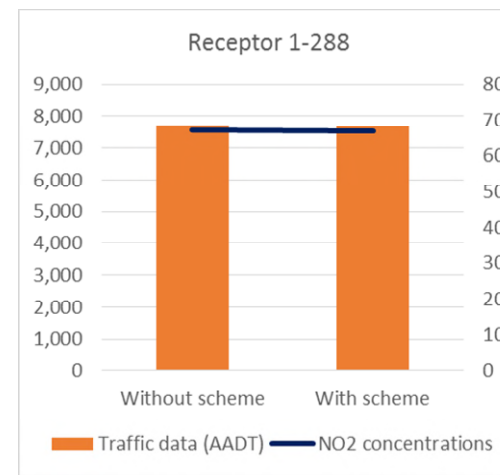
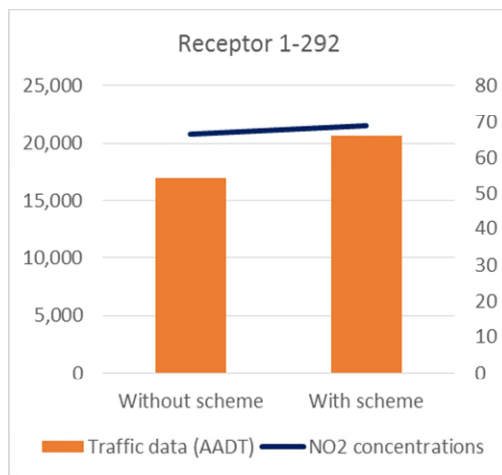
- Significant effects have been identified at those receptors predicted to experience a 'substantial' or 'moderate' impact (either beneficial or adverse).
- Significant effects are predicted for:
 - Annual mean NO₂ concentrations; and
 - 24-hour mean PM₁₀ concentrations.
- No significant effects are predicted in relation to the annual mean PM₁₀ concentrations.

Two example locations

These example locations on Hampstead Road (ID 1-292) and Gordon Street (ID 1-288) show the way in which air quality changes are related to traffic changes during construction.

Predicted NO₂ concentrations (µg/m³)

ID	Without scheme (2017)	With scheme scenario 1 (2017)	Change in NO ₂ concentrations	Impact
1-292	66.6	68.7	+2.1	Substantial adverse
1-288	67.2	66.9	-0.3	Moderate beneficial



Operational effects in the Euston Area

- Operation of Stage A only in 2026 would result in both beneficial and adverse air quality effects in relation to NO₂ concentrations.
- Full operation of Stage A and Stage B₁ in 2033 would result in both beneficial and adverse air quality effects in relation to NO₂ concentrations, mainly around Euston Station.
- These effects result from localised changes in traffic flows.

Approach to air quality mitigation

HS2 Ltd has published Information Paper E31 Air Quality setting out general and specific measures to avoid and mitigate emissions to air.

HS2 has set a new standard for managing its air quality effects adjacent to highways, as set out in the CoCP:

7.2.12 The nominated undertaker will manage air quality effects adjacent to the highways, where these have been identified as significant in the hybrid Bill Environmental Statement (as amended) or subsequent assessments.

7.2.13 In order to manage significant impacts related to highway traffic changes and interventions, the nominated undertaker will put in place a management process to manage those impacts through measurement of air quality and regular assessments of the air quality situation as affected by the construction of the scheme. Where significant effects are still predicted, action plans will be put in place with the objective of removing those significant effects.

7.2.14 This management process is modelled on Defra Local Air Quality Management (for which the statutory duties of Local Authorities and London Boroughs are set out in Part IV of the Environment Act 1995), and the periodic reviews and action plans are envisaged as being similar to those produced in that process.

7.2.15 This process comprises: measure – review – action plan. Baseline (pre-works) air quality monitoring will be required in locations where potential significant effects are predicted. Forecast baseline and with HS2 construction traffic flows will be reviewed and updated in these locations, if necessary.

Air quality monitoring – adjacent to highways

- As set out in the previous slide, the CoCP requires air quality monitoring to be undertaken to measure the baseline situation on roads where significant effects are predicted.
- For annual mean nitrogen dioxide, monitoring locations were agreed with LB Camden in Spring 2016, and communicated to members of the public at information events held at HS2 in Euston on 11th & 13th May 2016.
- In July 2016 monitoring began by diffusion tube to measure the 2016 baseline, in accordance with Defra's Local Air Quality Management: Technical Guidance 2016 (6 months is representative of the calendar year).
- No roadside measurements are proposed for PM₁₀, because there is adequate coverage for this in the Euston area, with existing monitoring stations.
- It is not proposed to use continuous monitoring for measuring nitrogen dioxide because the significant effects are measured with reference to the annual mean standard, which can be appropriately measured by diffusion tubes.

Air quality monitoring – construction dust

(1)

The CoCP commits to using 'Best Practicable Means' and following current best practice guidance.

The current guidance is from the Institute of Air Quality Management and GLA guidance. A dust risk assessment will be kept up to date for each site. The same risk assessment process is presented in both sets of guidance, and is as follows:

- The activities which form potential sources of dust (demolition, earthworks, construction and trackout (material carried out onto highways on vehicle wheels)), and the size and duration of these works, are assessed to determine the potential dust emission magnitude as small, medium or large.
- Then the sensitivities of the area to soiling from dust deposition, and to human health impacts from PM₁₀, are assessed using the number and proximity of receptors (i.e. residences, businesses etc) to define the area as low, medium or high sensitivity.
- A matrix of dust emission magnitude versus area sensitivity is then applied to categorise the site as low, medium or high risk, which then advises the mitigation measures required to manage dust appropriately, so that it does not cause a significant effect on neighbouring receptors.

Air quality monitoring – construction dust

(2)

For sites defined as 'medium or 'high' (which will include most sites in the Euston area, most of the time):

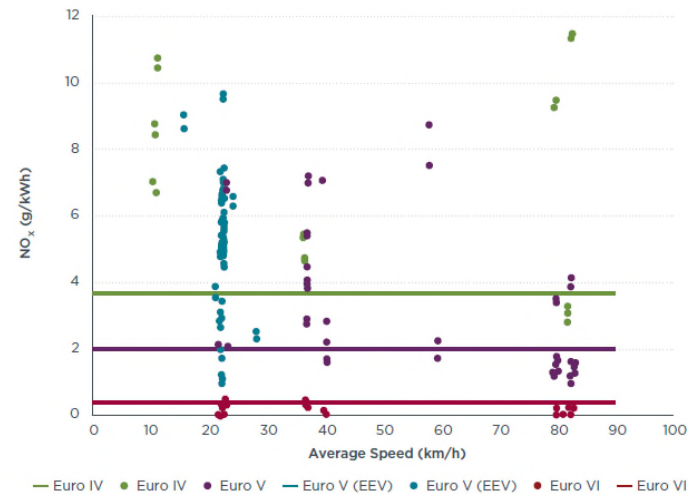
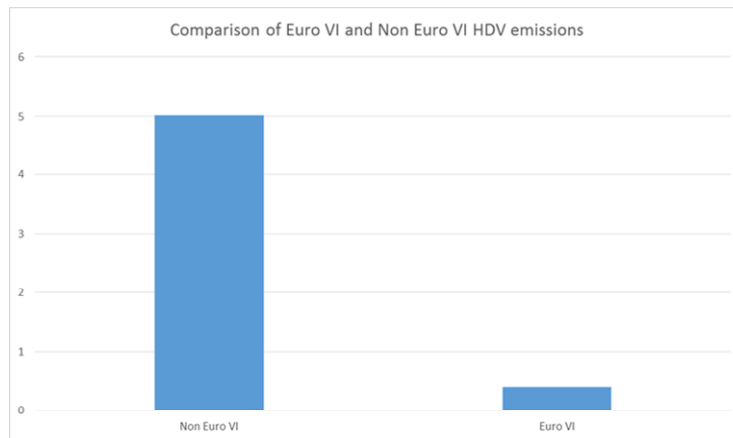
- Continuous fenceline monitoring will be put in place for construction dust measured as airborne PM₁₀
- The monitoring instruments will send an alarm (via the internet or mobile phone system), when a pre-determined site action level is reached. This will trigger an investigation, management action and reporting.
- The trigger level is set to detect dust at a level which is not from 'normal' urban pollution, to alert the site manager to a source which needs controlling.
- The trigger level is not related to a health effect, it is a detection threshold.
- Experts (qualified to interpret the data) at the local authority may be given access to see this monitoring data on-line.
- Information on air quality monitoring will be provided to local communities at engagement events established under the community engagement framework. Interpreted data will be presented in a non-technical manner. It will include information on any exceedance of the agreed trigger levels, the cause of these levels, and action taken by HS2 and its Contractors to avoid a reoccurrence.

Mitigation - Euro VI heavy goods vehicles & Ultra Low Emission Vehicles

HS2 Ltd has made a commitment to use the latest Euro VI emissions standard for heavy goods vehicles (>3.5 tonnes) in construction in London (with exemptions).

Benchmark targets have been set for the use of Ultra Low Emission Vehicles in London – 100% for cars and 75% for vans.

Euro VI heavy goods vehicles (HGVs) are required to have substantially lower emissions of NO_x (which comprises the gases NO and NO₂), than the earlier Euro series. Real-world emissions testing has also shown that the Euro VI standard for HGVs is delivering the anticipated reductions in NO_x emissions.



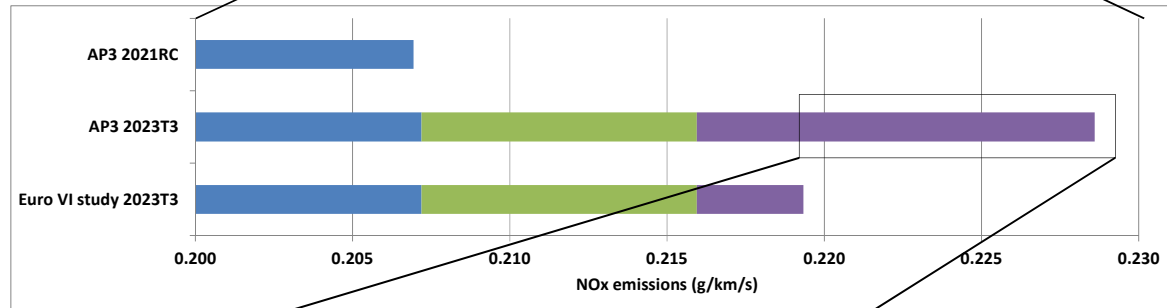
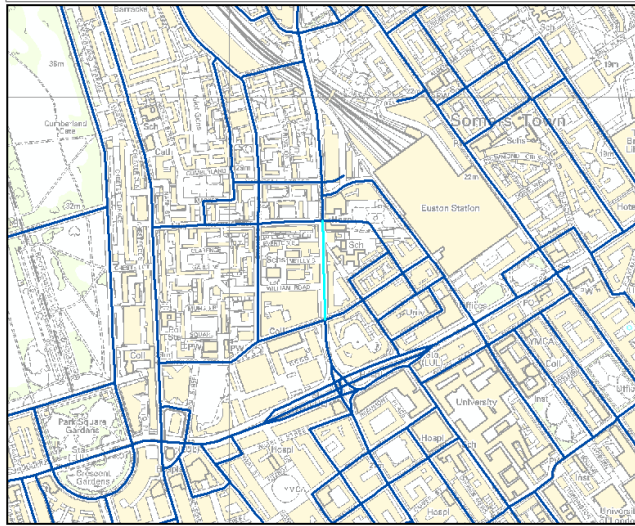
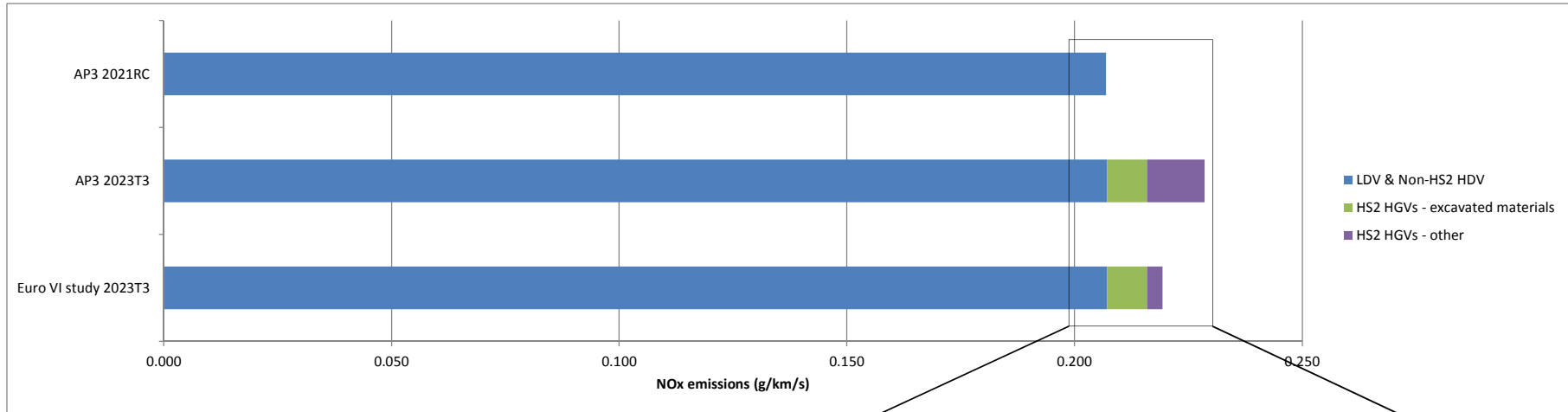
Source: The International Council on Clean Transportation (2015) Comparison of real-world Off-cycle NO_x emissions control in Euro IV, V and VI



Effect of Mitigation: Hampstead Road and NOx emissions from vehicle exhausts (1)

- The bar chart below shows that the highway NOx emissions increase by 10% during the modelled peak in HS2 construction in 2023 (as in AP3).
- This is with the commitment for all vehicles transporting excavated material to be EURO VI.
- Extending the Euro VI commitment to other HGVs reduces the increase in NOx emission to approx 6%.
- NOx is comprised of two gases NO (nitric oxide) and NO₂ (nitrogen dioxide), and is mostly NO, so the increase in NO₂ on Hampstead Road is smaller in proportion than the increase in NOx emissions on the road.
- NO is harmless; NO₂ is the regulated air pollutant.

Effect of Mitigation: Hampstead Road and NOx emissions from vehicle exhausts (2)



73% reduction in HS2 emissions from HGVs



Further air quality mitigation

Non-Road Mobile Machinery to be used in Euston will comply with stringent emissions standards based on, and going further than, the GLA standards for London. Within the Central Activity Zone (which goes up to Hampstead Road) engine emissions will have to comply with EU Stage IV from the start of works (the cleanest current standard). Outside of that area, in Camden, the standard will need to comply with EU Stage IIIB (or IIIA with an approved Diesel Particulate Filter). The HS2 emissions requirements will become tighter in 2020.

The House of Commons Committee made the following direction in respect to air quality in Camden: *"We want monitoring of air quality to feed into an assessment of whether rehousing should occur in cases where air quality deteriorates."*

In response, the Promoter has stated that it will monitor air quality at locations where significant air quality effects were identified as a direct result of HS2 construction. This monitoring began in July 2016. Where deterioration in air quality is identified, the Promoter will work with the London Borough of Camden to seek to agree appropriate mitigations, including rehousing if appropriate.

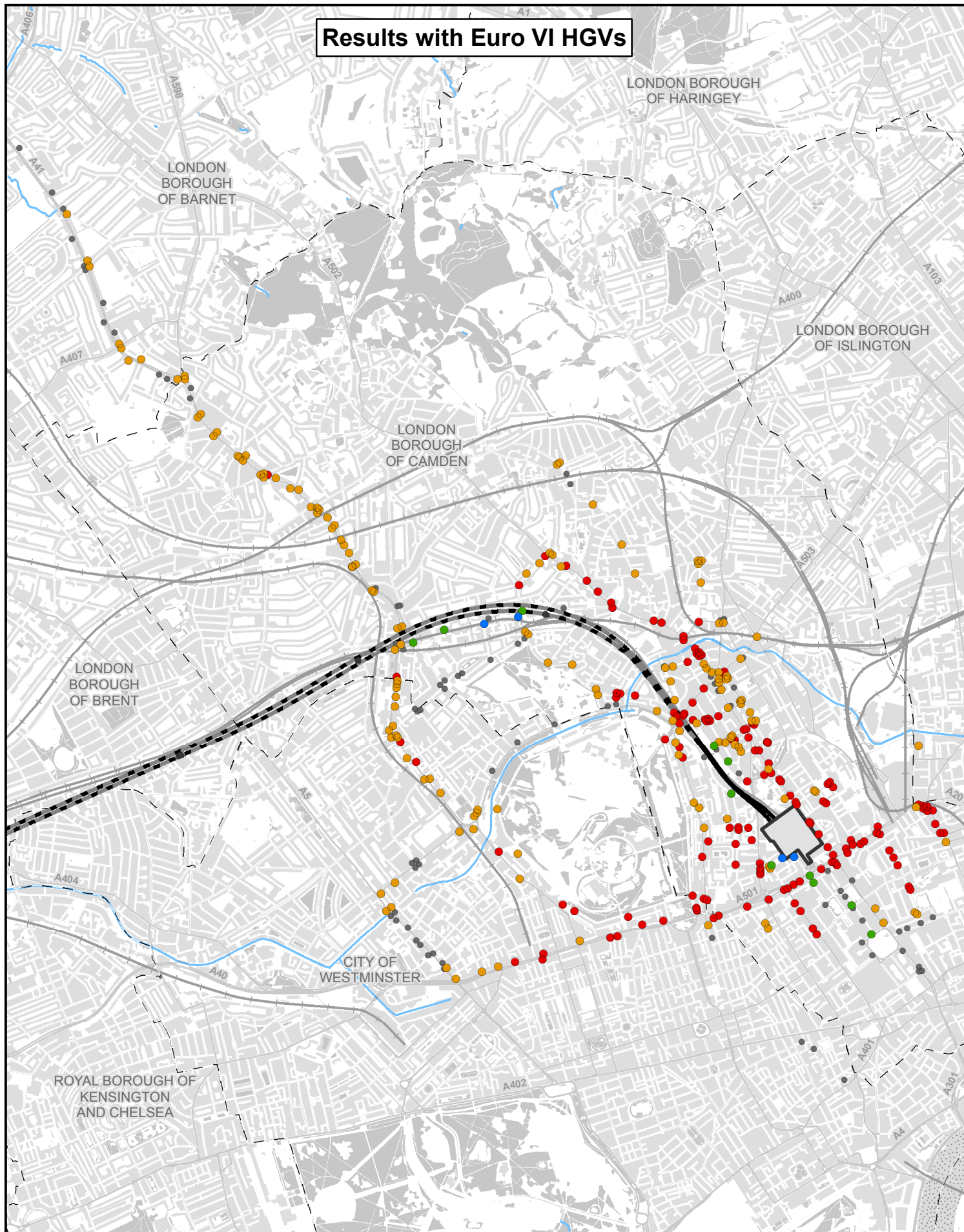
The quantified health impacts of the scheme due to air quality in Camden suggest that it is very unlikely that rehousing will be required in the absence of special circumstances related to an individual.

Maps showing air quality effects and monitoring in the Euston Area

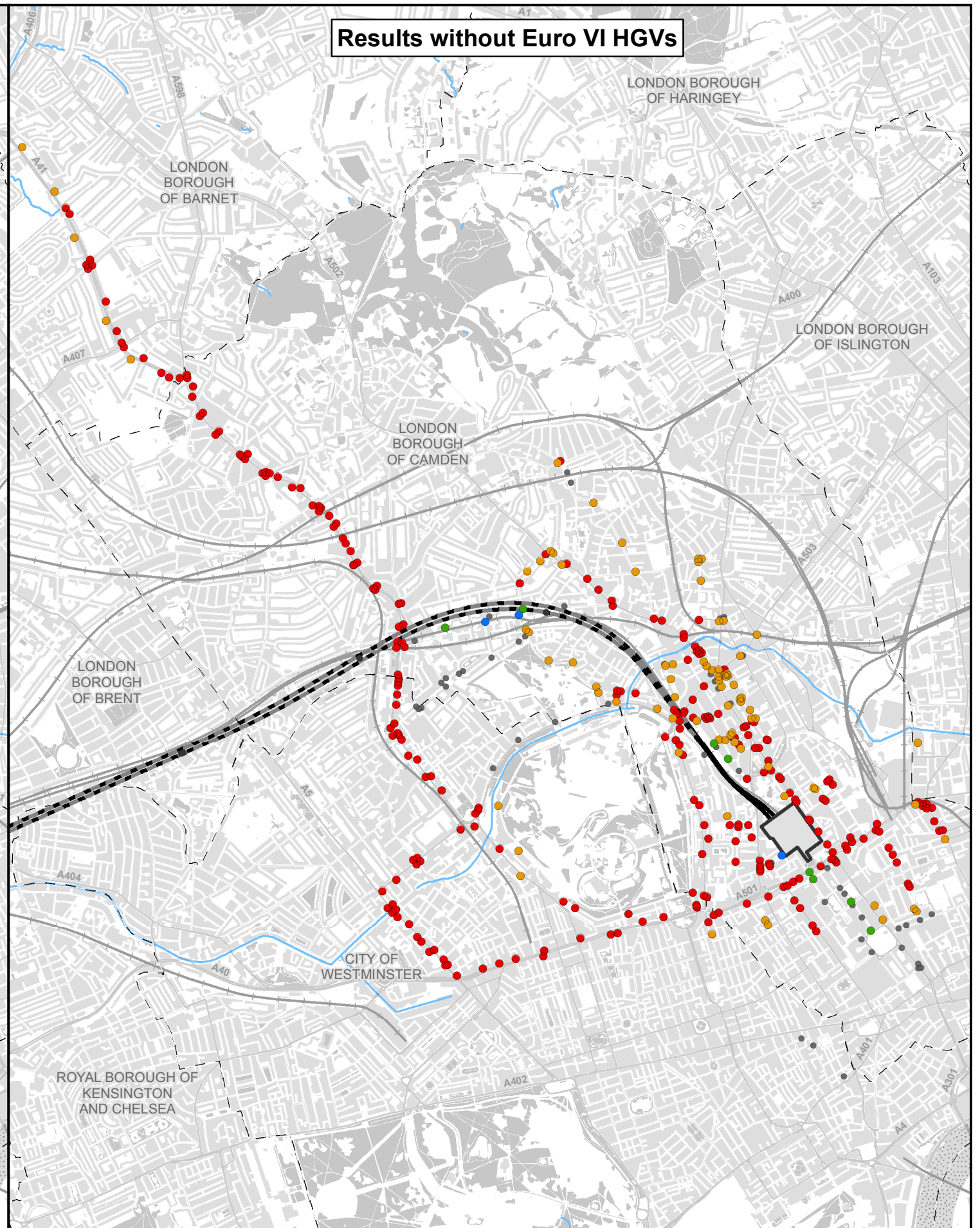
Exhibit maps:

- 'Euro VI HGVs'
- 'Air quality receptor impacts' and associated Table showing results for:
 - Stage A Construction (in 2017, 2018, 2023)
 - Stage A Operation and Stage B1 Construction (in 2031)
- 'Construction scenarios' (comparing Stage A scenarios)
- 'Significant PM₁₀ effects' for the 24 hour standard
- NO₂ diffusion tube monitoring in Camden (baseline survey began in July 2016)

Results with Euro VI HGVs



Results without Euro VI HGVs

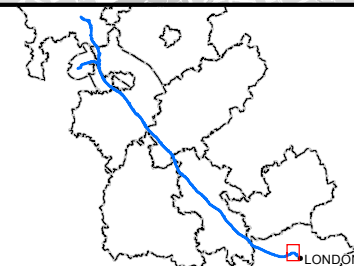


Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- County boundary
- District/Borough boundary

Receptor impacts

- Substantial beneficial
- Moderate beneficial
- Slight beneficial; Slight adverse; Negligible
- Moderate adverse
- Substantial adverse



High Speed Two
Euro VI HGVs

*Air quality receptor impacts during
Stage A construction*

Euston standard pack

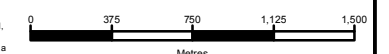


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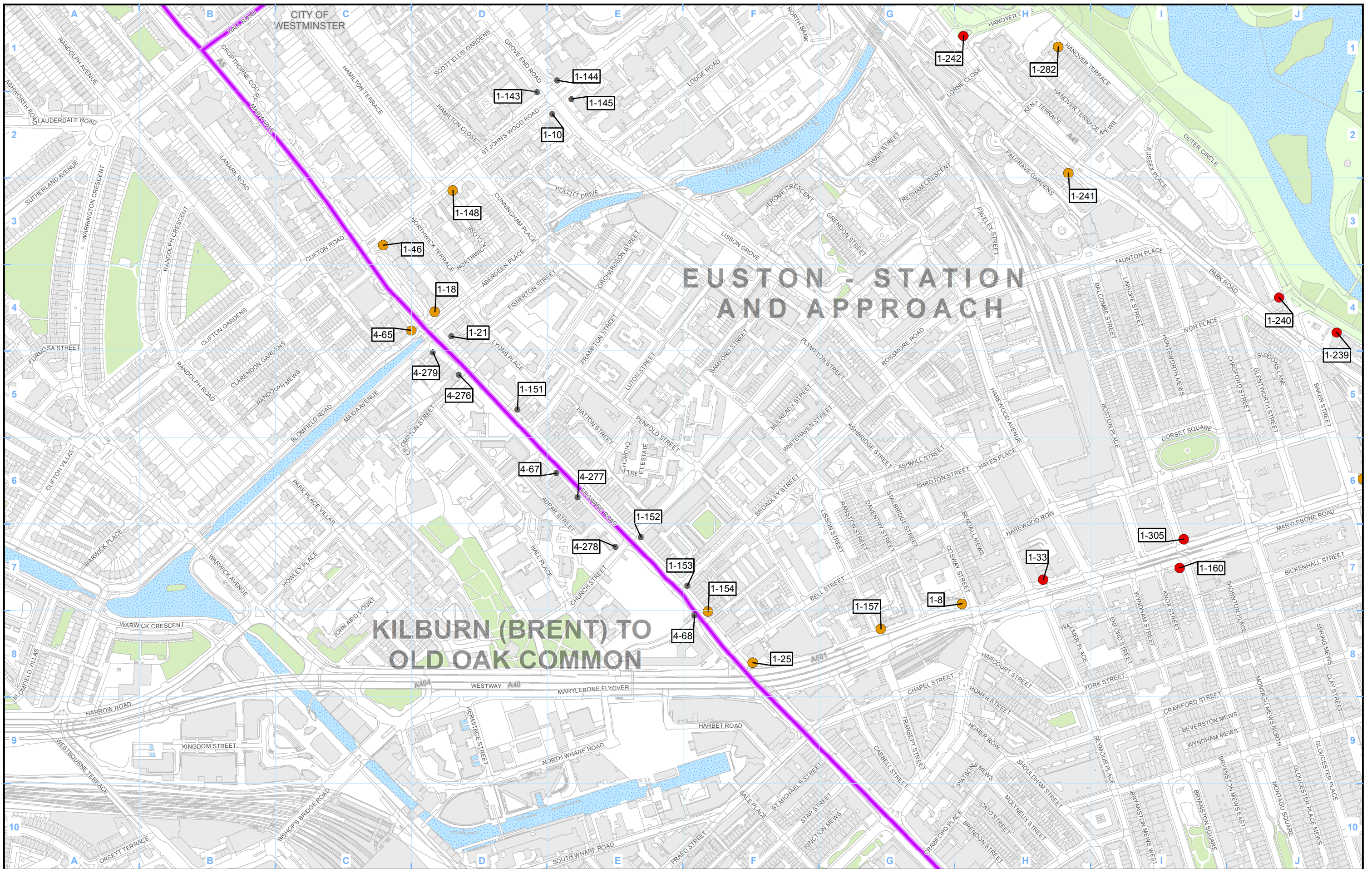
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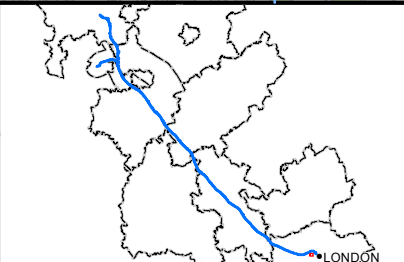
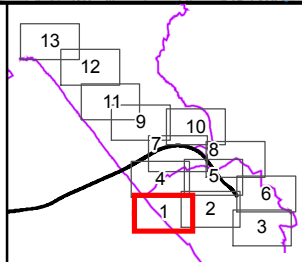


EUSTON - STATION AND APPROACH

KILBURN (BRENT) TO OLD OAK COMMON

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland
- Registered park or garden
- Receptor impacts**
- Substantial beneficial
- Moderate beneficial
- Slight beneficial; Slight adverse; Negligible
- Moderate adverse
- Substantial adverse



High Speed Two
Air quality receptor impacts

Air quality receptor impacts for annual mean NO₂ concentrations

Sheet 1 of 13

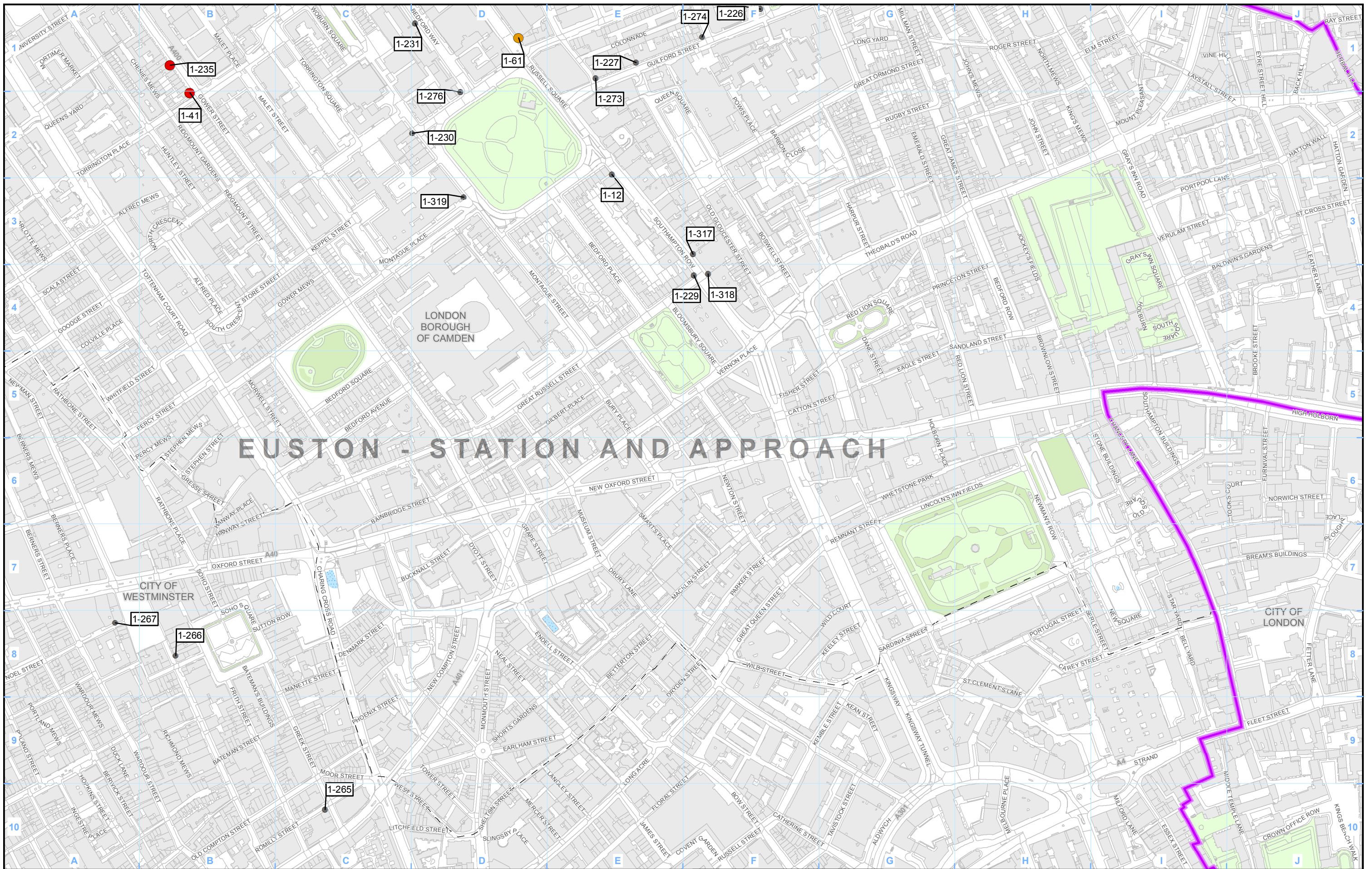
Euston standard pack

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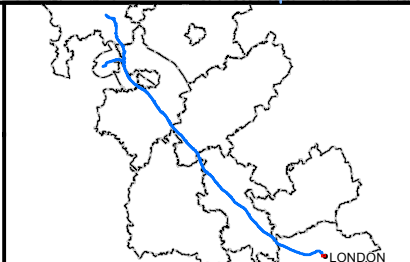
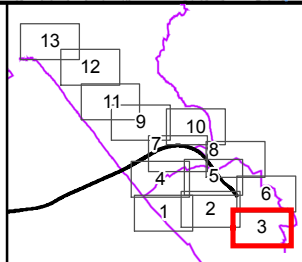
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EUSTON - STATION AND APPROACH

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High Speed Two
Air quality receptor impacts
Air quality receptor impacts for annual mean NO₂ concentrations
Sheet 3 of 13

Euston standard pack

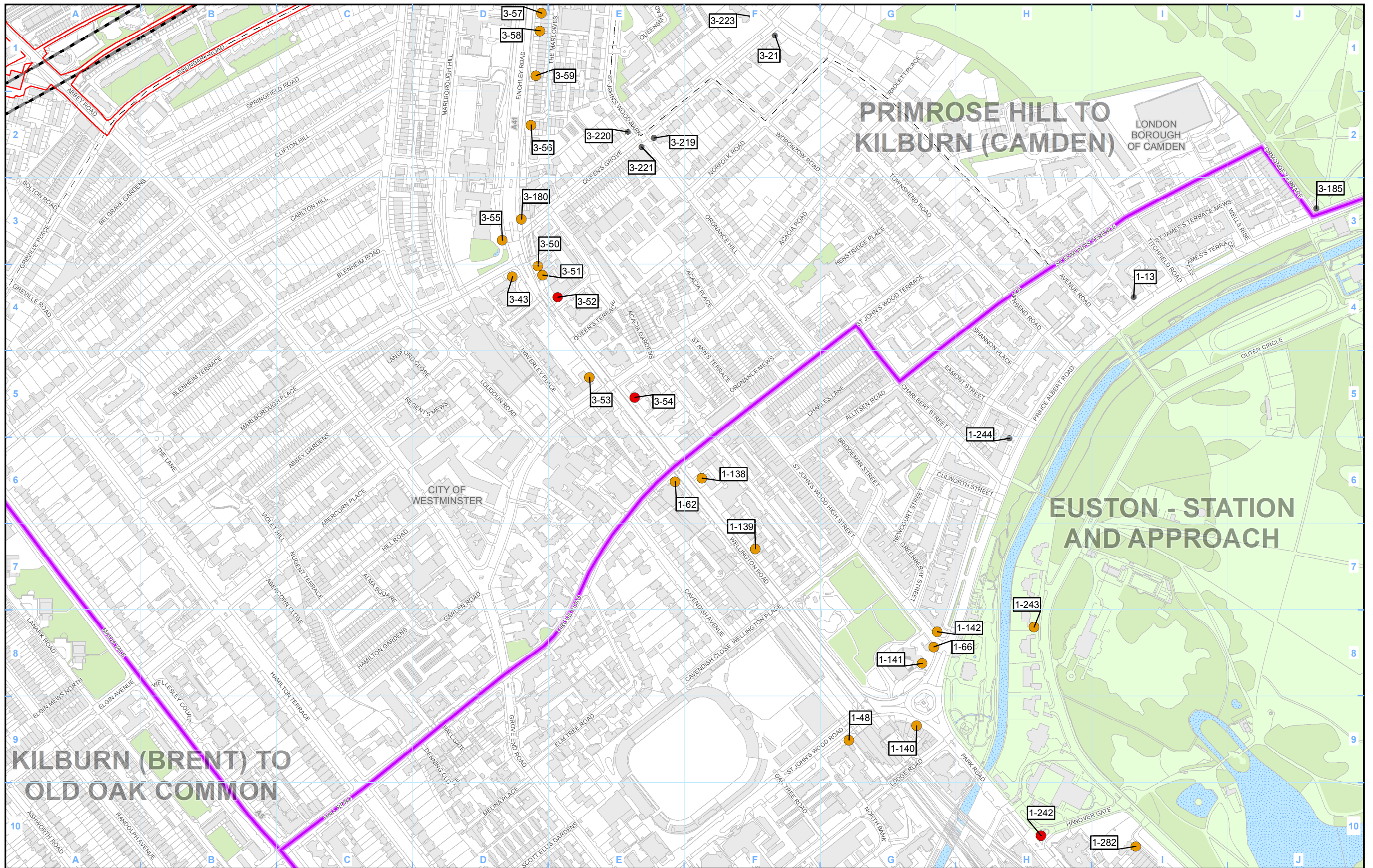


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PRIMROSE HILL TO KILBURN (CAMDEN)

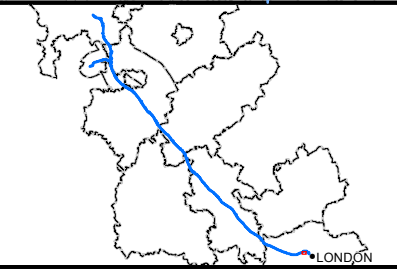
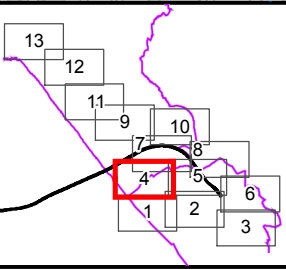
LONDON BOROUGH OF CAMDEN

EUSTON - STATION AND APPROACH

KILBURN (BRENT) TO OLD OAK COMMON

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High Speed Two
Air quality receptor impacts

Air quality receptor impacts for annual mean NO₂ concentrations
Sheet 4 of 13

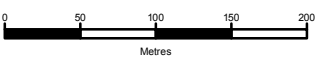
Euston standard pack

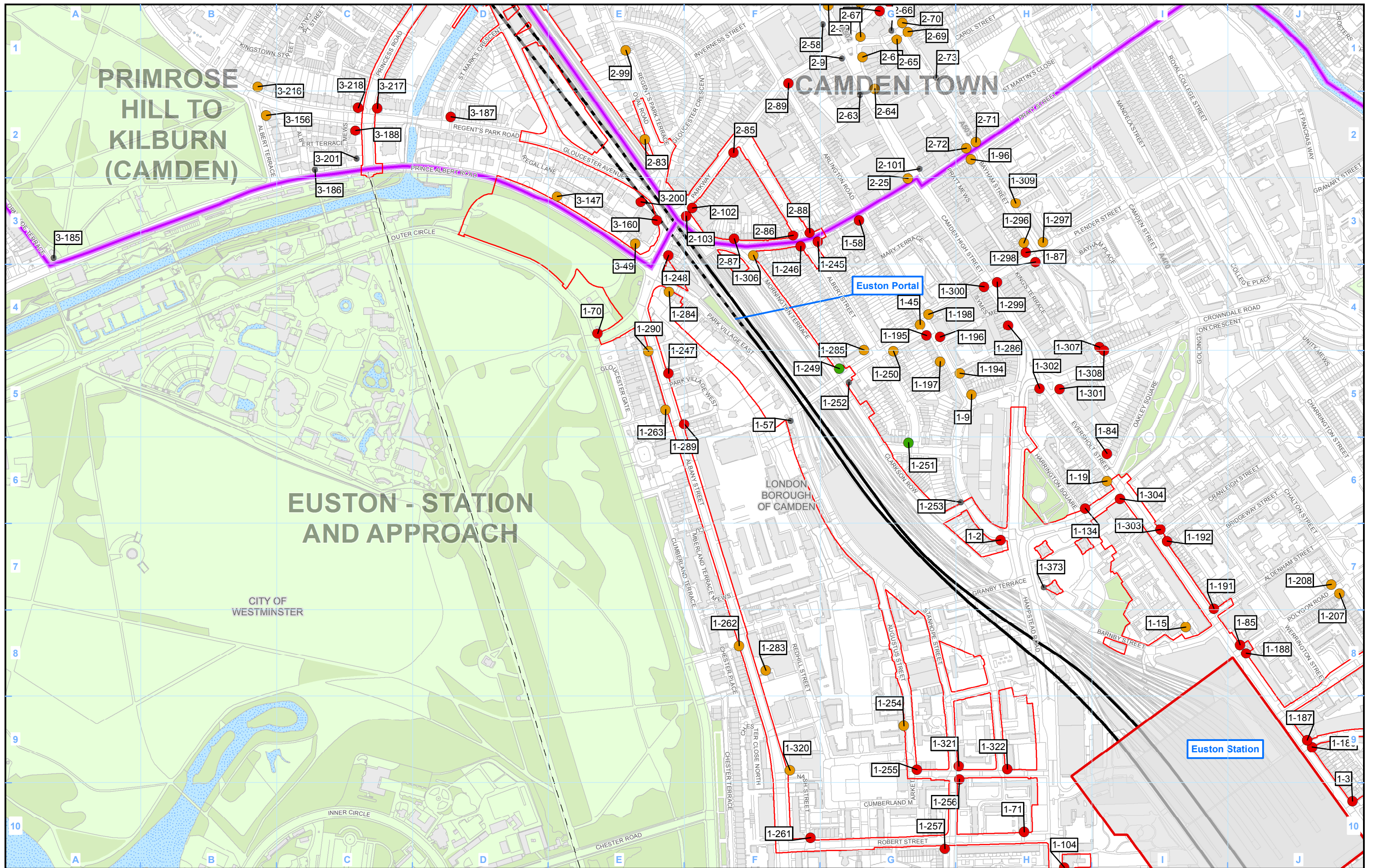


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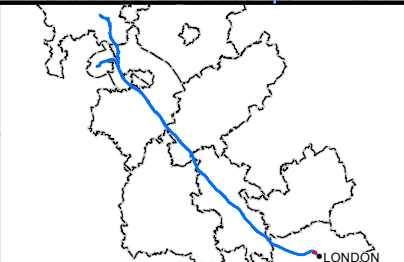
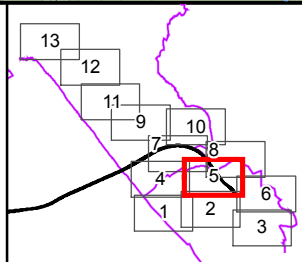
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High Speed Two
Air quality receptor impacts

Air quality receptor impacts for annual mean NO₂ concentrations

Sheet 5 of 13

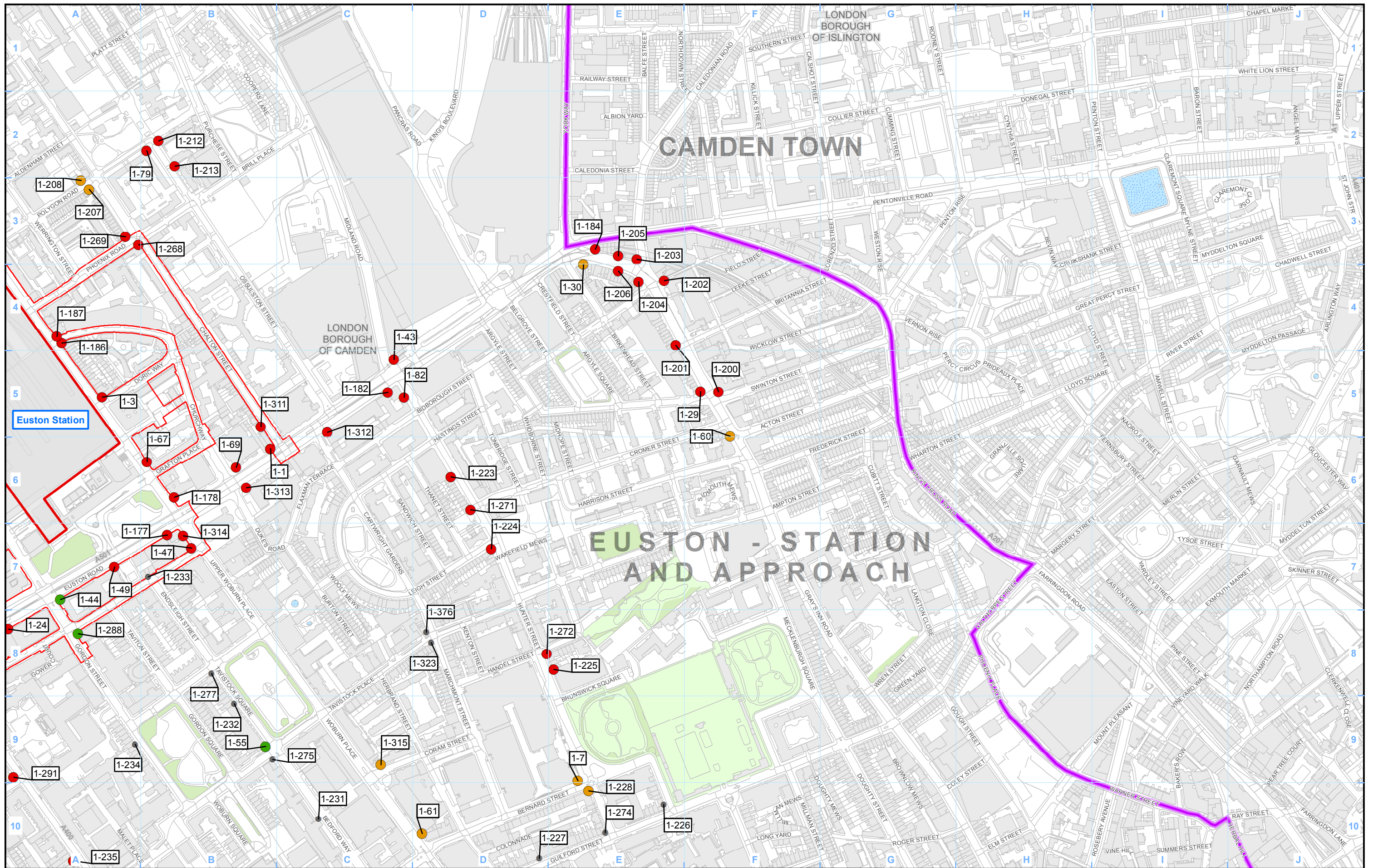
Euston standard pack

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Doc Number: C251-ETM-EV-MAP-010-001738

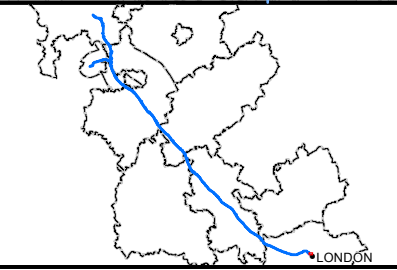
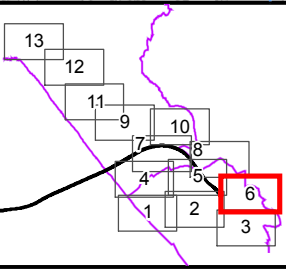


CAMDEN TOWN

EUSTON - STATION AND APPROACH

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland
- Registered park or garden
- Receptor impacts**
- Substantial beneficial
- Moderate beneficial
- Slight beneficial; Slight adverse; Negligible
- Moderate adverse
- Substantial adverse



High Speed Two
Air quality receptor impacts

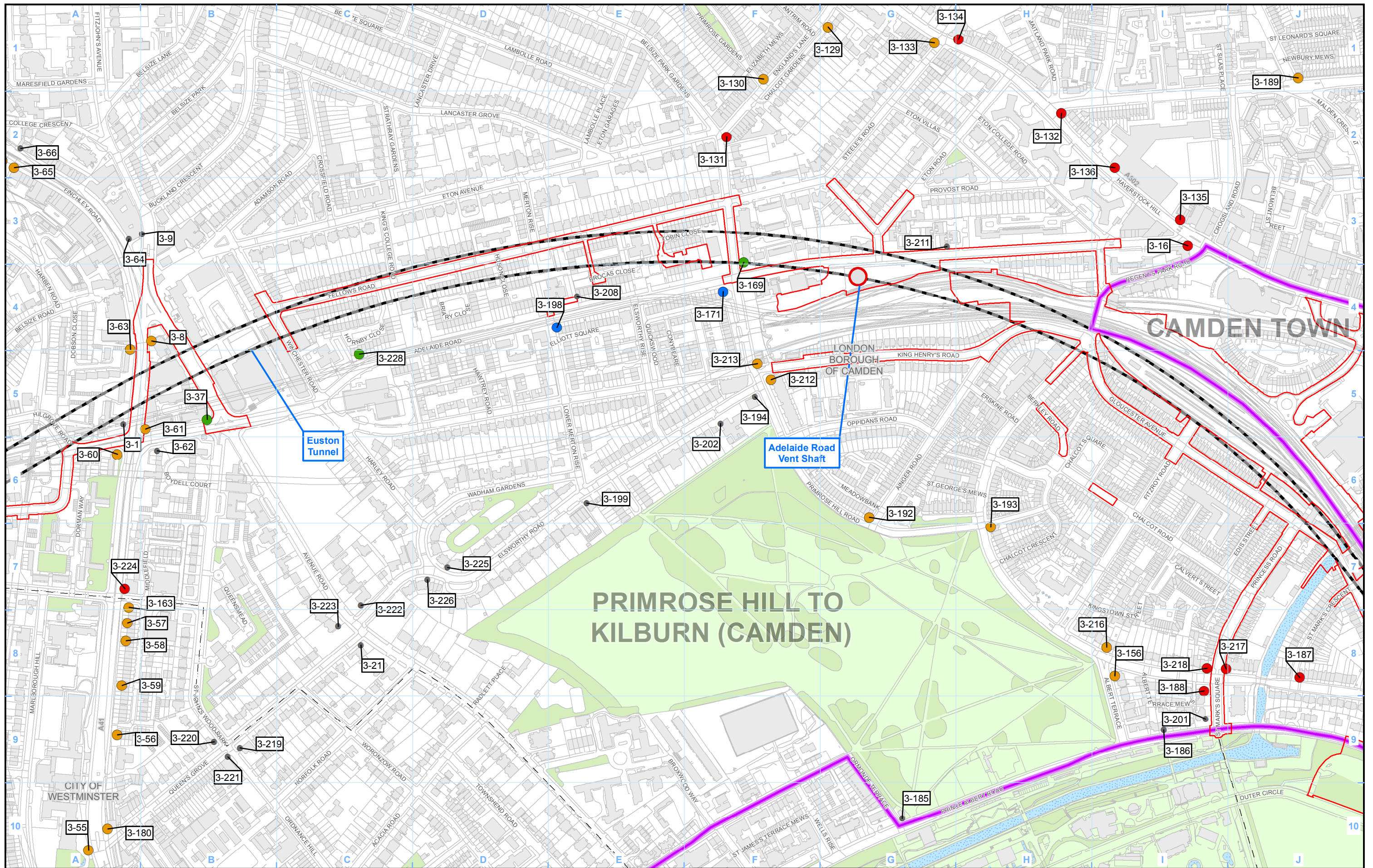
Air quality receptor impacts for annual mean NO₂ concentrations
Sheet 6 of 13

Euston standard pack

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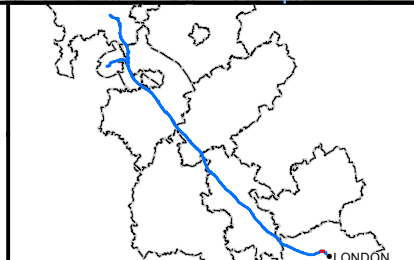
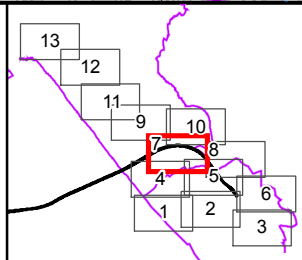
Scale at A3: 1:5,000

Doc Number: C251-ETM-EV-MAP-010-001739



Legend

- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Land potentially required during construction
 - Community forum boundary
 - County boundary
 - District/Borough boundary
 - Watercourse
 - Water body
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 - Registered park or garden
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 - Moderate beneficial
 - Slight beneficial; Slight adverse; Negligible
 - Moderate adverse
 - Substantial adverse



High Speed Two
Air quality receptor impacts

Air quality receptor impacts for annual mean NO₂ concentrations
Sheet 7 of 13

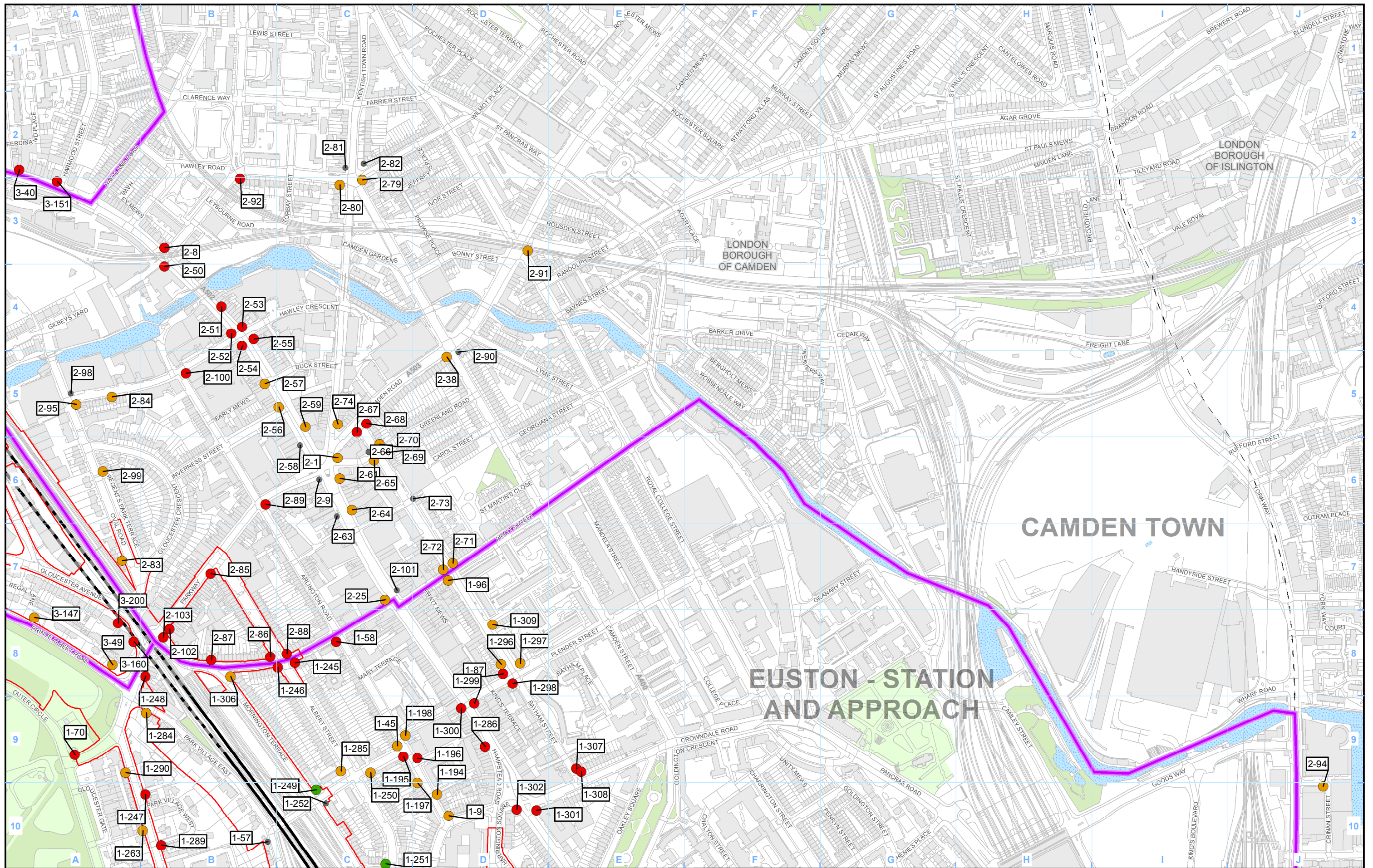
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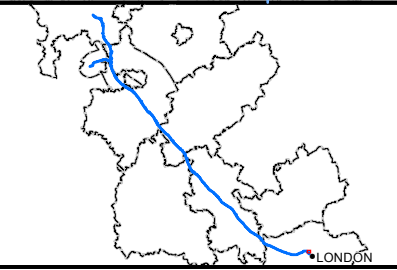
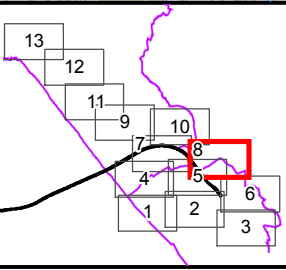


EUSTON - STATION AND APPROACH

CAMDEN TOWN

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary
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- Water body
- Woodland
- Registered park or garden
- Receptor impacts**
- Substantial beneficial
- Moderate beneficial
- Slight beneficial; Slight adverse; Negligible
- Moderate adverse
- Substantial adverse



High Speed Two
Air quality receptor impacts

Air quality receptor impacts for annual mean NO₂ concentrations
Sheet 8 of 13

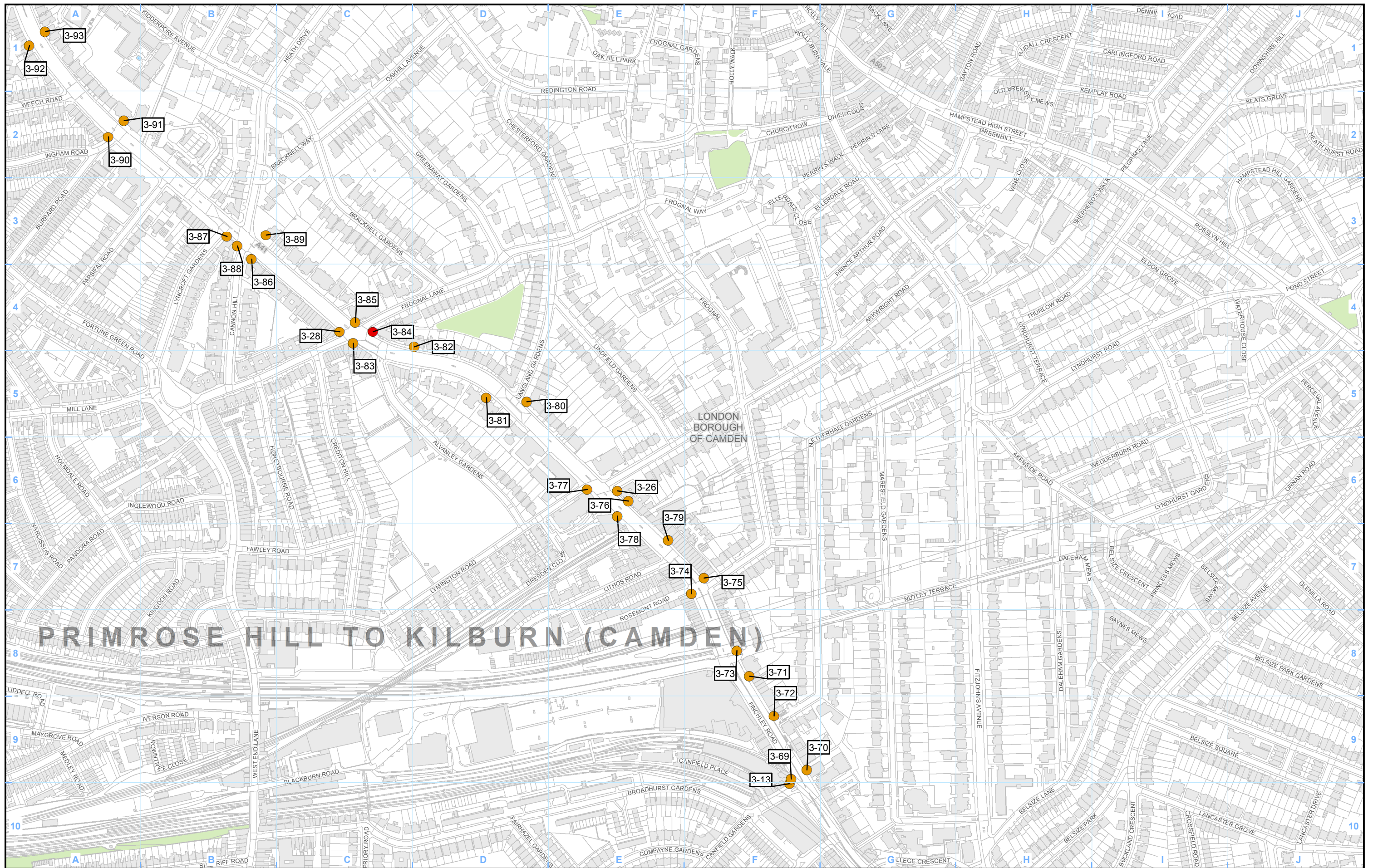
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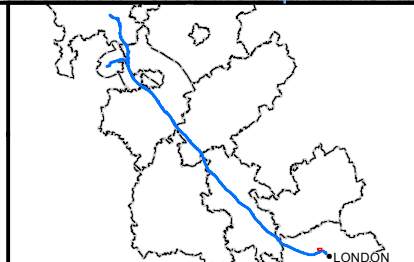
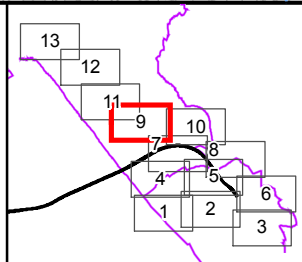
Doc Number: C251-ETM-EV-MAP-010-001741



PRIMROSE HILL TO KILBURN (CAMDEN)


Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland
- Registered park or garden
- Receptor impacts**
- Substantial beneficial
- Moderate beneficial
- Slight beneficial; Slight adverse; Negligible
- Moderate adverse
- Substantial adverse




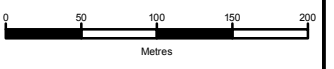
High Speed Two
Air quality receptor impacts
Air quality receptor impacts for annual mean NO₂ concentrations
Sheet 9 of 13

Euston standard pack

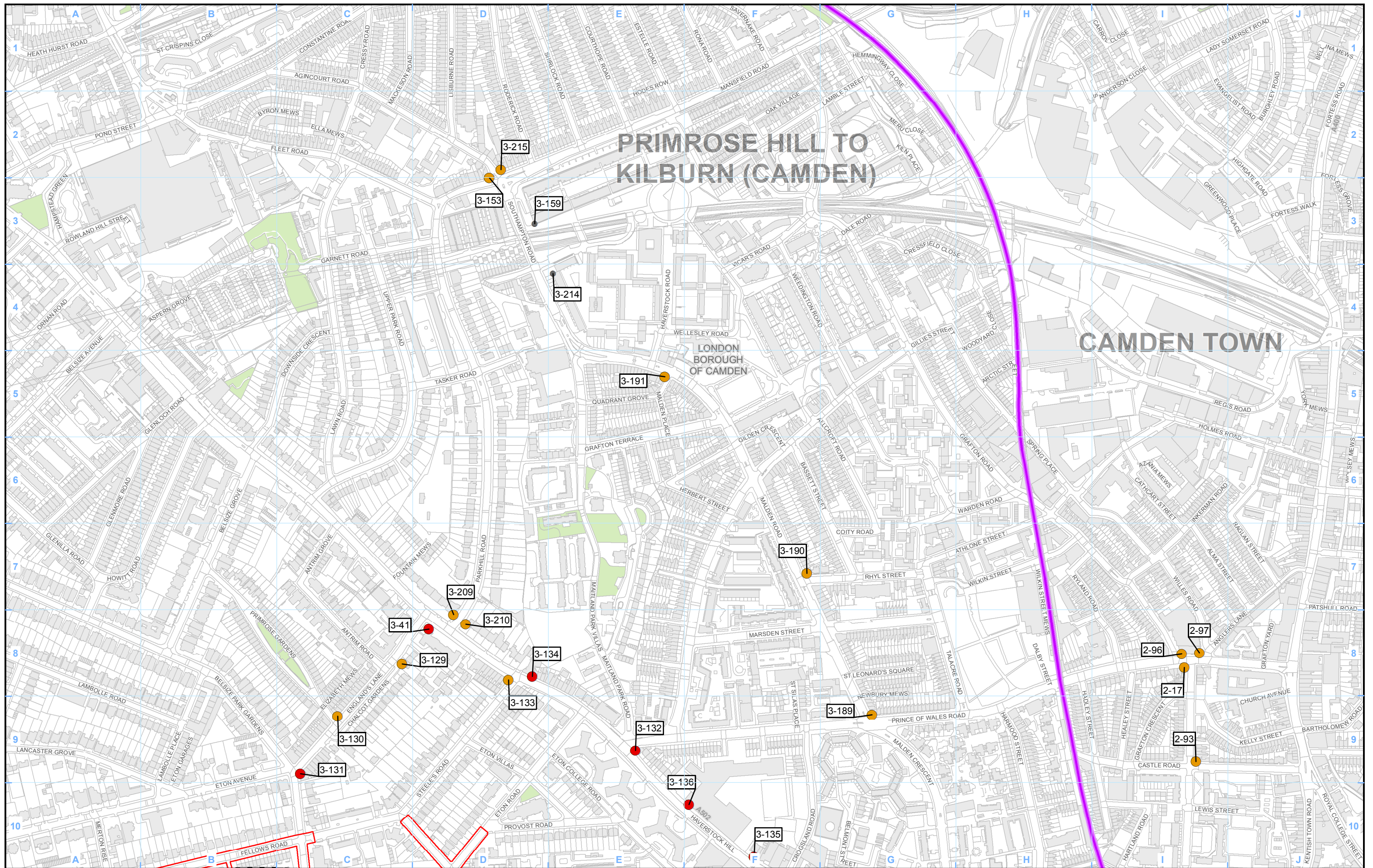


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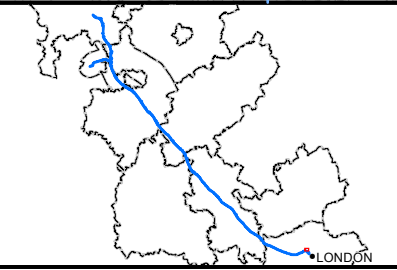
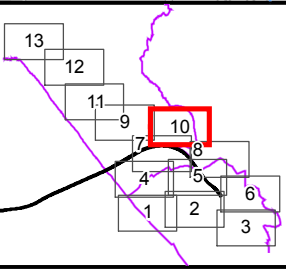
PRIMROSE HILL TO KILBURN (CAMDEN)

CAMDEN TOWN

LONDON BOROUGH OF CAMDEN

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Land potentially required during construction
- Community forum boundary
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- District/Borough boundary
- Watercourse
- Water body
- Woodland
- Registered park or garden
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- Moderate beneficial
- Slight beneficial; Slight adverse; Negligible
- Moderate adverse
- Substantial adverse



High Speed Two
Air quality receptor impacts

Air quality receptor impacts for annual mean NO₂ concentrations
Sheet 10 of 13

Euston standard pack

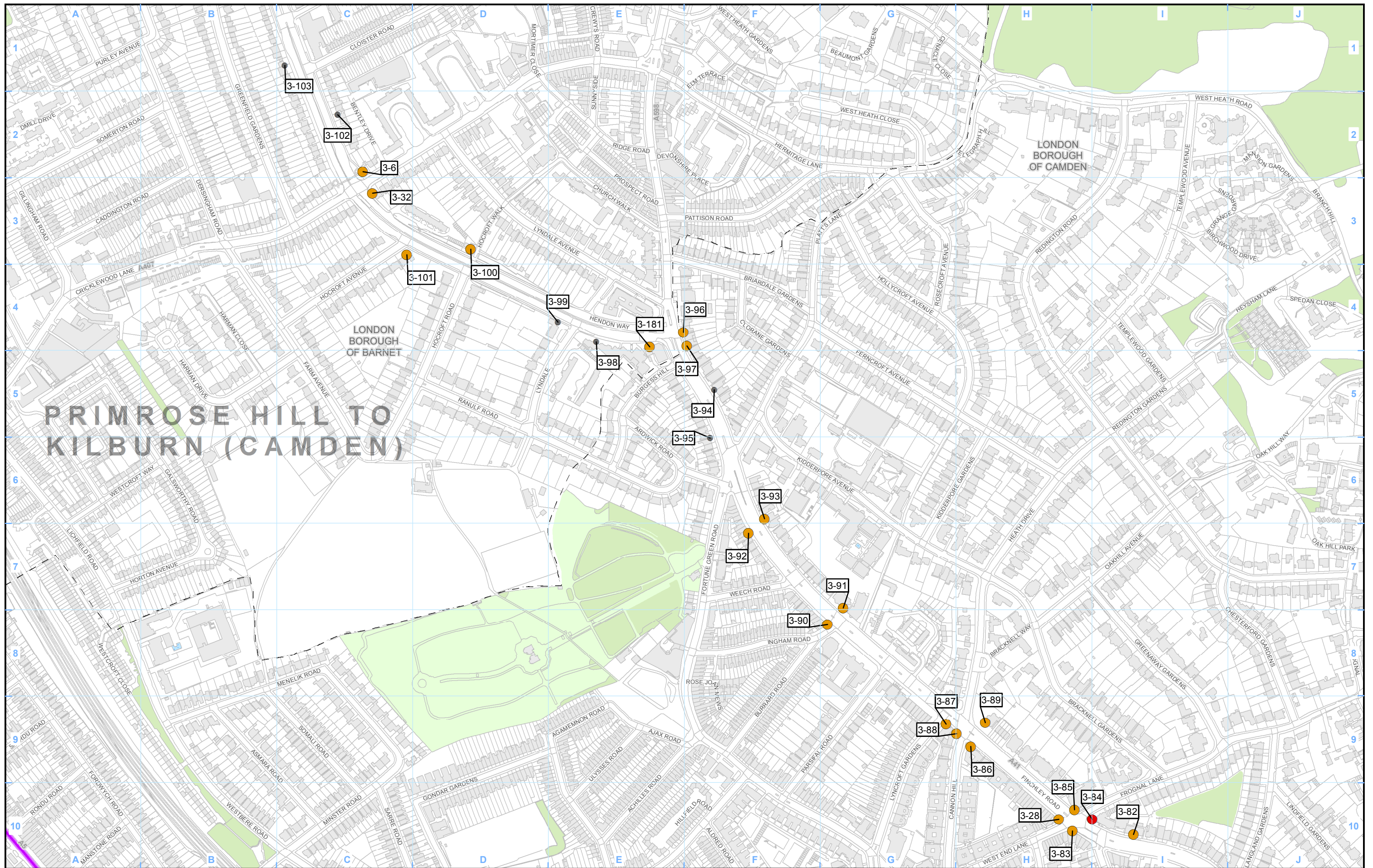
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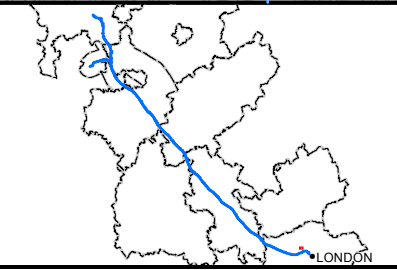
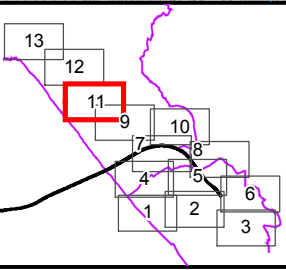
PRIMROSE HILL TO KILBURN (CAMDEN)

LONDON BOROUGH OF CAMDEN

LONDON BOROUGH OF BARNET

Legend

- Route in tunnel
 - Route on surface
 - Depot, station, headhouse or portal building
 - Land potentially required during construction
 - Community forum boundary
 - County boundary
 - District/Borough boundary
 - Watercourse
 - Water body
 - Woodland
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- Receptor impacts**
- Substantial beneficial
 - Moderate beneficial
 - Slight beneficial; Slight adverse; Negligible
 - Moderate adverse
 - Substantial adverse



High Speed Two
Air quality receptor impacts

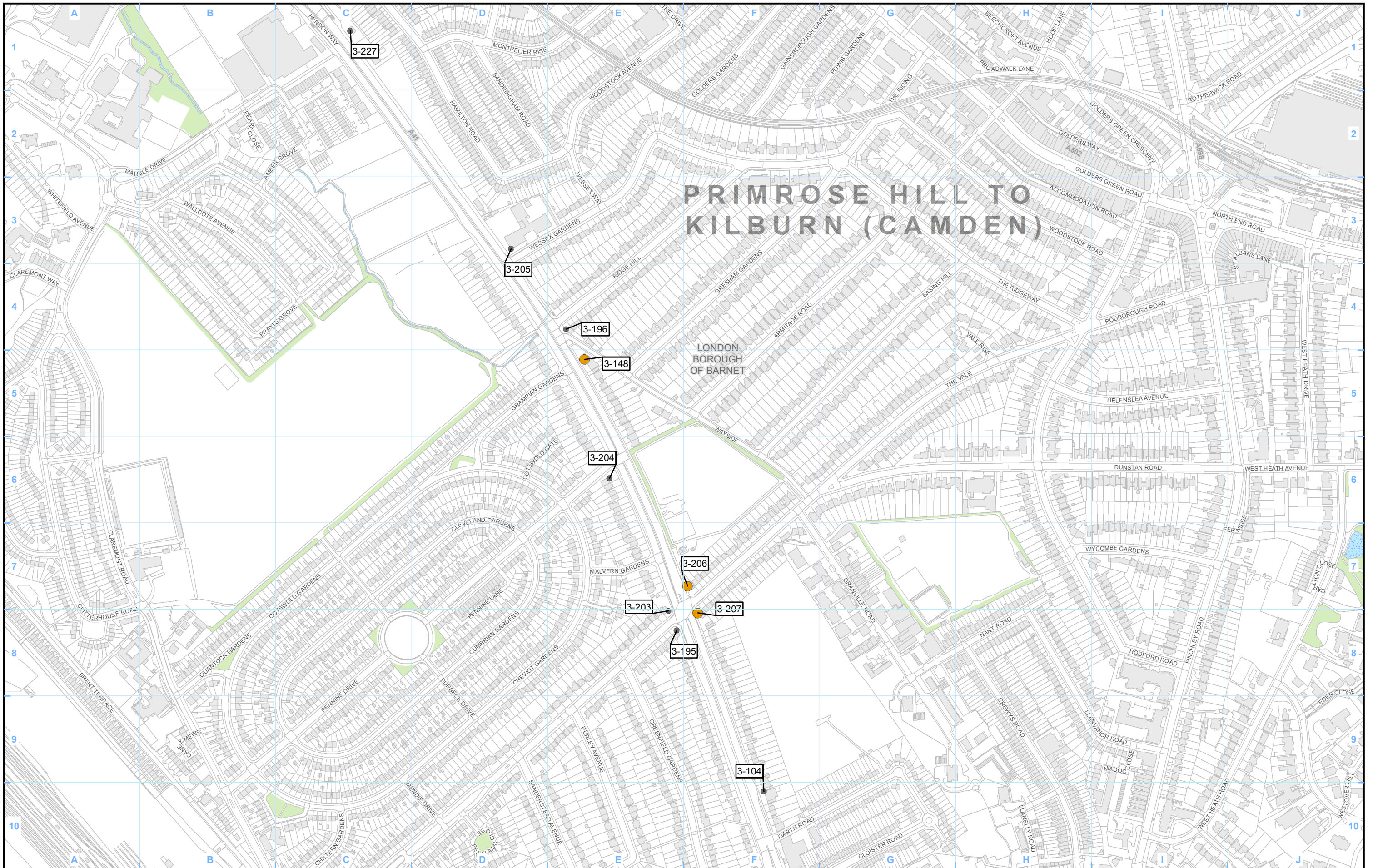
Air quality receptor impacts for annual mean NO₂ concentrations
Sheet 11 of 13

Euston standard pack

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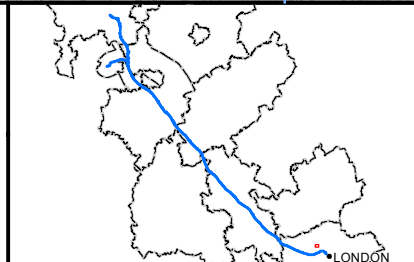
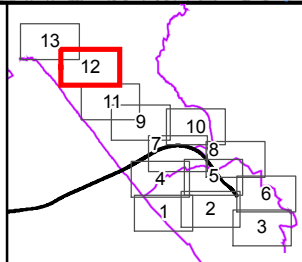


PRIMROSE HILL TO KILBURN (CAMDEN)

LONDON BOROUGH OF BARNET

Legend


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 - Route on surface
 - Depot, station, headhouse or portal building
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 - Slight beneficial; Slight adverse; Negligible
 - Moderate adverse
 - Substantial adverse



High Speed Two
Air quality receptor impacts



Air quality receptor impacts for annual mean NO₂ concentrations
Sheet 12 of 13

Euston standard pack

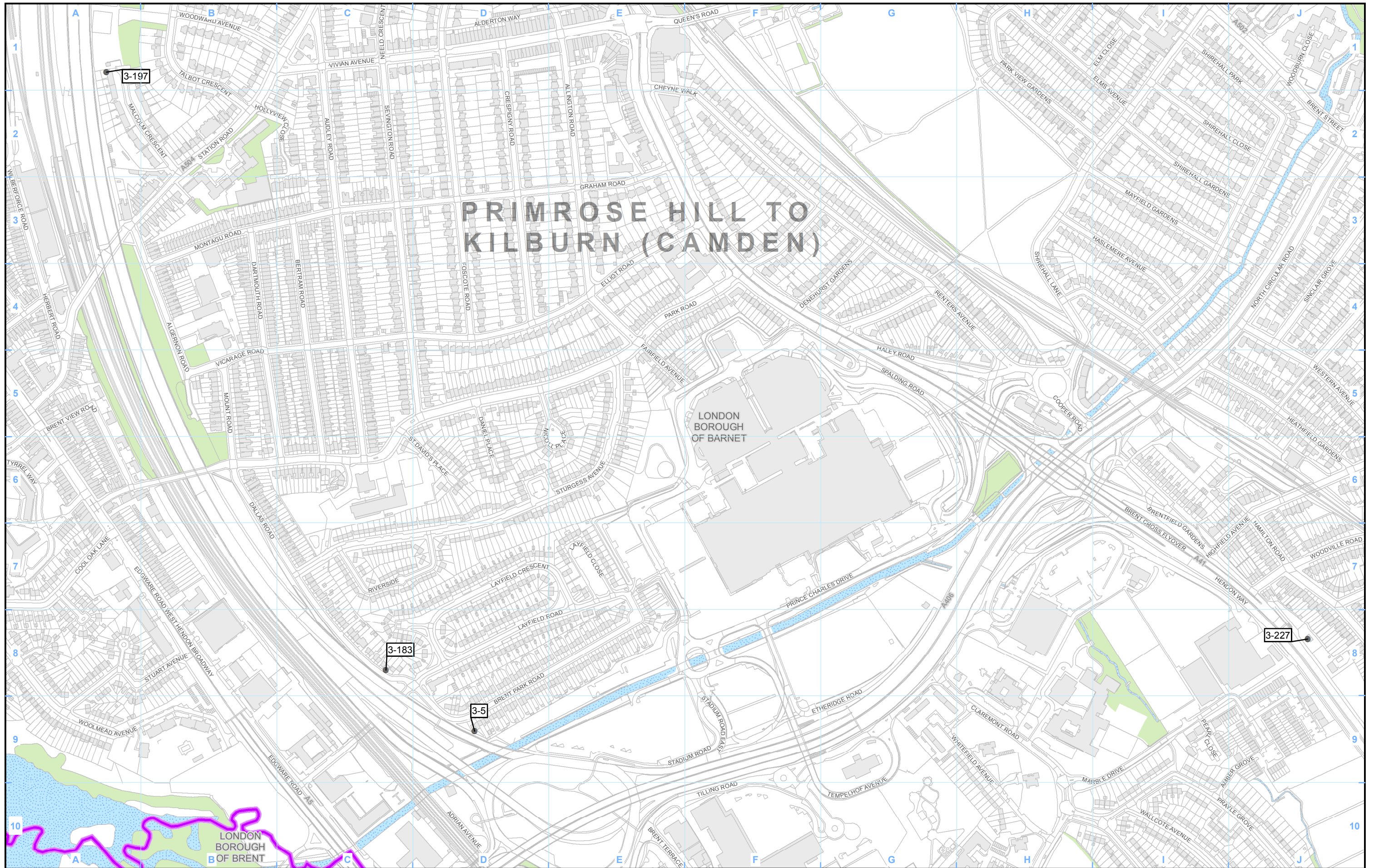


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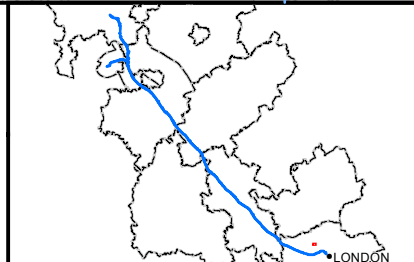
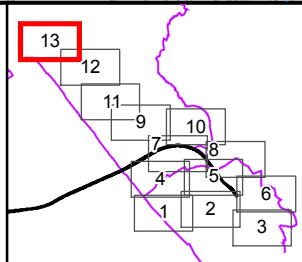
PRIMROSE HILL TO KILBURN (CAMDEN)

LONDON BOROUGH OF BARNET

LONDON BOROUGH OF BRENT

Legend


- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
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- Slight beneficial; Slight adverse; Negligible
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High Speed Two
Air quality receptor impacts

Air quality receptor impacts for annual mean NO₂ concentrations
Sheet 13 of 13


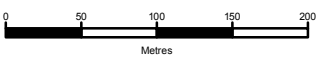
Euston standard pack



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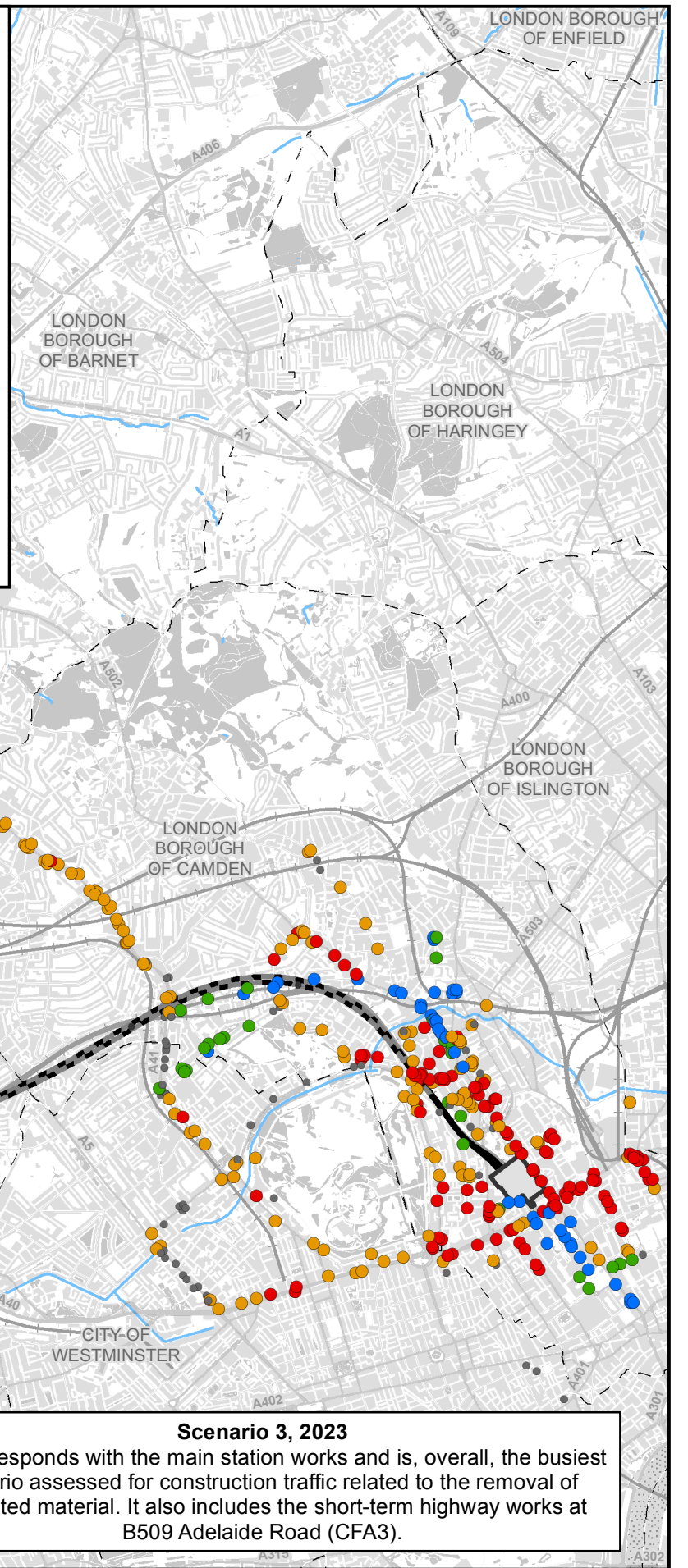
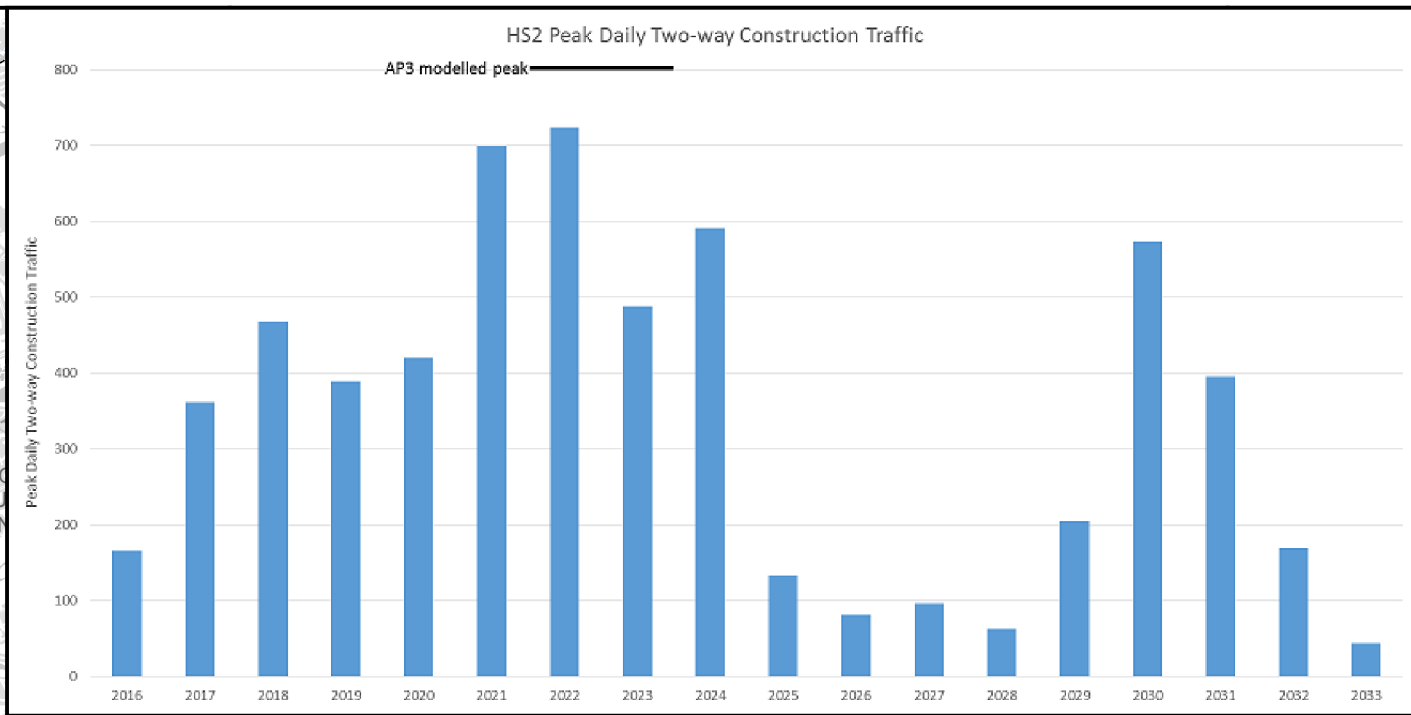
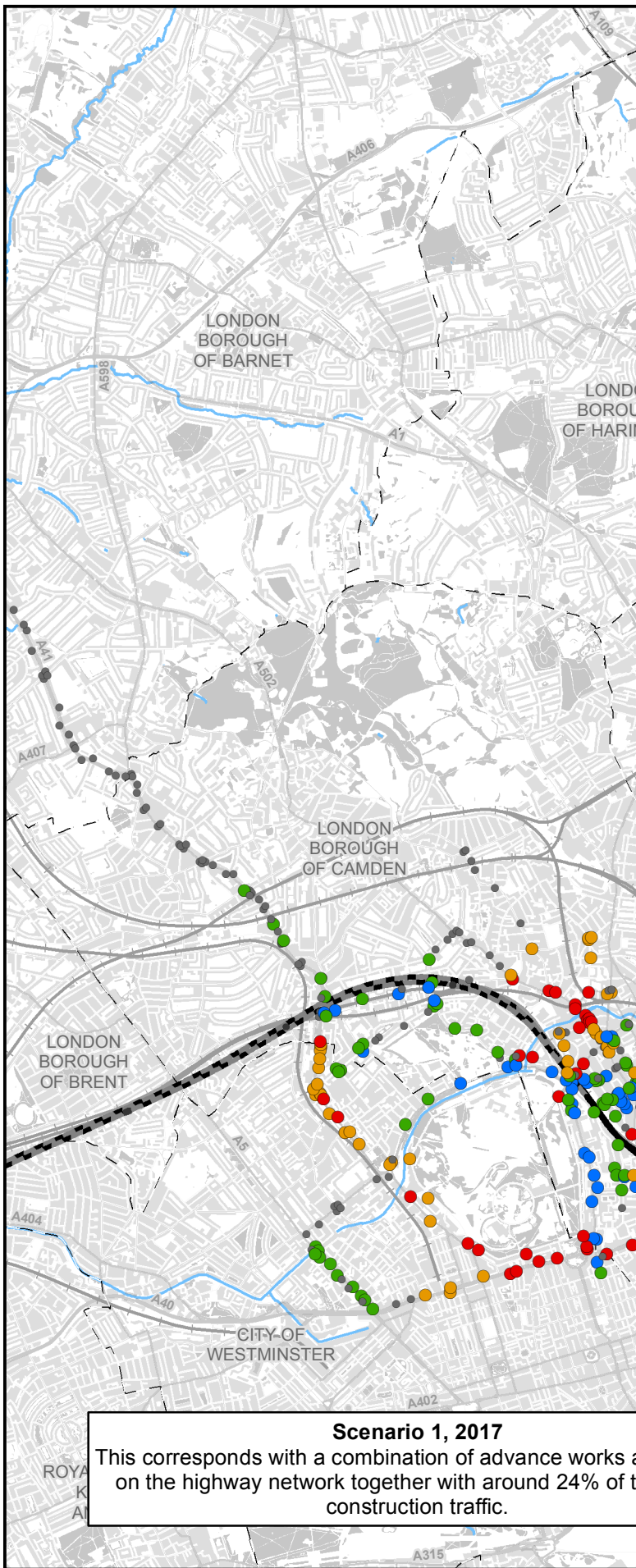
Doc Number: C251-ETM-EV-MAP-010-001746

Receptor ID	Assessed scenario	Receptor address	Stage A construction - scenario 1 (2017)				Stage A construction - scenario 2 (2018)				Stage A construction - scenario 3 (2023)				Stage A operation and B1 construction - (2026)			
			NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact
			Without scheme	With scheme	Change		Without scheme	With scheme	Change		Without scheme	With scheme	Change		Without scheme	With scheme	Change	
1-171	Con	215 Euston Road	79.1	80.1	1.0	Substantial adverse	79.1	80.1	0.9	Substantial adverse	79.1	79.6	0.5	Moderate adverse	-	-	-	-
1-177	Con/Op (1-175)	165 Euston Road	97.1	97.8	0.7	Substantial adverse	97.1	99.1	2.0	Substantial adverse	97.1	99.3	2.2	Substantial adverse	58.7	59.9	1.2	Substantial adverse
1-178	Con/Op	69 Euston Square	81.0	81.6	0.6	Substantial adverse	81.0	82.5	1.6	Substantial adverse	81.0	83.0	2.0	Substantial adverse	49.4	50.5	1.1	Substantial adverse
1-182	Con/Op	73-77 Euston Road	92.2	92.0	-0.2	Negligible	92.2	93.0	0.9	Substantial adverse	92.2	93.6	1.4	Substantial adverse	56.3	56.8	0.5	Moderate adverse
1-184	Con/Op	378 Gray's Inn Road	98.3	98.3	0.0	Negligible	98.3	98.8	0.5	Moderate adverse	98.3	99.0	0.8	Substantial adverse	58.5	58.8	0.3	Moderate adverse
1-186	Con/Op	70B Eversholt Street	56.8	57.2	0.4	Moderate adverse	56.8	57.8	1.0	Substantial adverse	56.8	58.3	1.5	Substantial adverse	37.0	38.0	0.9	Moderate adverse
1-187	Con/Op	70B Eversholt Street	56.9	57.3	0.4	Moderate adverse	56.9	57.8	0.9	Substantial adverse	56.9	57.6	0.7	Substantial adverse	37.1	38.0	0.8	Moderate adverse
1-188	Con/Op	118 Eversholt Street	55.7	55.8	0.1	Negligible	55.7	56.4	0.7	Substantial adverse	55.7	57.1	1.4	Substantial adverse	36.6	37.2	0.6	Negligible
1-191	Con/Op	1 Aldenham Street	50.1	50.2	0.1	Negligible	50.1	50.9	0.7	Substantial adverse	50.1	51.0	0.8	Substantial adverse	33.2	33.8	0.6	Negligible
1-192	Con/Op	184A Eversholt Street	51.2	51.3	0.1	Negligible	51.2	52.0	0.8	Substantial adverse	51.2	52.0	0.8	Substantial adverse	33.7	34.3	0.6	Negligible
1-194	Con	8-10 Arlington Road	45.1	43.6	-1.5	Substantial beneficial	45.1	43.8	-1.3	Substantial beneficial	45.1	45.7	0.6	Moderate adverse	-	-	-	-
1-195	Con	31 Arlington Road	45.1	43.6	-1.5	Substantial beneficial	45.1	43.4	-1.7	Substantial beneficial	45.1	45.7	0.6	Substantial adverse	-	-	-	-
1-196	Con	Metro House, Arlington Road	45.1	43.6	-1.5	Substantial beneficial	45.1	43.7	-1.4	Substantial beneficial	45.1	45.7	0.6	Substantial adverse	-	-	-	-
1-197	Con	15 Arlington Road	43.8	42.9	-0.9	Substantial beneficial	43.8	43.0	-0.8	Substantial beneficial	43.8	44.2	0.4	Moderate adverse	-	-	-	-
1-198	Con	40 Arlington Road	44.1	43.5	-0.6	Substantial beneficial	44.1	43.2	-0.9	Substantial beneficial	44.1	44.3	0.2	Moderate adverse	-	-	-	-
1-200	Con/Op (1-105)	322A Gray's Inn Road	73.6	73.5	0.0	Negligible	73.6	74.2	0.7	Substantial adverse	73.6	74.4	0.8	Substantial adverse	46.5	46.9	0.4	Moderate adverse
1-201	Con/Op	279 Gray's Inn Road	65.0	65.0	0.0	Negligible	65.0	65.4	0.4	Moderate adverse	65.0	65.6	0.6	Substantial adverse	41.8	42.1	0.3	Moderate adverse
1-202	Con/Op	366 Gray's Inn Road	70.3	70.3	0.0	Negligible	70.3	70.7	0.4	Moderate adverse	70.3	70.9	0.6	Substantial adverse	44.4	44.7	0.3	Moderate adverse
1-203	Con/Op (1-113)	1 Kings Cross Bridge	90.3	90.4	0.1	Negligible	90.3	90.6	0.4	Moderate adverse	90.3	90.9	0.7	Substantial adverse	54.2	54.5	0.3	Moderate adverse
1-204	Con/Op	313 Gray's Inn Road	75.6	75.7	0.0	Negligible	75.6	76.1	0.5	Moderate adverse	75.6	76.3	0.7	Substantial adverse	47.1	47.4	0.3	Moderate adverse
1-205	Con/Op	370 Gray's Inn Road	92.3	92.3	0.0	Negligible	92.3	92.8	0.5	Moderate adverse	92.3	93.1	0.8	Substantial adverse	55.5	55.8	0.3	Moderate adverse
1-206	Con/Op	325 Gray's Inn Road	80.7	80.7	0.0	Negligible	80.7	81.0	0.4	Moderate adverse	80.7	81.3	0.7	Substantial adverse	49.7	50.1	0.3	Moderate adverse
1-207	Con/Op	Oakshott Court, Polygon Road	43.2	43.2	0.0	Negligible	43.2	43.3	0.1	Negligible	43.2	43.7	0.5	Moderate adverse	29.6	29.9	0.3	Negligible
1-208	Con/Op	43C Polygon Road	43.1	43.1	0.0	Negligible	43.1	43.2	0.1	Negligible	43.1	43.5	0.4	Moderate adverse	29.5	29.8	0.3	Negligible
1-212	Con/Op	Monica Shaw Court, Purchase Street	43.4	43.5	0.1	Negligible	43.4	43.7	0.3	Moderate adverse	43.4	44.6	1.2	Substantial adverse	29.7	30.2	0.5	Negligible
1-213	Con/Op	Monica Shaw Court, Purchase Street	43.7	43.8	0.0	Negligible	43.7	44.1	0.3	Moderate adverse	43.7	44.9	1.2	Substantial adverse	29.9	30.4	0.5	Negligible
1-220	Op	Maria Fidelis Convent Lower School, North Gower Street	-	-	-	-	-	-	-	-	-	-	-	-	38.2	41.0	2.8	Moderate adverse
1-221	Op	237 North Gower Street	-	-	-	-	-	-	-	-	-	-	-	-	41.2	45.3	4.1	Substantial adverse
1-222	Op	119 Hampstead Road	-	-	-	-	-	-	-	-	-	-	-	-	38.3	41.0	2.7	Moderate adverse
1-223	Con/Op (1-328)	103 Judd Street	54.6	54.5	0.0	Negligible	54.6	55.1	0.6	Moderate adverse	54.6	55.6	1.0	Substantial adverse	36.6	37.0	0.4	Negligible
1-224	Con/Op (1-329)	65 Judd Street	53.2	53.1	-0.1	Negligible	53.2	53.8	0.6	Substantial adverse	53.2	54.3	1.1	Substantial adverse	36.0	36.4	0.4	Negligible
1-225	Con/Op (1-330)	3 Hunter Street	52.3	52.3	0.0	Negligible	52.3	52.8	0.5	Moderate adverse	52.3	53.3	1.0	Substantial adverse	35.6	36.0	0.3	Negligible
1-226	Con	Selwyn House, Lansdowne Terrace	53.9	53.9	0.0	Negligible	53.9	53.8	-0.1	Negligible	53.9	54.1	0.2	Negligible	-	-	-	-
1-227	Con	70 Guilford Street	54.5	54.5	0.0	Negligible	54.5	54.1	-0.4	Moderate beneficial	54.5	54.1	-0.4	Moderate beneficial	-	-	-	-
1-228	Con	Downing Court, Grenville Street	53.0	53.0	0.0	Negligible	53.0	53.0	0.0	Negligible	53.0	53.3	0.3	Moderate adverse	-	-	-	-
1-229	Con/Op (1-331)	5 Bloomsbury Place	83.0	82.9	-0.1	Negligible	83.0	82.2	-0.8	Substantial beneficial	83.0	82.3	-0.7	Substantial beneficial	50.4	49.8	-0.6	Substantial beneficial
1-230	Con/Op (1-332)	26 Russell Square	55.9	55.8	-0.1	Negligible	55.9	55.6	-0.3	Moderate beneficial	55.9	55.5	-0.4	Moderate beneficial	38.6	38.4	-0.2	Slight beneficial
1-231	Con/Op (1-333)	Institute of Education, University of London	56.6	56.5	-0.2	Negligible	56.6	55.7	-0.9	Substantial beneficial	56.6	55.9	-0.8	Substantial beneficial	37.1	36.6	-0.5	Negligible
1-232	Con/Op (1-334)	34 Tavistock Square	56.1	55.9	-0.2	Negligible	56.1	55.2	-0.9	Substantial beneficial	56.1	55.0	-1.1	Substantial beneficial	36.6	36.0	-0.6	Slight beneficial
1-233	Con/Op (1-335)	Leslie Forster House, 29 Endsleigh Gardens	72.2	72.4	0.2	Negligible	72.2	71.5	-0.7	Substantial beneficial	72.2	71.0	-1.3	Substantial beneficial	45.4	44.5	-0.9	Substantial beneficial
1-234	Con/Op (1-336)	20 Gordon Square	54.5	54.6	0.1	Negligible	54.5	53.6	-0.8	Substantial beneficial	54.5	53.4	-1.1	Substantial beneficial	36.0	35.3	-0.6	Slight beneficial
1-235	Con/Op (1-337)	105 Gower Street	55.9	56.6	0.6	Substantial adverse	55.9	57.1	1.2	Substantial adverse	55.9	57.0	1.0	Substantial adverse	36.5	37.0	0.5	Negligible
1-236	Con/Op (1-338)	327 Euston Road	76.6	77.4	0.9	Substantial adverse	76.6	77.8	1.2	Substantial adverse	76.6	77.5	1.0	Substantial adverse	47.9	48.2	0.4	Moderate adverse
1-237	Con/Op (1-339)	177 Cleveland Street	83.5	84.5	0.9	Substantial adverse	83.5	84.9	1.3	Substantial adverse	83.5	86.7	3.2	Substantial adverse	51.3	51.8	0.5	Moderate adverse
1-238	Con/Op (1-340)	23 Park Square East	65.4	66.4	0.9	Substantial adverse	65.4	66.0	0.6	Moderate adverse	65.4	66.0	0.6	Substantial adverse	41.3	41.5	0.3	Moderate adverse
1-239	Con	1 Cornwall Terrace	51.1	52.0	0.9	Substantial adverse	51.1	51.7	0.7	Substantial adverse	51.1	51.3	0.2	Moderate adverse	-	-	-	-
1-240	Con	5 Clarence Terrace	51.8	52.6	0.8	Substantial adverse	51.8	52.5	0.6	Substantial adverse	51.8	52.1	0.3	Moderate adverse	-	-	-	-
1-241	Con	Flat 24, Hanover Gate Mansions, Park Road	49.4	49.7	0.3	Moderate adverse	49.4	49.6	0.2	Negligible	49.4	49.7	0.3	Moderate adverse	-	-	-	-
1-242	Con	Hanover Gate Lodge, Park Road	57.4	58.7	1.3	Substantial adverse	57.4	58.2	0.8	Substantial adverse	57.4	58.0	0.6	Substantial adverse	-	-	-	-
1-243	Con	Outer Circle, Regent's Park	43.4	43.7	0.3	Moderate adverse	43.4	43.6	0.1	Negligible	43.4	43.7	0.3	Moderate adverse	-	-	-	-
1-244	Con	Flat 7, Bentinck Close, 76-82 Prince Albert Road	41.2	40.4	-0.8	Moderate beneficial	41.2	40.7	-0.5	Moderate beneficial	41.2	41.0	-0.2	Negligible	-	-	-	-
1-245	Con	25A Delancey Street	46.7	46.4	-0.3	Moderate beneficial	46.7	48.1	1.5	Substantial adverse	46.7	48.1	1.5	Substantial adverse	-	-	-	-
1-246	Con	27 Delancey Street	46.7	46.4	-0.3	Moderate beneficial	46.7	48.7	2.0	Substantial adverse	46.7	48.2	1.5	Substantial adverse	-	-	-	-
1-247	Con/Op (1-342)	14 Park Village West	45.2	44.1	-1.1	Substantial beneficial	45.2	44.3	-0.9	Substantial beneficial	45.2	45.9	0.7	Substantial adverse	29.9	30.5	0.6	Slight adverse
1-248	Con/Op (1-343)	125 Parkway	51.2	47.6	-3.5	Substantial beneficial	51.2	48.8	-2.3	Substantial beneficial	51.2	52.9	1.7	Substantial adverse	32.8	33.0	0.2	Negligible
1-249	Con	48 Mornington Street	43.4	41.6	-1.8	Moderate beneficial	43.4	38.6	-4.8	Substantial beneficial	43.4	43.3	-0.3	Moderate beneficial	-	-	-	-
1-250	Con	69 Mornington Street	42.1	40.6	-1.5	Moderate beneficial	42.1	40.7	-1.4	Moderate beneficial	42.1	42.7	0.6	Moderate adverse	-	-	-	-
1-251	Con	3 Mornington Place	43.4	43.0	-0.4	Moderate beneficial	43.4	42.5	-0.8	Moderate beneficial	43.4	43.1	-0.3	Moderate beneficial	-	-	-	-
1-252	Con	54-65 Mornington Street	43.4	41.6	-1.8	Moderate beneficial	43.4	38.6	-4.9	Substantial beneficial	43.4	43.4	-0.1	Negligible	-	-	-	-
1-253	Con	33 Mornington Crescent	43.8	43.9	0.1	Negligible	43.8	43.3	-0.5	Moderate beneficial	43.8	43.6	-0.2	Negligible	-	-	-	-
1-254	Con	Flat 3, Datchet House, Augustus Street	43.5	43.3	-0.3	Moderate beneficial	43.5	43.6	0.0	Negligible	43.5	43.8	0.3	Moderate adverse	-	-	-	-
1-255	Con	1 Varnell Street	49.8	49.2	-0.6	Moderate beneficial	49.8	51.2	1.4	Substantial adverse	49.8	50.1	0.3	Moderate adverse	-	-	-	-
1-256	Con/Op (1-345)	Flat 20, Scafell, Stanhope Street	50.6	49.9	-0.7	Substantial beneficial	50.6	52.4	1.8	Substantial adverse	50.6	51.0	0.4	Moderate adverse	33.8	34.0	0.3	Negligible
1-257	Con/Op (1-346)	39 Robert Street	50.1	49.7	-0.4	Moderate beneficial	50.1	51.0	0.9	Substantial adverse	50.1	51.4	1.3	Substantial adverse	33.6	33.9	0.2	Negligible
1-258	Con	Pangbourne, William Road	50.6	50.7	0.1	Negligible	50.6	51.1	0.5	Moderate adverse	50.6	51.5	1.0	Substantial adverse				

Receptor ID	Assessed scenario	Receptor address	Stage A construction - scenario 1 (2017)				Stage A construction - scenario 2 (2018)				Stage A construction - scenario 3 (2023)				Stage A operation and B1 construction - (2026)			
			NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact
			Without scheme	With scheme	Change		Without scheme	With scheme	Change		Without scheme	With scheme	Change		Without scheme	With scheme	Change	
1-276	Con/Op (1-355)	Institute of Education, University of London	58.6	58.4	-0.2	Moderate beneficial	58.6	57.8	-0.8	Substantial beneficial	58.6	57.7	-0.8	Substantial beneficial	38.6	38.1	-0.5	Slight beneficial
1-277	Con/Op (1-356)	29-30 Tavistock Square	56.5	56.4	-0.1	Negligible	56.5	55.7	-0.8	Substantial beneficial	56.5	55.5	-1.0	Substantial beneficial	36.8	36.3	-0.6	Negligible
1-278	Con/Op (1-357)	University College Hospital, 235 Euston Road	76.3	77.1	0.9	Substantial adverse	76.3	77.3	1.0	Substantial adverse	76.3	77.3	1.1	Substantial adverse	46.3	46.9	0.6	Moderate adverse
1-279	Con/Op (1-358)	Chesterfield House, 385 Euston Road	72.8	72.8	0.0	Negligible	72.8	73.4	0.6	Moderate adverse	72.8	73.7	0.9	Substantial adverse	45.2	45.5	0.3	Moderate adverse
1-280	Con	212 Great Portland Street	61.9	61.4	-0.5	Moderate beneficial	61.9	61.9	0.0	Negligible	61.9	62.1	0.2	Negligible	-	-	-	-
1-281	Con	6 York Gate	52.0	52.7	0.7	Substantial adverse	52.0	52.4	0.4	Moderate adverse	52.0	52.2	0.2	Moderate adverse	-	-	-	-
1-282	Con	19 Hanover Terrace	43.6	44.0	0.4	Moderate adverse	43.6	43.9	0.3	Moderate adverse	43.6	43.8	0.2	Negligible	-	-	-	-
1-283	Con/Op (1-359)	Christ Church Primary School, Redhill Street	46.3	45.2	-1.1	Substantial beneficial	46.3	45.7	-0.6	Moderate beneficial	46.3	46.8	0.5	Moderate adverse	31.1	31.5	0.3	Negligible
1-284	Con/Op (1-360)	2 Park Village East	45.5	42.2	-3.4	Substantial beneficial	45.5	43.0	-2.6	Substantial beneficial	45.5	46.1	0.6	Moderate adverse	30.2	30.3	0.1	Negligible
1-285	Con	36-53 Mornington Street	40.9	40.0	-0.9	Moderate beneficial	40.9	40.0	-0.9	Moderate beneficial	40.9	41.1	0.2	Moderate adverse	-	-	-	-
1-286	Con	27 Camden High Street	52.1	52.5	0.4	Substantial beneficial	52.1	52.7	0.6	Moderate beneficial	52.1	53.0	0.9	Substantial adverse	-	-	-	-
1-287	Con/Op (1-361)	112 Whitfield Street	53.4	53.7	0.3	Moderate adverse	53.4	53.8	0.4	Moderate adverse	53.4	53.8	0.4	Moderate adverse	35.1	35.3	0.3	Negligible
1-288	Con/Op (1-327)	The Bartlett School, 22 Gordon Street	67.2	66.9	-0.3	Moderate beneficial	67.2	66.6	-0.6	Substantial beneficial	67.2	63.4	-3.7	Substantial beneficial	42.8	40.5	-2.3	Substantial beneficial
1-289	Con/Op (1-362)	2 Park Village West	44.3	43.5	-0.8	Substantial beneficial	44.3	43.5	-0.8	Substantial beneficial	44.3	44.9	0.6	Substantial adverse	29.5	30.0	0.6	Negligible
1-290	Con/Op (1-363)	217 Albany Street	43.4	41.4	-2.0	Moderate beneficial	43.4	42.7	-0.7	Moderate beneficial	43.4	43.9	0.6	Moderate adverse	29.0	29.4	0.4	Negligible
1-291	Con/Op (1-364)	Cruciform Building, University College London, Gower Street	57.8	58.5	0.7	Substantial adverse	57.8	59.6	1.9	Substantial adverse	57.8	59.2	1.4	Substantial adverse	37.5	38.3	0.8	Moderate adverse
1-292	Con/Op (1-365)	14 George Mews	66.6	68.7	2.1	Substantial adverse	66.6	67.5	1.0	Substantial adverse	66.6	68.1	1.6	Substantial adverse	41.4	45.3	3.9	Substantial adverse
1-293	Con/Op (1-366)	29 Marylebone Road	77.3	78.1	0.8	Substantial adverse	77.3	77.7	0.4	Moderate adverse	77.3	77.7	0.4	Moderate adverse	47.9	47.9	0.0	Negligible
1-294	Con/Op (1-367)	25 Marylebone Road	76.2	77.1	0.9	Substantial adverse	76.2	76.7	0.5	Moderate adverse	76.2	76.6	0.4	Moderate adverse	47.3	47.4	0.1	Negligible
1-295	Con/Op (1-368)	20-26 Ulster Place	70.1	70.8	0.8	Substantial adverse	70.1	70.7	0.6	Substantial adverse	70.1	70.6	0.5	Moderate adverse	43.6	43.7	0.1	Negligible
1-296	Con	33 Bayham Street	50.5	50.6	0.1	Negligible	50.5	50.8	0.3	Moderate adverse	50.5	50.8	0.3	Moderate adverse	-	-	-	-
1-297	Con	Ravenscar, Bayham Street	51.0	51.1	0.1	Negligible	51.0	51.4	0.4	Moderate adverse	51.0	51.4	0.4	Moderate adverse	-	-	-	-
1-298	Con	86 Plender Street	53.5	53.0	-0.5	Moderate beneficial	53.5	53.5	0.0	Negligible	53.5	54.4	0.9	Substantial adverse	-	-	-	-
1-299	Con	46 Camden High Street	58.8	57.9	-0.9	Substantial beneficial	58.8	58.3	-0.5	Moderate beneficial	58.8	60.2	1.4	Substantial adverse	-	-	-	-
1-300	Con	53 Camden High Street	54.1	53.7	-0.4	Moderate beneficial	54.1	53.8	-0.3	Moderate beneficial	54.1	54.8	0.7	Substantial adverse	-	-	-	-
1-301	Con	220 Eversholt Street	54.2	54.2	0.0	Negligible	54.2	54.3	0.1	Negligible	54.2	55.4	1.2	Substantial adverse	-	-	-	-
1-302	Con	3 Millbrook Place, Eversholt Street	52.6	52.4	-0.2	Negligible	52.6	52.6	0.0	Negligible	52.6	53.4	0.8	Substantial adverse	-	-	-	-
1-303	Con/Op (1-375)	23-28 Brook House, Cranleigh Street	52.2	52.3	0.1	Negligible	52.2	53.0	0.8	Substantial adverse	52.2	53.0	0.8	Substantial adverse	34.3	34.9	0.6	Negligible
1-304	Con/Op (1-374)	205 Eversholt Street	54.5	54.8	0.3	Moderate adverse	54.5	55.6	1.1	Substantial adverse	54.5	55.0	0.5	Moderate adverse	35.5	36.0	0.5	Negligible
1-305	Con/Op (1-369)	Marathon House, 200 Marylebone Road	81.4	81.8	0.4	Moderate adverse	81.4	81.5	0.1	Negligible	81.4	83.1	1.7	Substantial adverse	50.4	50.6	0.1	Negligible
1-306	Con	55 Mornington Terrace	46.9	45.7	-1.2	Substantial beneficial	46.9	44.7	-2.2	Substantial beneficial	46.9	47.1	0.2	Moderate adverse	-	-	-	-
1-307	Con	2 Bayham Street	60.2	60.1	-0.1	Negligible	60.2	60.1	0.0	Negligible	60.2	61.0	0.9	Substantial adverse	-	-	-	-
1-308	Con	72 Crowndale Road	58.3	58.2	-0.1	Negligible	58.3	58.3	0.0	Negligible	58.3	59.0	0.8	Substantial adverse	-	-	-	-
1-309	Con	Conisborough, Bayham Street	51.2	51.6	0.4	Moderate adverse	51.2	51.7	0.5	Moderate adverse	51.2	51.3	0.1	Negligible	-	-	-	-
1-311	Con	3 Chalton Street	65.7	65.8	0.1	Negligible	65.7	66.3	0.6	Substantial adverse	65.7	66.9	1.2	Substantial adverse	-	-	-	-
1-312	Con/Op (1-225)	117 Euston Road	92.9	92.7	-0.2	Negligible	92.9	94.1	1.2	Substantial adverse	92.9	95.1	2.2	Substantial adverse	56.0	56.9	0.9	Substantial adverse
1-313	Con/Op (1-214)	1 Dukes Road	88.9	89.1	0.3	Moderate adverse	88.9	90.4	1.5	Substantial adverse	88.9	91.1	2.3	Substantial adverse	53.8	54.6	0.9	Substantial adverse
1-314	Con/Op (1-117)	16 Upper Woburn Place	91.0	92.0	1.0	Substantial adverse	91.0	92.7	1.7	Substantial adverse	91.0	93.1	2.1	Substantial adverse	54.7	55.9	1.3	Substantial adverse
1-315	Con	Witley Court, Coram Street	69.1	69.1	0.0	Negligible	69.1	69.1	0.0	Negligible	69.1	69.4	0.3	Moderate adverse	-	-	-	-
1-317	Con/Op (1-371)	Ormonde Mansions 100A Southampton Row	81.8	81.7	-0.1	Negligible	81.8	81.0	-0.8	Substantial beneficial	81.8	81.1	-0.8	Substantial beneficial	49.3	48.7	-0.7	Substantial beneficial
1-318	Con/Op (1-372)	92 Southampton Row	91.6	91.4	-0.2	Negligible	91.6	90.5	-1.1	Substantial beneficial	91.6	90.7	-0.9	Substantial beneficial	54.8	54.1	-0.7	Substantial beneficial
1-319	Con/Op (1-377)	Stewart House, 32 Russell Square	58.7	58.6	-0.1	Negligible	58.7	58.3	-0.4	Moderate beneficial	58.7	58.1	-0.6	Moderate beneficial	39.4	39.1	-0.3	Slight beneficial
1-320	Con/Op (1-378)	Rothay, 154 Albany Street	47.4	46.3	-1.1	Substantial beneficial	47.4	46.9	-0.5	Moderate beneficial	47.4	48.0	0.6	Moderate adverse	31.7	32.1	0.4	Negligible
1-321	Con/Op (1-93)	Hawkshead, Stanhope Street	49.7	49.2	-0.5	Moderate beneficial	49.7	51.0	1.3	Substantial adverse	49.7	50.1	0.3	Moderate adverse	33.3	33.6	0.3	Negligible
1-322	Con/Op (1-379)	Newlands, Harrington Street	50.0	50.3	0.3	Moderate adverse	50.0	51.5	1.5	Substantial adverse	50.0	49.9	-0.1	Negligible	33.5	33.3	-0.2	Negligible
1-323	Op	46 Tavistock Place	-	-	-	-	-	-	-	-	-	-	-	38.9	38.5	-0.4	Slight beneficial	
1-326	Op	115A Euston Street	-	-	-	-	-	-	-	-	-	-	-	36.6	36.6	0.0	Negligible	
1-373	Op	Gillfoot, Hampstead Road	-	-	-	-	-	-	-	-	-	-	-	33.0	32.9	-0.1	Negligible	
1-376	Op	81 Marchmont Street	-	-	-	-	-	-	-	-	-	-	-	37.4	37.2	-0.2	Negligible	
2-1	Con	166 Camden High Street	56.3	56.4	0.1	Negligible	56.3	55.8	-0.5	Moderate beneficial	56.3	56.7	0.4	Moderate adverse	-	-	-	-
2-8	Con	10 Chalk Farm Road	53.2	54.2	1.0	Substantial adverse	53.2	53.7	0.4	Moderate adverse	53.2	49.5	-3.7	Substantial beneficial	-	-	-	-
2-9	Con	187 Camden High Street	58.6	58.7	0.1	Negligible	58.6	58.0	-0.6	Moderate beneficial	58.6	58.6	0.0	Negligible	-	-	-	-
2-17	Con	123 Castlehaven Road	44.6	44.9	0.3	Moderate adverse	44.6	44.8	0.2	Negligible	44.6	43.6	-1.0	Substantial beneficial	-	-	-	-
2-25	Con	115-119 Camden High Street	56.8	56.6	-0.2	Negligible	56.8	56.4	-0.4	Moderate beneficial	56.8	57.1	0.3	Moderate adverse	-	-	-	-
2-38	Con	62 Camden Road	63.4	62.9	-0.5	Moderate beneficial	63.4	62.3	-1.1	Substantial beneficial	63.4	63.7	0.4	Moderate adverse	-	-	-	-
2-50	Con	244 Camden High Street	46.8	47.5	0.7	Substantial adverse	46.8	47.1	0.3	Moderate adverse	46.8	44.8	-2.0	Substantial beneficial	-	-	-	-
2-51	Con	267A Camden High Street	48.1	49.0	0.9	Substantial adverse	48.1	48.6	0.5	Moderate adverse	48.1	46.8	-1.3	Substantial beneficial	-	-	-	-
2-52	Con	226A Camden High Street	48.1	48.9	0.8	Substantial adverse	48.1	48.4	0.3	Moderate adverse	48.1	47.6	-0.5	Moderate beneficial	-	-	-	-
2-53	Con	265 Camden High Street	51.0	52.0	1.0	Substantial adverse	51.0	51.4	0.4	Moderate adverse	51.0	49.8	-1.2	Substantial beneficial	-	-	-	-
2-54	Con	224 Camden High Street	47.3	47.9	0.6	Substantial adverse	47.3	47.5	0.2	Negligible	47.3	46.7	-0.7	Substantial beneficial	-	-	-	-
2-55	Con	222B Camden High Street	49.1	49.8	0.7	Substantial adverse	49.1	49.3	0.2	Negligible	49.1	47.9	-1.3	Substantial beneficial	-	-	-	-
2-56	Con	239 Camden High Street	45.4	45.6	0.2	Moderate adverse	45.4	45.3	-0.1	Negligible	45.4	44.6	-0.8	Substantial beneficial	-	-	-	-
2-57	Con	199 Camden High Street	45.0	45.2	0.2	Moderate adverse	45.0	44.9	-0.1	Negligible	45.0	44.3	-0.8	Substantial beneficial	-	-	-	-
2-58	Con	178 Camden High Street	47.7	47.8	0.1	Negligible	47.7	47.4	-0.3	Moderate beneficial	47.7	47.1	-0.6	Moderate beneficial	-	-	-	-
2-59	Con	187 Camden High Street	49.2	49.5	0.3	Moderate adverse	49.2	49.0	-0.2	Negligible	49.2	48.2	-1.0	Substantial beneficial	-	-	-	-
2-61	Con	166 Camden High Street	55.5	55.8	0.3	Moderate adverse	55.5	55.3	-0.2	Negligible	55.5	55.0	-0.5	Moderate beneficial				

Receptor ID	Assessed scenario	Receptor address	Stage A construction - scenario 1 (2017)				Stage A construction - scenario 2 (2018)				Stage A construction - scenario 3 (2023)				Stage A operation and B1 construction - (2026)			
			NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact
			Without scheme	With scheme	Change		Without scheme	With scheme	Change		Without scheme	With scheme	Change		Without scheme	With scheme	Change	
2-83	Con	3 Oval Road	42.1	42.5	0.5	Moderate adverse	42.1	42.1	0.0	Negligible	42.1	43.0	0.9	Moderate adverse	-	-	-	-
2-84	Con	67 Jamestown Road	39.8	40.3	0.6	Slight adverse	39.8	40.0	0.3	Slight adverse	39.8	40.5	0.7	Moderate adverse	-	-	-	-
2-85	Con	61 Parkway	51.3	52.4	1.1	Substantial adverse	51.3	51.0	-0.3	Moderate beneficial	51.3	52.5	1.2	Substantial adverse	-	-	-	-
2-86	Con	40 Delancey Street	45.5	45.2	-0.3	Moderate beneficial	45.5	45.8	0.3	Substantial adverse	45.5	46.7	1.2	Substantial adverse	-	-	-	-
2-87	Con	70 Delancey Street	51.4	49.9	-1.5	Substantial beneficial	51.4	50.0	-1.4	Substantial beneficial	51.4	52.2	0.8	Substantial adverse	-	-	-	-
2-88	Con	38 Delancey Street	46.7	46.6	-0.1	Negligible	46.7	48.0	1.3	Substantial adverse	46.7	48.2	1.5	Substantial adverse	-	-	-	-
2-89	Con	25 Parkway	56.0	56.2	0.2	Negligible	56.0	55.1	-0.9	Substantial beneficial	56.0	57.3	1.3	Substantial adverse	-	-	-	-
2-90	Con	64 Camden Road	64.1	64.0	-0.2	Negligible	64.1	63.6	-0.6	Moderate beneficial	64.1	64.1	0.0	Negligible	-	-	-	-
2-91	Con	178A Royal College Street	64.2	64.1	-0.2	Negligible	64.2	64.5	0.3	Moderate adverse	64.2	64.5	0.2	Moderate adverse	-	-	-	-
2-92	Con	22 Castlehaven Road	46.9	47.6	0.7	Substantial adverse	46.9	47.4	0.4	Moderate adverse	46.9	45.7	-1.2	Substantial beneficial	-	-	-	-
2-93	Con	84 Castlehaven Road	42.3	42.8	0.6	Moderate adverse	42.3	42.7	0.4	Moderate adverse	42.3	42.2	-0.1	Moderate beneficial	-	-	-	-
2-94	Con/Op (2-104)	15 Crinan Street	44.2	44.3	0.0	Negligible	44.2	44.3	0.1	Negligible	44.2	44.6	0.4	Moderate adverse	29.9	30.0	0.1	Negligible
2-95	Con	85 Jamestown Road	41.6	42.5	0.9	Moderate adverse	41.6	42.1	0.4	Moderate adverse	41.6	42.8	1.2	Moderate adverse	-	-	-	-
2-96	Con	18 Prince of Wales Road	44.0	44.4	0.3	Moderate adverse	44.0	44.3	0.2	Moderate adverse	44.0	43.1	-0.9	Substantial beneficial	-	-	-	-
2-97	Con	14 Prince of Wales Road	44.5	44.7	0.2	Moderate adverse	44.5	44.6	0.2	Negligible	44.5	43.9	-0.6	Moderate beneficial	-	-	-	-
2-98	Con	Academic House, 24-28 Oval Road	39.1	39.5	0.4	Slight adverse	39.1	39.3	0.2	Negligible	39.1	39.6	0.5	Slight adverse	-	-	-	-
2-99	Con	2 Oval Road	41.5	42.1	0.6	Moderate adverse	41.5	41.7	0.2	Moderate adverse	41.5	42.5	1.0	Moderate adverse	-	-	-	-
2-100	Con	226 Arlington Road	45.0	45.6	0.6	Substantial adverse	45.0	45.1	0.1	Negligible	45.0	45.6	0.6	Substantial adverse	-	-	-	-
2-101	Con	106 Camden High Street	60.8	60.9	0.1	Negligible	60.8	60.7	-0.2	Negligible	60.8	60.2	-0.6	Substantial beneficial	-	-	-	-
2-102	Con	103-105 Parkway	53.7	54.4	0.6	Substantial adverse	53.7	53.9	0.2	Substantial beneficial	53.7	55.0	1.3	Substantial adverse	-	-	-	-
2-103	Con	107 Parkway	58.4	58.3	-0.1	Negligible	58.4	58.9	0.5	Substantial beneficial	58.4	59.6	1.2	Substantial adverse	-	-	-	-
3-1	Con	Farjeon House, Hilgrove Road	55.6	55.6	0.0	Negligible	55.6	55.6	0.0	Negligible	55.6	55.7	0.1	Negligible	-	-	-	-
3-5	Con	40 Brent Park Road	57.8	57.8	0.0	Negligible	57.8	57.8	0.0	Negligible	57.8	57.9	0.1	Negligible	-	-	-	-
3-6	Con	169 Cricklewood Lane	51.6	51.6	0.0	Negligible	51.6	51.6	0.0	Negligible	51.6	51.8	0.2	Moderate adverse	-	-	-	-
3-8	Con	98 Finchley Road	66.5	66.3	-0.2	Moderate beneficial	66.5	66.4	-0.1	Negligible	66.5	66.8	0.4	Moderate adverse	-	-	-	-
3-9	Con	23 College Crescent	52.6	52.4	-0.1	Negligible	52.6	52.5	-0.1	Negligible	52.6	52.6	0.0	Negligible	-	-	-	-
3-13	Con	Canfield House, Canfield Gardens,	53.9	53.8	-0.1	Negligible	53.9	53.9	0.0	Negligible	53.9	54.3	0.3	Moderate adverse	-	-	-	-
3-16	Con	1 Adelaide Road	45.8	46.4	0.7	Substantial adverse	45.8	46.1	0.4	Moderate adverse	45.8	40.8	-5.0	Substantial beneficial	-	-	-	-
3-21	Con	71 Avenue Road, Camden	45.7	44.9	-0.8	Substantial beneficial	45.7	45.6	-0.1	Negligible	45.7	44.9	-0.8	Substantial beneficial	-	-	-	-
3-26	Con	Arkwright Mansions, 1-10 Arkwright Road	54.6	54.5	-0.2	Negligible	54.6	54.6	0.0	Negligible	54.6	55.1	0.5	Moderate adverse	-	-	-	-
3-28	Con	465 Finchley Road	53.6	53.6	0.0	Negligible	53.6	53.6	0.0	Negligible	53.6	54.0	0.4	Moderate adverse	-	-	-	-
3-32	Con	284 Cricklewood Lane	56.8	56.8	0.0	Negligible	56.8	56.8	0.0	Negligible	56.8	57.1	0.3	Moderate adverse	-	-	-	-
3-37	Con	Regency Lodge, Adelaide Road	60.3	59.2	-1.2	Substantial beneficial	60.3	59.7	-0.6	Substantial beneficial	60.3	60.0	-0.4	Moderate beneficial	-	-	-	-
3-40	Con	48 Chalk Farm Road	51.7	52.5	0.8	Substantial adverse	51.7	52.1	0.4	Moderate adverse	51.7	47.1	-4.6	Substantial beneficial	-	-	-	-
3-41	Con	Stanbury Court, Haverstock Hill	42.7	42.7	0.0	Negligible	42.7	42.7	0.0	Negligible	42.7	44.5	1.8	Substantial adverse	-	-	-	-
3-43	Con	Apsley House, 23-29 Finchley Road	48.7	48.9	0.2	Moderate adverse	48.7	48.9	0.2	Moderate adverse	48.7	48.6	-0.1	Negligible	-	-	-	-
3-49	Con/Op	1 Prince Albert Road	47.6	41.2	-6.4	Substantial beneficial	47.6	44.2	-3.3	Substantial beneficial	47.6	48.1	0.5	Moderate adverse	31.0	31.0	0.0	Negligible
3-50	Con	16a Finchley Road	54.1	54.6	0.5	Moderate adverse	54.1	54.6	0.5	Moderate adverse	54.1	54.1	0.0	Negligible	-	-	-	-
3-51	Con	14 Finchley Road	53.9	54.5	0.6	Moderate adverse	53.9	54.5	0.6	Moderate adverse	53.9	54.0	0.1	Negligible	-	-	-	-
3-52	Con	Balmoral Court, 20 Queens Terrace	51.5	52.1	0.7	Substantial adverse	51.5	52.1	0.6	Substantial adverse	51.5	51.7	0.3	Moderate adverse	-	-	-	-
3-53	Con	1 Finchley Road	48.3	48.8	0.5	Moderate adverse	48.3	48.8	0.5	Moderate adverse	48.3	48.6	0.3	Moderate adverse	-	-	-	-
3-54	Con	Birley Lodge, 63 Acacia Road	54.5	55.4	0.9	Substantial adverse	54.5	55.1	0.6	Moderate adverse	54.5	55.2	0.7	Substantial adverse	-	-	-	-
3-55	Con	68 Queens Grove	48.1	48.3	0.2	Moderate adverse	48.1	48.3	0.2	Moderate adverse	48.1	47.8	-0.2	Moderate beneficial	-	-	-	-
3-56	Con	56 The Marlowes	47.9	48.3	0.4	Moderate adverse	47.9	48.2	0.3	Moderate adverse	47.9	48.1	0.2	Negligible	-	-	-	-
3-57	Con	8 The Marlowes	48.9	49.4	0.5	Moderate adverse	48.9	49.3	0.4	Moderate adverse	48.9	49.1	0.2	Negligible	-	-	-	-
3-58	Con	16 The Marlowes	48.6	49.0	0.4	Moderate adverse	48.6	48.9	0.4	Moderate adverse	48.6	48.8	0.2	Negligible	-	-	-	-
3-59	Con	38 The Marlowes	48.1	48.5	0.4	Moderate adverse	48.1	48.4	0.3	Moderate adverse	48.1	48.3	0.2	Negligible	-	-	-	-
3-60	Con	Jevons House, Alexandra Road	53.6	53.8	0.2	Negligible	53.6	53.8	0.2	Moderate adverse	53.6	53.5	-0.1	Negligible	-	-	-	-
3-61	Con	1 Court Close, St. Johns Wood Park	74.8	74.1	-0.7	Substantial beneficial	74.8	74.5	-0.2	Moderate beneficial	74.8	75.1	0.3	Moderate adverse	-	-	-	-
3-62	Con	1 Court Close, St. Johns Wood Park	57.5	57.2	-0.3	Moderate beneficial	57.5	57.4	-0.1	Negligible	57.5	57.5	0.0	Negligible	-	-	-	-
3-63	Con	115 Finchley Road	55.2	55.0	-0.1	Negligible	55.2	55.1	-0.1	Negligible	55.2	55.4	0.2	Moderate adverse	-	-	-	-
3-64	Con	Northways, College Crescent	60.2	59.9	-0.3	Moderate beneficial	60.2	60.0	-0.2	Moderate beneficial	60.2	60.1	-0.1	Negligible	-	-	-	-
3-65	Con	Swiss Cottage Post Office	59.4	59.3	-0.2	Negligible	59.4	59.4	0.0	Negligible	59.4	59.8	0.4	Moderate adverse	-	-	-	-
3-66	Con	17-18 New College Parade	58.9	58.7	-0.2	Negligible	58.9	58.8	-0.1	Negligible	58.9	59.0	0.1	Negligible	-	-	-	-
3-67	Con	6 Fairfax Mansions, Finchley Road	55.7	55.6	-0.1	Negligible	55.7	55.7	0.0	Negligible	55.7	56.0	0.3	Moderate adverse	-	-	-	-
3-69	Con	219c Finchley Road	57.1	57.0	-0.2	Negligible	57.1	57.1	0.0	Negligible	57.1	57.5	0.3	Moderate adverse	-	-	-	-
3-70	Con	3 Sumpter Close	63.4	63.2	-0.2	Moderate beneficial	63.4	63.3	-0.1	Negligible	63.4	63.8	0.4	Moderate adverse	-	-	-	-
3-71	Con	150a Finchley Road	63.3	63.1	-0.2	Moderate beneficial	63.3	63.3	0.0	Negligible	63.3	63.7	0.4	Moderate adverse	-	-	-	-
3-72	Con	132 Finchley Road	61.9	61.7	-0.2	Negligible	61.9	61.9	0.0	Negligible	61.9	62.3	0.4	Moderate adverse	-	-	-	-
3-73	Con	Midland Court, Finchley Road	60.5	60.3	-0.2	Negligible	60.5	60.4	-0.1	Negligible	60.5	60.9	0.4	Moderate adverse	-	-	-	-
3-74	Con	291 Finchley Road	55.3	55.1	-0.2	Negligible	55.3	55.2	-0.1	Negligible	55.3	55.6	0.3	Moderate adverse	-	-	-	-
3-75	Con	166a Finchley Road	58.4	58.2	-0.2	Negligible	58.4	58.4	0.0	Negligible	58.4	58.7	0.4	Moderate adverse	-	-	-	-
3-76	Con	Arkwright Mansions, Finchley Road	53.4	53.2	-0.2	Negligible	53.4	53.4	0.0	Negligible	53.4	53.8	0.4	Moderate adverse	-	-	-	-
3-77	Con	333-339 Finchley Road	52.8	52.6	-0.2	Moderate beneficial	52.8	52.8	0.0	Negligible	52.8	53.2	0.4	Moderate adverse	-	-	-	-
3-78	Con	Hatstone Court, 335 Finchley Road	52.8	52.6	-0.2	Negligible	52.8	52.8	0.0	Negligible	52.8	53.2	0.4	Moderate adverse	-	-	-	-
3-79	Con	192 Finchley Road	55.3	55.1	-0.2	Negligible	55.3	55.2	-0.1	Negligible	55.3	55.7	0.4	Moderate adverse	-	-	-	-
3-80	Con	Langland Mansions, 228 Finchley Road	51.6	51.5	-0.1	Negligible	51.6	51.6	0.0	Negligible	51.6	52.0	0.4	Moderate adverse	-	-	-	-
3-81	Con	Dunrobin Court, 389 Finchley Road	45.9	45.8	-0.1	Negligible	45.9	45.9	0.0	Negligible	45.9	46.2	0.3	Moderate adverse	-	-	-	-
3-82	Con	Alvanley Court, Finchley Road	52.0	51.9	-0.1	Negligible	52.0	52.0	0.0	Negligible	52.0	52.4	0.4	Moderate adverse	-	-	-	-
3-83	Con	463a Finchley Road	55.9	55.8	-0.1	Negligible	55.9	55.9	0.0	Negligible	55.9	56.4	0.5	Moderate adverse	-	-	-	-
3-84	Con	Unit 5-6, Palace Court, 250 Finchley Road	59.7	59.6	-0.1	Negligible	59.7	59.7	0.0	Negligible	59.7	60.4	0.7	Substantial adverse	-	-	-	-
3-85	Con	St. Andrews Church Hall, Frogna Lane	59.9	59.8	-0.1	Negligible	59.9	59.9	0.0	Negligible	59.9	60.5	0.6	Moderate adverse	-	-	-	-
3-86	Con	Avenue Mansions, Finchley Road	51.7	51.7	0.0	Negligible	51.7	51.7	0.0	Negligible	51.7	52.0	0.3	Moderate adverse	-	-	-	-
3-87	Con	Avenue Mansions, Finchley Road	55.4	55.4	0.0	Negligible	55.4	55.5	0.1	Negligible	55.4	55.7	0.2	Moderate adverse	-	-	-	-
3-88	Con	Avenue Mansions, Finchley Road	54.7	54.8	0.1	Negligible	54.7	54.8	0.1	Negligible	54.7	55.0	0.2	Moderate adverse	-	-	-	-
3-89	Con	38 Heath Drive	49.0	49.0	0.0	Negligible	49.0	49.0	0.0	Negligible	49.0	49.3	0.3	Moderate adverse	-	-	-	-
3-90	Con	529a Finchley Road	52.9	53.0	0.1	Negligible	52.9	53.1	0.2	Negligible	52.9	53.3	0.5	Moderate adverse	-	-	-	-
3-91	Con	Apartment 4, Westfield Lodge, 302 Finchley Road	54.4	54.6	0.2	Negligible	54.4	54.7	0.3	Moderate adverse	54.4	54.9	0.5					

Receptor ID	Assessed scenario	Receptor address	Stage A construction - scenario 1 (2017)				Stage A construction - scenario 2 (2018)				Stage A construction - scenario 3 (2023)				Stage A operation and B1 construction - (2026)			
			NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact	NO2 concentration (µg/m³)			Impact
			Without scheme	With scheme	Change		Without scheme	With scheme	Change		Without scheme	With scheme	Change		Without scheme	With scheme	Change	
3-96	Con	364 Finchley Road	56.4	56.4	0.0	Negligible	56.4	56.4	0.0	Negligible	56.4	56.7	0.3	Moderate adverse	-	-	-	-
3-97	Con	360 Finchley Road	62.0	62.0	0.0	Negligible	62.0	62.0	0.0	Negligible	62.0	62.4	0.4	Moderate adverse	-	-	-	-
3-98	Con	Vernon Court, Hendon Way	43.7	43.7	0.0	Negligible	43.7	43.8	0.0	Negligible	43.7	43.9	0.2	Negligible	-	-	-	-
3-99	Con	Greenbanks, Lyndale	45.4	45.4	-0.1	Negligible	45.4	45.4	0.0	Negligible	45.4	45.6	0.1	Negligible	-	-	-	-
3-100	Con	Hi-Lo, Hocroft Walk, Hendon Way	45.9	45.8	0.0	Negligible	45.9	45.9	0.0	Negligible	45.9	46.1	0.2	Moderate adverse	-	-	-	-
3-101	Con	24 Hocroft Avenue	42.1	42.1	0.0	Negligible	42.1	42.2	0.0	Negligible	42.1	42.3	0.2	Moderate adverse	-	-	-	-
3-102	Con	56 Hendon Way	47.3	47.3	0.0	Negligible	47.3	47.3	0.0	Negligible	47.3	47.5	0.1	Negligible	-	-	-	-
3-103	Con	49 Hendon Way	40.6	40.6	0.0	Negligible	40.6	40.6	0.0	Negligible	40.6	40.7	0.1	Negligible	-	-	-	-
3-104	Con	90 Hendon Way	46.9	46.9	0.0	Negligible	46.9	46.9	0.0	Negligible	46.9	47.1	0.2	Negligible	-	-	-	-
3-129	Con	5 Englands Lane	40.5	40.4	-0.1	Negligible	40.5	40.4	-0.1	Negligible	40.5	42.0	1.5	Moderate adverse	-	-	-	-
3-130	Con	Flat A, 2 Primrose Gardens	40.7	40.6	-0.1	Negligible	40.7	40.6	-0.1	Negligible	40.7	42.3	1.6	Moderate adverse	-	-	-	-
3-131	Con	57 Englands Lane	44.8	44.6	-0.2	Moderate beneficial	44.8	44.6	-0.2	Moderate beneficial	44.8	47.1	2.3	Substantial adverse	-	-	-	-
3-132	Con	62d Haverstock Hill	41.8	41.9	0.1	Negligible	41.8	41.9	0.1	Negligible	41.8	45.1	3.3	Substantial adverse	-	-	-	-
3-133	Con	83a-85a Haverstock Hill	37.9	38.0	0.1	Negligible	37.9	38.0	0.1	Negligible	37.9	39.7	1.8	Moderate adverse	-	-	-	-
3-134	Con	92 Haverstock Hill	39.3	39.4	0.1	Negligible	39.3	39.4	0.1	Negligible	39.3	41.8	2.5	Substantial adverse	-	-	-	-
3-135	Con	18b-18f Haverstock Hill	43.9	44.2	0.3	Moderate adverse	43.9	44.0	0.2	Negligible	43.9	44.5	0.6	Substantial adverse	-	-	-	-
3-136	Con	24 Haverstock Hill	42.5	42.6	0.2	Negligible	42.5	42.6	0.1	Negligible	42.5	45.2	2.8	Substantial adverse	-	-	-	-
3-147	Con	5 Prince Albert Road	45.2	39.5	-5.7	Substantial beneficial	45.2	43.3	-1.9	Substantial beneficial	45.2	45.7	0.6	Moderate adverse	-	-	-	-
3-148	Con	Pallester Court, Wayside	52.6	52.7	0.0	Negligible	52.6	52.7	0.0	Negligible	52.6	52.8	0.2	Moderate adverse	-	-	-	-
3-151	Con	36 Chalk Farm Road	59.5	53.3	-6.2	Substantial adverse	59.5	59.8	0.4	Moderate adverse	59.5	46.3	-13.2	Substantial beneficial	-	-	-	-
3-153	Con	2 Fleet Road	46.3	46.3	0.0	Negligible	46.3	46.3	0.0	Negligible	46.3	46.6	0.3	Moderate adverse	-	-	-	-
3-155	Con	6 Albert Terrace	44.8	44.9	0.1	Negligible	44.8	44.8	0.0	Negligible	44.8	45.4	0.6	Moderate adverse	-	-	-	-
3-159	Con	Ludham, Lisimore Circus	38.3	38.4	0.1	Negligible	38.3	38.3	0.0	Negligible	38.3	38.8	0.5	Slight adverse	-	-	-	-
3-160	Con	1 Gloucester Avenue	47.2	46.9	-0.3	Moderate beneficial	47.2	46.4	-0.8	Substantial beneficial	47.2	48.0	0.8	Substantial adverse	-	-	-	-
3-163	Con	2 The Marlowes	49.6	50.0	0.4	Moderate adverse	49.6	50.0	0.4	Moderate adverse	49.6	49.7	0.1	Negligible	-	-	-	-
3-169	Con	Rackstraw House, 40 Primrose Hill Road	45.3	45.0	-0.3	Moderate beneficial	45.3	44.8	-0.5	Moderate beneficial	45.3	44.6	-0.7	Substantial beneficial	-	-	-	-
3-171	Con	65 Quickswood	45.4	44.5	-0.9	Substantial beneficial	45.4	44.4	-1.0	Substantial beneficial	45.4	44.3	-1.1	Substantial beneficial	-	-	-	-
3-180	Con	68 Queens Grove	54.2	54.5	0.3	Moderate adverse	54.2	54.5	0.3	Moderate adverse	54.2	54.1	-0.1	Negligible	-	-	-	-
3-181	Con	617 Finchley Road	48.0	48.0	0.0	Negligible	48.0	48.0	0.0	Negligible	48.0	48.3	0.3	Moderate adverse	-	-	-	-
3-183	Con	101 Dallas Road	53.2	53.2	0.0	Negligible	53.2	53.2	0.0	Negligible	53.2	53.2	0.0	Negligible	-	-	-	-
3-185	Con	Primrose Hill Lodge, Prince Albert Road	44.8	42.5	-2.3	Substantial beneficial	44.8	43.9	-0.9	Substantial beneficial	44.8	44.6	-0.2	Negligible	-	-	-	-
3-186	Con	21 Prince Albert Road	47.4	43.4	-4.0	Substantial beneficial	47.4	45.7	-1.7	Substantial beneficial	47.4	47.3	-0.1	Negligible	-	-	-	-
3-187	Con	26 Regents Park Road	45.2	47.2	2.0	Substantial adverse	45.2	45.7	0.5	Moderate adverse	45.2	46.5	1.3	Substantial adverse	-	-	-	-
3-188	Con	3 St Mark's Square	44.7	44.2	-0.5	Moderate beneficial	44.7	43.6	-1.1	Substantial beneficial	44.7	45.5	0.8	Substantial adverse	-	-	-	-
3-189	Con	2 Malden Road	48.0	48.2	0.2	Moderate adverse	48.0	48.1	0.1	Negligible	48.0	48.5	0.5	Moderate adverse	-	-	-	-
3-190	Con	60 Malden Road	42.8	43.0	0.2	Negligible	42.8	42.9	0.1	Negligible	42.8	43.6	0.8	Moderate adverse	-	-	-	-
3-191	Con	2 Malden Place	39.5	39.7	0.2	Negligible	39.5	39.6	0.1	Negligible	39.5	40.3	0.8	Moderate adverse	-	-	-	-
3-192	Con	26 Meadowbank	39.6	38.5	-1.1	Moderate beneficial	39.6	38.5	-1.1	Moderate beneficial	39.6	40.6	1.0	Moderate adverse	-	-	-	-
3-193	Con	116 Regent's Park Road	39.4	38.2	-1.2	Moderate beneficial	39.4	38.2	-1.2	Moderate beneficial	39.4	40.5	1.1	Moderate adverse	-	-	-	-
3-194	Con	Elsworthy Court, Elsworthy Road	41.4	40.8	-0.6	Moderate beneficial	41.4	40.8	-0.6	Moderate beneficial	41.4	41.3	-0.1	Negligible	-	-	-	-
3-195	Con	106 The Vale	44.0	44.0	0.0	Negligible	44.0	44.0	0.0	Negligible	44.0	44.2	0.2	Negligible	-	-	-	-
3-196	Con	75 Ridge Hill	50.6	50.6	0.0	Negligible	50.6	50.6	0.0	Negligible	50.6	50.7	0.1	Negligible	-	-	-	-
3-197	Con	63 Malcolm Crescent	48.8	48.8	0.0	Negligible	48.8	48.8	0.0	Negligible	48.8	48.9	0.1	Negligible	-	-	-	-
3-198	Con	1 Elliott Square	45.8	45.0	-0.8	Substantial beneficial	45.8	45.0	-0.8	Substantial beneficial	45.8	44.6	-1.2	Substantial beneficial	-	-	-	-
3-199	Con	25 Elsworthy Road	40.0	40.0	0.0	Negligible	40.0	40.0	0.0	Negligible	40.0	39.3	-0.7	Moderate beneficial	-	-	-	-
3-200	Con	Holyrood Court, 3-5 Gloucester Avenue	45.0	45.5	0.5	Moderate adverse	45.0	44.8	-0.2	Moderate beneficial	45.0	46.0	1.0	Substantial adverse	-	-	-	-
3-201	Con	16 Prince Albert Road	46.0	43.0	-3.0	Substantial beneficial	46.0	43.9	-2.1	Substantial beneficial	46.0	46.2	0.2	Negligible	-	-	-	-
3-202	Con	St Paul's CE Primary School, Elsworthy Road	37.9	37.7	-0.2	Negligible	37.9	37.7	-0.2	Negligible	37.9	37.5	-0.4	Slight beneficial	-	-	-	-
3-203	Con	113 The Vale	44.2	44.2	0.0	Negligible	44.2	44.2	0.0	Negligible	44.2	44.4	0.2	Negligible	-	-	-	-
3-204	Con	149 Hendon Way	43.9	43.9	0.0	Negligible	43.9	43.9	0.0	Negligible	43.9	44.0	0.1	Negligible	-	-	-	-
3-205	Con	Wessex Gardens Primary School	49.3	49.3	0.0	Negligible	49.3	49.3	0.0	Negligible	49.3	49.4	0.1	Negligible	-	-	-	-
3-206	Con	107 The Vale	53.8	53.8	0.0	Negligible	53.8	53.8	0.0	Negligible	53.8	54.0	0.2	Moderate adverse	-	-	-	-
3-207	Con	100 The Vale	52.5	52.4	-0.1	Negligible	52.5	52.5	0.0	Negligible	52.5	52.7	0.2	Moderate adverse	-	-	-	-
3-208	Con	28 Brocas Close	40.0	39.5	-0.5	Slight beneficial	40.0	39.4	-0.6	Slight beneficial	40.0	39.3	-0.7	Moderate beneficial	-	-	-	-
3-209	Con	112 Haverstock Hill	41.1	41.1	0.0	Negligible	41.1	41.1	0.0	Negligible	41.1	42.3	1.2	Moderate adverse	-	-	-	-
3-210	Con	110 Haverstock Hill	39.9	39.9	0.0	Negligible	39.9	39.9	0.0	Negligible	39.9	41.1	1.2	Moderate adverse	-	-	-	-
3-211	Con	Beaumont Walk, Adelaide Road	39.3	39.7	0.4	Slight adverse	39.3	39.5	0.2	Slight adverse	39.3	34.4	-4.9	Substantial beneficial	-	-	-	-
3-212	Con	Whitton, 89 King Henrys Road	41.2	40.4	-0.8	Moderate beneficial	41.2	40.2	-1.0	Moderate beneficial	41.2	41.4	0.2	Moderate adverse	-	-	-	-
3-213	Con	Flats 6-12, 38 Primrose Hill Road	46.7	45.4	-1.3	Substantial beneficial	46.7	45.1	-1.6	Substantial beneficial	46.7	47.1	0.4	Moderate adverse	-	-	-	-
3-214	Con	Wendling, Southampton Road	38.2	38.4	0.2	Negligible	38.2	38.3	0.1	Negligible	38.2	38.8	0.6	Slight adverse	-	-	-	-
3-215	Con	4 Mansfield Road	49.0	49.1	0.1	Negligible	49.0	49.1	0.1	Negligible	49.0	49.6	0.6	Moderate adverse	-	-	-	-
3-216	Con	60 Regent's Park Road	42.2	41.6	-0.6	Moderate beneficial	42.2	41.4	-0.8	Moderate beneficial	42.2	43.1	0.9	Moderate adverse	-	-	-	-
3-217	Con	5-8 St Mark's Square	45.0	46.0	1.0	Substantial adverse	45.0	44.7	-0.3	Moderate beneficial	45.0	46.1	1.1	Substantial adverse	-	-	-	-
3-218	Con	4 St Mark's Square	44.4	44.3	-0.1	Negligible	44.4	43.5	-0.9	Substantial beneficial	44.4	45.6	1.2	Substantial adverse	-	-	-	-
3-219	Con	25 Queen's Grove	43.3	43.8	0.5	Moderate beneficial	43.3	43.2	-0.1	Negligible	43.3	42.9	-0.4	Moderate beneficial	-	-	-	-
3-220	Con	26 St John's Wood Park	42.3	42.0	-0.3	Moderate beneficial	42.3	42.2	-0.1	Negligible	42.3	42.0	-0.3	Moderate beneficial	-	-	-	-
3-221	Con	Rossett House, 59 Ordnance Hill	43.5	43.0	-0.5	Moderate beneficial	43.5	43.3	-0.2	Negligible	43.5	43.1	-0.4	Moderate beneficial	-	-	-	-
3-222	Con	56 Avenue Road, Camden	42.8	42.6	-0.2	Moderate beneficial	42.8	42.9	0.1	Negligible	42.8	42.2	-0.6	Moderate beneficial	-	-	-	-
3-223	Con	75 Avenue Road, Camden	41.2	40.9	-0.3	Moderate beneficial	41.2	41.3	0.1	Negligible	41.2	40.9	-0.3	Moderate beneficial	-	-	-	-
3-224	Con	Middlefield, Boundary Road	56.5	57.4	0.9	Substantial adverse	56.5	57.2	0.7	Substantial adverse	56.5	56.6	0.1	Negligible	-	-	-	-
3-225	Con	62 Elsworthy Road	41.7	41.8	0.1	Negligible	41.7	41.8	0.1	Negligible	41.7	40.8	-0.9	Moderate beneficial	-	-	-	-
3-226	Con	55 Elsworthy Road	41.4	41.4	0.0	Negligible	41.4	41.5	0.1	Negligible	41.4	40.6	-0.8	Moderate beneficial	-	-	-	-
3-227	Con	176 Hendon Way	52.7	52.7	0.0	Negligible	52.7	52.7	0.0	Negligible	52.7	52.8	0.1	Negligible	-	-	-	-
3-228	Con	17 Hornby Close, Adelaide Road	44.0	43.6	-0.4	Moderate beneficial	44.0	43.5	-0.5	Moderate beneficial	44.0	43.6	-0.4	Moderate beneficial	-	-	-	-
4-65	Con	Cunningham Court, Edgware Road	54.1	53.9	-0.2	Negligible	54.1	53.9	-0.2	Moderate beneficial	54.1	54.4	0.3	Moderate adverse	-	-	-	-
4-67	Con	379 Edgware Road	57.4	57.2	-0.2	Moderate beneficial	57.4	57.3	-0.1	Negligible	57.4	57.4	0.0	Negligible	-	-	-	-
4-68	Con	283 Edgware Road	71.9	71.7	-0.2	Negligible	71.9	71.8	-0.1	Negligible	71.9	71.9	0.0	Negligible	-	-	-	-
4-276	Con	431-433 Edgware Road	53.4	53.2	-0.2	Moderate beneficial	53.4	53.3	-0.1	Negligible	53.4	53.4	0.0					



Scenario 1, 2017
This corresponds with a combination of advance works and utilities on the highway network together with around 24% of the peak construction traffic.

Scenario 2, 2018
This corresponds with a different combination of advance works and utilities on the highway network together with around 49% of the peak construction traffic.

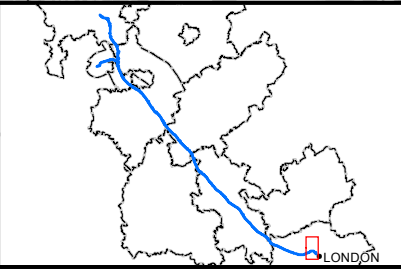
Scenario 3, 2023
This corresponds with the main station works and is, overall, the busiest scenario assessed for construction traffic related to the removal of excavated material. It also includes the short-term highway works at B509 Adelaide Road (CFA3).

Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- County boundary
- District/Borough boundary

Receptor impacts

- Substantial beneficial
- Moderate beneficial
- Slight beneficial; Slight adverse; Negligible
- Moderate adverse
- Substantial adverse



High Speed Two Construction scenarios
Air quality receptor impacts during peak construction scenarios
Euston standard pack

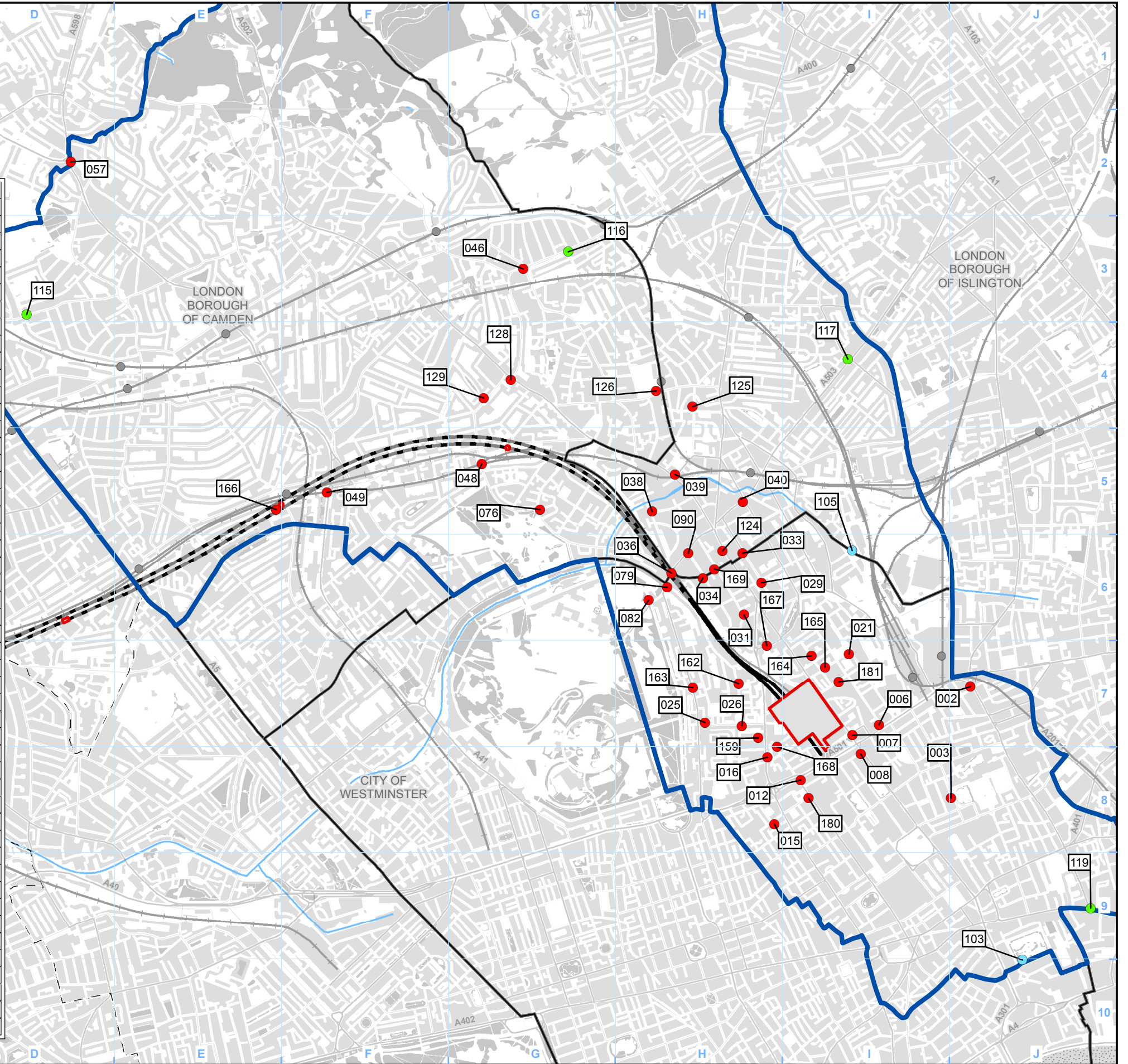
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Scale at A3: 1:50,000

0 540 1,080 1,620 2,160 Metres

Doc Number: C251-ETM-EV-MAP-010-001762

UID	Road Names/ Location	NO2 July ($\mu\text{g}/\text{m}^3$, provisional)
002	Junction of St Chad's Street and Gray's Inn Road	51
003	Brunswick Square	55
006	Chalton Street	61
007	Junction of Euston Square and Grafton Place	59
008	Junction of Endsleigh Gardens and Upper Woburn Place	50
012	Junction of Euston Road and Gower Street	72
015	Whitfield Street	43
016	Hampstead Road	63
021	Junction of Polygon Road and Ossulston Street	37
025	Nash Street	40
026	Junction of Stanhope Street and Robert Street	36
029	Junction of Slender Street and Bayham Street	53
031	Junction of Arlington Road and Mornington Crescent	37
033	Junction of Bayham Street and Pratt Street	71
034	Junction of Delancey Street and Albert Street	38
036	Junction of Parkway and Delancey Street	51
038	Junction of Oval Road and Jamestown Road	40
039	Junction of Chalk Farm Road and Castlehaven Road	61
040	Junction of Camden Road and Camden Street	81
046	Junction of Southampton Road and Fleet Road	44
048	Primrose Hill Road	37
049	Junction of Finchley Road and Hilgrove Road	55
057	Junction of Finchley Road and Hendon Way	78
076	Junction of Regent's Park Road and Rothwell Street	42
079	Junction of Gloucester Gate Bridge and Park Village East	45
082	Junction of Outer Circle and Gloucester Gate	26
090	Junction of Parkway and Albert Street	40
103	Lincoln's Inn Fields	40
105	Camley Street	-
115	Junction of Mill Land and Hillfield Road	43
116	Mansfield Road	39
117	Junction of Camden Road and Torriano Avenue	55
119	Junction of Gray's Inn Road and Holburn	52
124	Camden High Street	81
125	Castlehaven Road	38
126	Prince of Wales Road	31
128	Haverstock Hill	52
129	Junction of Primrose Gardens and England's Lane	37
159	Netley Street	33
162	Stanhope Street	31
163	Albany Street	39
164	Werrington Street	-
165	Polygon Road	36
166	Alexandra Place	29
167	Harrington Square	46
168	Junction of North Gower Street and Starcross Street	39
169	Junction of Delancey Street and Arlington Road	48
180	Junction of Gower Street and Grafton Way	61
181	Phoenix Road	39



Legend

- Route in tunnel
- Route on surface
- Depot, station, headhouse or portal building
- Community forum boundary
- County boundary
- District/Borough boundary
- Watercourse
- Water body
- Woodland
- Existing railway station
- Existing rail line
- Diffusion tube monitoring locations
 - Along roads with predicted significant adverse effects
 - Roadside not affected by scheme
 - Background not affected by scheme
 - Borough of interest

Map Number: AQ-06-004

Map Name: Diffusion tube monitoring locations in July 2016

London Borough: London Borough of Camden

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Scale: 0 200 400 600 800 Metres

North arrow