
Secretariat memorandum

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Agenda item: 11

LTW506

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Euston Station High Speed 2 proposals

1 Purpose of report

- 1.1 To update members about new proposals relating to the High Speed 2 rail link and their impact on passengers at Euston Station.

2 Background

- 2.1 High Speed 2 is the proposed new high speed line, allowing high speed services to run between London and the North. It is proposed to be built in two phases, the first phase from Euston to Birmingham (with services continuing on the “classic” network), and the second phase constructing a “Y” shape with branches to Manchester and Leeds. In the London area, there would be the main terminal at Euston, as well as a station at Old Oak Common, in West London.
- 2.2 Construction of Phase 1 is expected to be complete by 2026, Phase 2 is due for completion by 2033.
- 2.3 HS2 Ltd submitted a Hybrid Bill to Parliament in 2014, with amendments in 2015, which London TravelWatch petitioned. Our petition was based on three key areas: the proposals for Euston, the proposals for Old Oak Common, and the statutory closures process.

3 Euston

- 3.1 Our petition called for HS2 to amend their plans to include a single level at Euston such that the HS2 platforms, Classic platforms, the bus station and the public realm all be at the same level without steps in between. We also called for additional entrances, particularly to the East/North-East, to allow greater permeability and quicker walking routes into the station for local residents and interchange. We also called for a link between Euston and Euston Square Underground station to be provided.

4 Old Oak Common

- 4.1 Our petition called for a deviation of the West London Line to be made so that it could serve Old Oak Common, as well as a link from Crossrail to the West Coast Main Line. We also petitioned for a reversing line to be provided at Old Oak Common to add resilience to the network for times of disruption

5 Statutory Closure Process

- 5.1 The hybrid bill contained a clause that exempted HS2 from the need to undertake the statutory requirements for closures. London TravelWatch petitioned that lines such as South Ruislip to Old Oak Common, which may be severed during the works, should not be exempt from the current requirements.

6 Current situation and amendments to the Hybrid Bill

- 6.1 HS2 Ltd have contacted us to explain the amendments they are about to submit to parliament. These focussed solely on Euston, we are unaware of any changes to Old Oak Common or the closure process. The changes at Euston are that the station will now be rebuilt in two phases. The first phase will be to construct six new HS2 platforms to the east of the current station footprint, with the 18 classic platforms remaining. Two of the classic platforms will be lengthened to accommodate HS2 trains in terms of perturbation or for stock movement, these may be closed temporarily to allow these extensions. In addition to the platform works, two of the current six approach tracks will be removed during tunnelling works, for a period of 18-24 months. This is a reduction from the previous proposals that these lines would be lost throughout the construction process, but will require careful planning and mitigation with the experience of London Bridge in mind.
- 6.2 Our understanding is that the changes will proceed as below:
- 6.3 **2017** – Construction of the six new platforms commences. 18 classic platforms remain. Six approach tracks to the classic network.
- 6.4 **2026** – Phase 1 of HS2 opens, Phase 2 construction begins. Five classic platforms removed to construct five HS2 platforms. 13 classic platforms remain.
- 6.5 **2033** – Phase 2 of HS2 opens, 11 HS2 platforms, 13 classic platforms in operation.
- 6.6 There will be a temporary period where the number of approach tracks and classic platforms is reduced by two, for up to 24 months between 2017 and 2026.
- 6.7 There is some ambiguity in the proposals as we understand them. For example, it is unclear how long the extension of two classic platforms to accommodate HS2 trains when needed will take, and there is no certainty that they will be in regular use for classic trains thereafter. It is also unclear on exactly when the temporary loss of two approach tracks will be, or the final track layout. These changes should be part of the package of amendments to the bill currently being prepared but as part of Network Rail's part of the project they are not.
- 6.8 Outside the HS2 works, Network Rail are currently designing a project to improve the classic elements of Euston station. In the view of officers, this must be included as part of the HS2 works to create a seamless interchange, and to stage the works together for the minimum possible disruption. However, at present these works are not included in the HS2 hybrid bill.

7 Additional Provisions 3

- 7.1 The changes to the Bill being proposed by HS2 Ltd are called Additional Provisions 3 (AP3), and will be submitted to parliament on 17 September 2015. London TravelWatch will therefore be in a position to assess whether the ambiguity mentioned in 6.7 above has been clarified at the meeting on the 22 September 2015. Members may therefore wish to review our position when the proposals for HS2 are finally published.
- 7.2 There is a four-week period to update our petition in the light of AP3. Officers feel that the changes in AP3, as far as they are known, are an improvement from the original Hybrid Bill, but do not go far enough. It is proposed to maintain our petition, to add that the Network Rail works must be an integral part of the HS2 works, and potentially to strengthen calls to provide additional resilience measures to the network to allow services to recover during disruption during the engineering works.

8 Recommendation

- 8.1 This report is for information only.

9 Equalities and inclusion implications

- 9.1 There are no equalities or inclusion implications arising from this report.

10 Legal powers

- 10.1 Section 252B of the Greater London Authority Act 1999 Act requires London TravelWatch (as the London Transport Users Committee) to consider, and where it appears to it to be desirable, to make recommendations with respect to any service or facility provided by or for users or potential users of railway services provided wholly or partly within the "London railway area" as defined under the provisions of the Railways Act 1993.

11 Financial implications

- 11.1 There are no financial implications arising from the report.