

EXHIBIT LIST

Reference No: HOL/10018

Petitioner: EUSTON STANDARD PACK

Published to Collaboration Area: Friday 02-Sep-2016

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1	D&&) - '9 i glcb`Cj Yfj JYk "dXZ	2 - 25
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3	D&&) %@bY`L`DfYgYbHjcb"dXZ	43 - 46
4	D&&) &`GHjcb`7 cbbYWfj`JhmDfYgYbHjcb"dXZ	47 - 64
5	D&&) `Cj Yfglh`DfYgYbHjcb"dXZ	65 - 68
6	D&&) (`8 Zh`Yfhf`hc`A Umcf!9 GG8 6 "dXZ	69 - 70
7	D&&))`GHjcb`8 Ygjl b`6 cUfXg`DfYgYbHjcb"dXZ	71 - 77



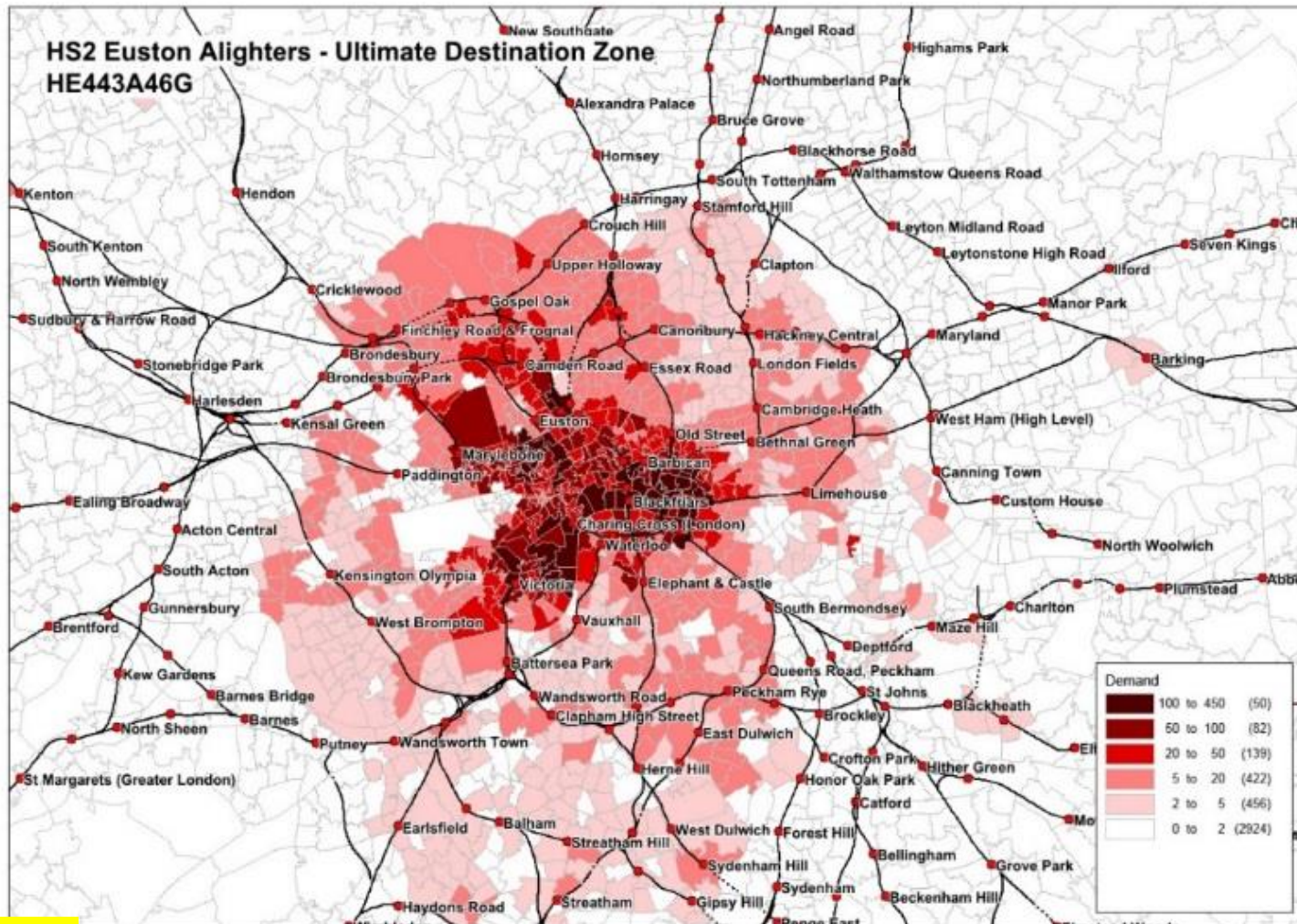
A decorative arc spanning the width of the slide, composed of a light blue outer band and a darker blue inner band, both curving downwards from left to right.

Euston Overview

Prof Andrew McNaughton

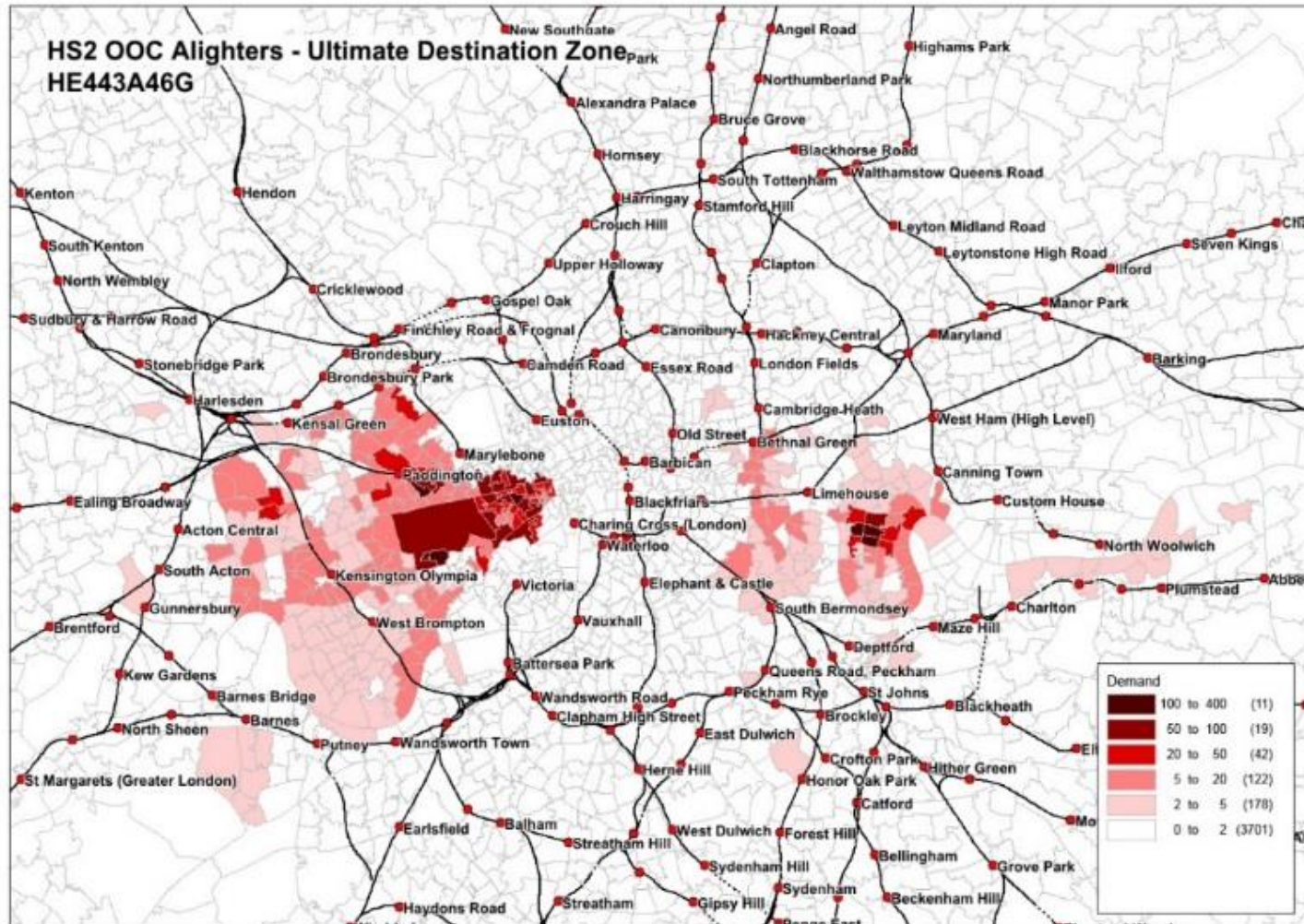
Euston terminus destinations

Destinations of HS2 passengers interchanging at Euston

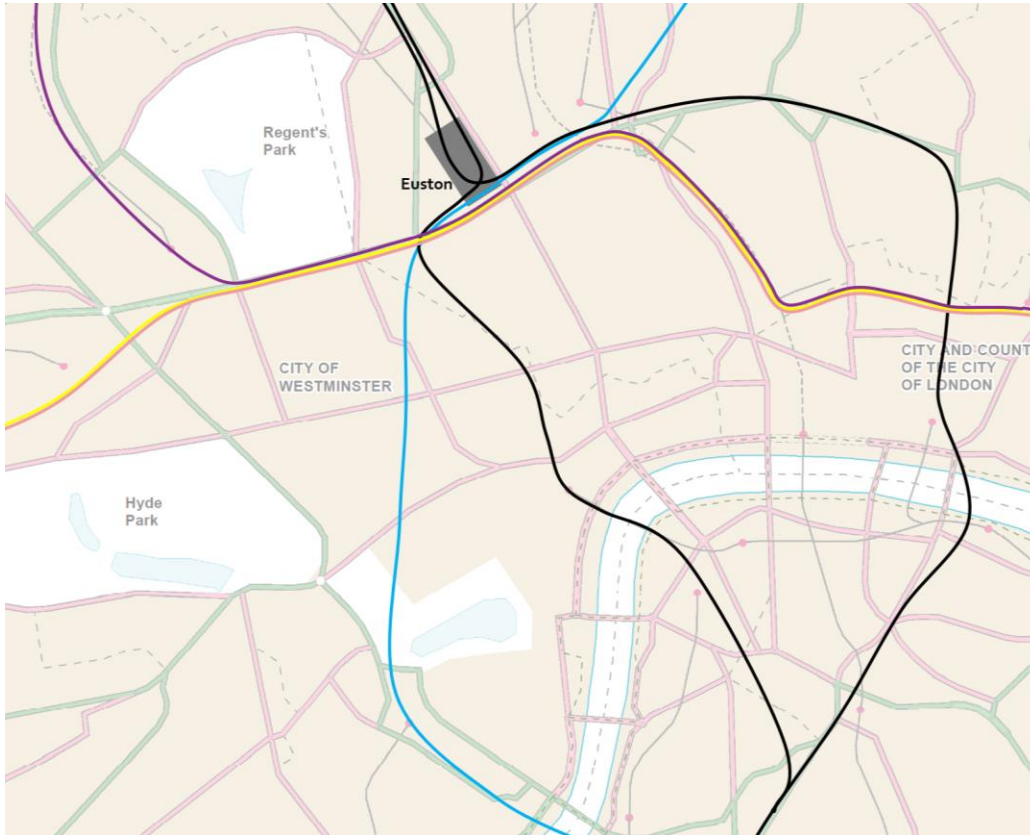


Role of Old Oak Common

Destinations of HS2 passengers using Old Oak Common



Euston connections



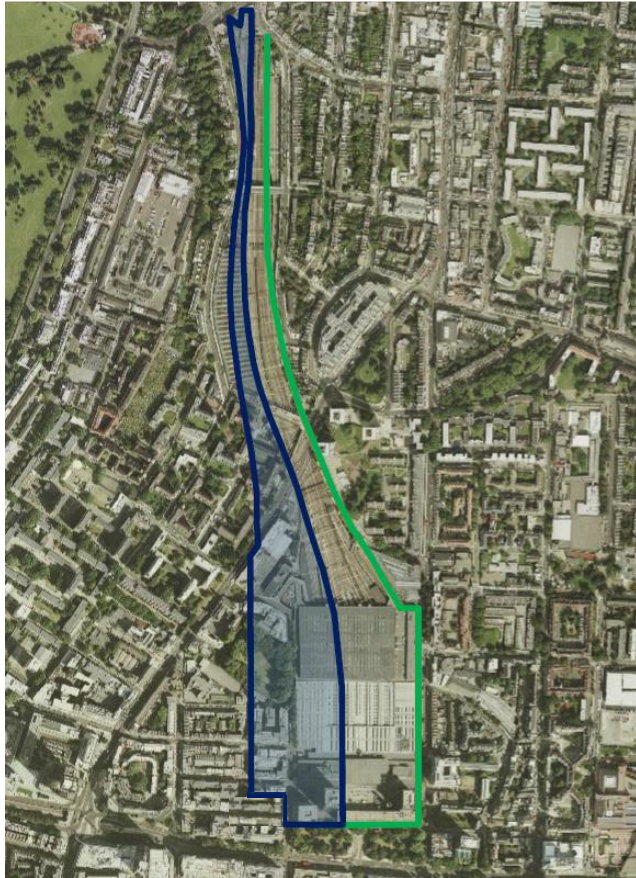
Euston connections

- 3 Underground lines
- 13 bus routes
- Close to Kings Cross/St. Pancras
- Central London taxis
- Rental bikes
- Walking

Euston Today

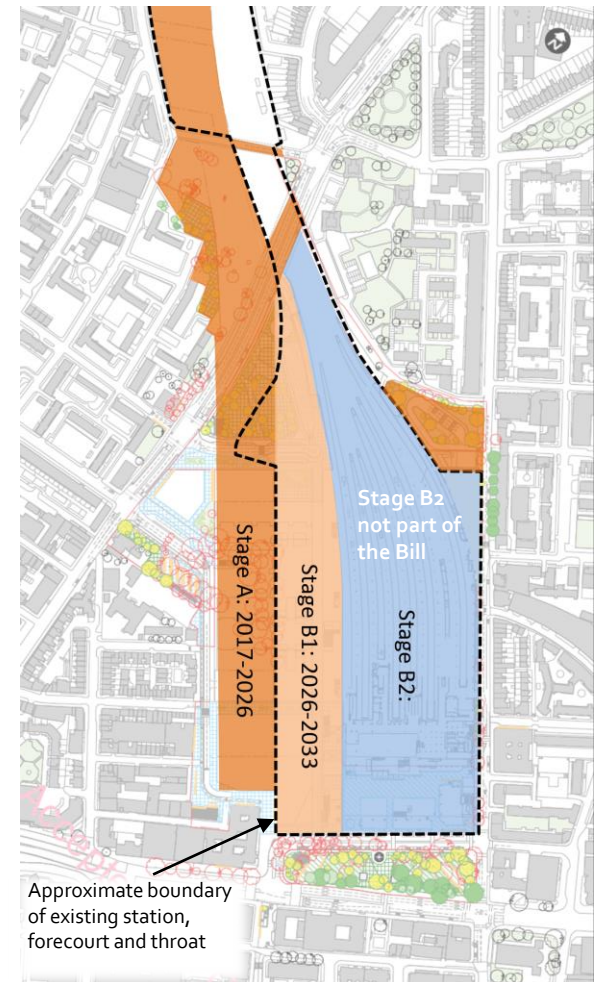


Euston Station footprint

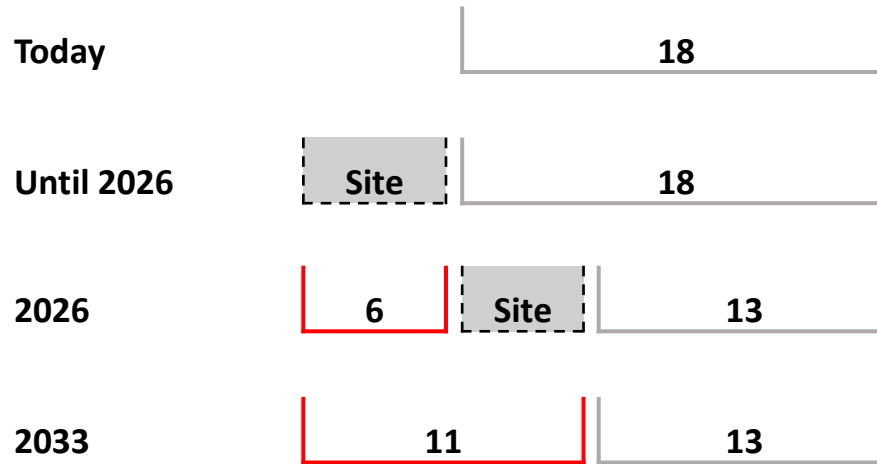


Half the HS2 platforms can be accommodated within the existing footprint

Staged approach to implementation



Euston station platform requirement

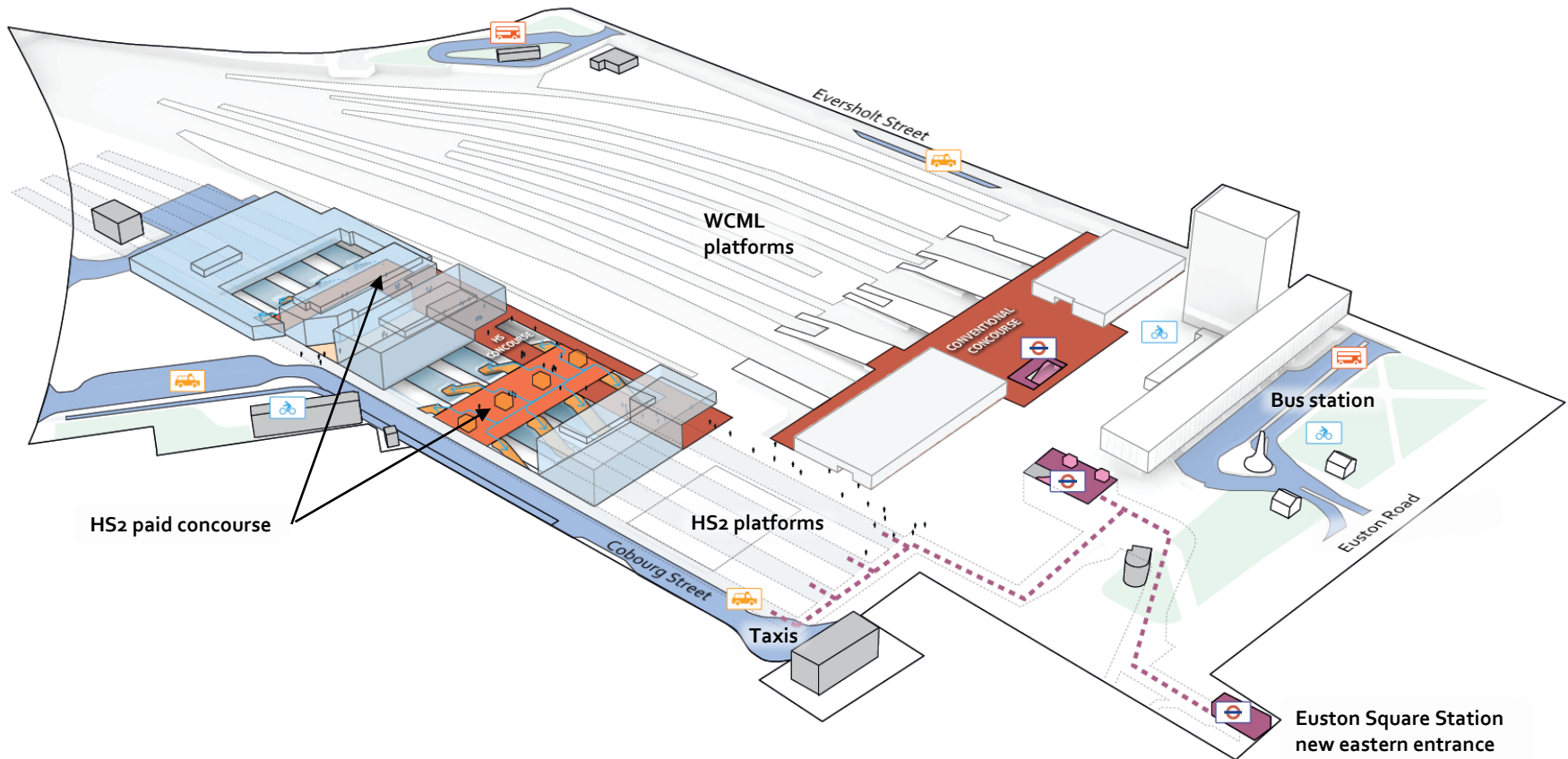


18 WCML platforms will be provided during construction

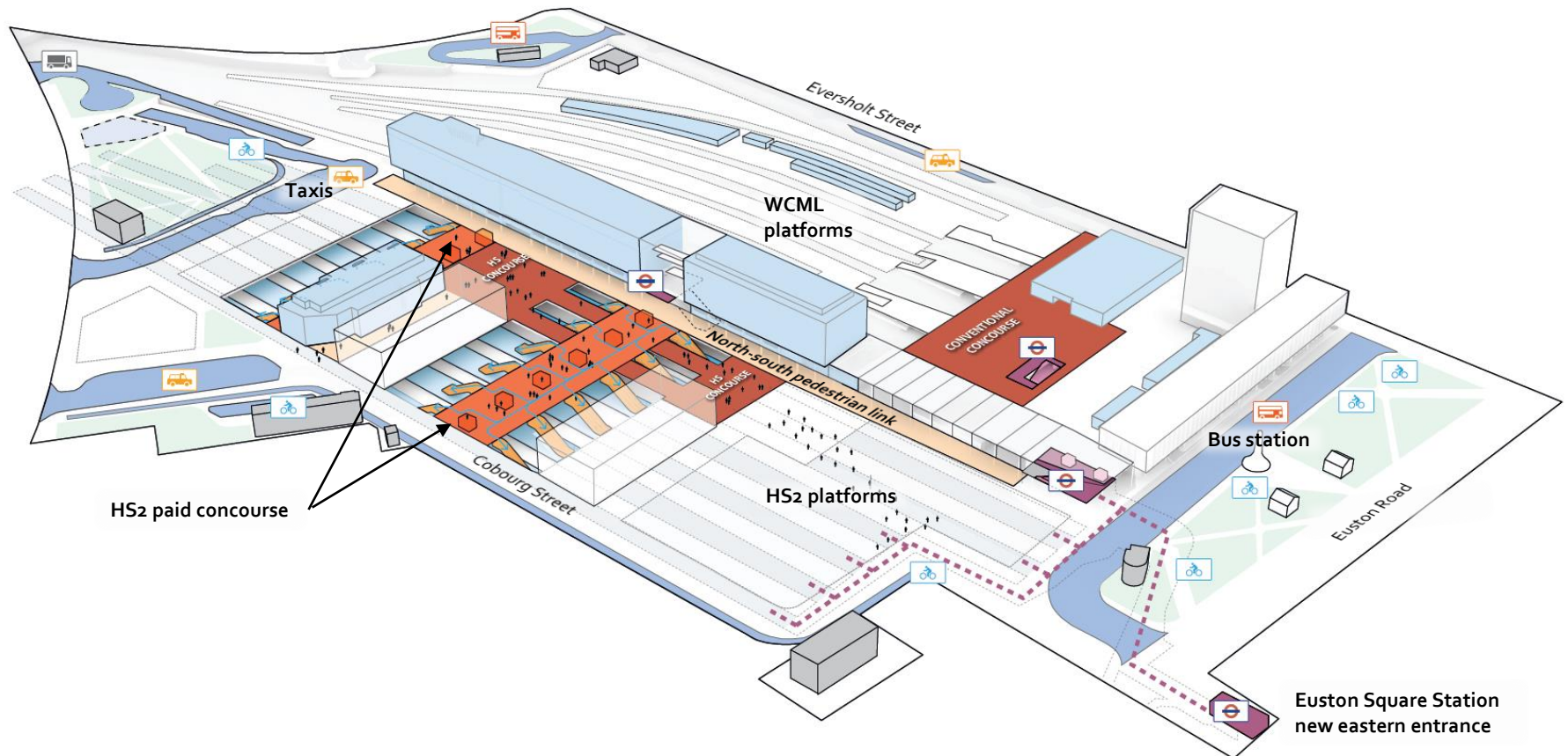
13 WCML platforms needed post 2026

HS2 will require 400m platforms – six for Phase One and eleven for Phase 2

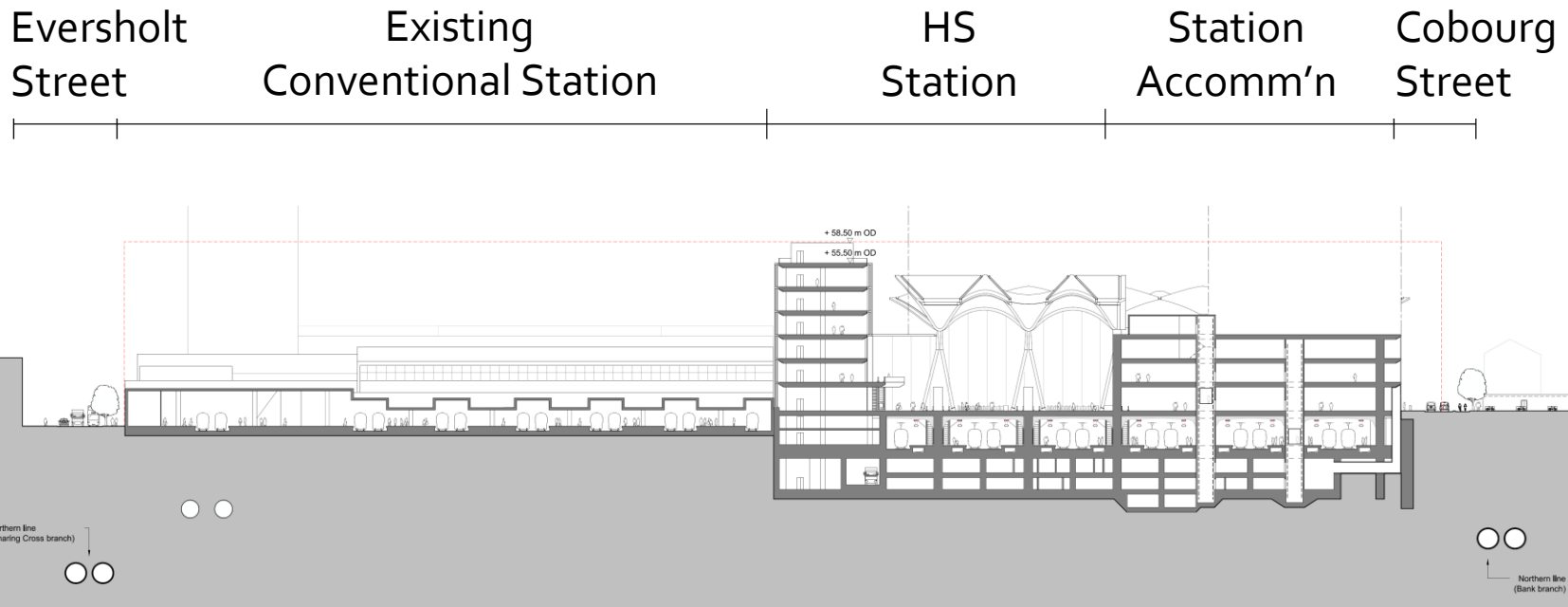
Euston layout 2026- Phase One



Euston layout 2033 – Phase Two



Station cross section looking south



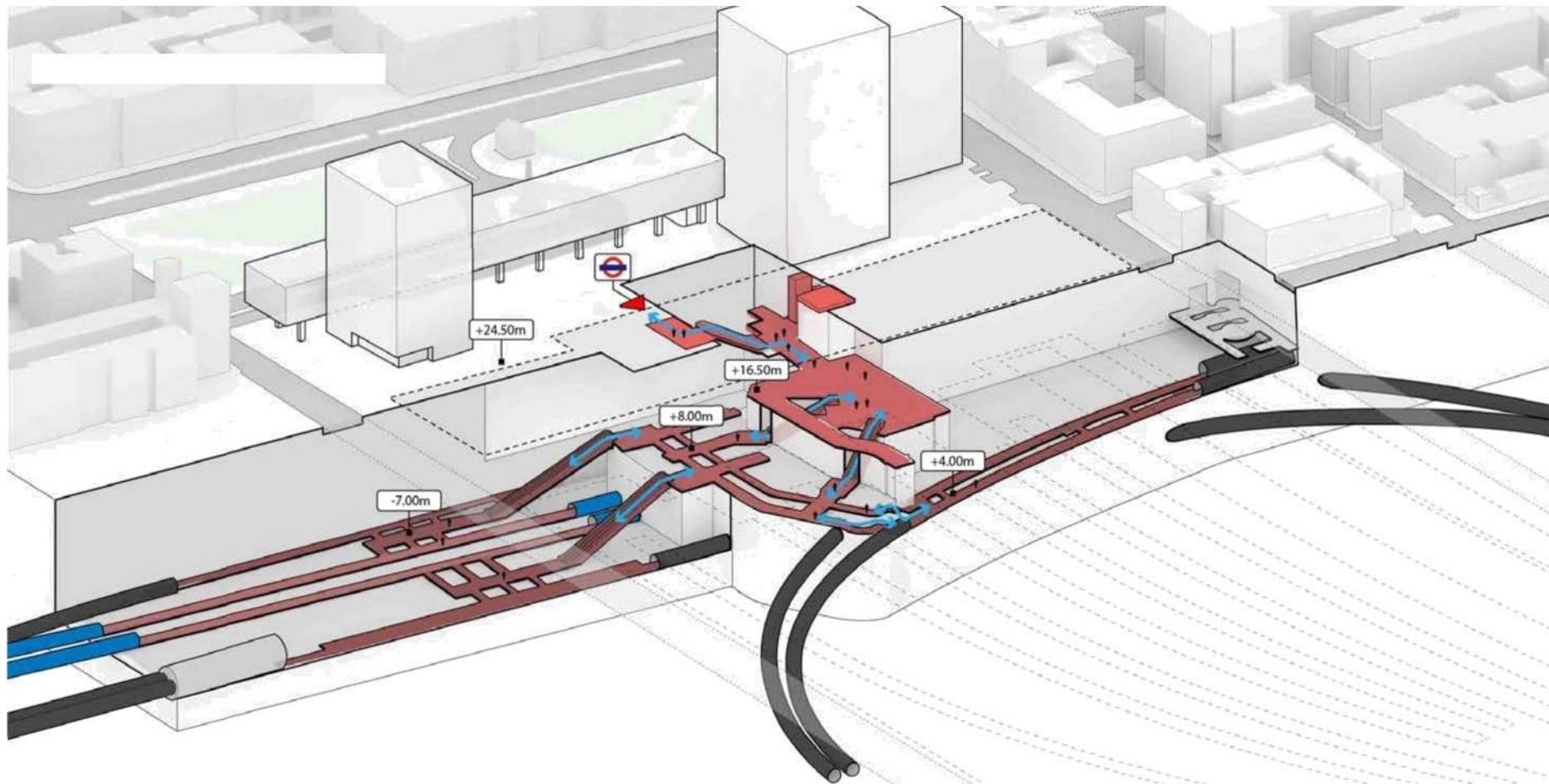
Section B-B
1:500 @ A1

Passenger growth at Euston peak direction 3-hour AM peak period

	2012 Baseline	2026	2041
WCML	25,000	30,000	35,000
HS2		12,000	26,000
Total	25,000	42,000	61,000

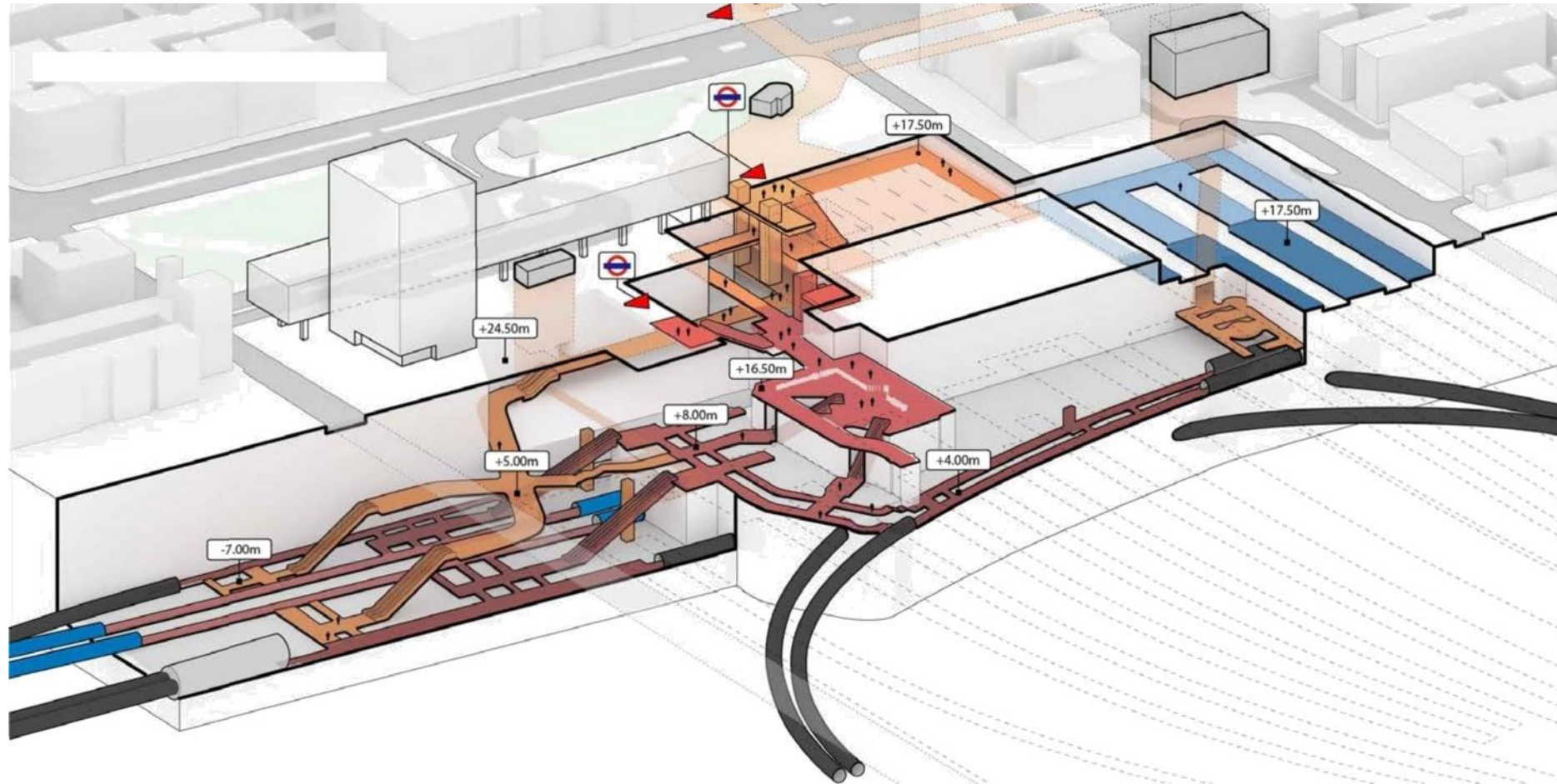
WCML without HS2	25,000	37,500	45,000
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Existing Underground arrangement



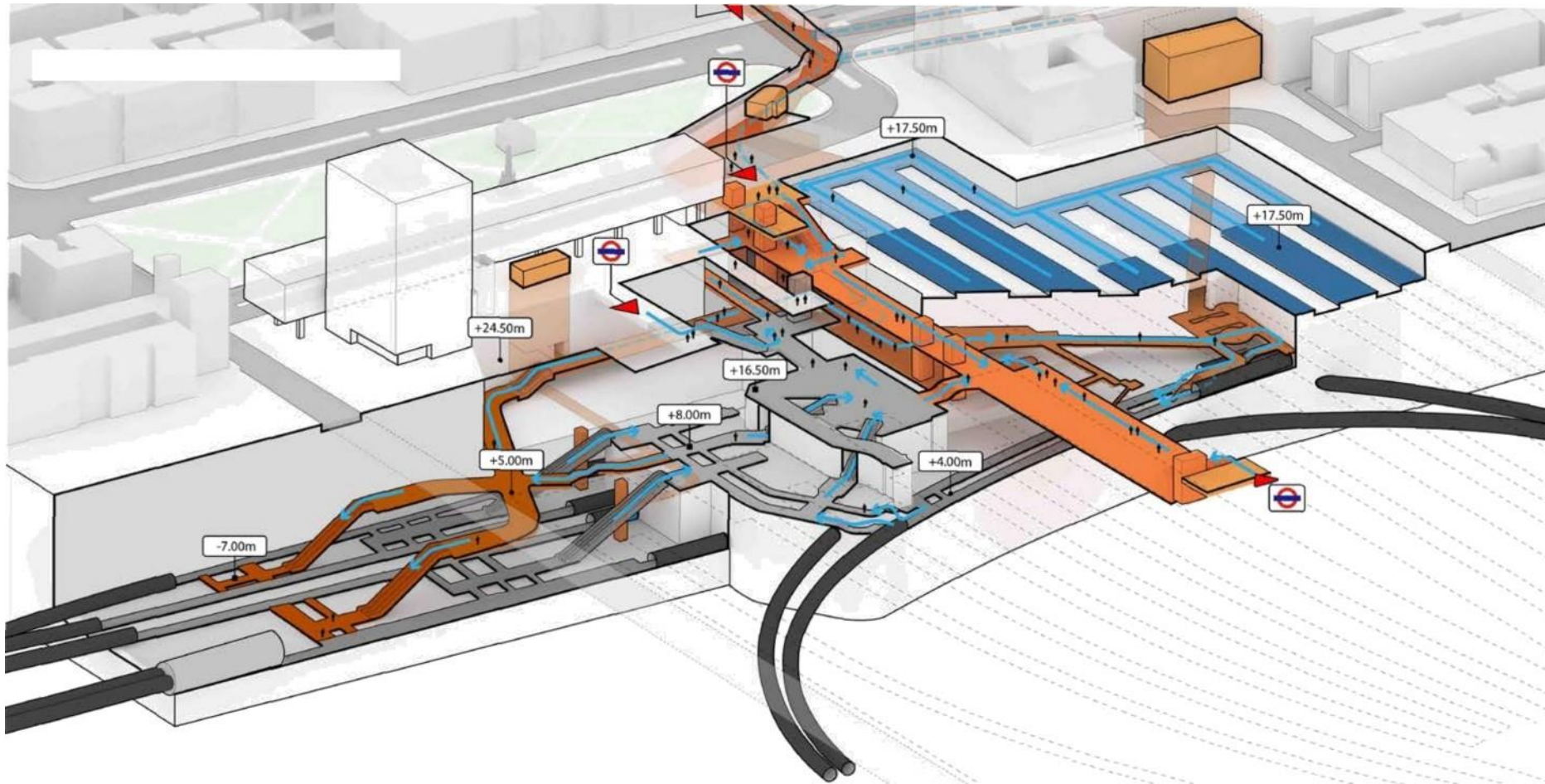
Note: levels shown are above Ordnance Datum

Underground arrangement 2026



Note: levels shown are above Ordnance Datum

Underground arrangement 2033



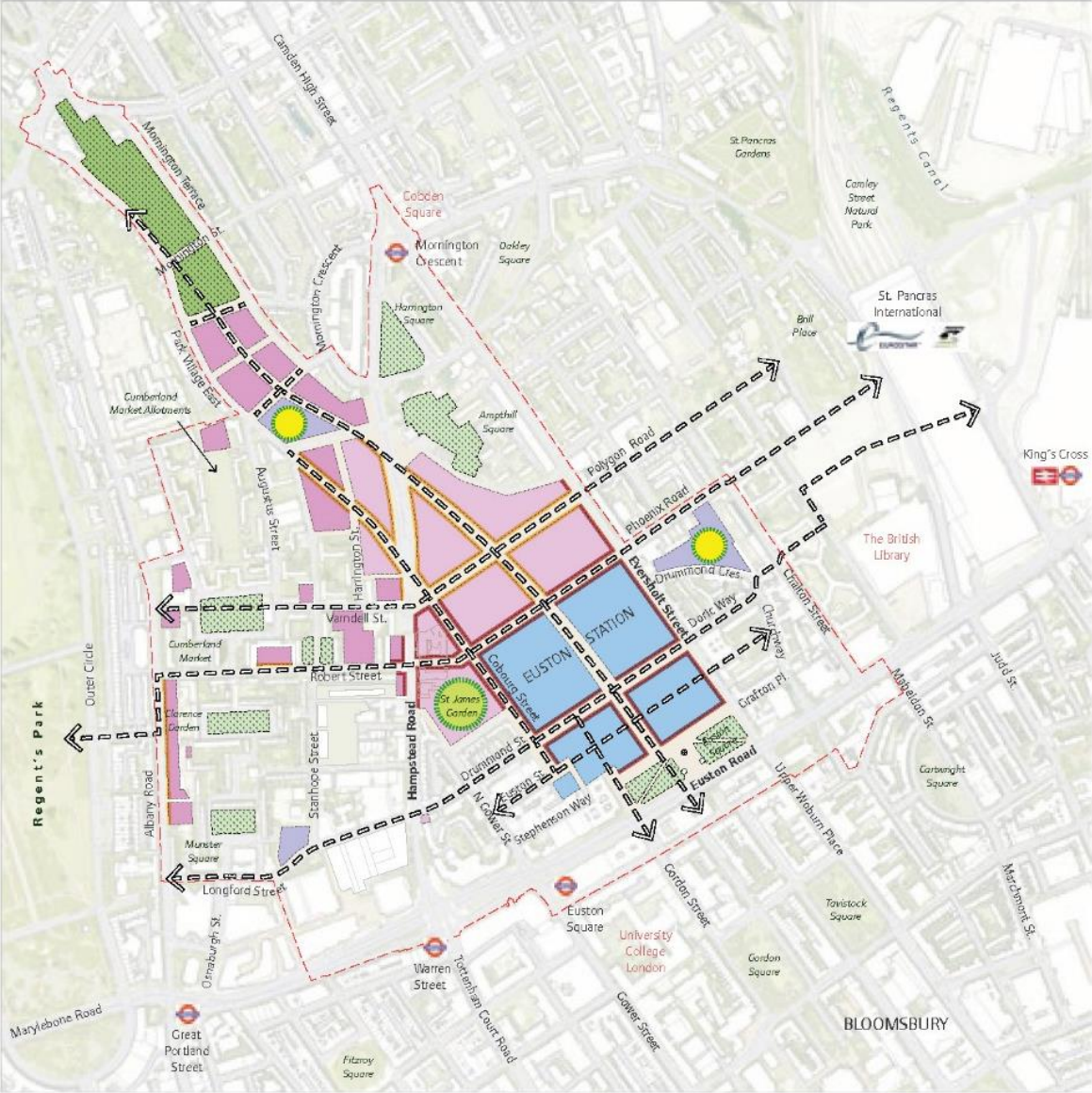
Note: levels shown are above Ordnance Datum

Crossrail 2



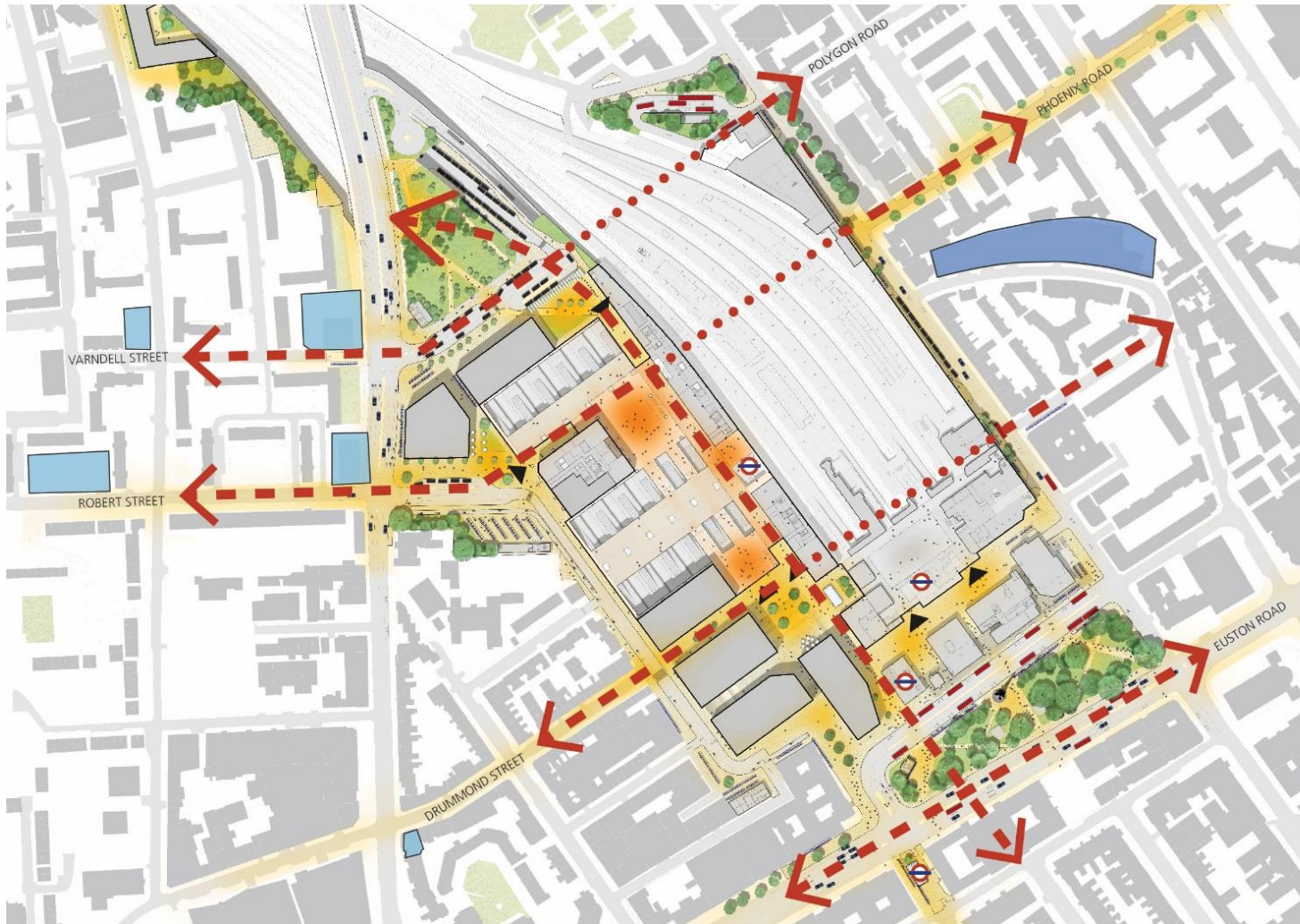
HS2 has been planned for eventual incorporation of a Crossrail 2 station at Euston

Euston Area Plan Permeability



- | | | |
|---|--|---|
|  Commercial led mixed use |  Existing public open spaces |  Main retail frontages |
|  Residential led mixed use |  Re-provided lost public open space |  Commercial / other active frontages |
|  Predominantly residential use |  School play space / open space | |
|  Education and housing mixed-use |  New public open space on deck above railway tracks | |

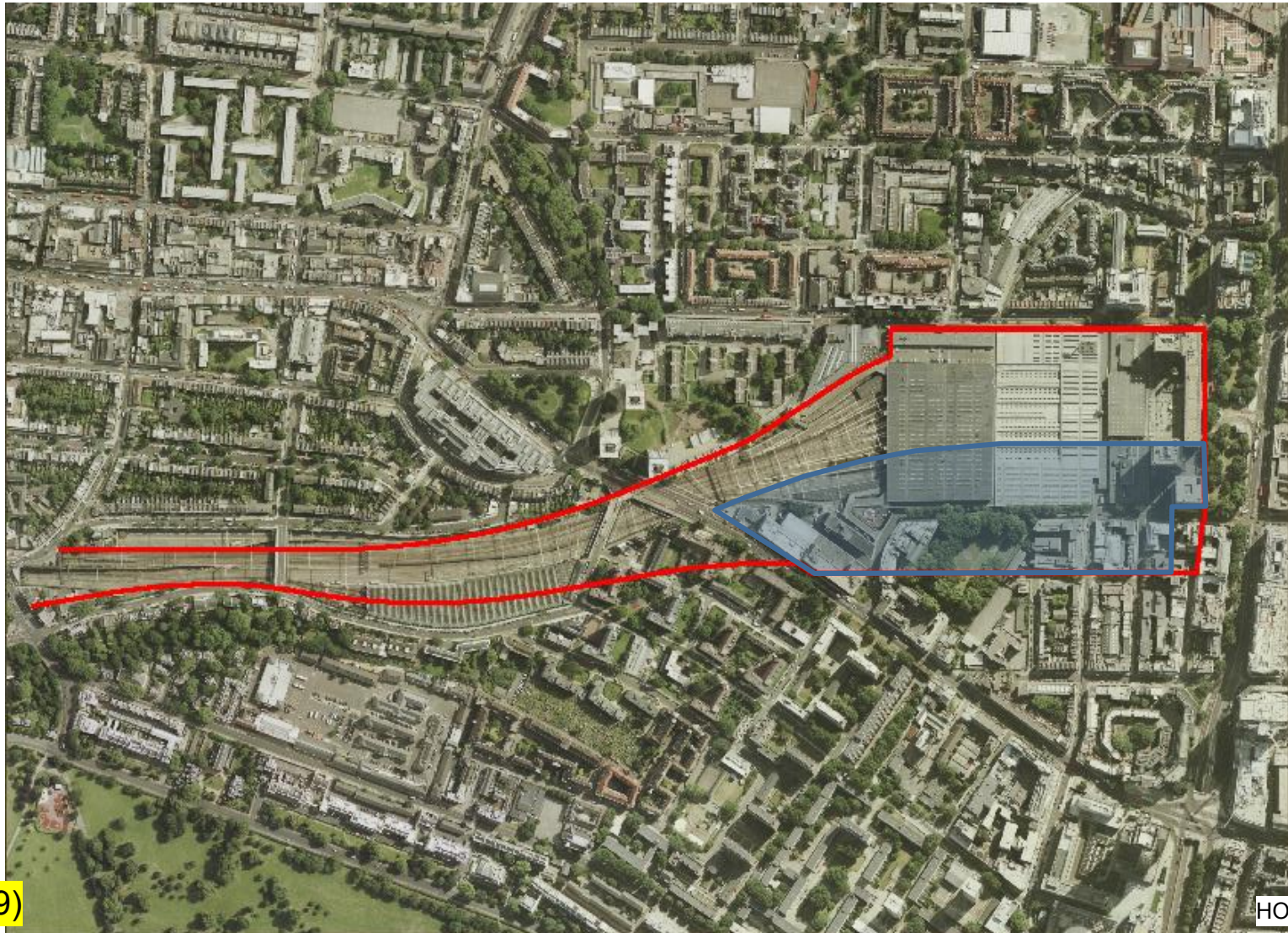
Indicative 2033 permeability



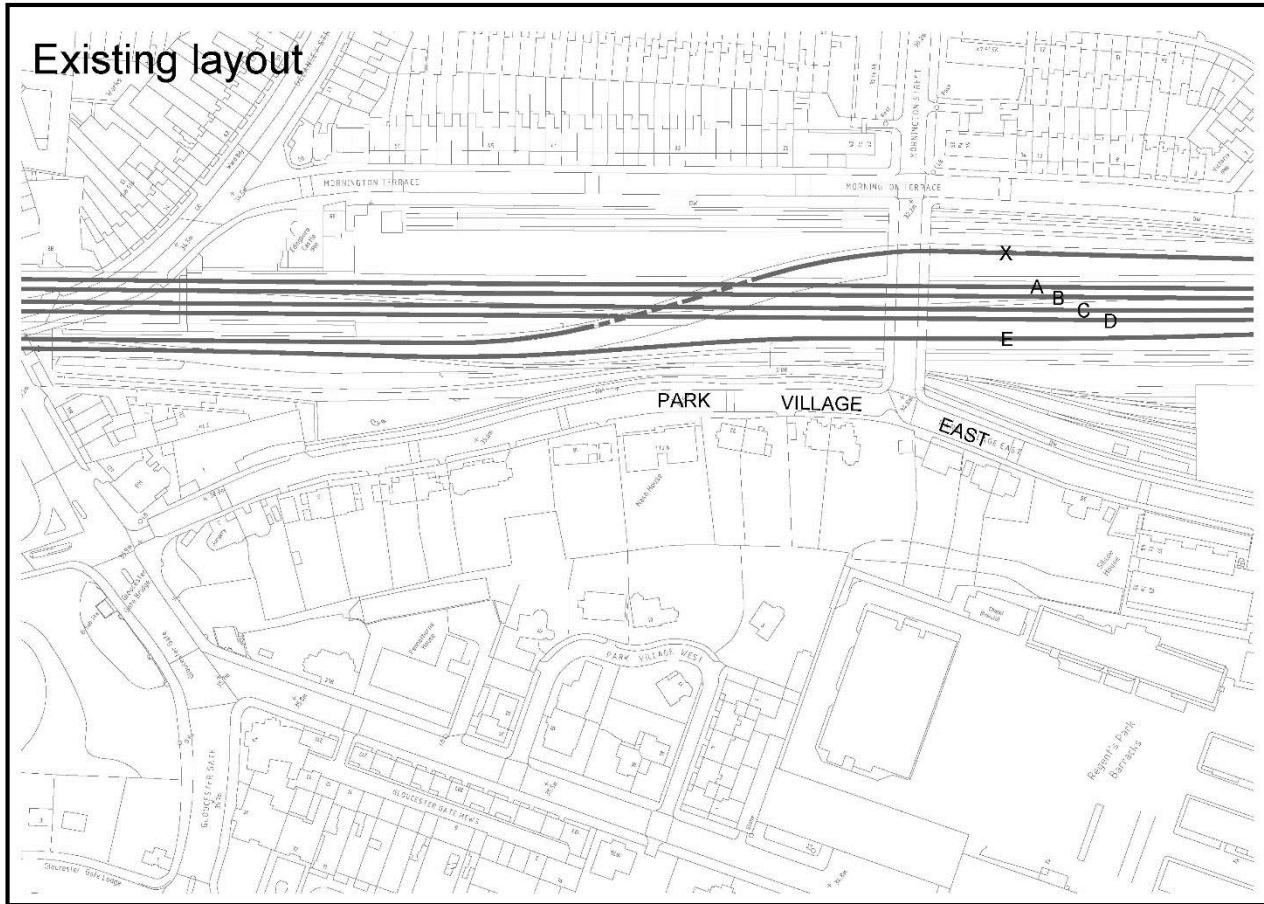
Potential development sites



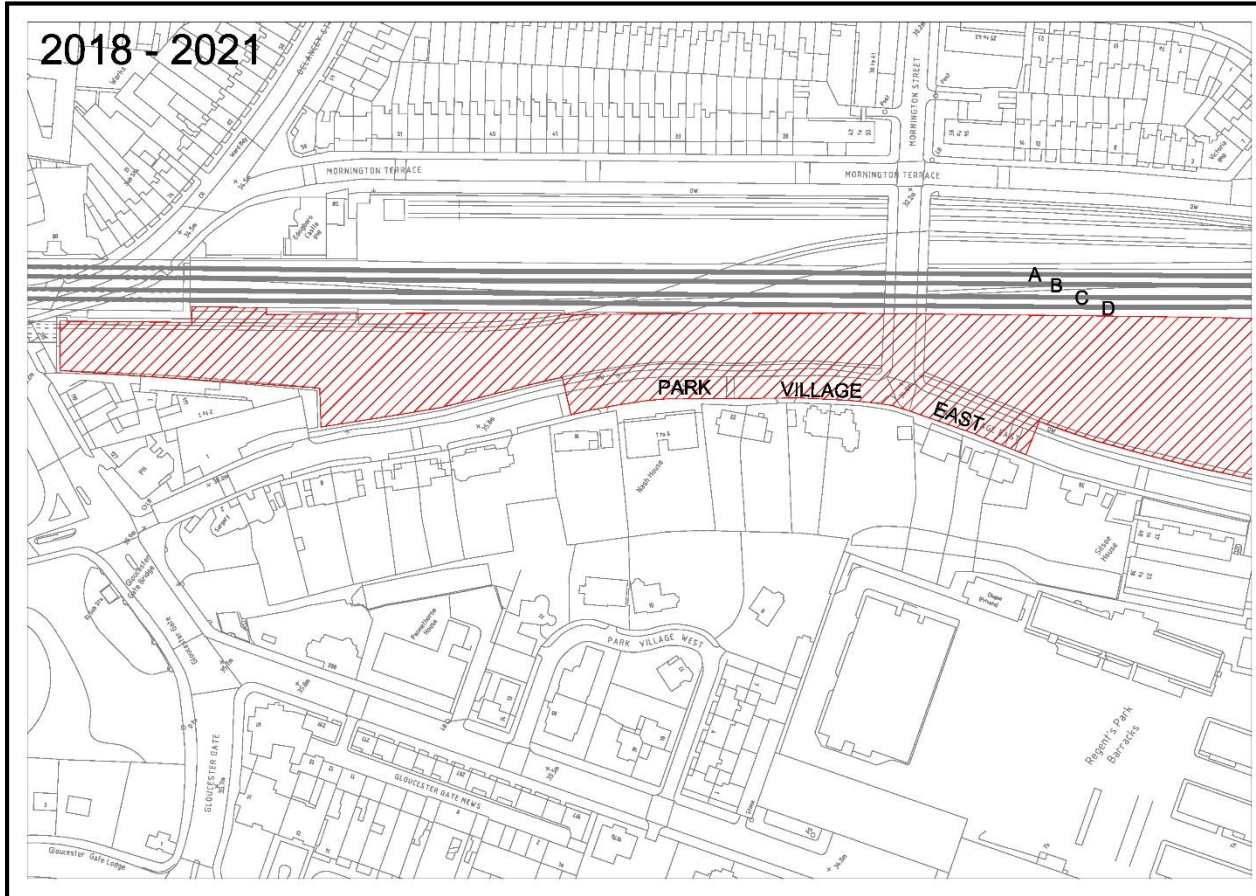
Euston station approaches



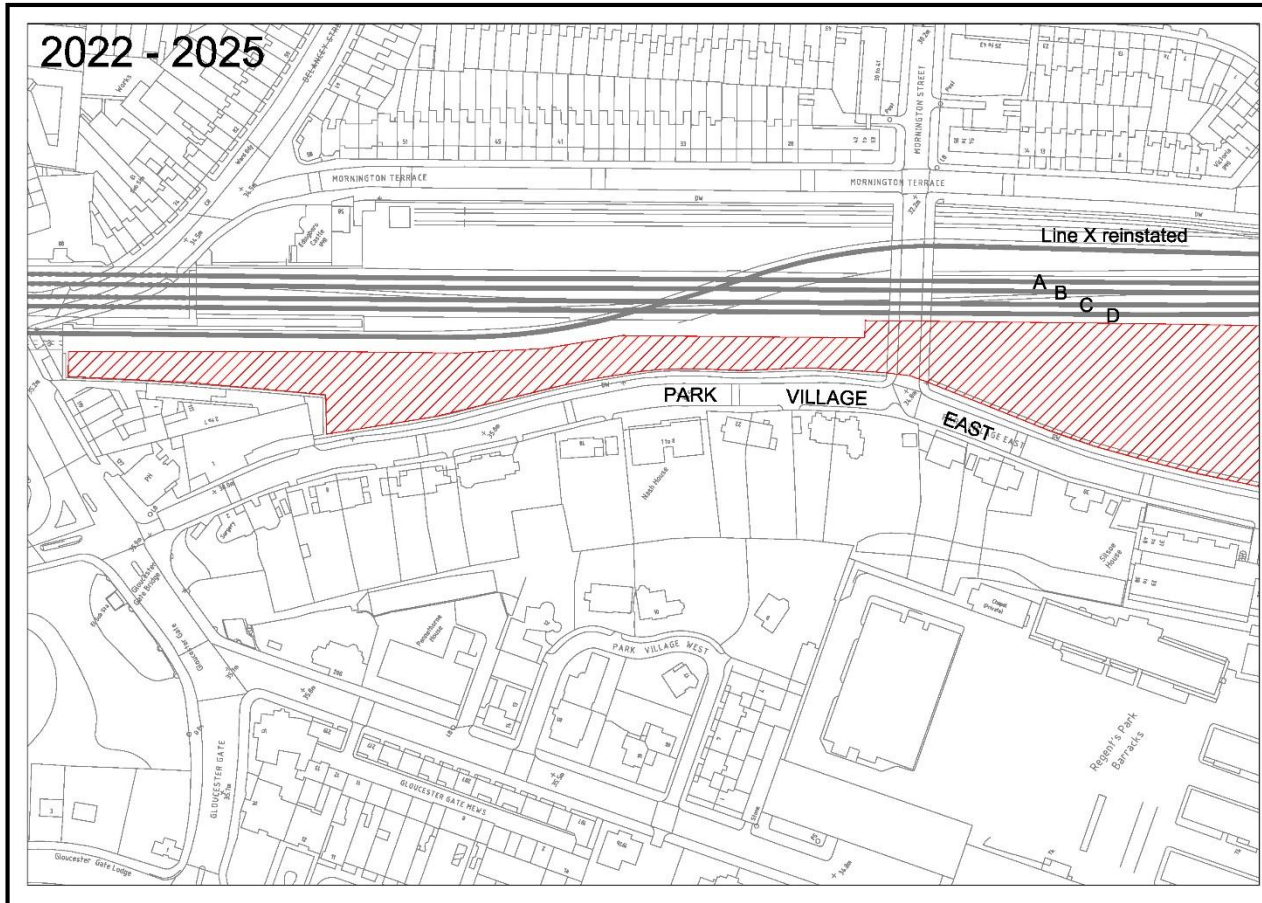
Euston Approaches



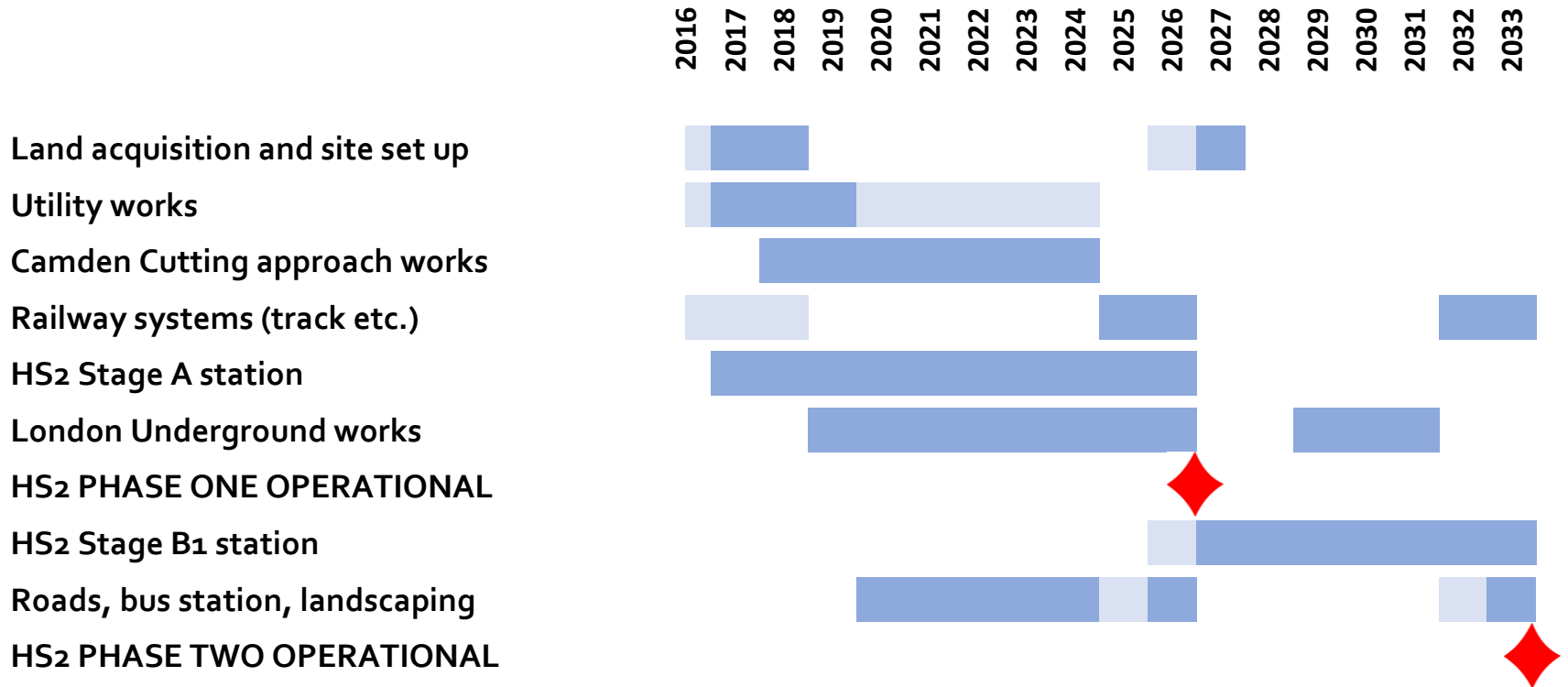
Euston Approaches



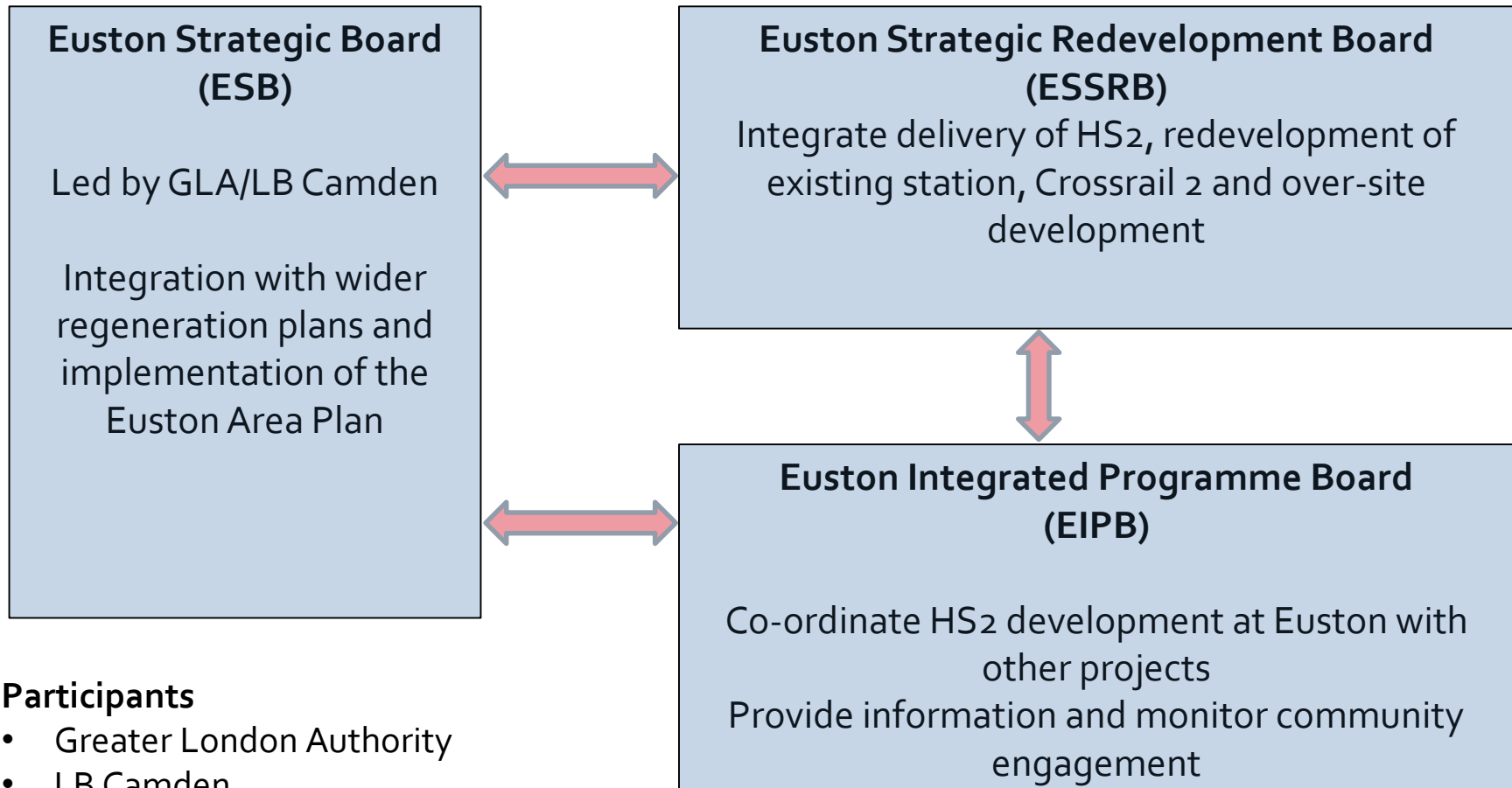
Euston Approaches



Euston construction programme



HS2 and the wider context



Participants

- Greater London Authority
- LB Camden
- Network Rail
- Transport for London
- DfT and HS2 Ltd



Euston Station Design

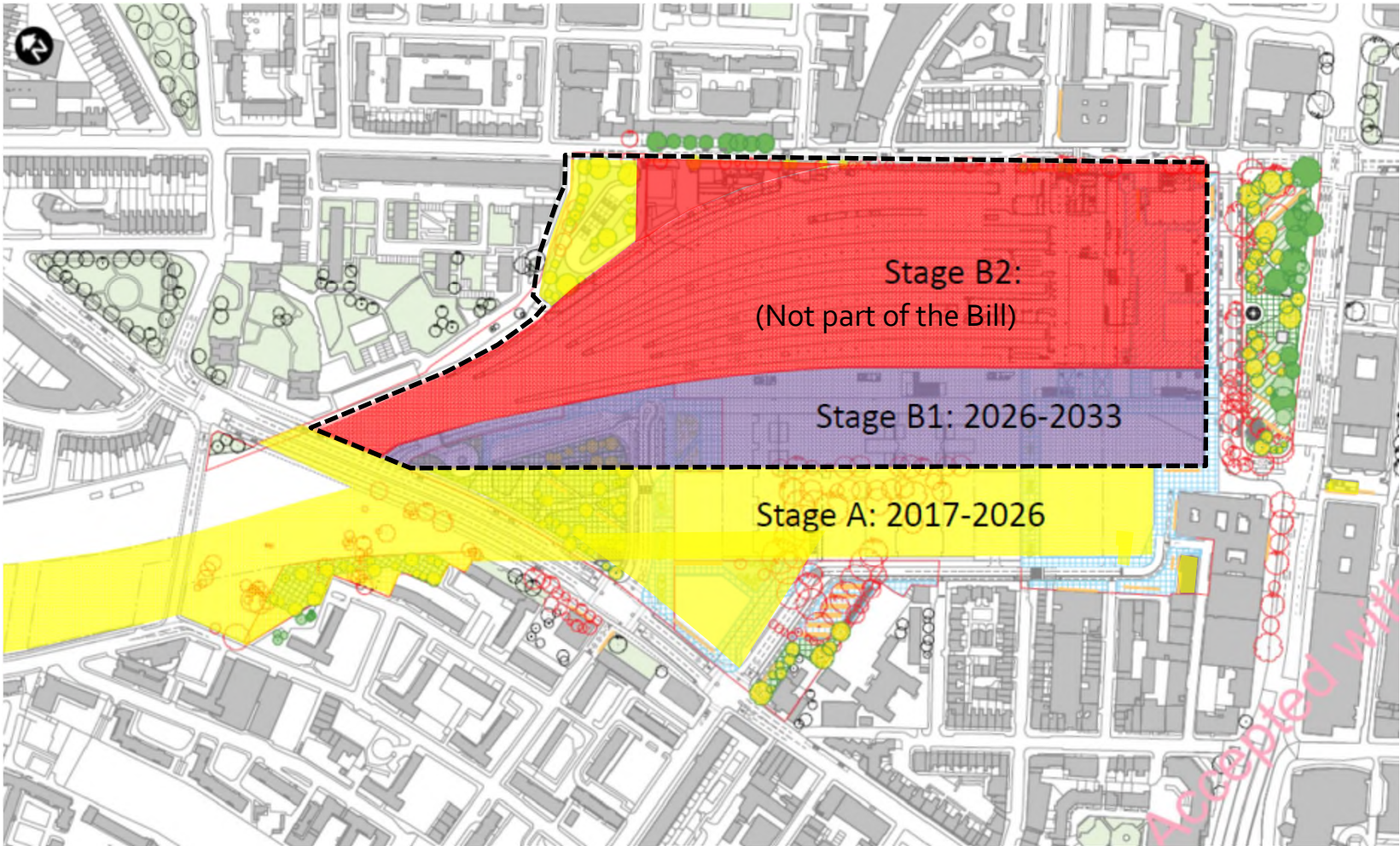
Euston today

- Southern terminus of the West Coast Main Line (WCML)
- Principal gateway from London to the West Midlands, North West, North Wales and parts of Scotland
- Local and regional commuter services
- London Underground (LU) Northern and Victoria lines
- Circle, Hammersmith & City and Metropolitan lines from Euston Square station
- 6 approach tracks
- 18 (classic) platforms split into 3 groups;
 - Fast line services (Lines A, X, D, E – Platforms 1-7 and 12-18) located East and West
 - Slow line services (Lines B & C – Platforms 8-11) located centrally
- Dive under (Line X) which carries Fast Line Services across the centrally located slow lines

Euston today



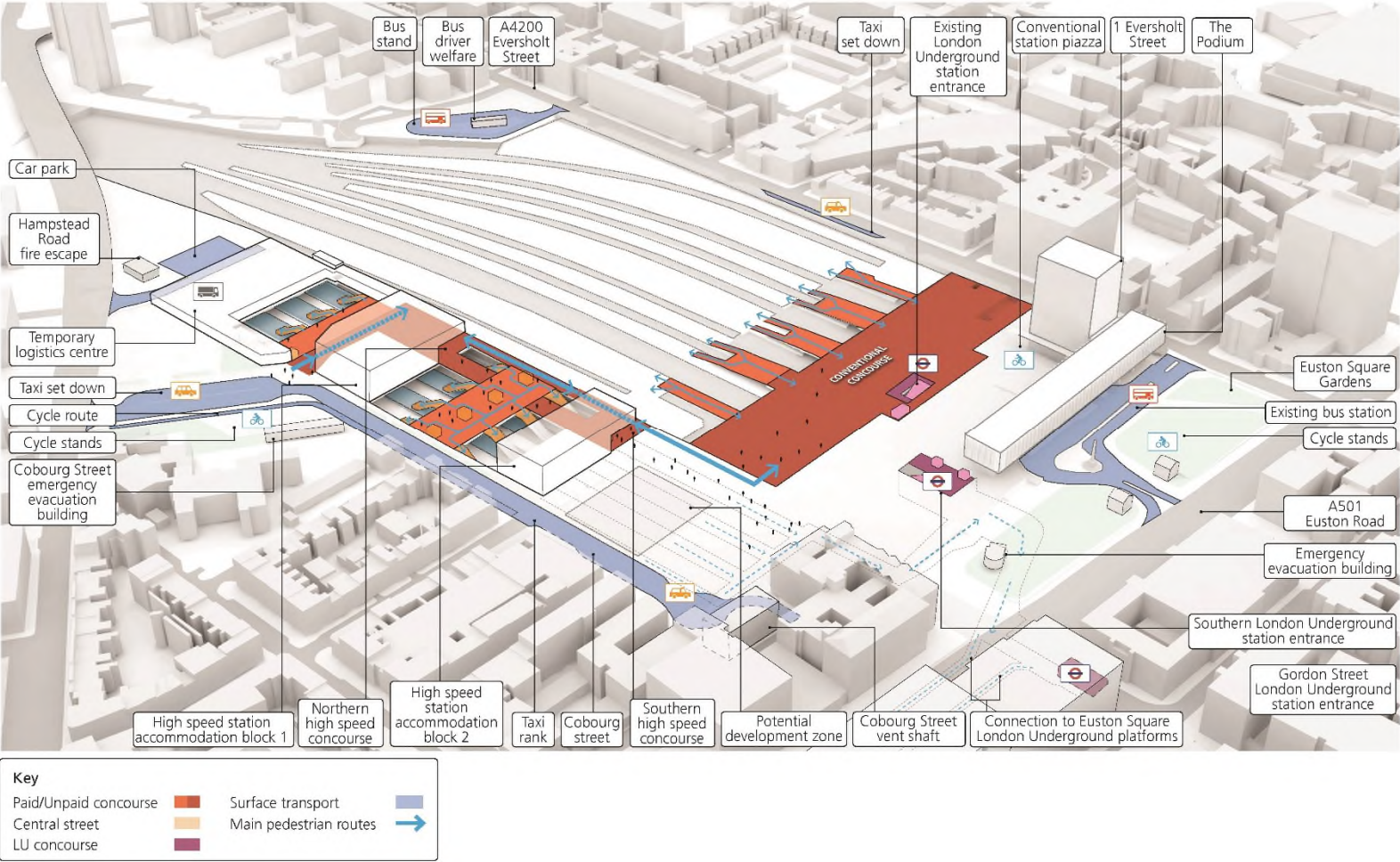
The 'staged' delivery approach



----- Approximate boundary of existing station



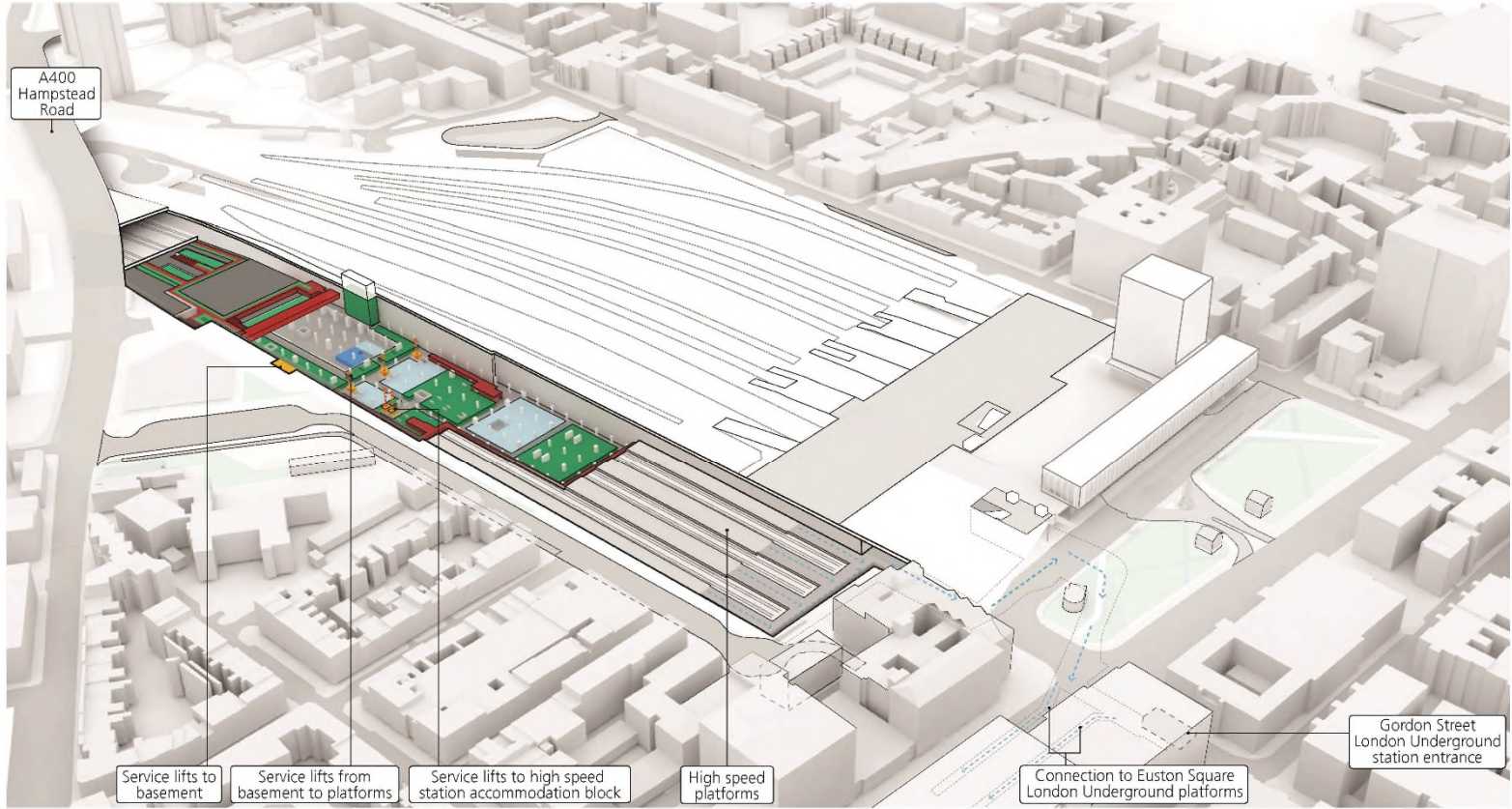
Stage A: Station configuration arrangement



Grade level



Stage A: Servicing & basement arrangement

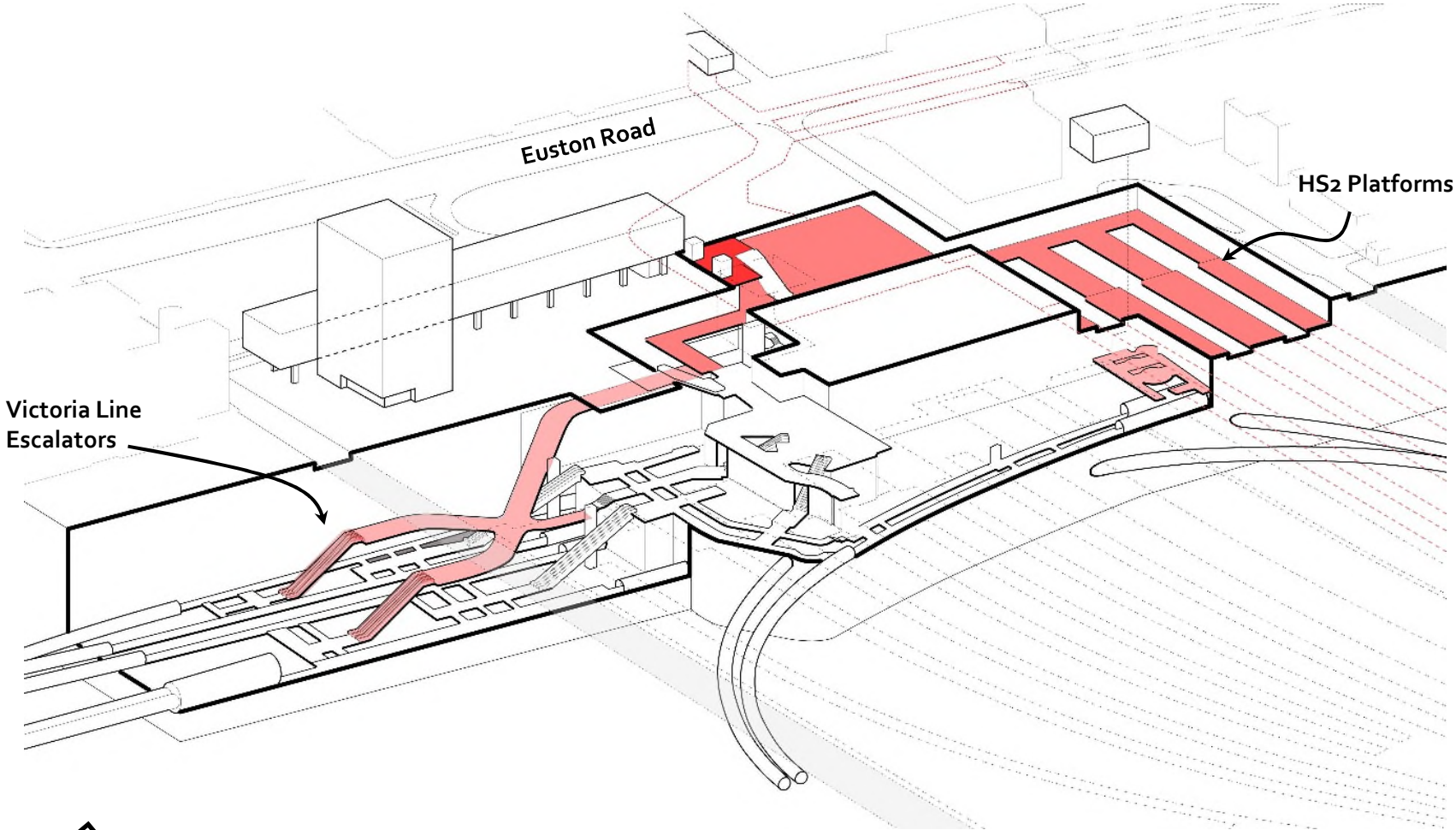


Key

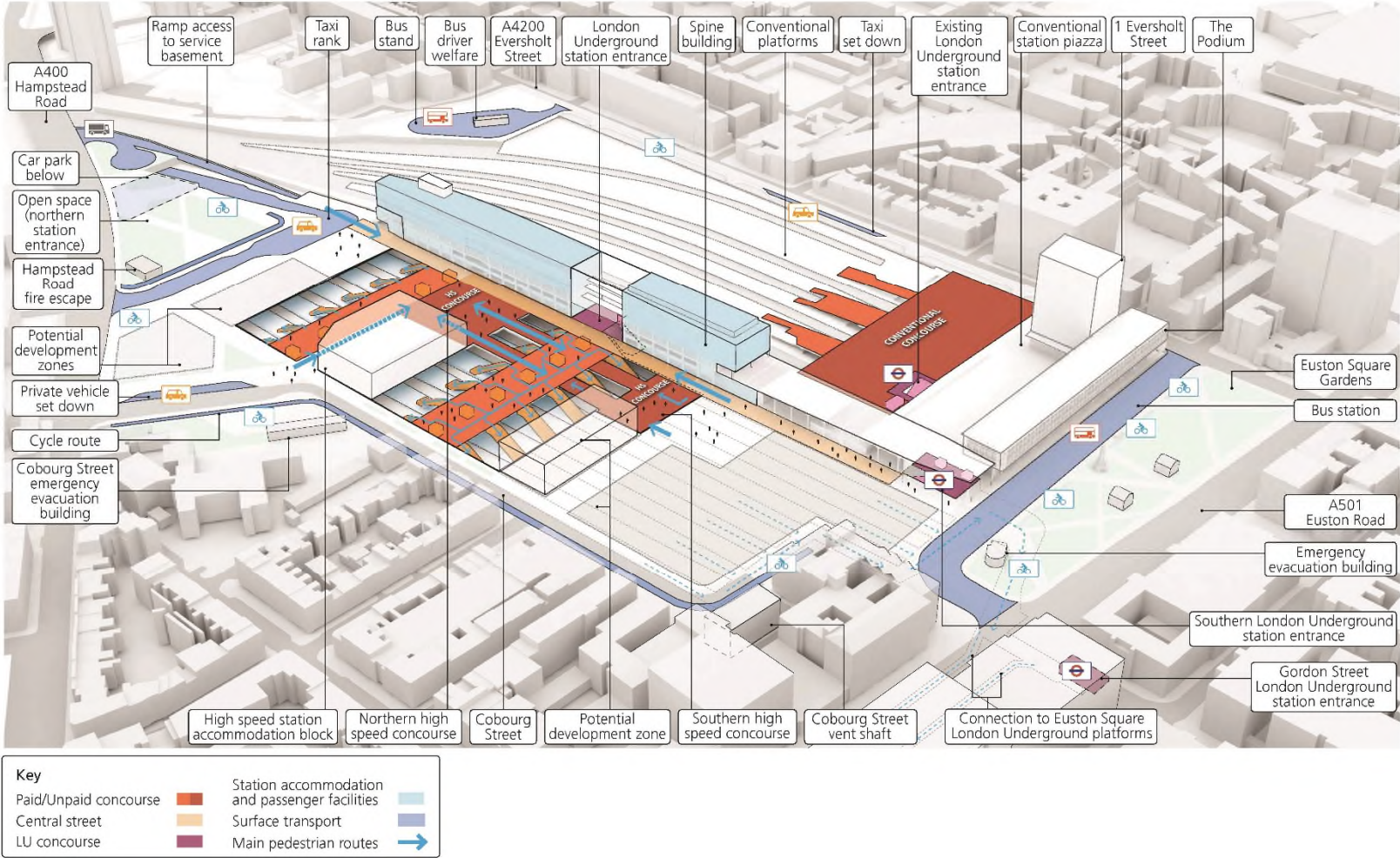
Fire escape	Station operations	Platform ventilation plant	
Basement ramp	MEP	Platform ventilation duct	
Retail storage	Waste management area	Main pedestrian routes	→



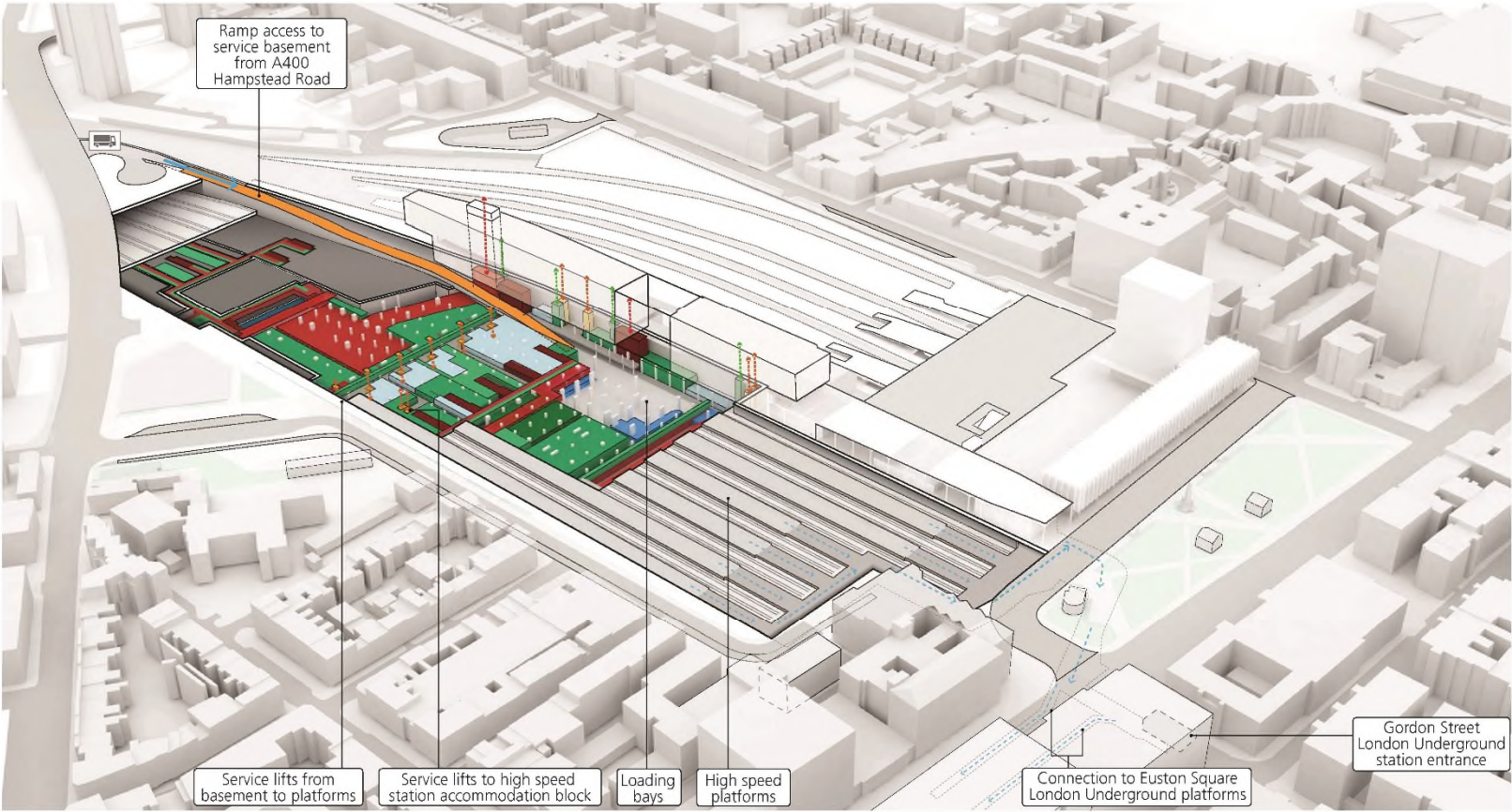
Stage A: LU reconfiguration



Stage B1: Station configuration arrangement



Stage B1: Servicing & basement arrangement

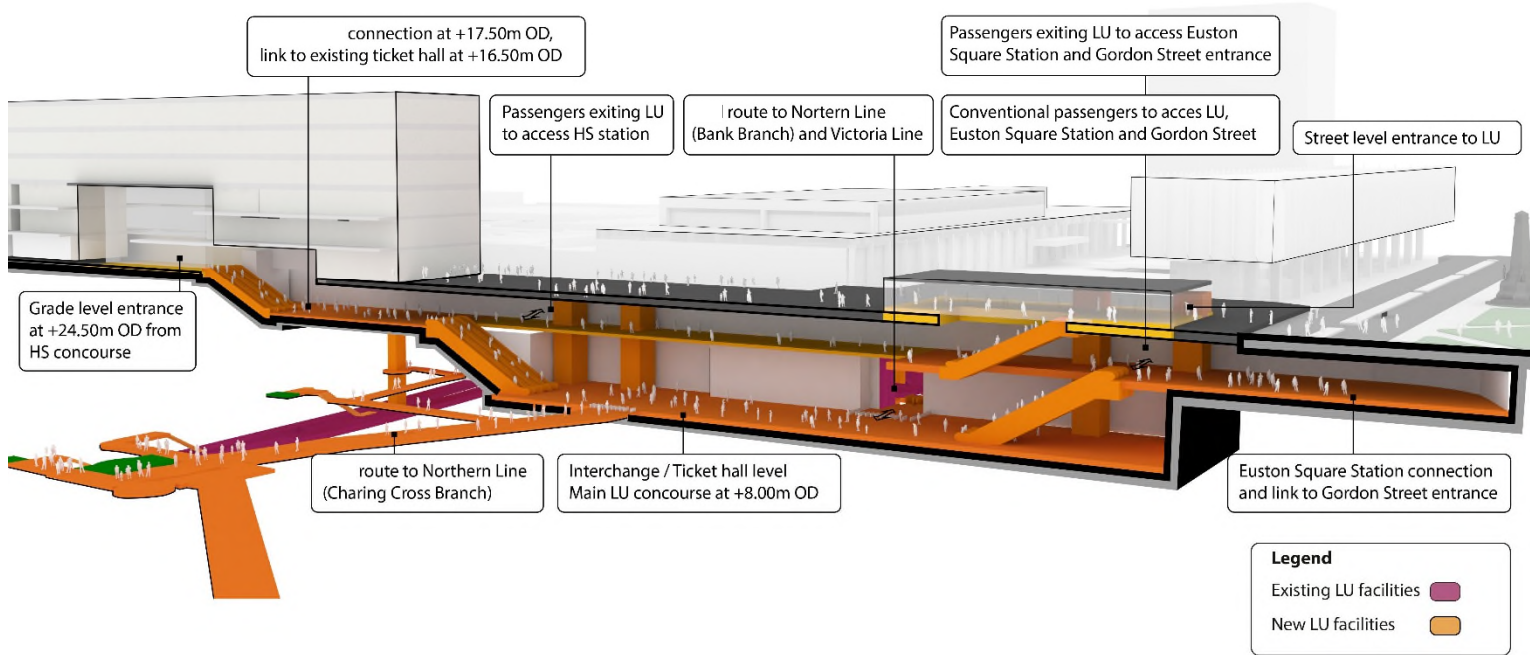


Key			
Fire escape	■	Station operations	■
Basement ramp	■	MEP	■
Retail storage	■	Waste management area	■
	■	Platform ventilation plant	■
	■	Platform ventilation duct	■
	■	Main pedestrian routes	→

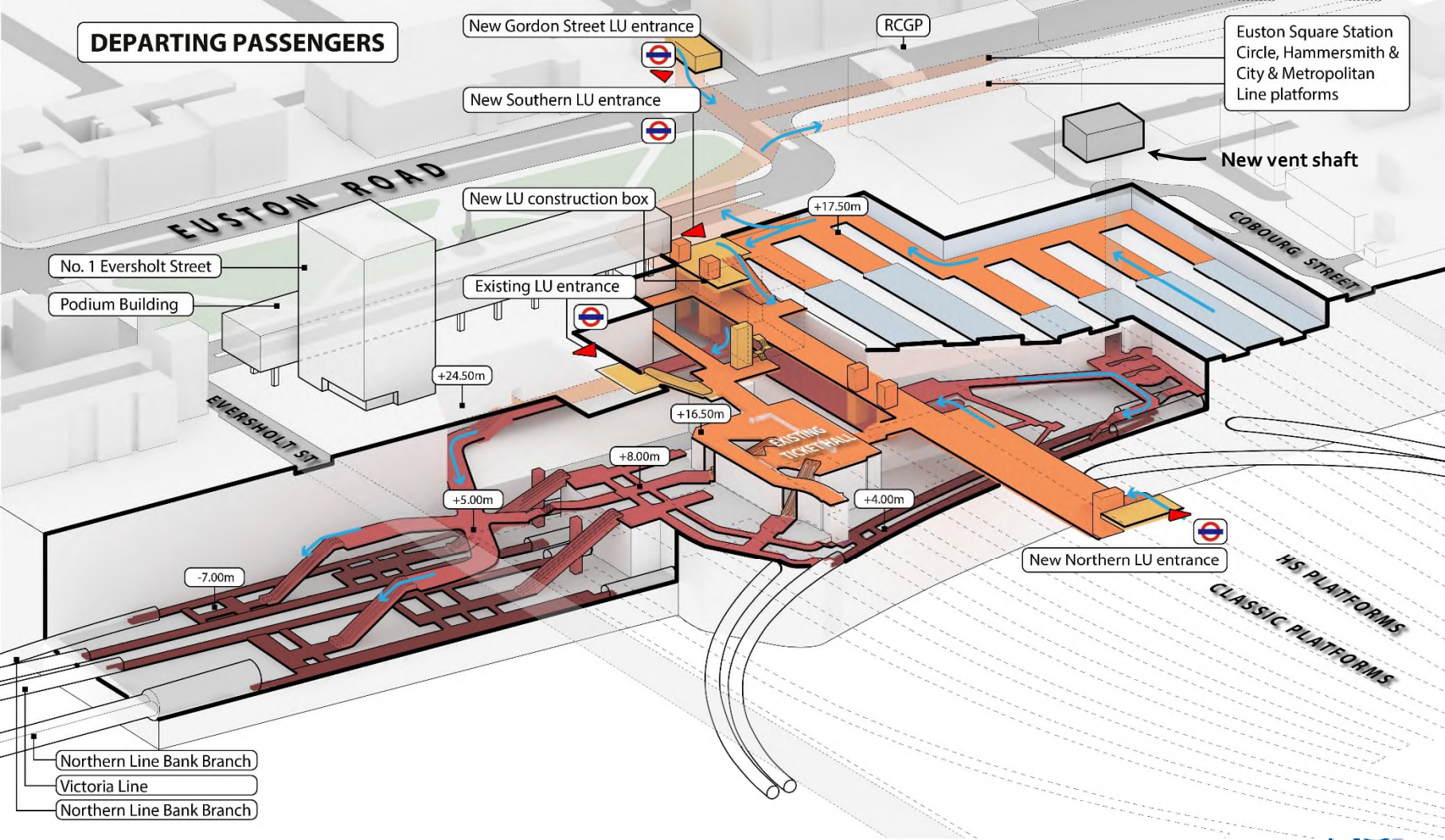


Stage B1 LU reconfiguration

Cross section visualisation of new LU ticket hall

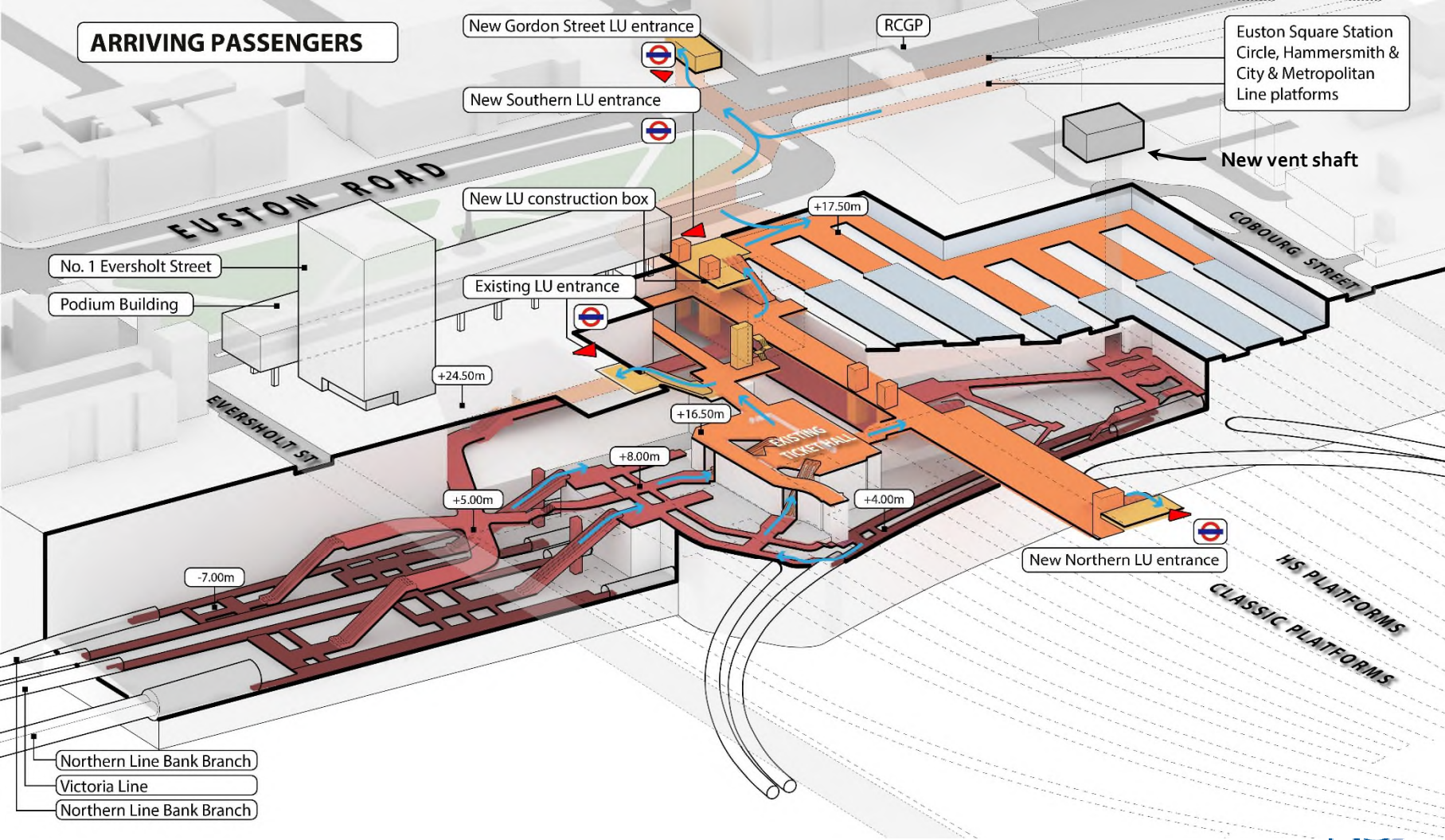


Stage B1: LU connectivity



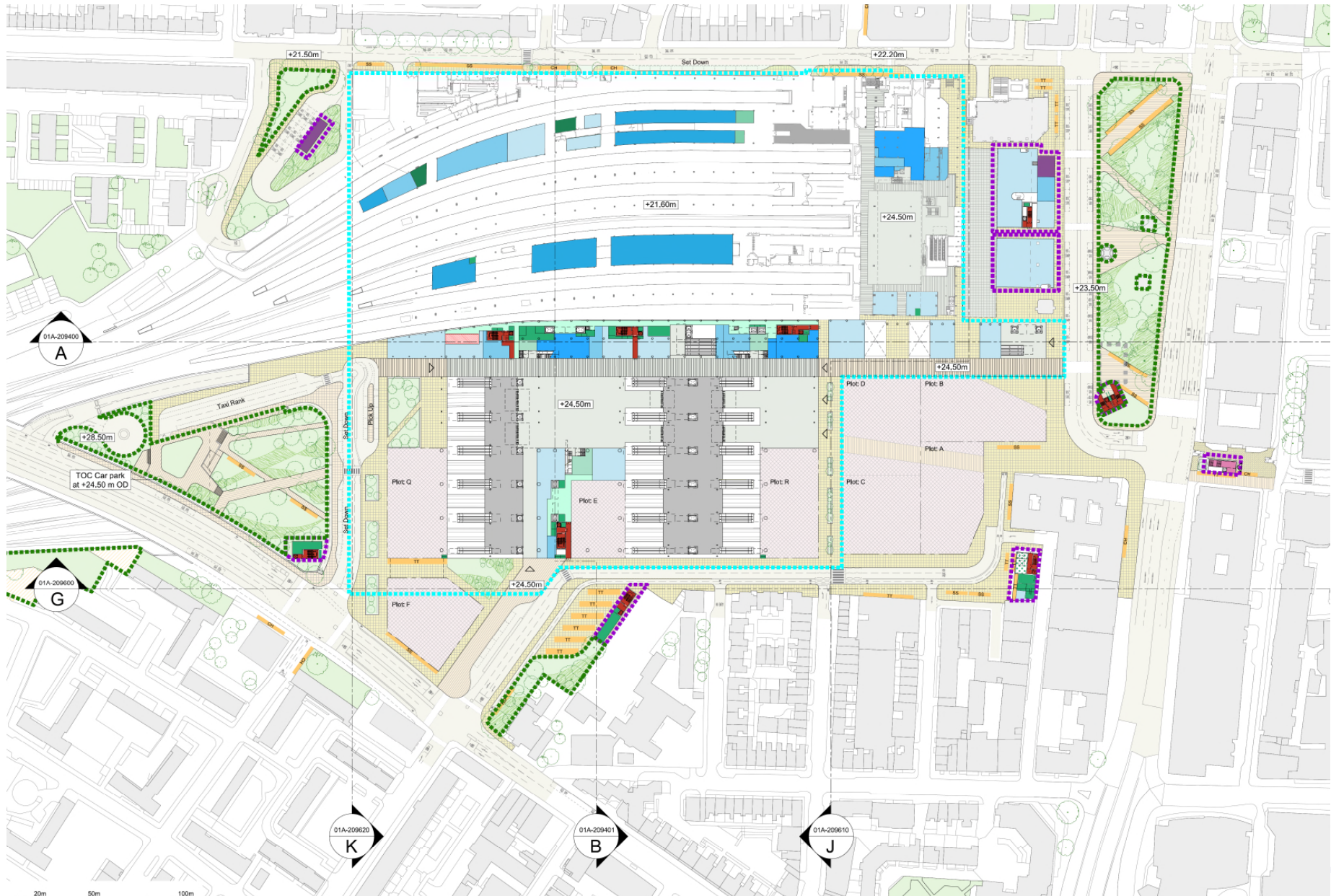
Note: levels shown are above Ordnance Datum

Stage B1: LU connectivity



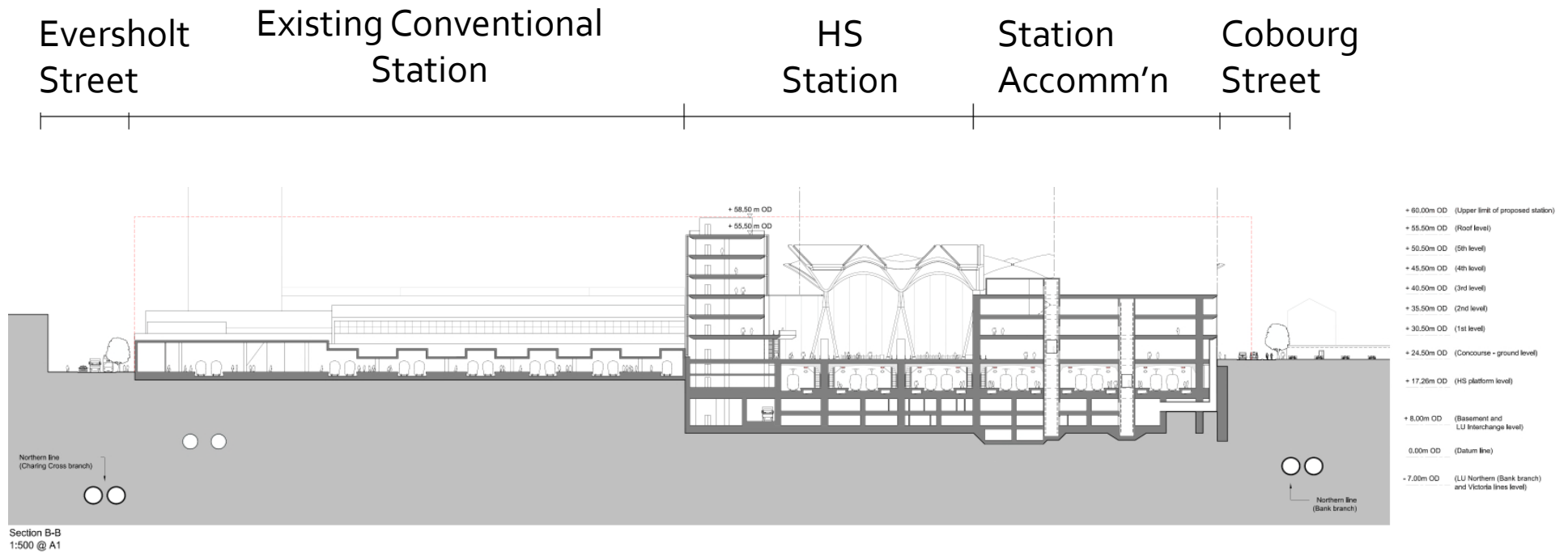
Note: levels shown are above Ordnance Datum

Overall layout at Ground Level – Stage B1

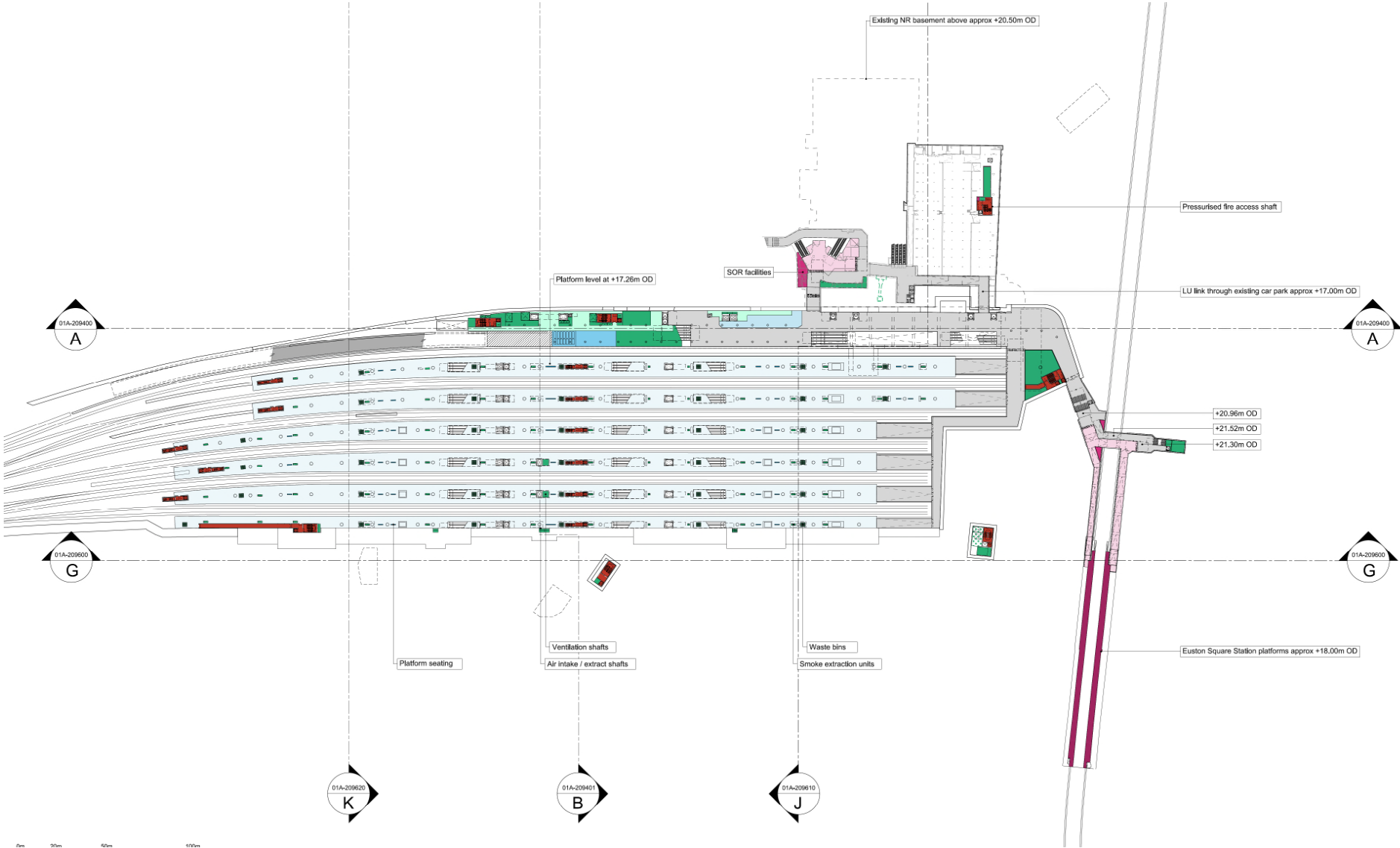


Cross Section through station looking South

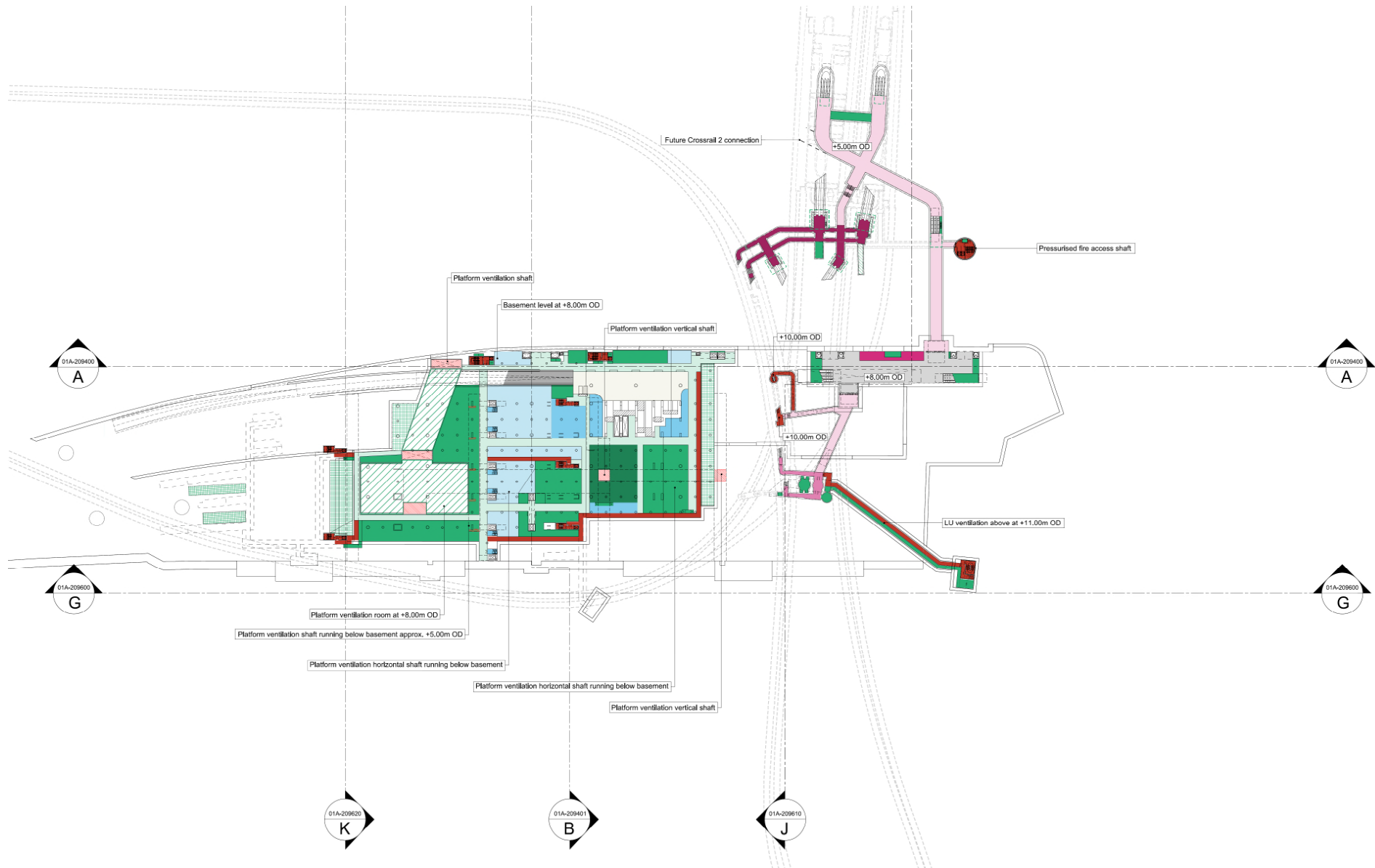
Section (B-B) – Stage B1



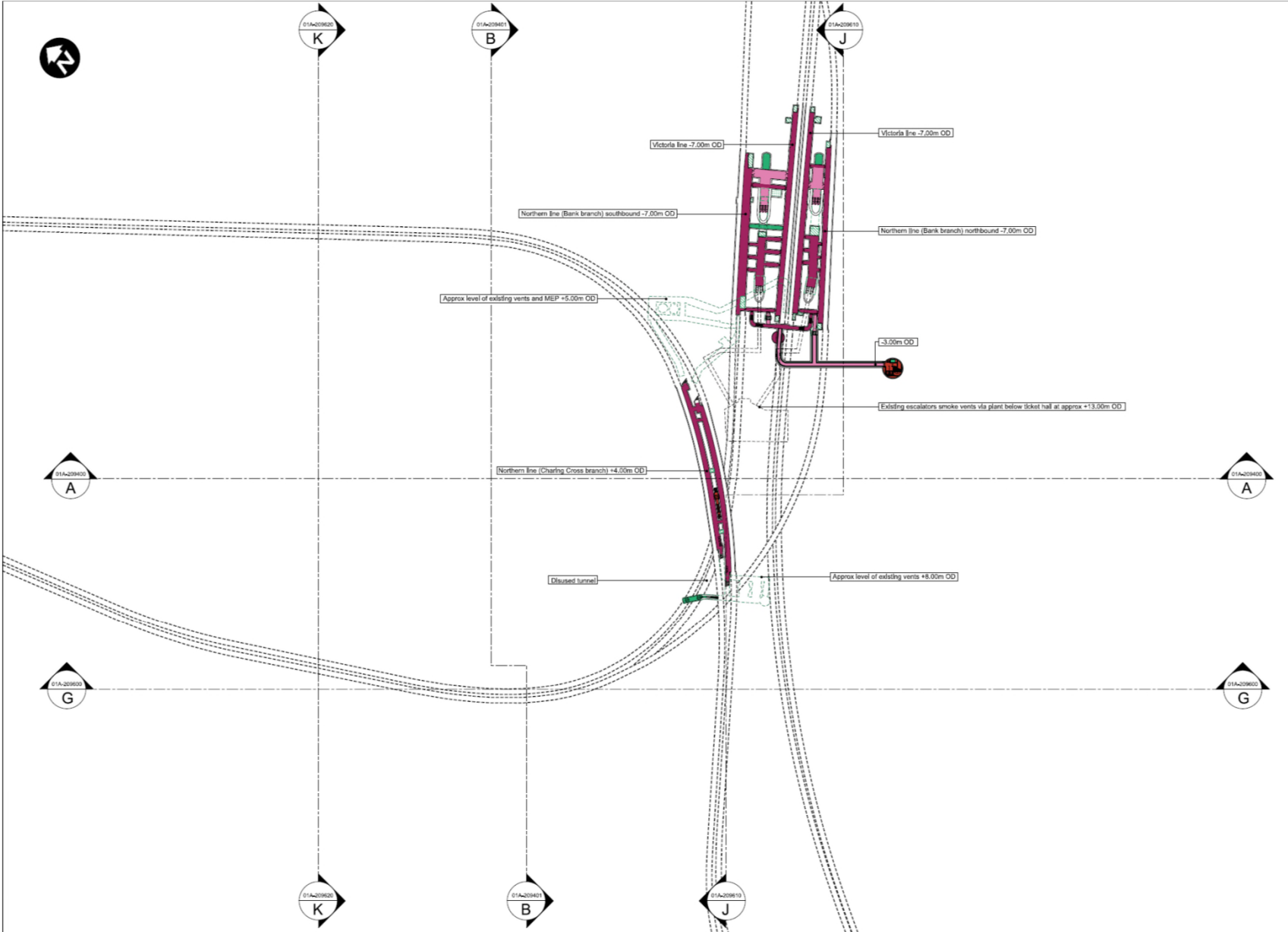
HS2 Platform Level Plan – Stage B1



LU Interchange and Basement Level Plan – Stage B₁



LU Platform Level – Stage B1





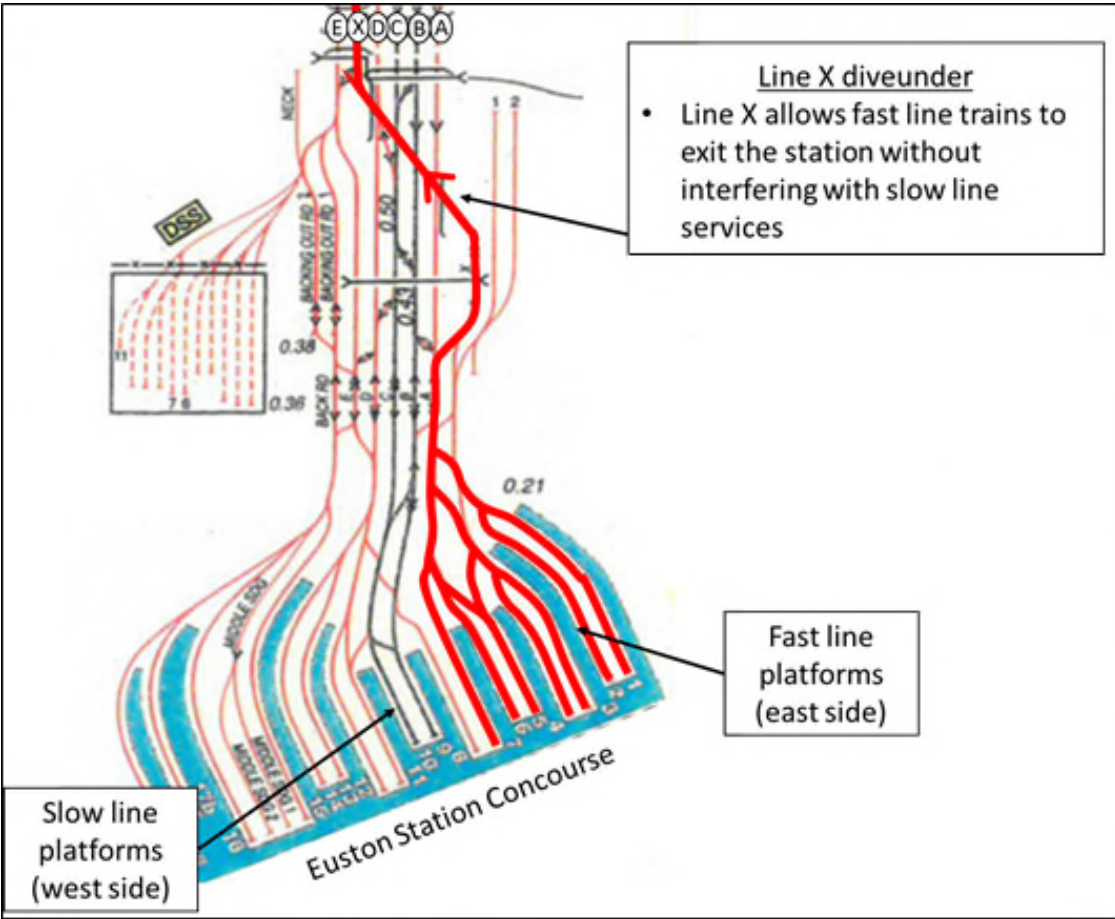
Line X

Overview

- Six tracks serve the conventional station: A, B, C, D, E, and X.
- Line X crosses the other tracks in a diveunder, providing a fast line to/from the east side of the conventional station as shown below.
- To construct the high speed tracks, both Line X and Line E will be removed.
- Line X will be reinstated in order to provide additional flexibility, resilience and capacity for growth in conventional rail services.
- During construction, Line X will be out of service for three years (December 2018-December 2021) during works in the approach to construct the high speed diveunder.

What is Line X?

Line X is an existing grade separated fast line track into and out of the current Euston station



Drivers for reinstating Line X

- Line X provides critical capacity on the approaches to Euston station that allows the station to be operated more intensively and reliably.
 - Reduces conflicting train movements on approaches, which allows more intensive usage, increasing the practical capacity available
 - Provides greater operational flexibility during times of rail disruption.
- Line X needs to be reinstated as soon as possible after construction works to cope with growth in passengers both before and after HS2 opens. This approach is backed by the rail industry.
 - Without Line X, capacity to cope with growth on the West Coast Main Line (WCML) is limited. This will affect passengers prior to the opening of HS2 Phase 1 in 2026, and beyond.
 - After 2026, there is significant growth forecast in journeys from Northampton, Milton Keynes, Leighton Buzzard and Hemel Hempstead
 - If the line is not reinstated, the railway is likely to require future costly and disruptive infrastructure enhancements to cope with the forecast growth on the WCML



Intermodal Connectivity – HS2-LU

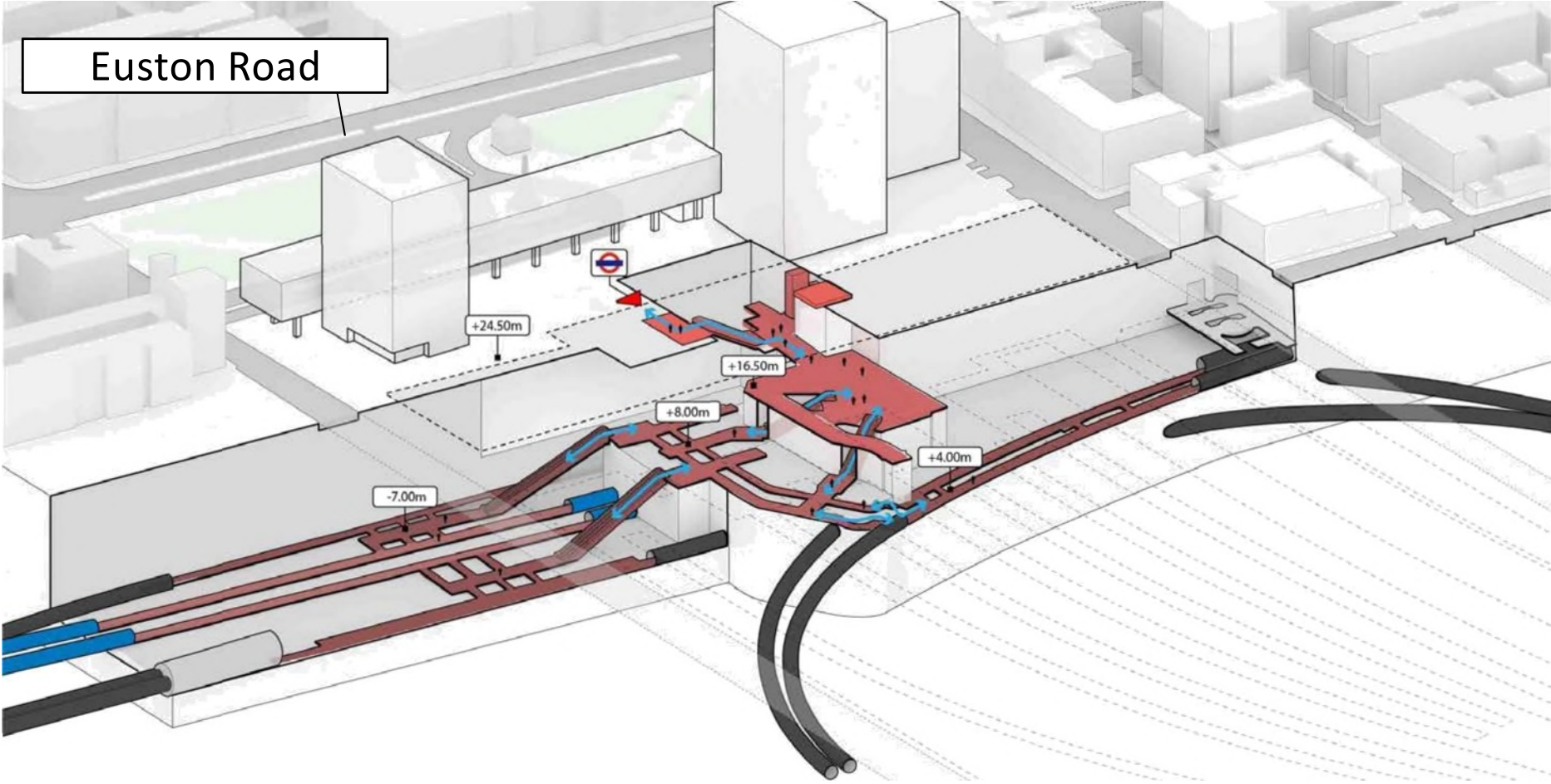
Connections to LU

The station design will provide connections to London Underground to serve demand from HS2 and conventional rail users as well as growth in general demand.

Works include:

- access from the high speed platforms to the existing LU ticket hall;
- a new LU ticket hall with connections to the high speed platforms;
- new entrances to the LU station;
- new escalators and lifts serving the Victoria line and the Northern line (Bank branch);
- An additional access route, stairs and lifts to the Northern line (Charing Cross branch);
- new subsurface links under Euston Road and between Euston underground station and Euston Square underground station.

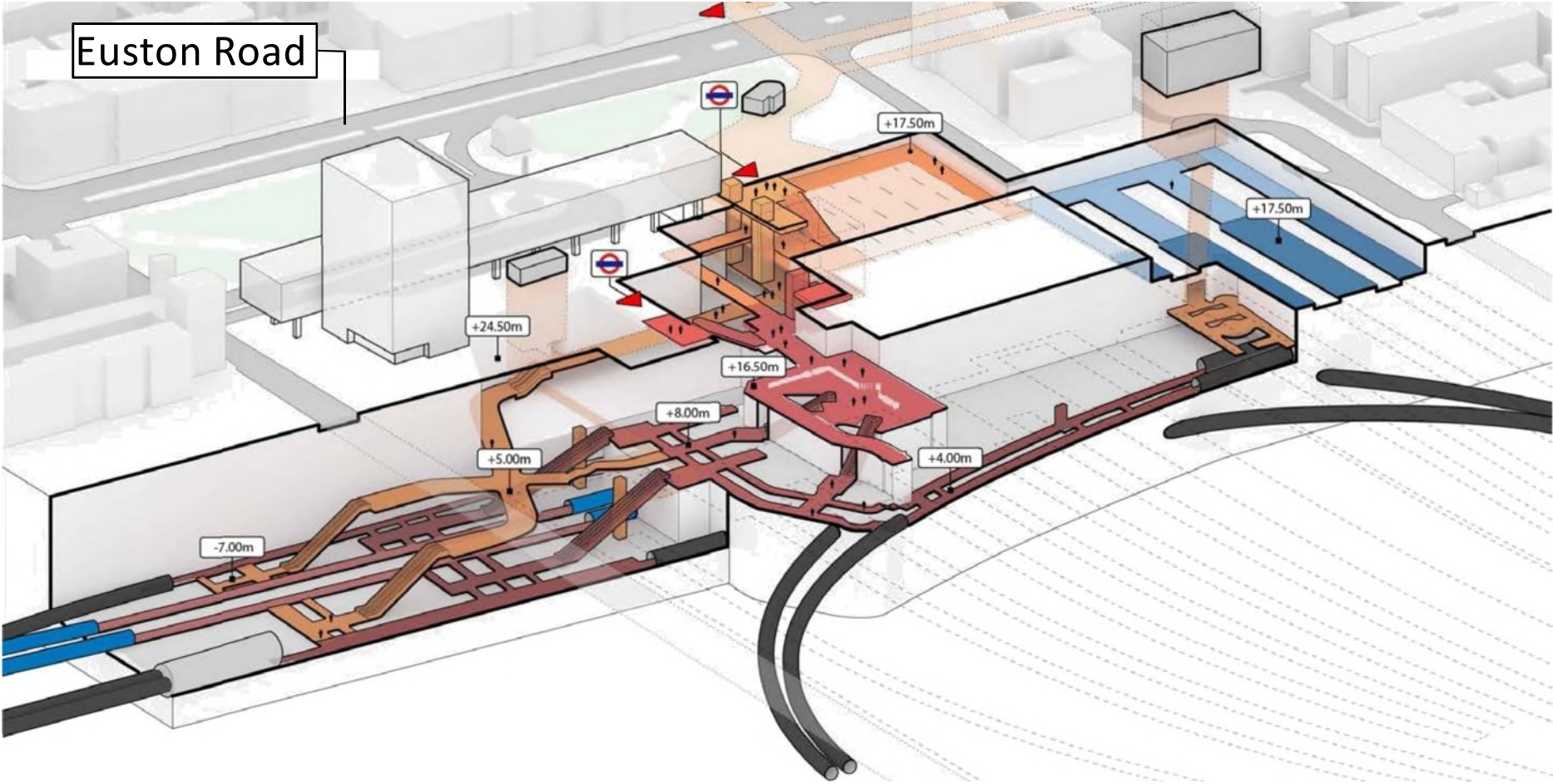
Existing LU arrangement



Note: levels shown are above Ordnance Datum



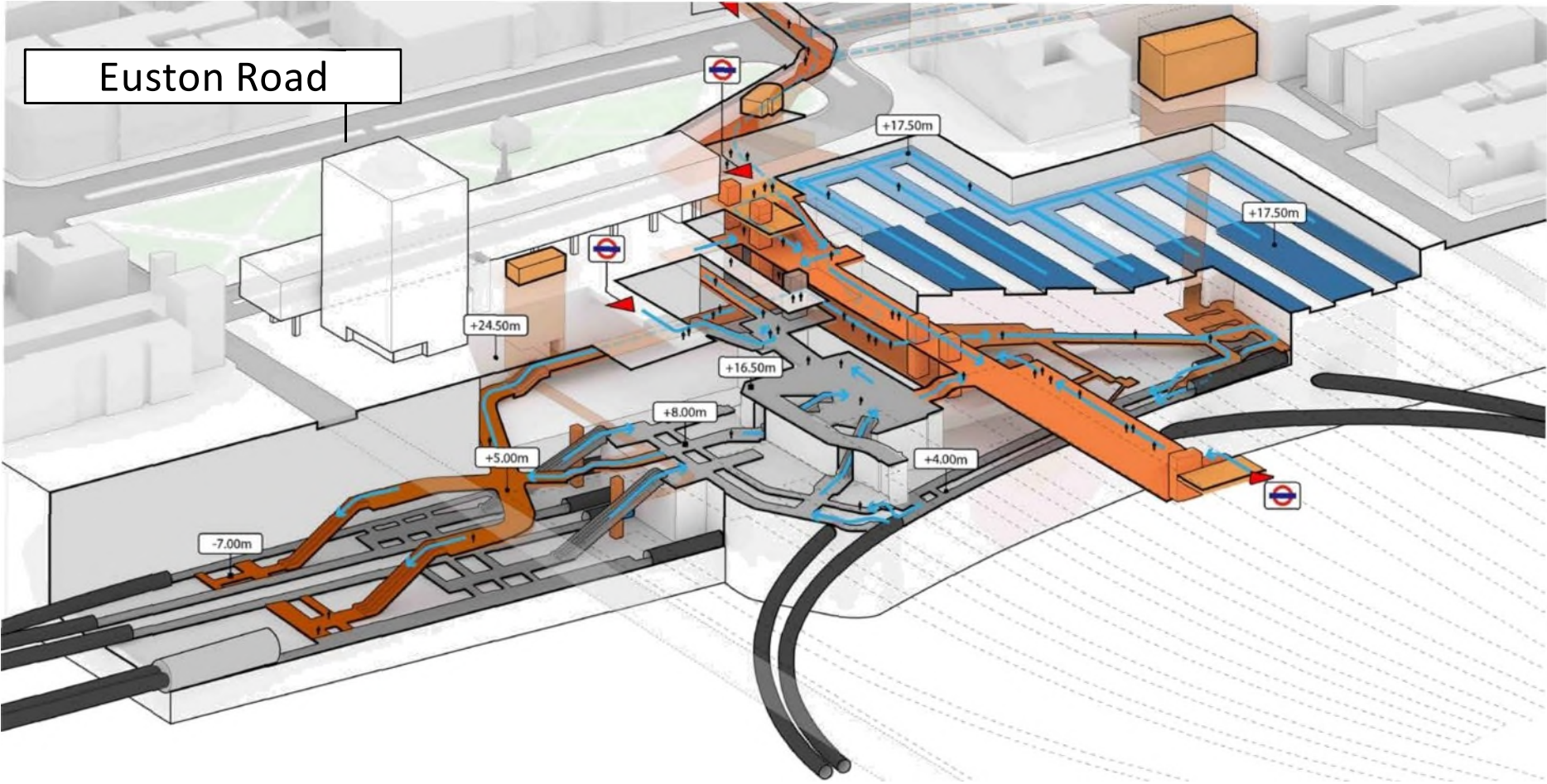
Stage A LU arrangement



Note: levels shown are above Ordnance Datum



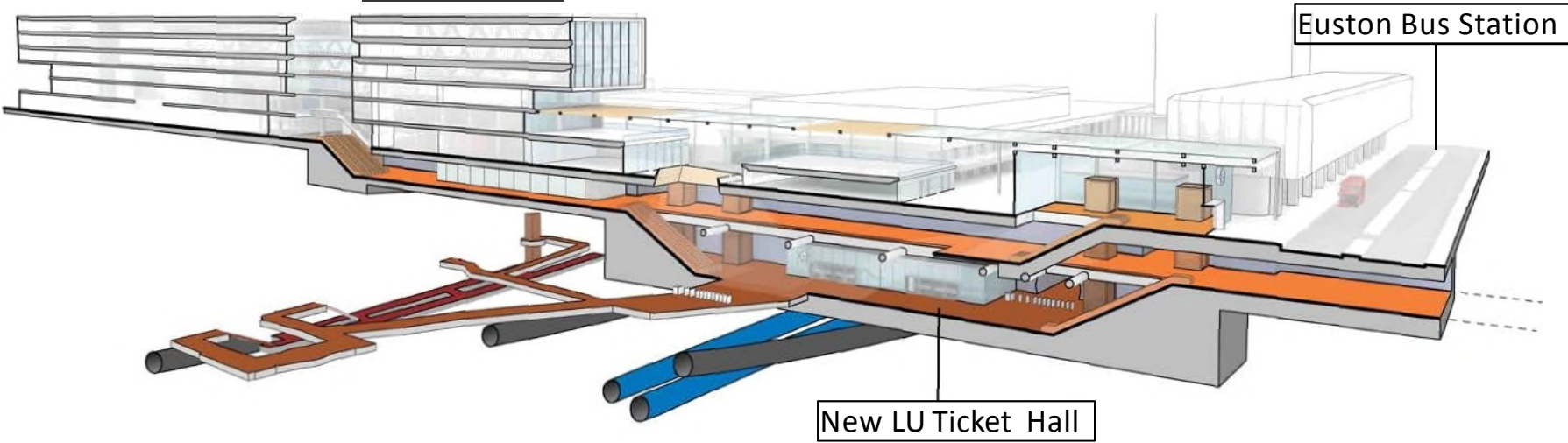
Stage B1 LU arrangement



Note: levels shown are above Ordnance Datum



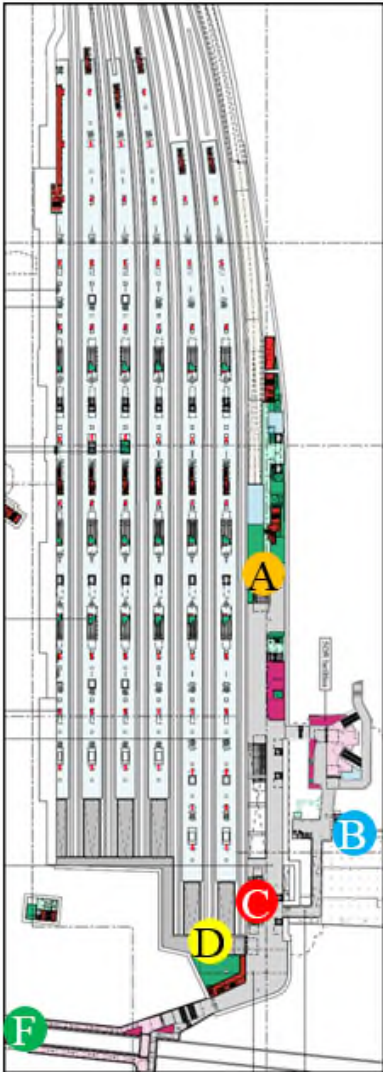
New LU Ticket hall



LU Station Entrances at B1



- A: HS2 concourse entrance: station to/from LU
- B: Conventional concourse entrance: Conventional station to/from Euston LU
- C: Street entrance: Conventional to/from ESQ and street to/from LU
- D: HS2 Comb: HS2 to LU
- E: Gordon Street entrance
- F: Euston Square station



2012 – 2041

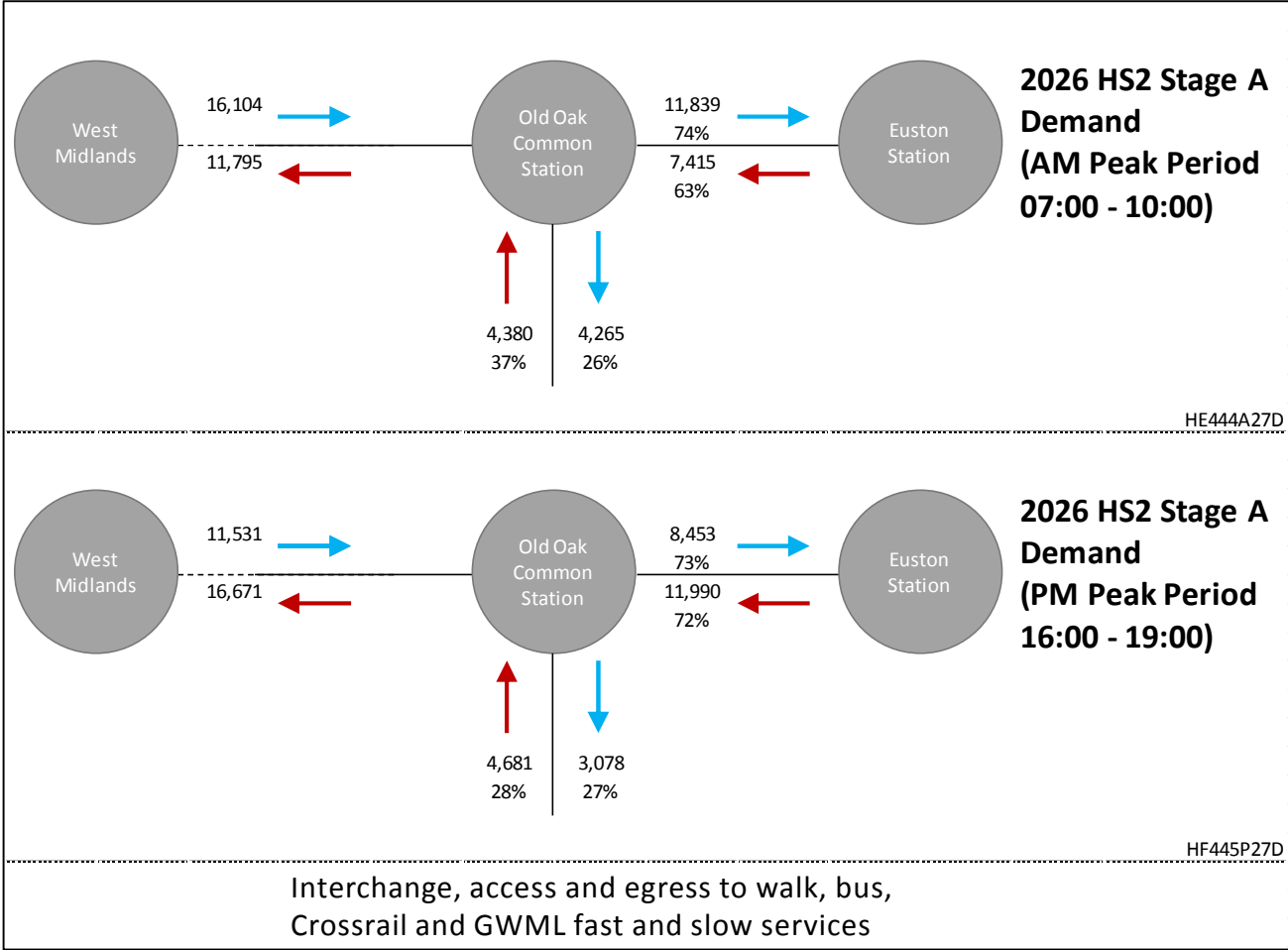
Changes in performance – AM peak

- 2012 – station busy with capacity constraints
- 2026 Stage A
 - improvements in performance
 - all areas within acceptable performance limits.
- 2041 +20% Stage B1
 - additional capacity provided
 - all areas within acceptable performance limits
- 2041 +30% Stage B1 (sensitivity test)
 - All areas within acceptable performance limits,
 - Euston Square platform connections would require management in the morning peak

Passenger numbers for station design

- Model assumptions reflect 2041 London-wide growth and committed public transport projects with:
 - Service frequencies as specified in design remit
 - No link between Crossrail and the WCML at Old Oak Common
 - No Crossrail 2
- Also tested growth 20% and 30% above 2041 forecast

HS2 Phase One – Forecast Passenger Flows



2026 – Forecast Passenger Flows at Euston

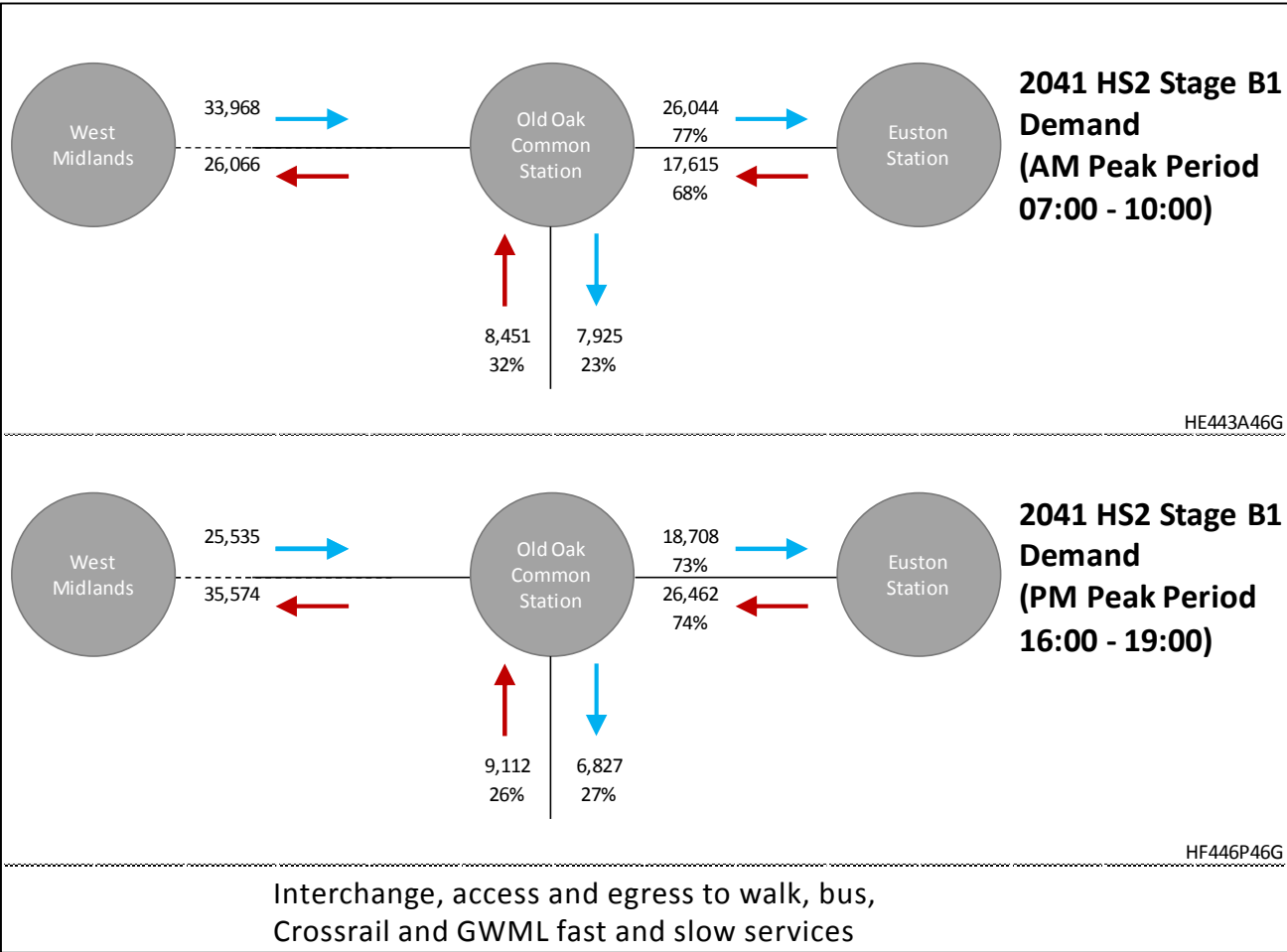
2026 Phase One forecast rail passengers at Euston

		AM peak period 07:00- 10:00	PM peak period 16:00- 19:00
Alighting Passengers - rail	NR alighting at Euston future baseline	37,510	15,710
	NR alighting at Euston including HS2 Phase One	42,220	17,750
	HS2 Phase One alighting (included in NR)	11,840	8,450
Boarding Passengers - rail	NR boarding at Euston future baseline	13,910	37,970
	NR boarding at Euston including HS2 Phase One	14,310	40,300
	HS2 Phase One boarding (included in NR)	7,415	11,990

Note: Numbers have been rounded to the nearest 10



HS2 Phase Two – Forecast Passenger Flows



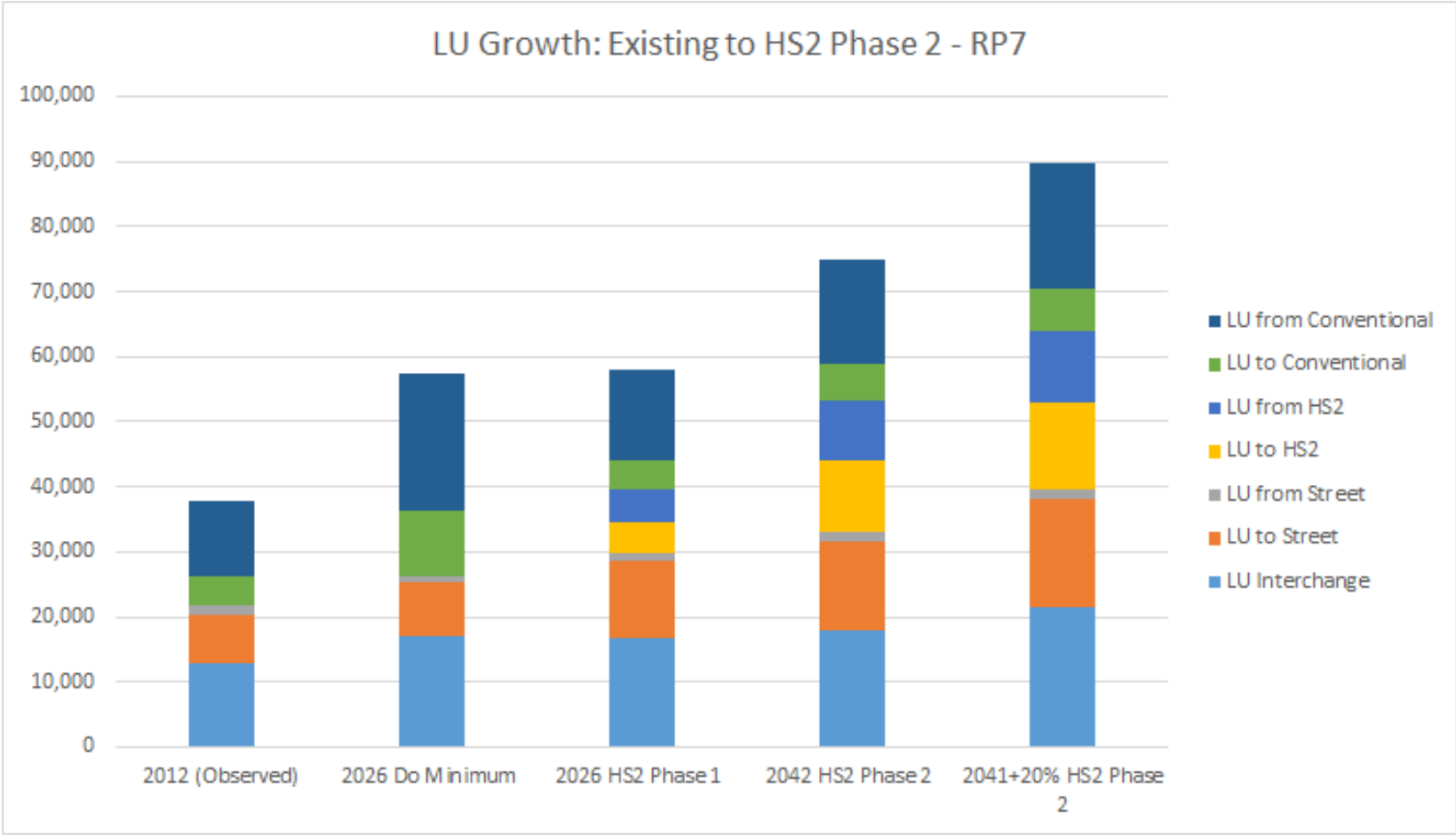
2041 – Forecast Passenger Flows at Euston

2041 Phase Two forecast rail passengers at Euston

		AM peak period 07:00-10:00	PM peak period 16:00-19:00
Alighting Passengers - rail	NR alighting at Euston baseline	44,020	20,150
	NR alighting at Euston including HS2	61,100	31,000
	HS2 alighting (included in NR)	26,040	18,710
Boarding Passengers - rail	NR boarding at Euston baseline	17,410	44,920
	NR boarding at Euston including HS2	26,620	58,930
	HS2 boarding (included in NR)	17,620	26,460

Note: Numbers have been rounded to the nearest 10

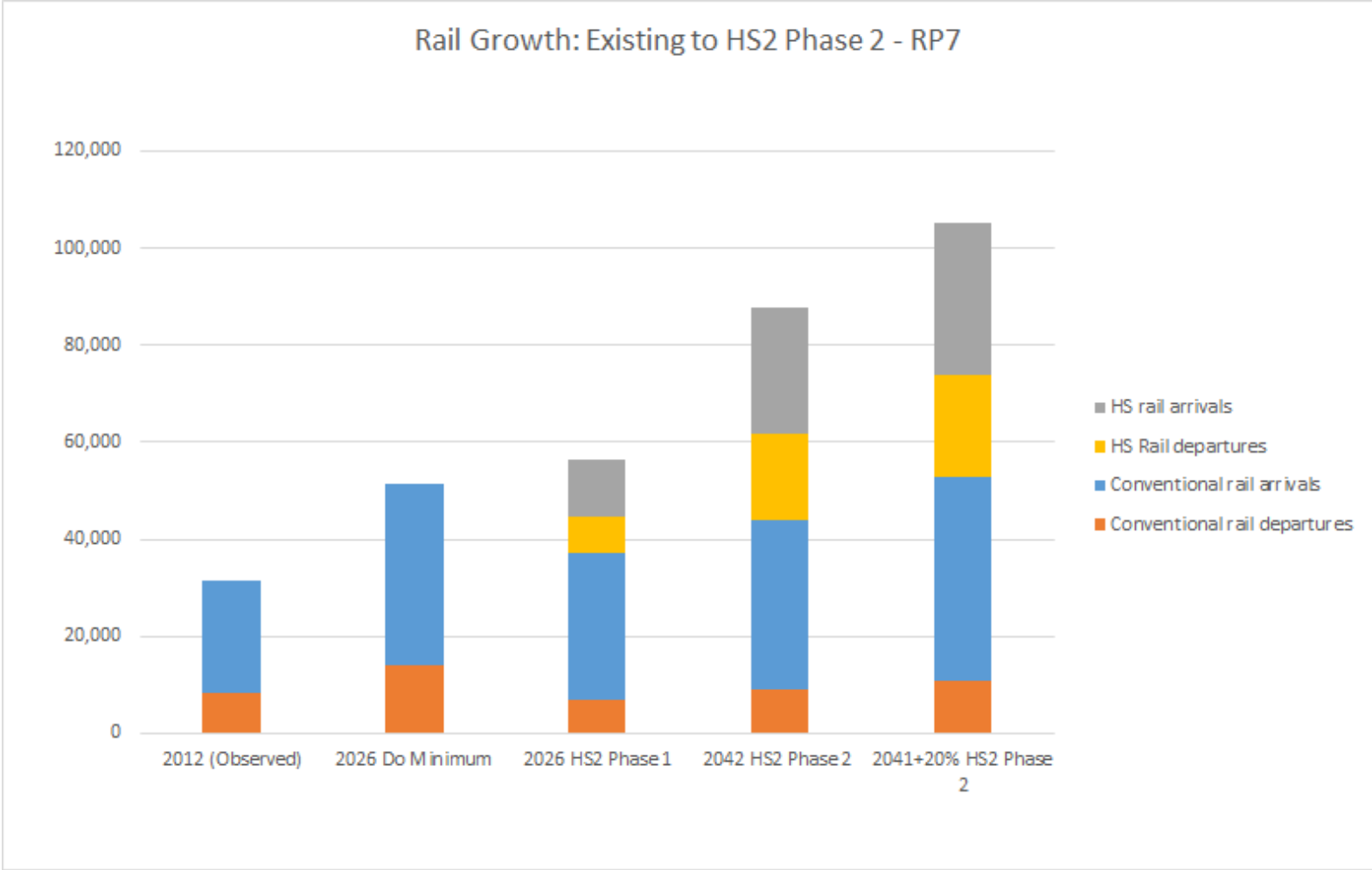
Euston LU Growth 2013-2041 + 20%



[source: RailPlan 7]



Euston Rail Growth 2012 – 2041 + 20%



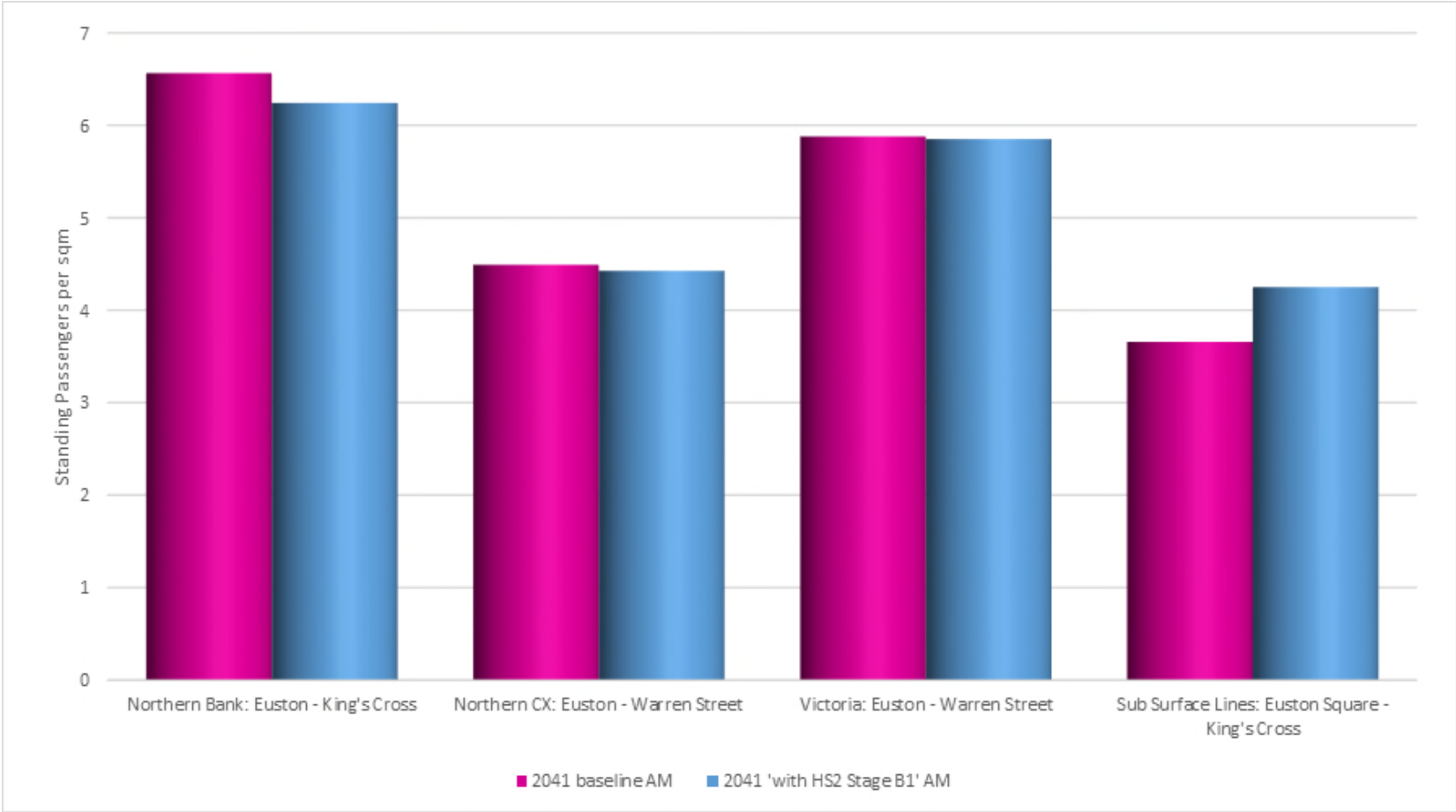
Railplan 7



Station and line capacity

- Based on analysis undertaken the physical capacity of the station can accommodate a level of growth beyond 2041+20% design forecast
- Performance/compliance levels decline with this forecast level of increased growth and this will have impacts on operability of Euston Square connections
- 2041 crowding levels on the LU lines through Euston is high and this may present a bigger constraint on the long term use of the station
- Euston Square platform connections will require station management during the morning periods with the upper level forecast.

Line capacity



2041+20%

Design assessment

- Summary assessment of proposed layout for AM 2041+20%
- Confirms that all key vertical circulation routes meet capacity requirements during station operations
- Further detail, including dynamic analysis and performance of other station elements (gatelines, lifts, passageways etc.), presented in design documentation



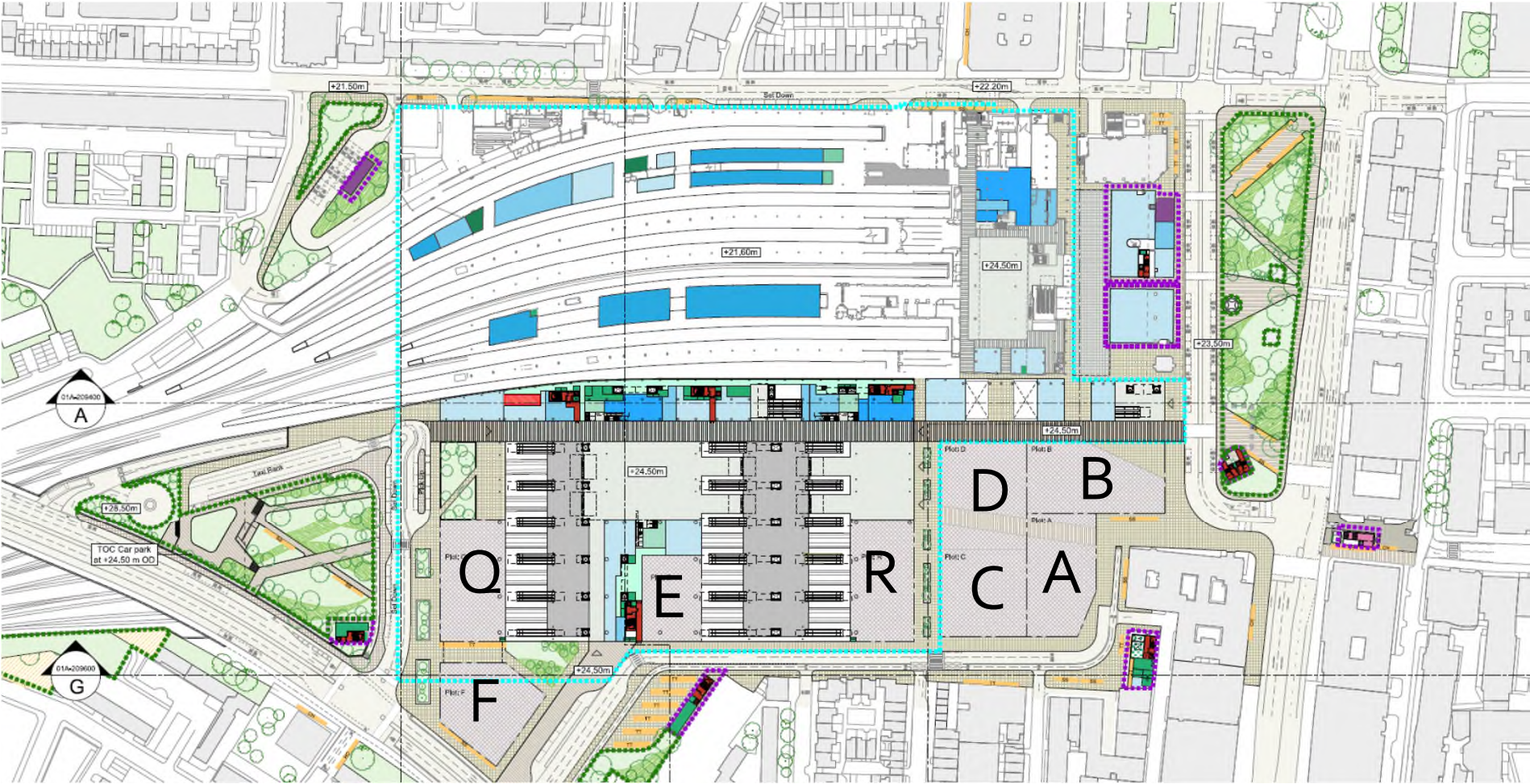
Potential Over Site Development

Potential OSD at Euston

- Oversight Development (OSD) is potential development, not included in the scheme being proposed by HS2 Ltd that may be promoted by others, either over the high speed railway or on land returned after construction. This will require separate planning permissions. The station accommodation and buildings included in the scheme are not OSD.
- The station and approach have been designed to facilitate potential OSD in order to help meet the aspirations of the Euston Area Plan.

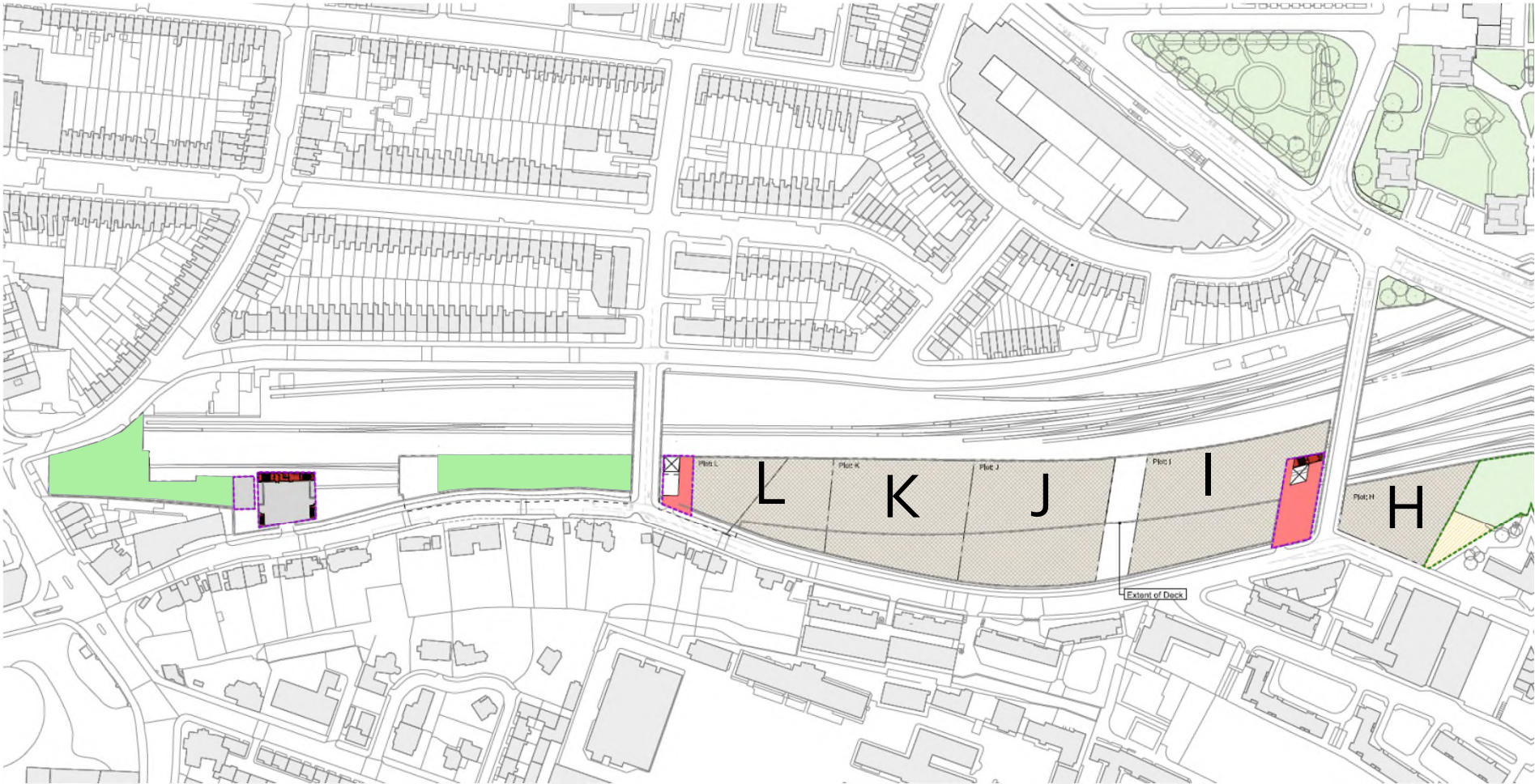


Potential OSD plots over HS2 station



Note: letters denote plot numbers

Potential OSD plots over HS2 approaches



Note: letters denote plot numbers



Department for Transport

Boris Johnson
Mayor of London
Greater London Authority
City Hall
The Queen's Walk
London
SE1 2AA

From the Secretary of State
The Rt. Hon. Patrick McLoughlin

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: patrick.mcloughlin@dft.gsi.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/145419
Date:

23 NOV 2015

Boris,

I am writing in response to your letter of 28 September 2015 and our meeting held on 28 October 2015 regarding HS2's proposals for Euston station. I was pleased to read of your support for the collaborative working between our organisations which has been achieved to date on this important project.

As you know, I am fully supportive of a joined up approach to bring together plans and opportunities for the Euston area. As such, I am pleased that principals from HS2 Ltd, Network Rail, TfL, the London Borough of Camden, the GLA and my Department all continue to attend the meetings of the Euston Strategic Board, chaired by Camden Council Leader Sarah Hayward, with Eddie Lister as deputy chair. Furthermore, HS2 Ltd and DfT are committed to participating in any future appropriate governance established by TfL, GLA or Camden to manage our shared objectives for the Euston area. You can therefore be assured of our continued support in this regard.

In addition I am pleased to say we are taking a joined up approach between HS2 Ltd and Network Rail with regard to Euston station itself. Our plans for HS2 have also been developed in close consultation with Transport for London, including in relation to investment for both Euston and Euston Square Underground stations.

Furthermore, as you are aware, our revised plans for the HS2 element of the station have been designed to enable and facilitate the potential future redevelopment of the whole station including the remaining Network Rail platforms and a possible commercial development above the station. Both developments are the subject of future spending decisions and board approvals. Subject to these my intention is to establish a single entity for Euston station and to engage a master development partner for the oversight development.

In addition, and in accordance with our discussion, I also propose to establish a Euston Station Strategic Redevelopment Board (ESSRB). The board will comprise senior representatives from the Department, Network Rail, TfL, GLA and Camden. This board will be established following confirmation that you have withdrawn those elements of your petitions relating to the redevelopment of the station. The ESSRB will provide advice to me on the following:

- the establishment of the single entity;
- the strategic vision for the station;
- the masterplan for the station;
- delivery of the masterplan;
- monitoring delivery of the masterplan;
- proposals for mitigating disruption to the station and local community during construction;
- strategic issues and risks;
- the application of lessons learnt.

I have asked my officials to commence work with yours as well as those from Camden to develop further the details of the terms of reference for the ESSRB as soon as we have received confirmation that you have withdrawn those elements of your petitions as described above.

Please note that the ESSRB will also be supported by a working level Euston Integrated Programme meeting which TfL, the GLA and Camden will also be invited to attend following completion of the petitioning process. There will also be an independent design panel for Euston Station. I anticipate that this panel will be an important forum for providing advice and support to the board.

The above demonstrates our strong commitment to working with key stakeholders in developing the vision for Euston station and I welcome your continuing support in taking this forward in close partnership with my Department.

I am copying this letter to the London Borough of Camden.

A handwritten signature in black ink, appearing to read 'Patrick McLoughlin'. The signature is written in a cursive style with a horizontal line above the name.

THE RT. HON. PATRICK McLOUGHLIN



Station Design Boards

Station Boards

Euston Station	
Euston Station Strategic Redevelopment Board (ESSRB)	<ul style="list-style-type: none"> • provide advice and recommendations to SoS for Transport on strategic vision for all major projects and integrated station masterplan • DfT, GLA, HS2 Ltd, LBC, NR, TfL, Master Development Partner (once appointed), Euston Sponsor
Euston Strategic Board	<ul style="list-style-type: none"> • strategic political leadership for regeneration and growth at Euston including implementation of Euston Area Plan (EAP) • GLA, LBC, HS2 Ltd, TfL, NR, CR2, DfT and DCLG observers. • supported by Euston Management Board.
Euston Integrated Programme Board (EIPB)	<ul style="list-style-type: none"> • own and manage high level integrated plan for Euston station and provide coordination between HS2 and other direct workstreams. • HS2 Ltd led with DfT, NR, TfL, LBC and GLA

Euston Station Strategic Redevelopment Board (ESSRB)

Membership: DfT, GLA, HS2 Ltd, LBC, NR, TfL, and Master Development Partner (once appointed) represented, with Euston Sponsor and independent Chair

Purpose: To provide advice and recommendations to SoS for Transport on -

- Strategic vision – all major projects (HS2, NR, CR2, TfL underground, OSD and regeneration)
- Integrated station masterplan
- Proposals for mitigating disruption to the station and local community during construction
- Strategic issues and risks
- Application of lessons learnt from other major infrastructure projects
- Implementation of GLA, LBC and TfL assurances

Euston Integrated Programme Board (EIPB)

Membership: HS2 Ltd led meeting, attended by representatives from the DfT, NR, TfL, LB Camden and GLA

Purpose:

- Develop high level integrated plan for Euston to resolve conflicts and interdependencies
- Provide coordination between HS2 and other direct workstreams include:
 - National Rail station development
 - TfL (London Underground station, streets, buses, taxis etc.)
 - Crossrail 2
 - Oversight development, growth strategy & planning context
 - Maintenance and asset protection work
- Achieve most effective land usage and identify potential construction synergies
- Improve relationships and partnering between projects, transport providers, local residents and businesses

Supported by working groups that manage the detail of agenda items.

Euston Strategic Board

Membership: Representatives appointed by public agencies and landowners within Euston Area (initially GLA, LBC, HS2 Ltd, TfL and NR, with CR2, DfT and DCLG as observers)

Purpose:

- Provide strategic political leadership for regeneration and growth at Euston including the implementation of the Euston Area Plan (EAP)
- Engage with all stakeholders including local community groups and local businesses (BIDS, Knowledge Quarter, SMEs)
- Deliver the agenda for place-making and regeneration as set out in the EAP, through production of a planning brief for Euston
- Development and delivery of a growth strategy for Euston as envisaged by the HS2 Growth Taskforce report
- Influence and manage external relationships to secure funding and support to deliver aspirations of the EAP
- Work with, coordinate and guide the ESSRB on relevant place making, regeneration and economic growth related projects

Euston Station Design Engagement

Community

- Design engagement with the main station design, for example:
 - public exhibitions
 - leaflet drops
 - interactive on-line materials
 - existing community meeting
- Design Update and engagement event
- Potential LBC public consultation on Schedule 17 submission

London Borough of Camden

- Euston Strategic Board
- Euston Station Strategic Regeneration Board
- Euston Integration Project Board
- Euston Management Board
- Station Design Panel
- Extensive programme of pre-submission discussion

GLA and TfL

- Euston Strategic Board
- Euston Station Strategic Regeneration Board
- Euston Management Board
- Euston Integration Project Board

HS2 and Euston Station Design Panels

Euston Station Design Engagement Timeline

2016/17
 RIBA 3 design stage commences
 Sch. 17 submission
 Sch. 17 approval

