

1. Welcome

The Chair welcomed members to the meeting. Apologies were noted from John Reed and Huw Edwards.

1. Review of Minutes & Actions

Paper Reference: EPB41.01

Minutes have been circulated in the usual way and were agreed as correct.

The Chair took the Board through the open actions, noting the following updates:

Action 3.01 (14/12/2024): JR to work with partners to establish ranges for intermodal flows to form part of a future requirements baseline. AS confirmed that the opening of the Taxi rank will be brought forward.

See section 9. Action Table.

2. Management Information & Leadership Report

Paper Reference: EPB41.02

██████████ took members through the key progress items detailed within the TEP and Campus Activity update. TEP had been focused on the SDA Response Project and the Interim Transport Model. Discussions were also ongoing about the pros and cons of a single station approach for a privately financed Euston.

Alan Over (AO) said that the working assumption of having stations constructed separately but integrating from a design and passenger perspective was the right one for now but was keen that delivery partners did not lose sight of the benefit of a single concourse.

Shamit Geoge (SG) was concerned about the lack of Partner collaboration in relation to the station design and that WCP had not been involved in the process so far. She added that they held valuable information about future staffing, catering and logistics requirements. SG also noted that the SDA Response Project did not acknowledge customers. AO explained that the SDA Response Project and the Design work was high level at this stage and input would be received from Partners on strategic design in due course once it had progressed. AO recognised that engagement at this stage would be beneficial. It was agreed that GC would take this forward with SG.

Jill Adam (JA) provided the DfT update. Good progress had been made on a number of the workstreams that form the Euston Quarter Programme including Private Finance and Modelling. DfT will be sharing emerging draft objectives for the Euston Quarter alongside an update on the delivery strategy later in the meeting. DfT will be issuing a response to the Public Accounts Committee's report on HS2 including Euston in due course. Euston governance arrangements had been reviewed. DfT would continue to lead

the Euston project however it was agreed that it would be beneficial for colleagues from other government departments to be more closely engaged. It was therefore agreed that DLUHC and HM Treasury would be invited to join the Board.

Chris Winfield (CW) provided the RECS update. RECS had been working on the baseline design in collaboration with HS2 and TfL which will be submitted to the DfT in March. There will be a supplementary submission in April with a cost estimation and a business case assessment which feeds into TEP's requirements workstream. David Burns (DB) said that LBC intended to gain a better understanding of the long-term plans for the demolition of the Podium and 1 Eversholt Street and expressed that they would not support retaining it.

Andy Swift (AS) provided the HS2 update. The fit out of the Maria Fidelis new accommodation had been progressing. HS2 had also been continuing work on the SDA Response Project.

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Lucinda Taylor (LT) provided the GLA update. GLA were continuing to engage with LBC on the Euston Area Plan.

David Burns (DB) provided the LBC update. LBC had commenced Feasibility Design work for Eversholt St as part of the joint TfL-LB Camden Euston Healthy Streets project.

David Rowe (DR) provided the TfL update. TfL have been supporting the intermodal flows workstream and the Euston Area Plan in collaboration with LBC.

Pat Cawley (PC) provided the ONW update. The Initial pass had been completed to review liabilities/ outcomes and requirements to 'Make Good Euston' following the Network North announcement in October.

SG provided the WCP update. WCP continue to develop and define the Train Service Specification for future High-Speed Services from Euston as required by DfT to support industry decision making.

3. Metro Dynamics - Euston Economic Impact Assessment

Paper Reference: EPB41.03

Georgia Gould (GG) introduced the item. LBC had commissioned metro Dynamics to carry out an economic impact assessment with an objective to attempt to get to a single version of truth about the economic opportunity presented by the regeneration at Euston.

██████████ provided a presentation outlining the economic rationale for Euston's regeneration.

JP asked if the higher costing scenarios included in the report were within policy and local area compliance. JD confirmed that the central case was LVMF compliant. The smaller development was the previous masterplan for the Reset Programme and was OSD rather than ASD and on the basis of the LVMF compliance scheme.

LT was pleased with the narrative in the report and asked what assumptions had been made between the mix of residential and commercial development sites. ██████████ explained that the report had set out the assumptions about the proportion of commercial space (30%). The number of homes expected to be generated as part of workstream 2 (core scenario) was not based on the inclusion of 10,000 homes that could be generated by the development.

Huw Merriman (HM) MP joined the meeting.

4. DfT Update

Paper Reference: EPB41.04

HM introduced the item and explained DfT's rationale for creating a set of objectives for the Euston Quarter post the Network North announcement. JA presented a summary of the prioritised objectives which had been circulated as part of an emerging delivery strategy.

The Chair was content with the proposed objectives but suggested reconsidering their order. GG said that value creation should be highlighted. SG commented that the objectives should be focused on end users/passengers. AO agreed to tweak and bring out the importance of value and make them more passenger centric.

JS suggested that identifying early development plots would provide the market with confidence about potential investment opportunities. AO recognised that plots needed to be identified on a "no regrets" basis and in order to do that transport requirements will need to be roughly defined. DfT were already working on this and acknowledged the Board's collective desire to progress.

The Chair suggested an alternative solution to combining the concourse. If LL build in a way that allows station retail to go in commercial development this would reduce the size of concourse and associated costs. JA flagged that early plot release would require colleagues to make early moves against immature designs therefore the level of risk associated with this should be considered .

DR asked for an update on the decision-making process on tunnelling to Old Oak Common and noted that it was time critical ██████████ .

It was agreed that JA would pick up any further comments with Members outside of the meeting and an updated version of the prioritised objectives would be circulated.

5. Meanwhile Use Update

Paper Reference: EPB41.05

JD presented the Meanwhile Use (MWU) Update. The MWU fund had received eight applications thus far with three more anticipated. The panel were planning to distribute £80k by the end of FY23/24.

JD provided an overview of each of the potential sites and projects and proposed next steps.



GG welcomed the lessons learned exercise and said that in the future the commercial operators should be given sites earlier. GG was keen for HS2 to interrogate exactly when they would need land back. JD agreed and explained that there was a Meanwhile Use Site Tracker which identified and helped to evaluate all potential meanwhile use sites across the whole campus, updated through MUWG and MUSG for this purpose. DB noted that there may be an opportunity at the Maria Fidelis Site during the pause for HS2 to work with the Camden Collective as LBC have built a good relationship with them. It was agreed that AS would look into this on behalf of HS2.

6. Community Hub Update

Deferred due to agenda overrunning.

7. Any Other Business





8. Action Table

Date	No	Action	Owner	Due	Status
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