

Minutes and Actions

The Euston Partnership Board



Meeting Details

Date 14/12/2023

Time 10:00 – 11:30

Location Microsoft Teams

Reference EPB38

Attendees

Peter, Lord Hendy of Richmond Hill (Chair) NR Cllr Danny Beales LBC

Paul McKeown TEP Jenny Rowlands LBC

Jill Adam DfT Dave Penney NR

Jules Pipe GLA **Delegates**

Andy Swift HS2 [Redacted] [Redacted]

David Rowe TFL **Apologies**

Jenny Sawyer LL Alan Over DfT

Elaine Holt HS2 Shamit Geiger WCP

Lucinda Turner GLA **Presenters**

Chris Rayner HS2 [Redacted] [Redacted]

Andrea Ruckshuhl LL

[Redacted] [Redacted]

John Reed TEP

[Redacted] [Redacted]

Next meeting details: 11/01/2024, by correspondence

1. Welcome

The Chair welcomed John Reed (JR) to the Board who would take over from Paul McKeown (PM) as the TEP Managing Director on 18 December 2023.

Apologies were noted from Alan Over and Shamit Geiger. Delegations were noted as above.

2. Review of Minutes & Actions

Paper Reference: EPB38.01

Minutes have been circulated in the usual way and were agreed as correct subject to a minor amendment to the attendee list.

It was agreed that Andy Swift (AS) would circulate a written update on the interim taxi rank following the discussion at the previous meeting.

Action 2.01: Andy Swift to circulate an update on the interim taxi rank to the Board.

PM took the Board through the open actions, noting the following updates:

Action 3.02 (08/06/2023): Confirmation from both parties on readiness of timetable changes and stabling: In progress, Dave Penney to update the Board.

Action 3.02 (10/08/2023): GG to circulate the feedback following the workshop with local community representatives from the Euston area. In progress. David Burns to circulate report to the Board.

Action 5.01 (12/10/2023): TEP to facilitate a briefing session with TFL, LBC and GLA to clarify the rationale for north-south and east-west options for the bus station solution being non-operational/suitable and safeguarding the original footprint is preferred. Closed.

Action 2.02: PM to circulate the note that was circulated LBC colleagues following the bi-weekly Reset catch-up, on the preference to safeguard the existing bus station.

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See section 9. Action Table.

3. Management Information & Leadership Report

Paper Reference: EPB38.02

John Reed (JR) took members through the key progress items detailed within the TEP and Campus Activity update. TEP had been focused on the Concept Baseline workstream, including establishment of outcome

requirements for transport and creating an initial concept layout, incorporating the recent Strategic Design Authority decisions from the DfT.

Andrea Ruckshuhl provided the LL update. LL had been working on understanding the size, shape and location of the stations and were looking at potentially accelerating work on regeneration. They were also considering how to safeguard the future and were keen to be engaged with conversations on futureproofing.

Andy Swift (AS) provided the HS2 update. Enabling works and traction sub station works had continued. HS2 advice notes on Minimum Transport Requirements had been issued to DfT. Work to provide initial view on the role of HS2 Ltd. going forward had commenced.

██████████ provided the London Borough of Camden (LBC) update. LBC had engaged with the DfT on future governance arrangements. They were keen for a clear understanding on how the different workstreams will play out in an integrated way whilst still allowing partners to move forward on whatever urban development might be possible.

David Rowe (DR) provided the TfL update. TfL were closing out work with AS's team on sub-station. They had discussed next steps with HS2 and DfT and were ready to engage on design work. They were also looking at Old Oak Common's use as a temporary terminus. Discussions on for the tube station had begun with HS2 however it was difficult to progress without knowing what demand would be catered for.

Members discussed the importance of extracting passenger number ranges to inform design work.

Action 3.01: JR to work with partners to establish ranges for intermodal flows to form part of a future requirements baseline.

Lucinda Taylor noted that GLA were keen to further engage with partners on workstreams.

Dave Penney (DP) provided the ONW update. Work was underway to consider activities following the government announcement.

██████████ provided the WCP update. They continued their work to develop and define the Train Service Specification for future High-Speed Services from Euston as required by DfT, to support industry decision making, with Governance via High Speed Integration Steering Group.

4. DfT Update

Paper Reference: EPB38.03

JA provided an update on DfT's activity. Following Network North's announcement, the Transport Select Committee had convened on 15 and 30 November 2023 and the Public Accounts Committee on 16 November 2023. The meetings provided an opportunity for members to understand and question the Department on Network North's decision making. DfT presented an update on key workstreams (transport requirements, delivery model and private finance) to the IPDC. The update was well received, and members recognised that although the programme was complex good progress had been made since the announcement and they supported the proposed next steps.

Current governance and stakeholder arrangements were being reviewed to ensure they remained fit for purpose. There was a clear acknowledgement and acceptance that DfT should continue to lead the programme but input from colleagues from across government will be required to develop an aligned approach.

DfT had been working on refreshing strategic objectives, engaging with colleagues across government for a development led Euston. They will be shared with the Board when ready.

Additionally, DfT were planning to produce a Delivery Strategy, articulating work in a way that will help partners and the external market. Cllr Danny Beales (CDB) offered to support this and welcomed further clarity on government department leadership. [REDACTED]

A summary of the SDA transport requirements was circulated to the Board. [REDACTED] JA recognised that a more detailed conversation on this was required.

It was agreed that DfT and TEP would hold a briefing session with partners on the outcomes from SDA and baseline requirements.

Action 4.01: John Reed and Jill Adam to hold a briefing session with partners the outcomes from SDA and baseline requirements.

5. Materials by Rail Update

Paper Reference: EPB38.04

AS presented an update paper on Material by Rail (MbR). The paper set out the outcome of an independent review. [REDACTED] Following the Network North announcement, the emerging HS2 MVP station designs for the 'Development-led Euston' proposals had re-introduced the opportunity to utilise MbR at Euston not just for HS2 but for the Euston Campus. [REDACTED] CDB supported the approach outlined in the paper and was open to flexibility around working hours. CDB flagged that the local community expected LBC to work together with HS2 to minimise late and early morning work. LBC

were happy to pause [REDACTED] but noted that if MbR becomes unviable due to other requirements, it should be discussed again at a Board meeting in the future.

[REDACTED] It was agreed that a session would take place in early January with all interested parties on the shared objectives for MbR.

Action 5.01: A session on the shared objectives for MbR to take place in early January 2024.

6. Meanwhile Use Update

Paper Reference: EPB38.05

[REDACTED] presented the meanwhile use update.

The Meanwhile Use Community Fund continued to be promoted widely and TEP were supporting community organisations with their submissions for funding applications. The panel will convene on 20 January 2024.

Community engagement on the design of the Western Taxi Rank had begun. Feedback on the two designs presented was that green space was generally welcomed. A new iteration based on the community feedback will be drafted for consultation in the new year. The timeline for delivery was dependent on the opening of interim taxi rank east.

[REDACTED]
[REDACTED]

It was agreed that a paper would be presented at the MUSG advising DfT on the extent of impact from early development and site clearance and options for working that around sites.

Action 6.01: JR to lead on driving decisions on meanwhile use and advising DfT on the earliest opportunities supported by cost assessments.

[REDACTED]

DB said that the local community would be frustrated if the Zone 5 and Two Towers sites did not go ahead. He recognised that both operators had significant potential benefits for the community during the paused period in terms of increased footfall and activity for local businesses and commercial benefits. LBC welcomed seeing HS2's operational access requirements and exploring alternative options if necessary. AS confirmed that HS2 were looking at access requirements and would feedback to the Meanwhile Use Steering Group (MUSG).

7. Any Other Business

DB raised that the construction skills centre had been successfully handed over from HS2. An invite for the February launch would be extended to Board members.





8. Action Table

Date	No	Action	Owner	Due	Status
08/06/2023	3.02	Confirmation from both parties on readiness of timetable changes and stabling.	PC	13/07/2023	Closed
10/08/2023	3.02	GG to circulate the feedback following the workshop on Materials by Rail and the HS2 Euston Pause with local community representatives from the Euston area.	GG/DB	17/08/2023	Closed
14/12/2023	2.01	Andy Swift to circulate an update on the interim taxi rank to the Board.	AS	13/01/2024	Closed
14/12/2023	2.02	PM to circulate the note that was circulated to LBC colleagues following the bi-weekly Reset catch-up, on the preference to safeguard the existing bus station.	PM	21/12/2023	Closed
14/12/2023	3.01	JR to work with partners to establish ranges for intermodal flows to form part of a future requirements baseline	JR	31/03/2024	In progress
14/12/2023	4.01	JA to hold a briefing session with partners on the outcomes from SDA and baseline requirements.	BW	31/01/2024	Closed
14/12/2023	5.01	A session on the shared objectives for MbR to take place in early January 2024.	AS	19/01/2024	Closed
14/12/2023	6.01	JR to lead on driving decisions on meanwhile use and advising DfT on the earliest opportunities supported by cost assessments.	JD/BW	08/02/2024	Closed