

Go to Page 2 to read Mr McNaughton's evidence to the HS2 Select Committee, concerning the aim of the HS2 Project...

Euston Overview

Prof Andrew McNaughton

Purpose of HS2

- **‘The new north-south railway is a long term solution to a long term problem’**
Secretary of State for Transport, Foreword, Strategic Case for HS2, November 2013
- **‘The aim of the HS2 project is to deliver hugely enhanced capacity and connectivity between our major conurbations’**
- **‘... capacity will be freed up on the existing network, especially on the congested lines to the north of London, creating sufficient capacity for extra commuter and freight services’**

High Speed Rail Investing in Britain’s Future – Decisions and Next Steps, January 2012, p.11

HS2 demand

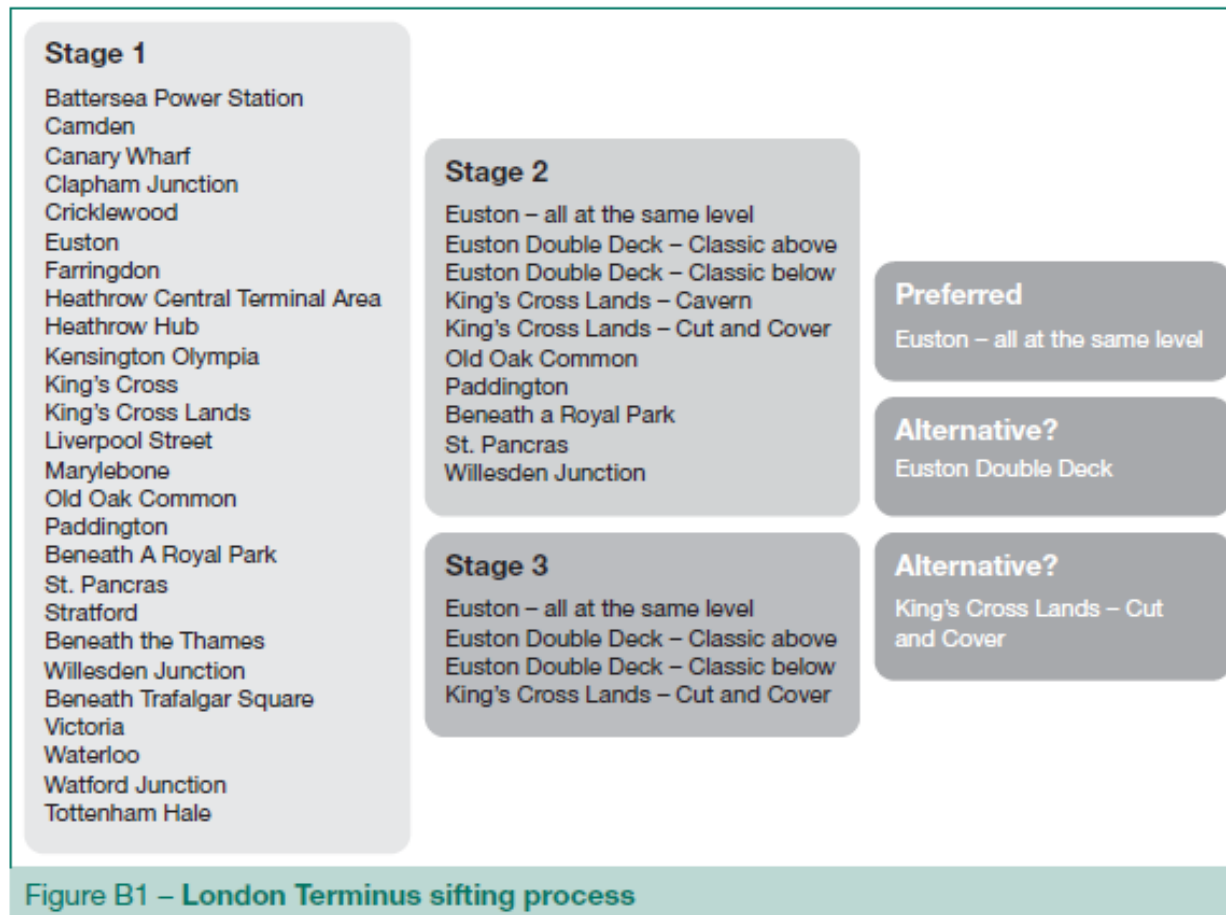
On the trunk section of the HS2 network (south of the West Midlands);

- by 2037 circa 250,000 passengers will use HS2 each day
- 90% of those passengers will be travelling to, from or via central London

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Sift process for London terminus station (2009)

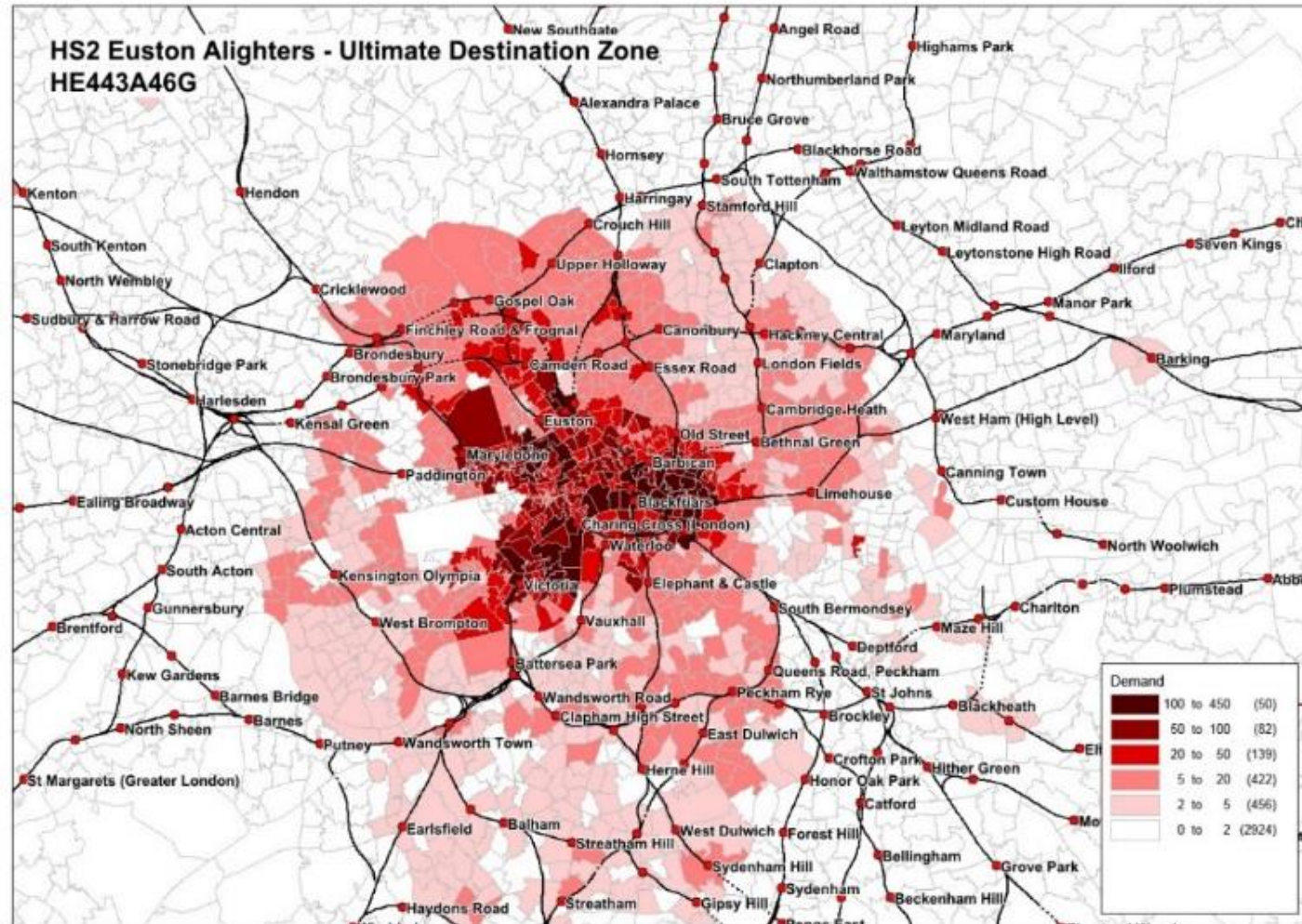


London terminus station selection process

Key stages

- High Speed Rail - London to the West Midlands and Beyond (Hs2 Ltd, December 2009)
- High Speed Rail Command Paper (DfT, March 2010)
- High Speed Rail: investing in Britain's future – public consultation (DfT, 2011)
- High Speed Rail: investing in Britain's future – decisions and next steps (DfT, 2012)
- Volume 1 - Introduction to the Environmental Statement and the Proposed Scheme | Strategic and route-wide alternatives – Alternatives Report (2013)

Euston destinations - am peak



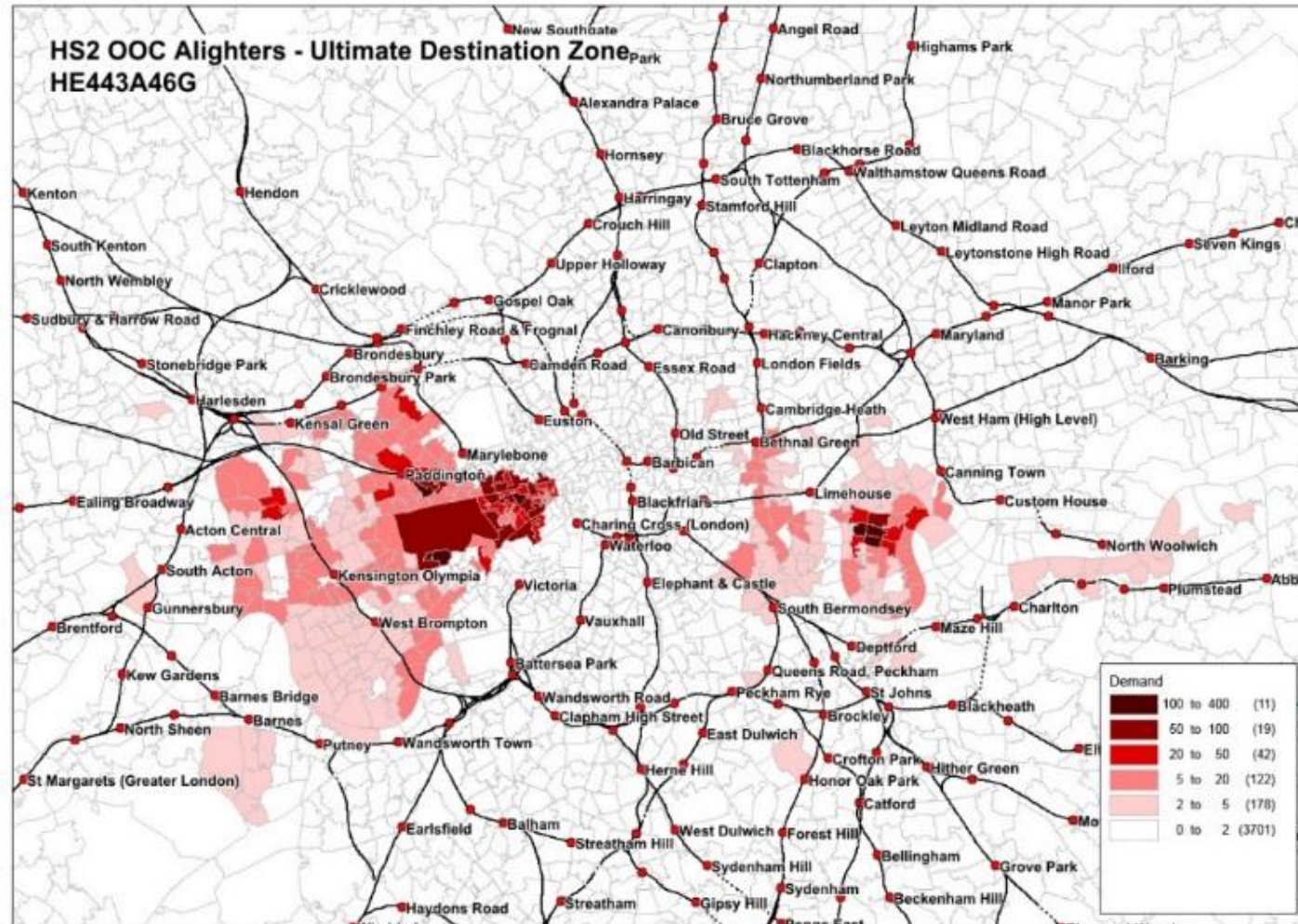
Rail passengers arriving in Euston (am peak):

- 2012 – 24,680
- 2041 (without HS2) – 42,000
- 2041 (with HS2) – 61,000

Euston connections

- Victoria Line
- Two Northern Line branches
- Metropolitan, Hammersmith & City and Circle
- Close proximity to St Pancras and Kings Cross
- 13 bus routes
- Central London taxi
- Rental bikes
- Walking

Old Oak Common destinations

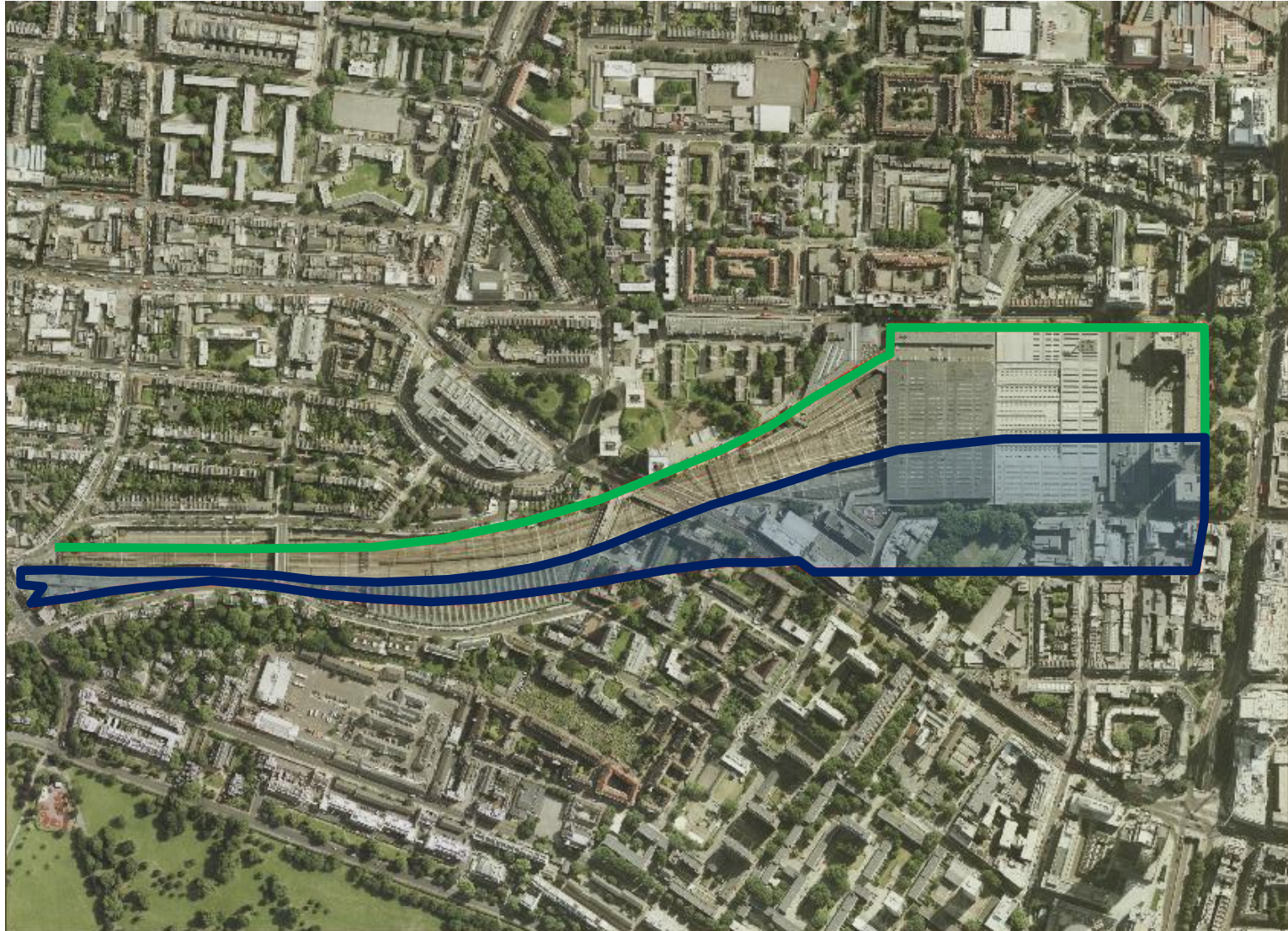


- Access to Heathrow, Thames Valley and West London
- Convenient access via Crossrail towards City of London and Docklands
- Relieves pressure on HS2 Central London terminus
- Serve future major employment and regeneration development opportunities around Park Royal

What HS2 releases from WCML

- The HS2 Phase 1 services replace most long distance non-stop services to or from areas served by HS2
- At least 10 new services can operate into Euston
- Each new commuter train is c700 seats
- Each new long distance train is c500-600 seats

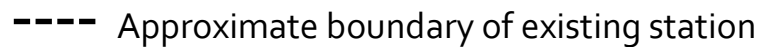
Euston Station Footprint



Why are we changing to the AP3 design?

1. Create an effective station within budgetary and programme constraints
2. Support the wider development vision for the Euston area
3. Reduce the impact on existing rail services against a background of continuing growth of over 5% p.a. on longer distance commuting services

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Platform sequencing

Up to 2026



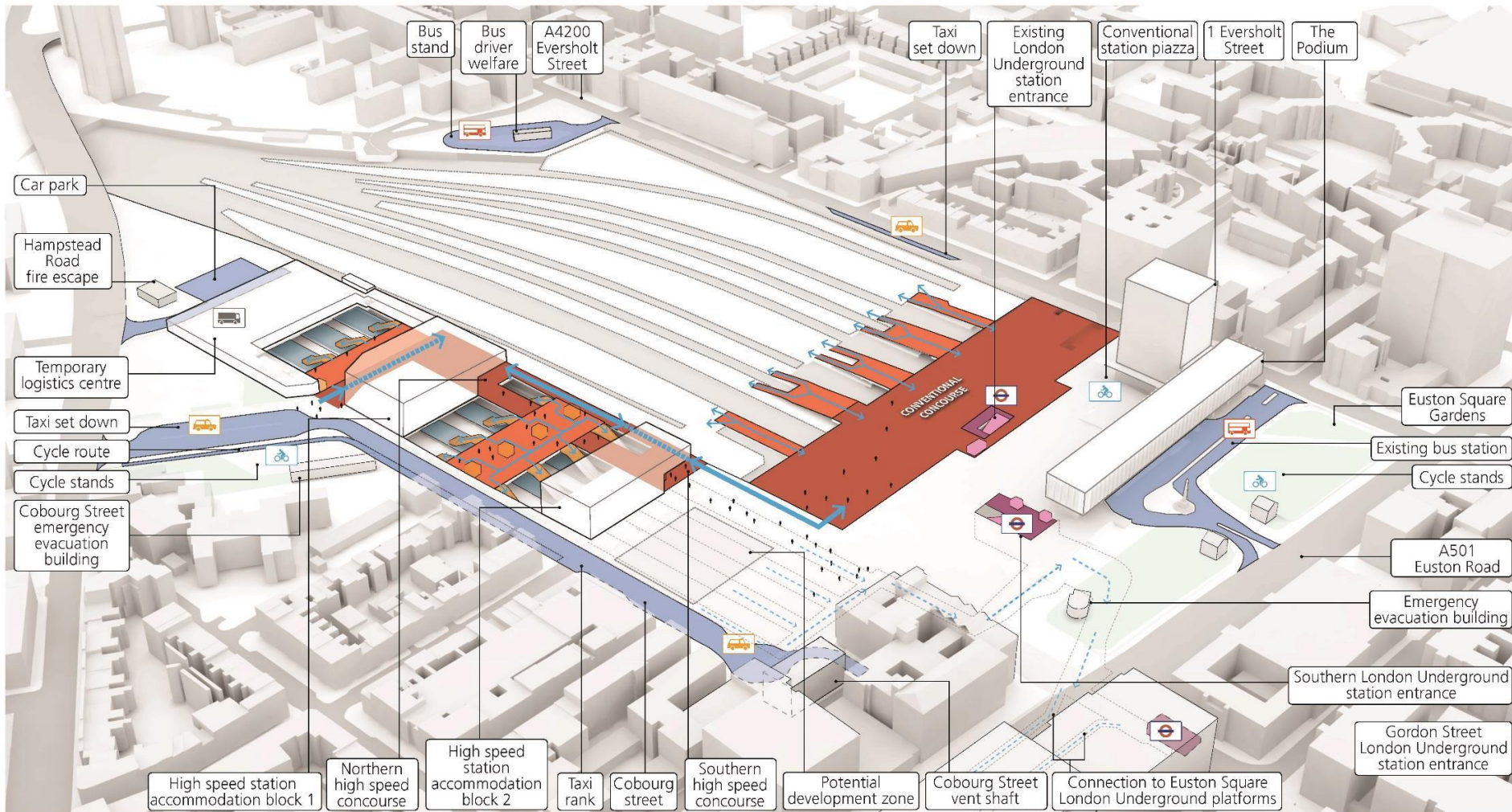
2026 to 2033



2033 onwards



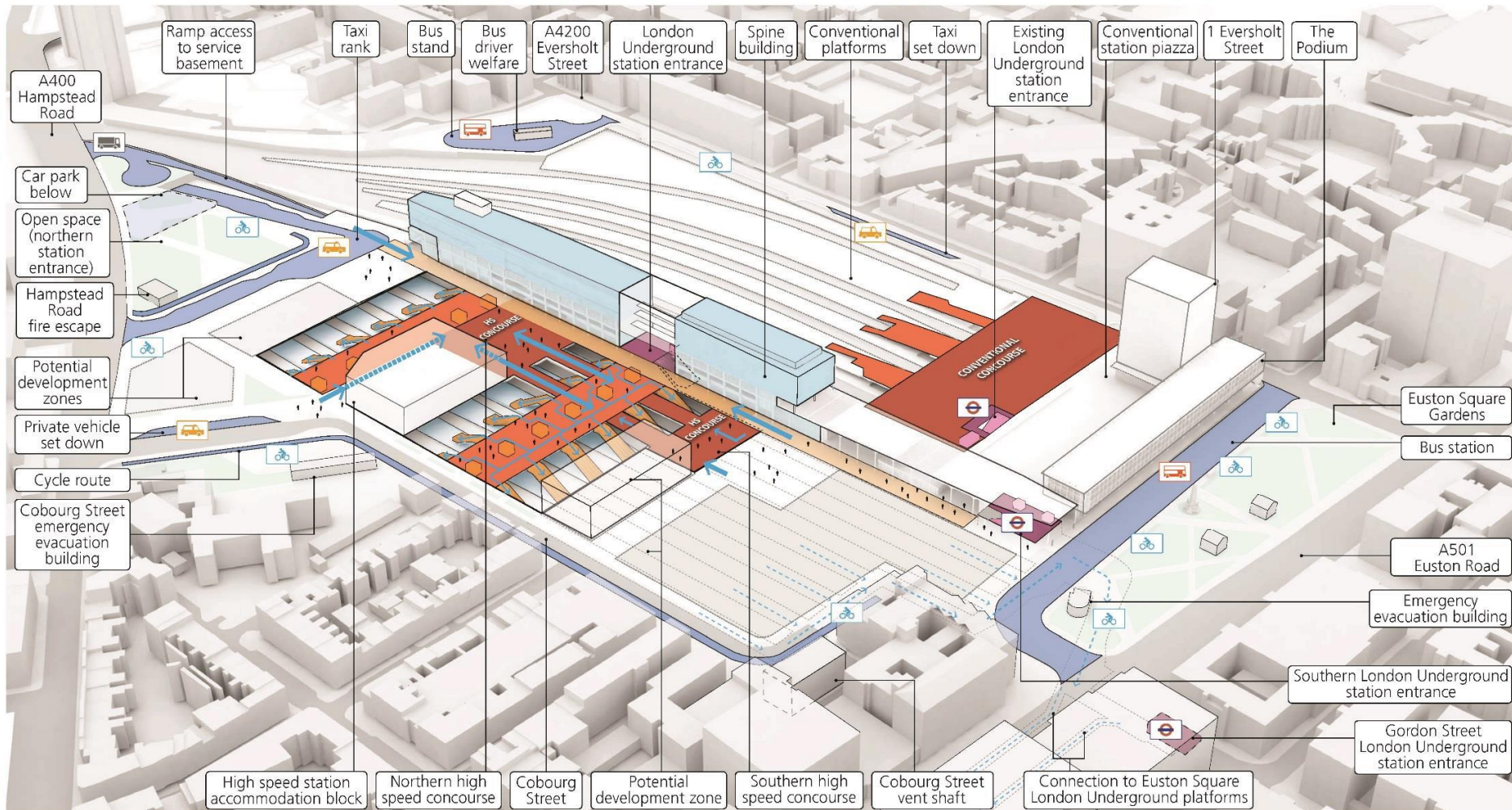
2026 high speed concourse level



Key

Paid/Unpaid concourse	Surface transport	Central street
Central street	Main pedestrian routes	LU concourse
LU concourse		

2033 high speed concourse level



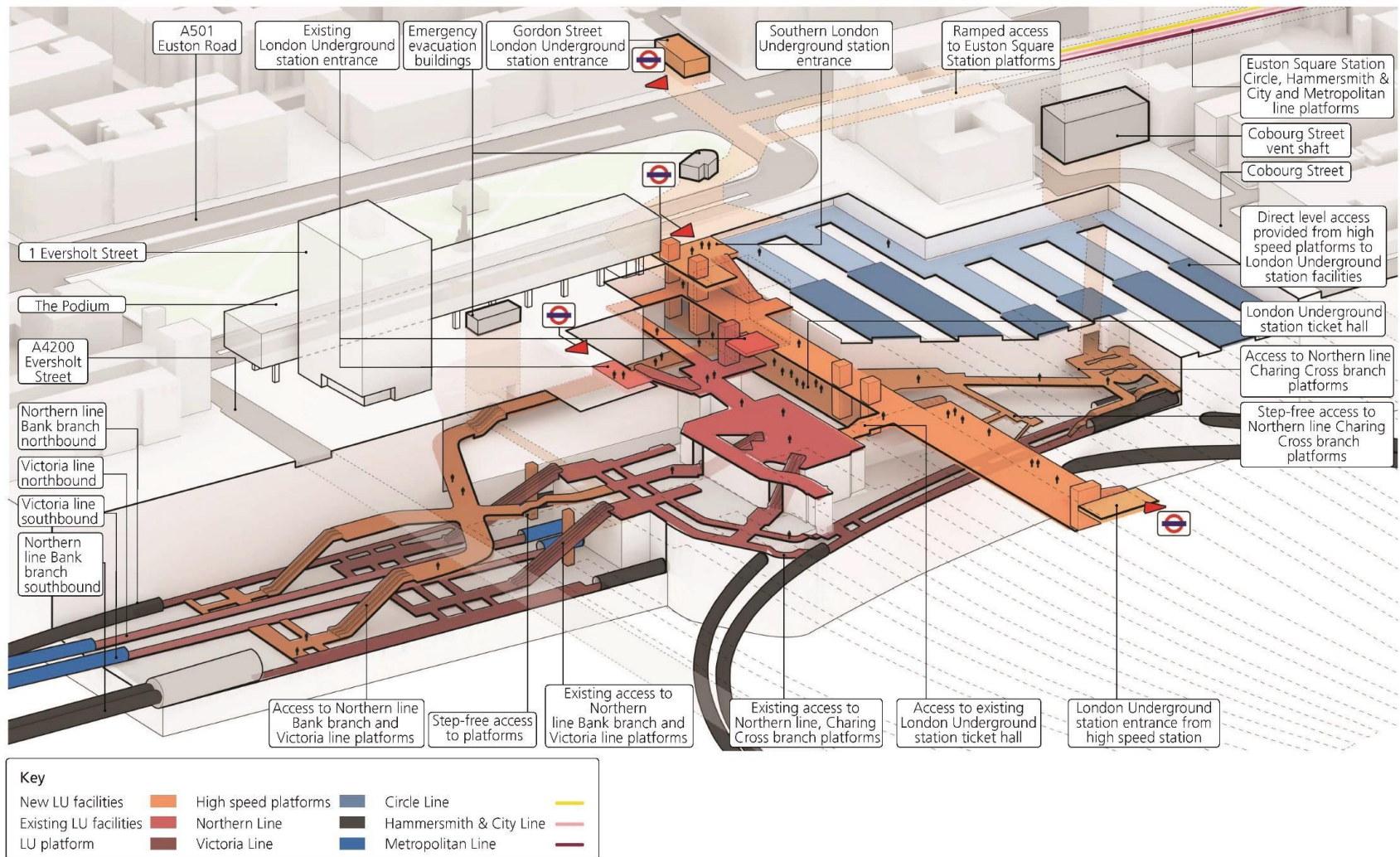
Key

Paid/Unpaid concourse
Central street
LU concourse

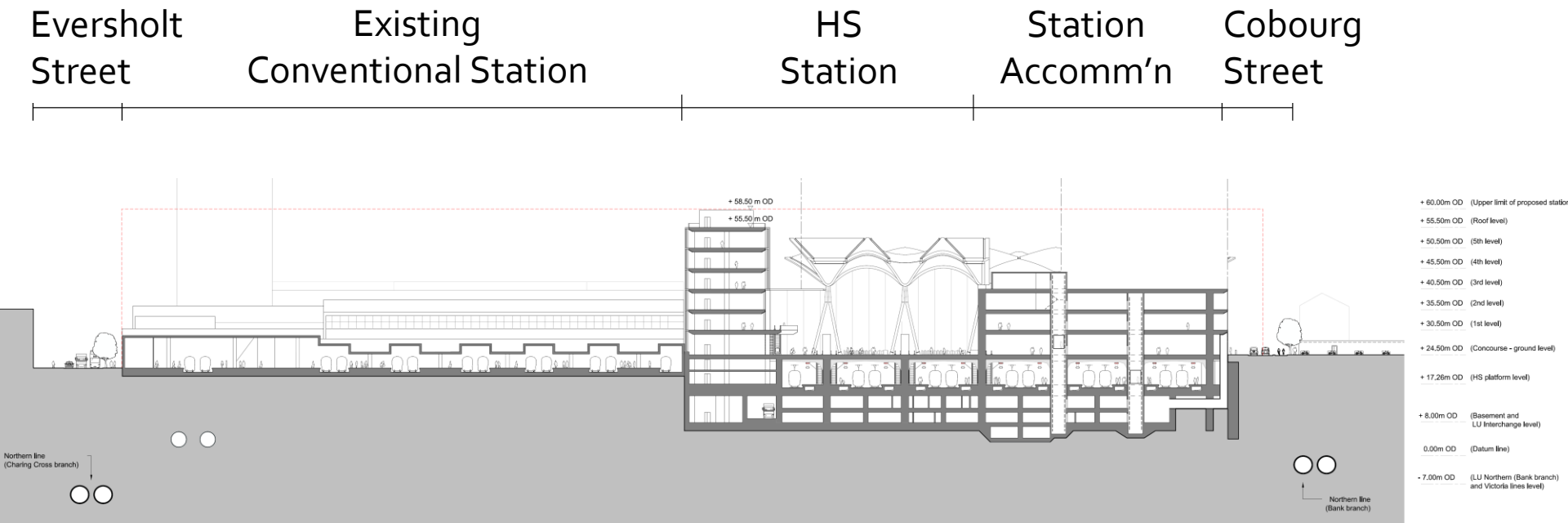
Station accommodation and passenger facilities
Surface transport
Main pedestrian routes



London Underground connections

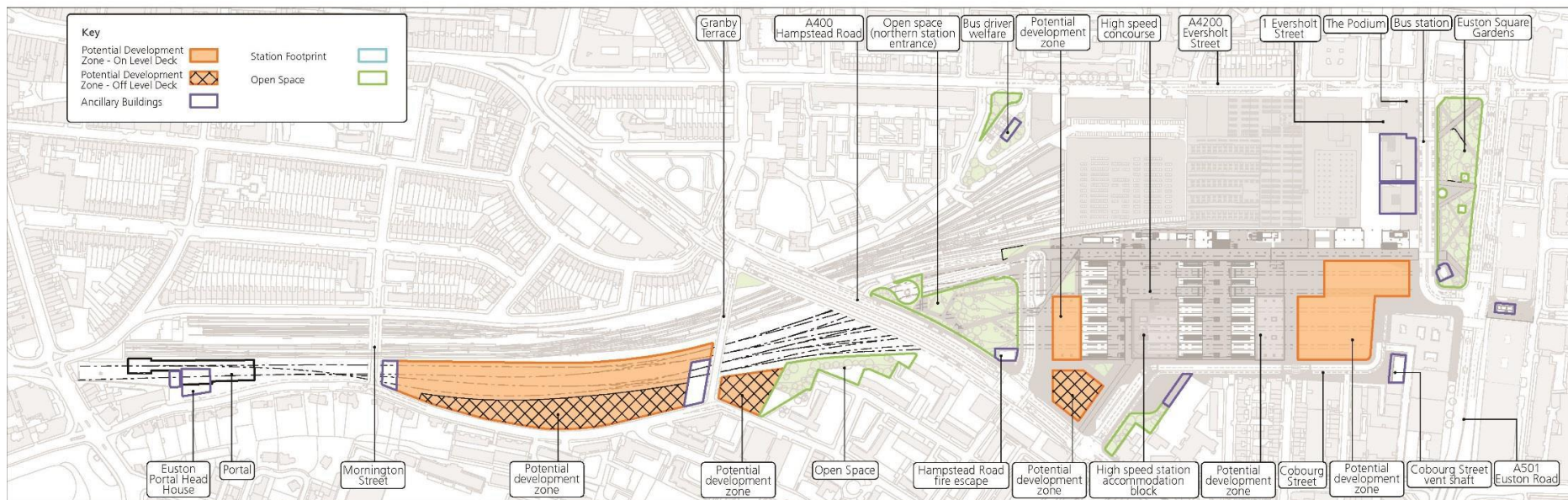


Station cross section looking South

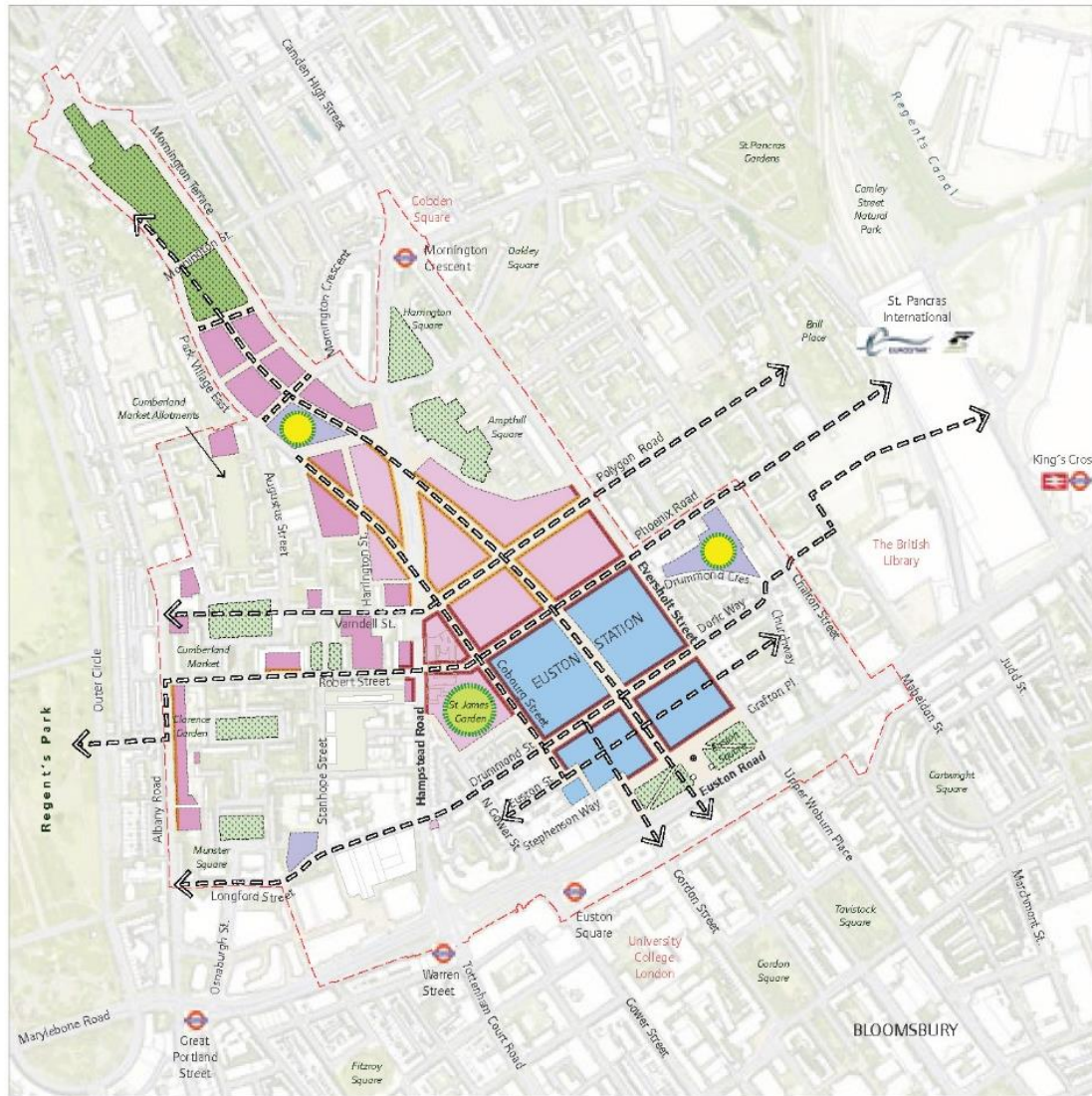


Section B-B
1:500 @ A1

Potential development zones



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 | |

AP3 2026 permeability



- Key
- Potential future connectivity provision
- Connectivity provision

AP3 2033 permeability



- Key
- Potential future connectivity provision
- Connectivity provision

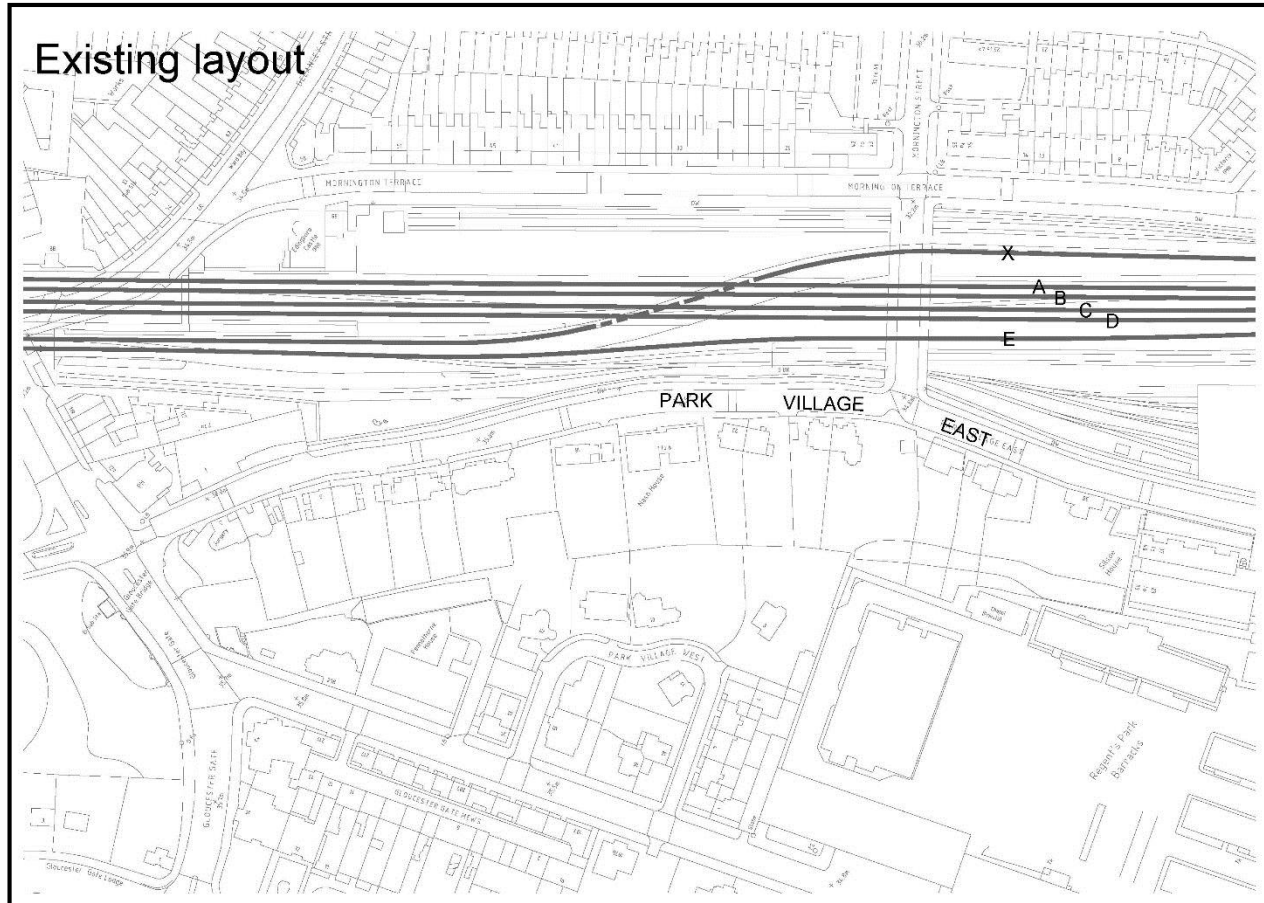
Stage A programme (2016 – 2026)

Construction Activity	2016 quarters				2017 quarters				2018 quarters				2019 quarters				2020 quarters				2021 quarters				2022 quarters				2023 quarters				2024 quarters				2025 quarters				2026 quarters			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Enabling Works (incl. demolitions)																																												
Utility Works																																												
Hampstead Road Bridge																																												
Granby Terrace Bridge																																												
Mornington Street Bridge																																												
Retaining walls, HS railway structures & portal north of Granby Terrace (incl. PVE)																																												
High speed part of Euston station																																												
Euston underground station																																												
Euston Road Subway & Euston Square connection																																												
Rail infrastructure & system works																																												

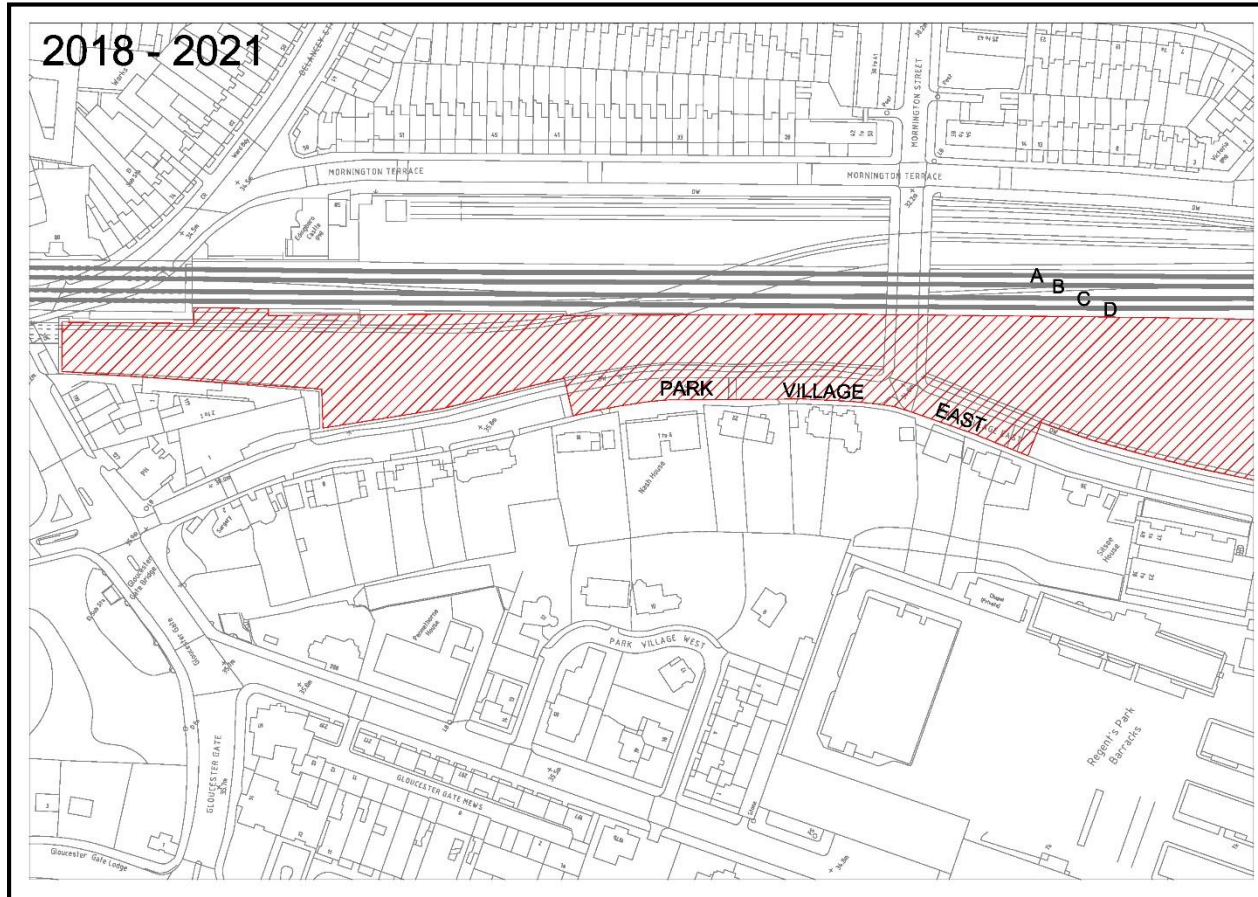
Stage B1 programme (2027 – 2033)

Construction Activity	2027 quarters				2028 quarters				2029 quarters				2030 quarters				2031 quarters				2032 quarters				2033 quarters			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
High speed part of Euston Station																												
Conventional Part of Euston Station																												
Euston Underground Station																												
Bus Station																												
Final reinstatement of Euston Square Gardens																												
Construction Northern taxi facility, car park & open space																												
Rail Infrastructure and systems works																												

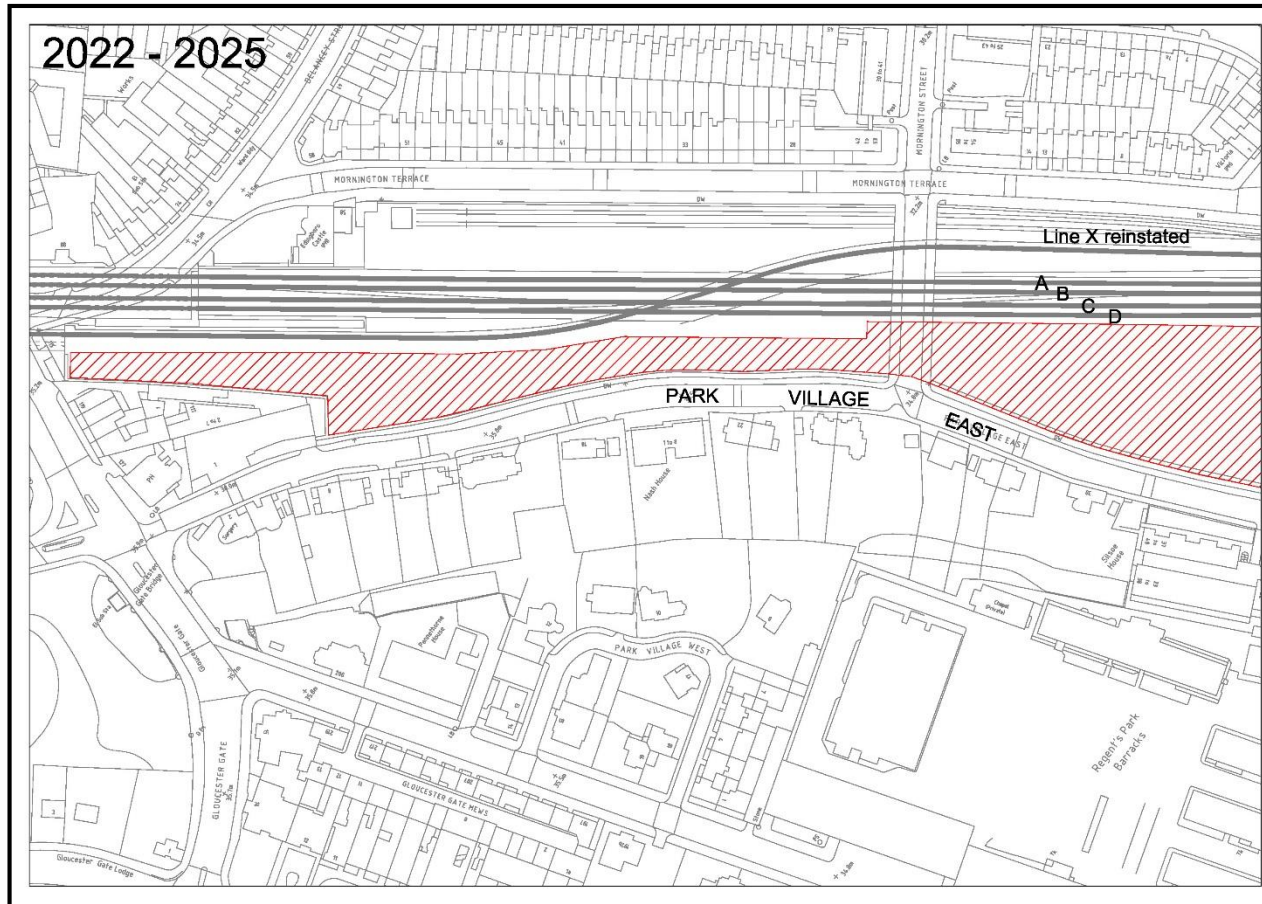
Euston Approaches



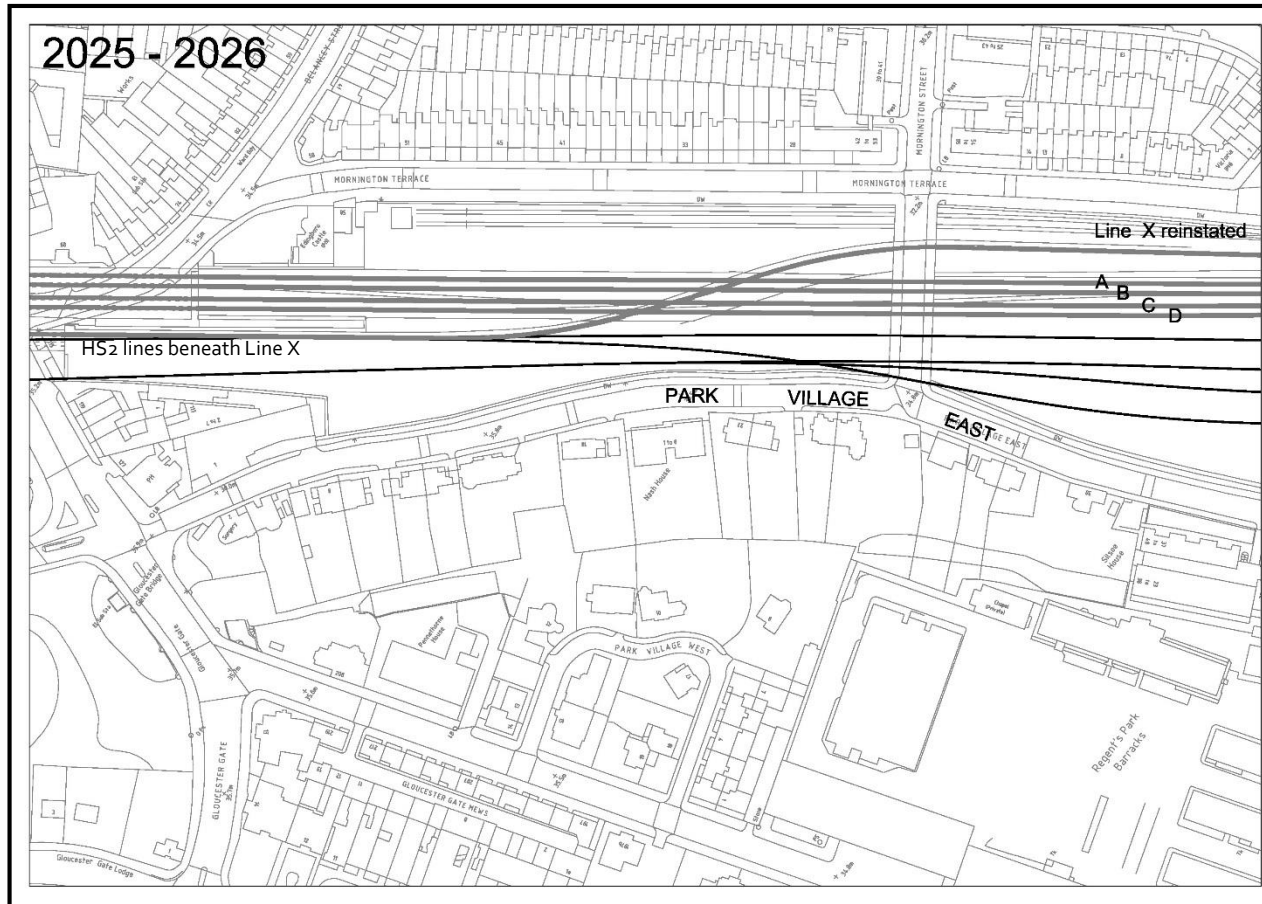
Euston Approaches



Euston Approaches

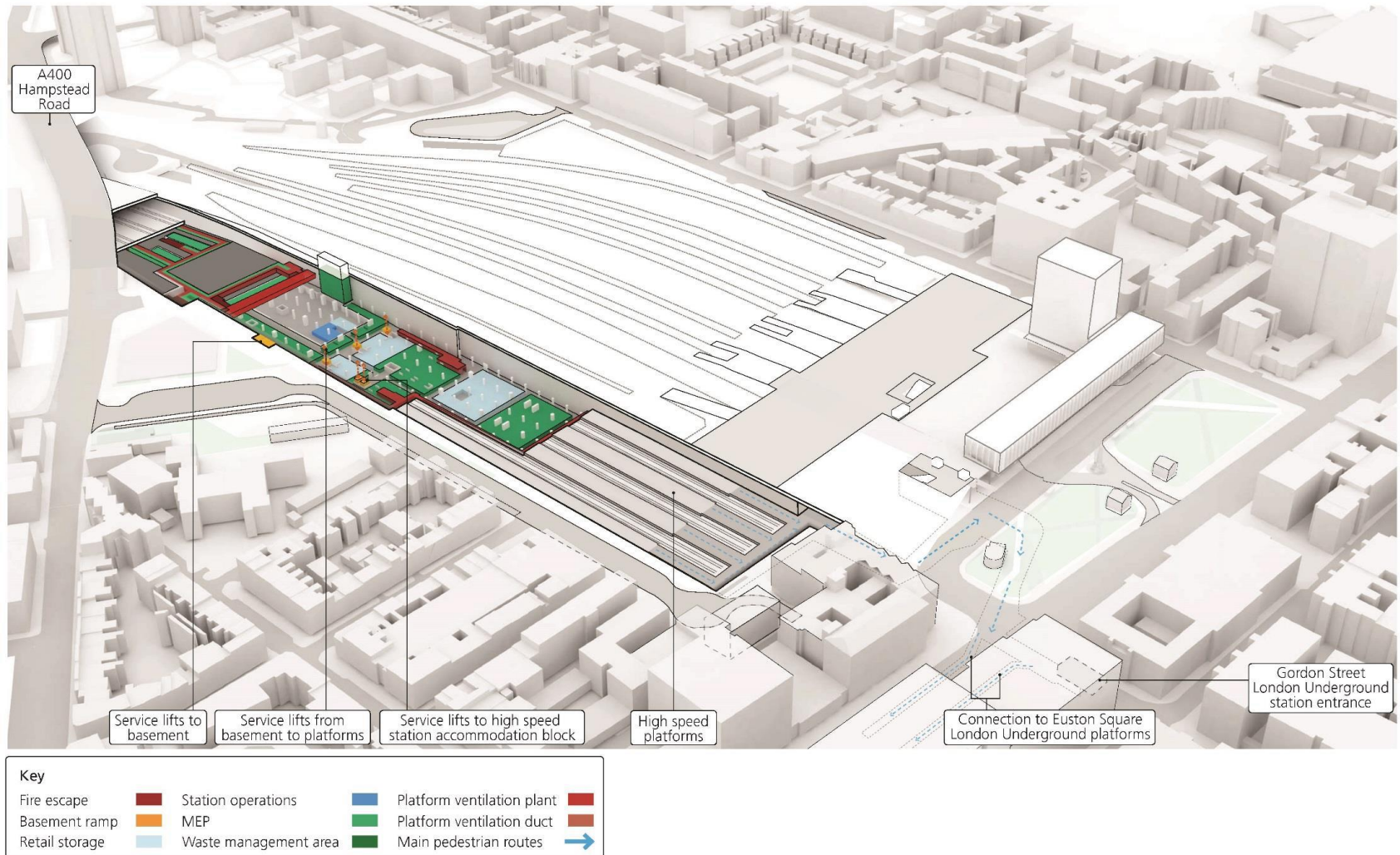


Euston Approaches



END

2026 servicing arrangements



2033 servicing arrangements

