



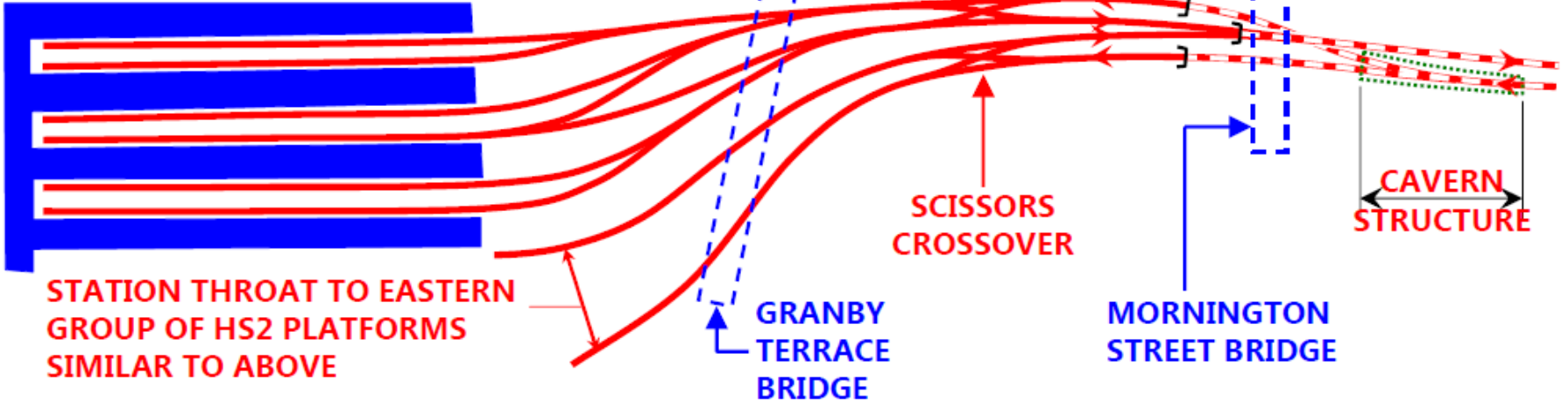
High Speed UK

Connecting the Nation,
Connecting London, and
Saving the Camden Community

Camden Cutting Alternatives

EUSTON STATION

ONLY WESTERN GROUP OF HS2 PLATFORMS ILLUSTRATED



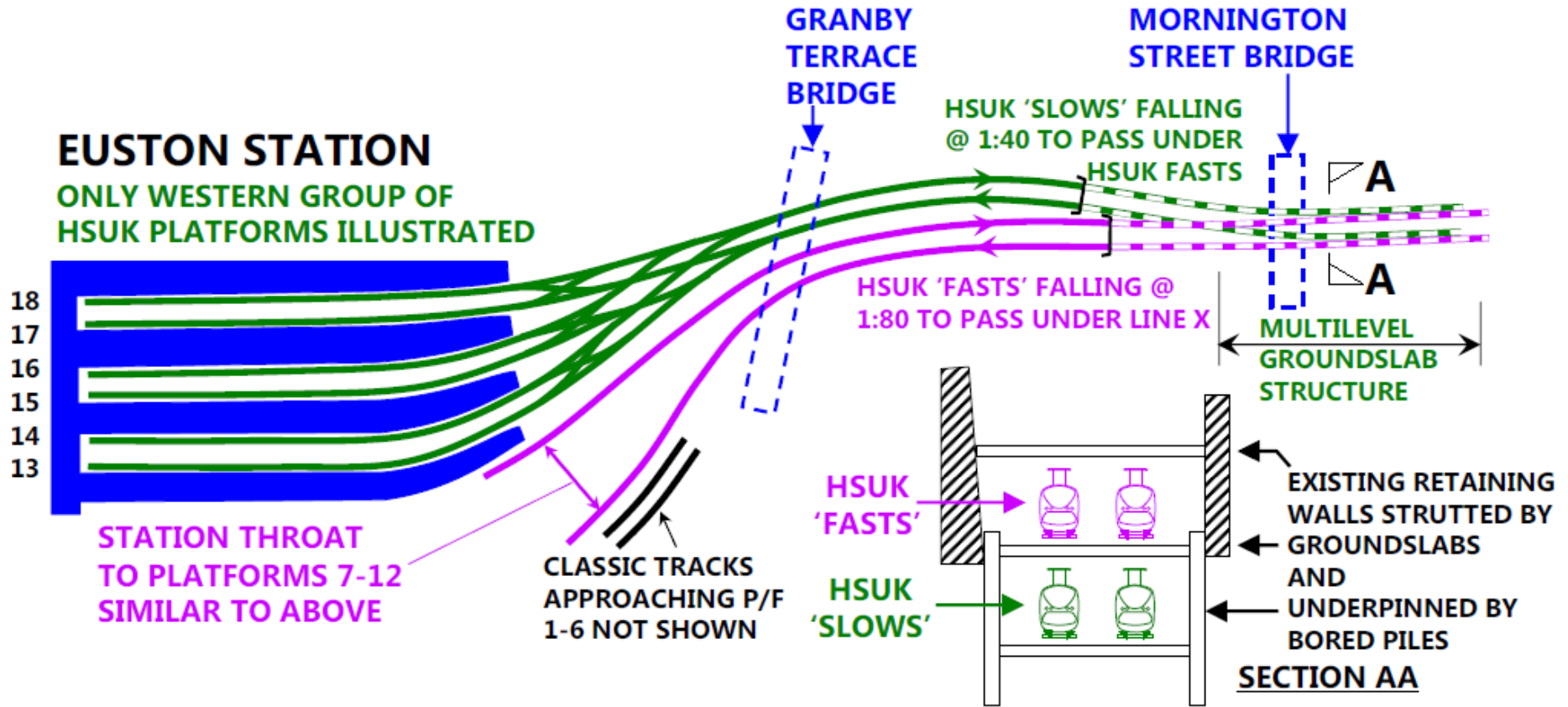
Current HS2 Scheme

Camden Cutting Alternatives

HSUK Design Principles

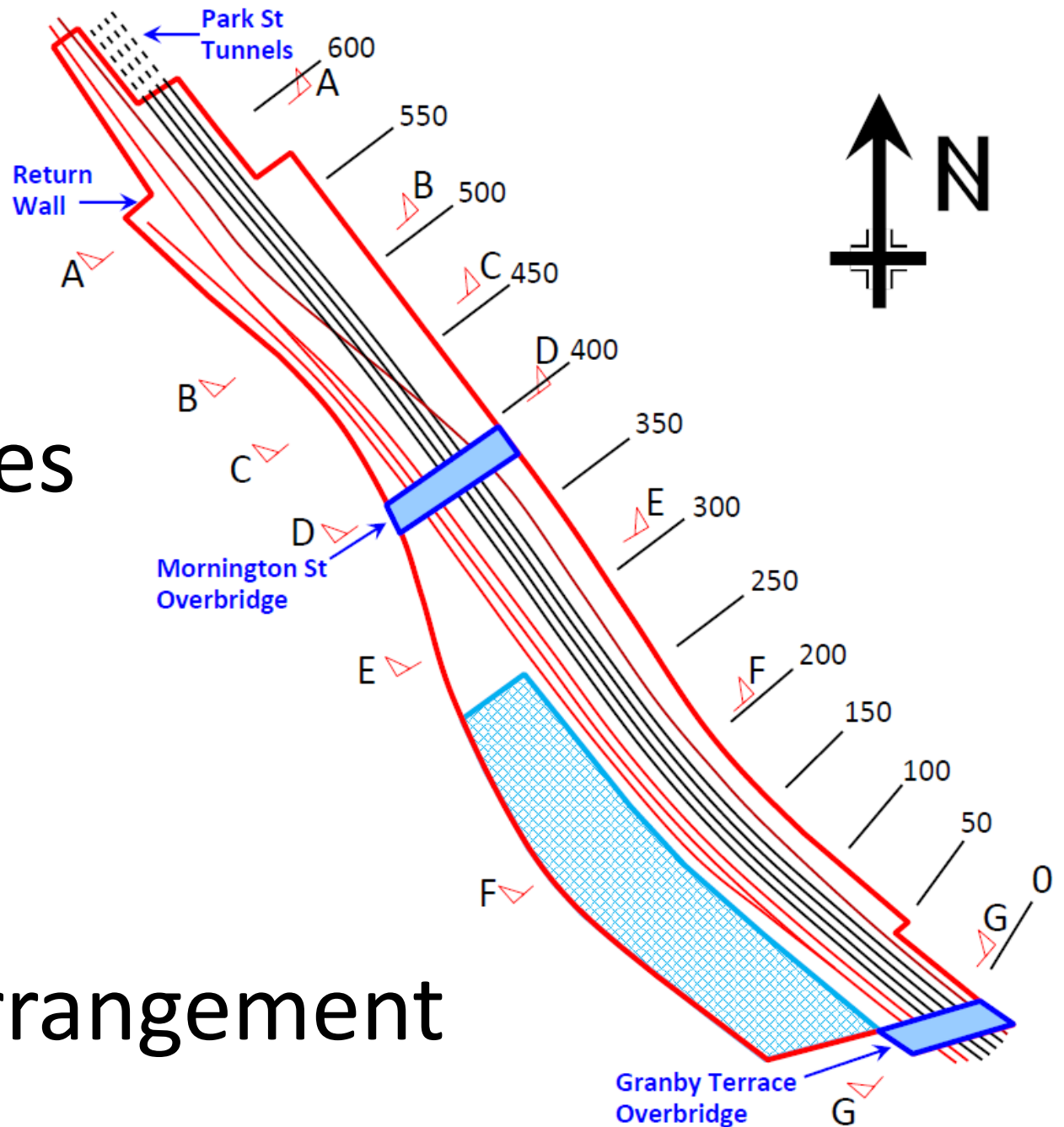
- No demolitions
- No expansion
- London's Gateway to North
– hence 4 tracks
- Commuter services
diverted

Camden Cutting Alternatives



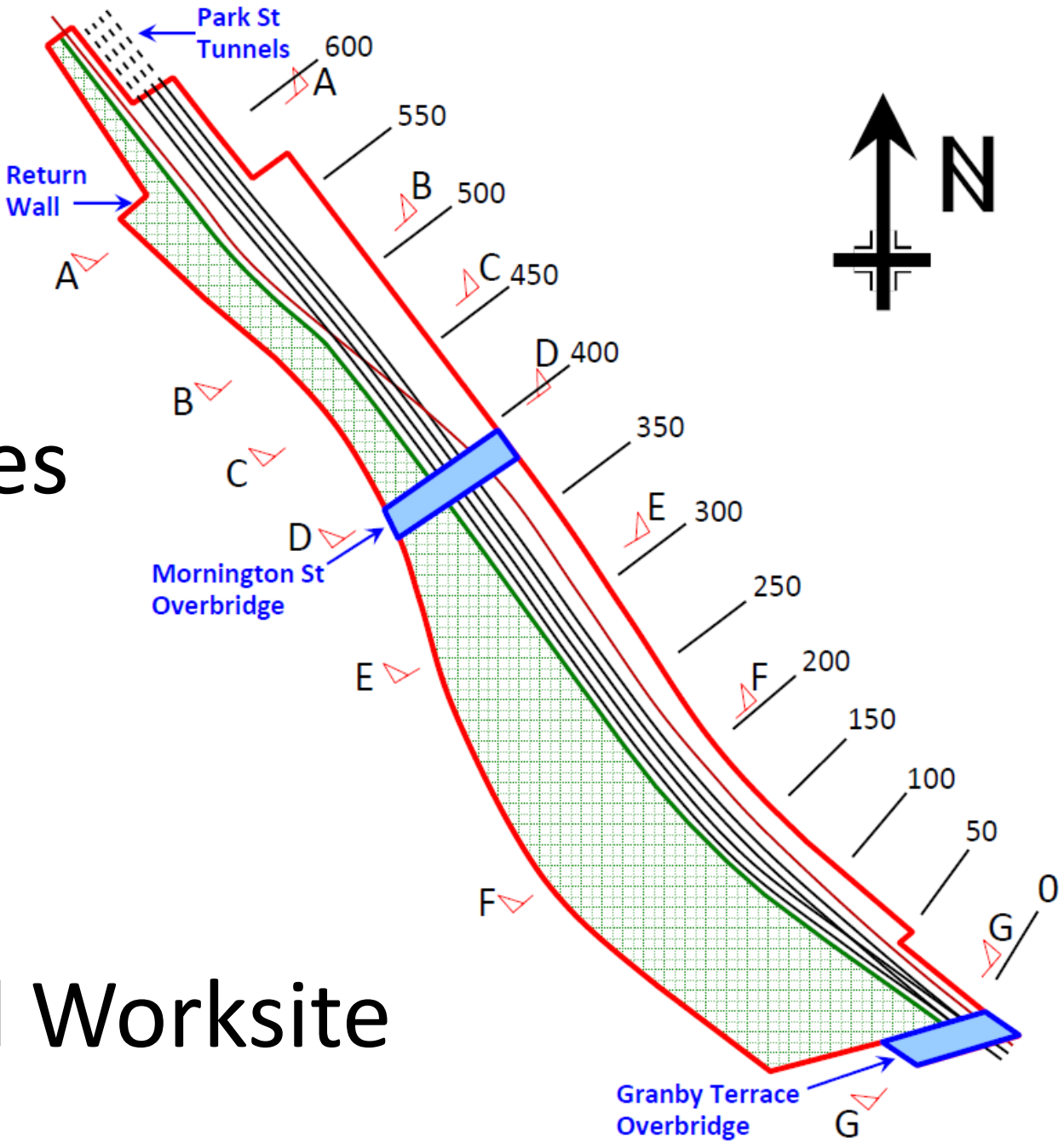
Alternative HSUK Scheme

Camden Cutting Alternatives



Existing Arrangement

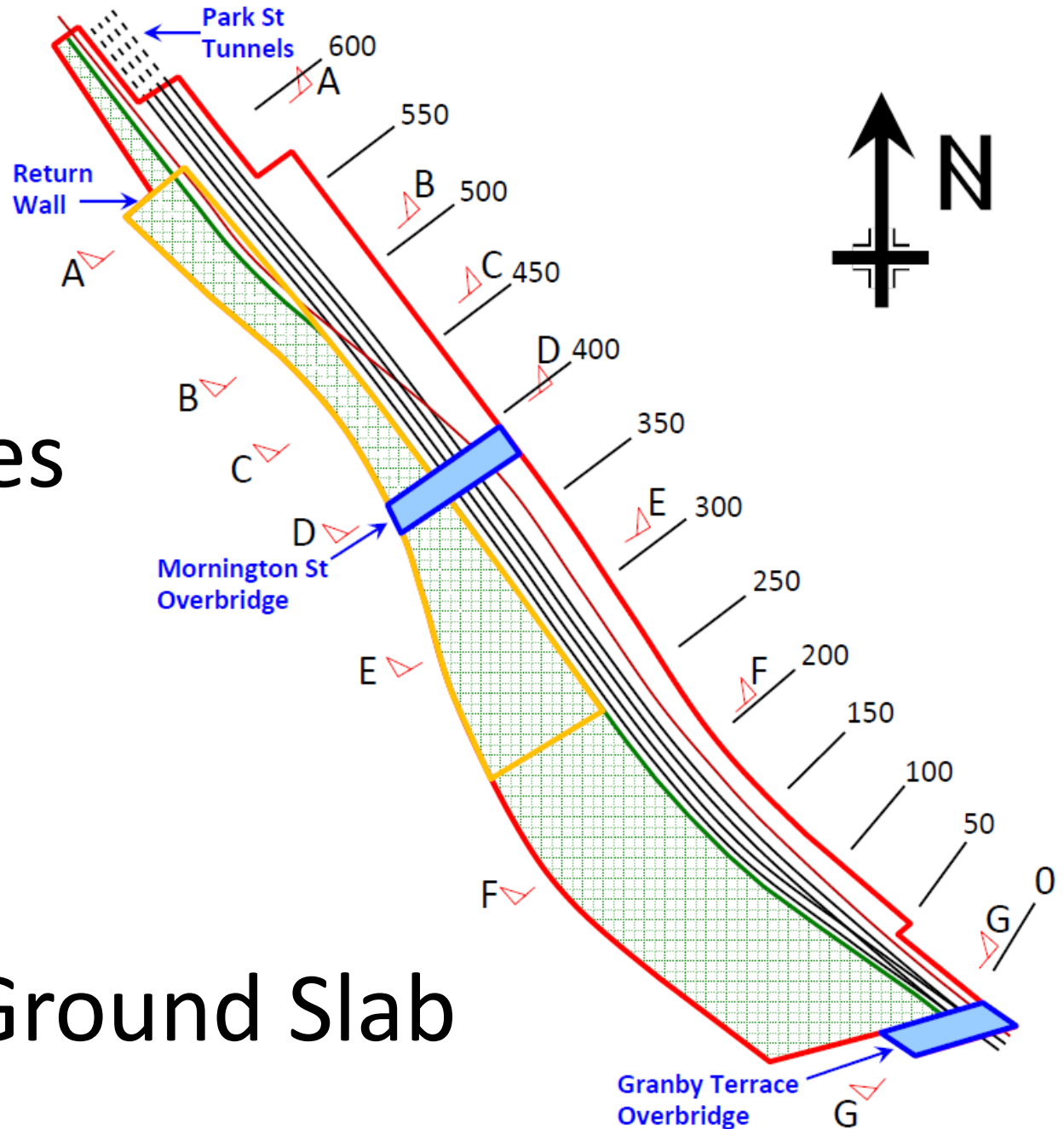
Camden Cutting Alternatives



Proposed Worksite

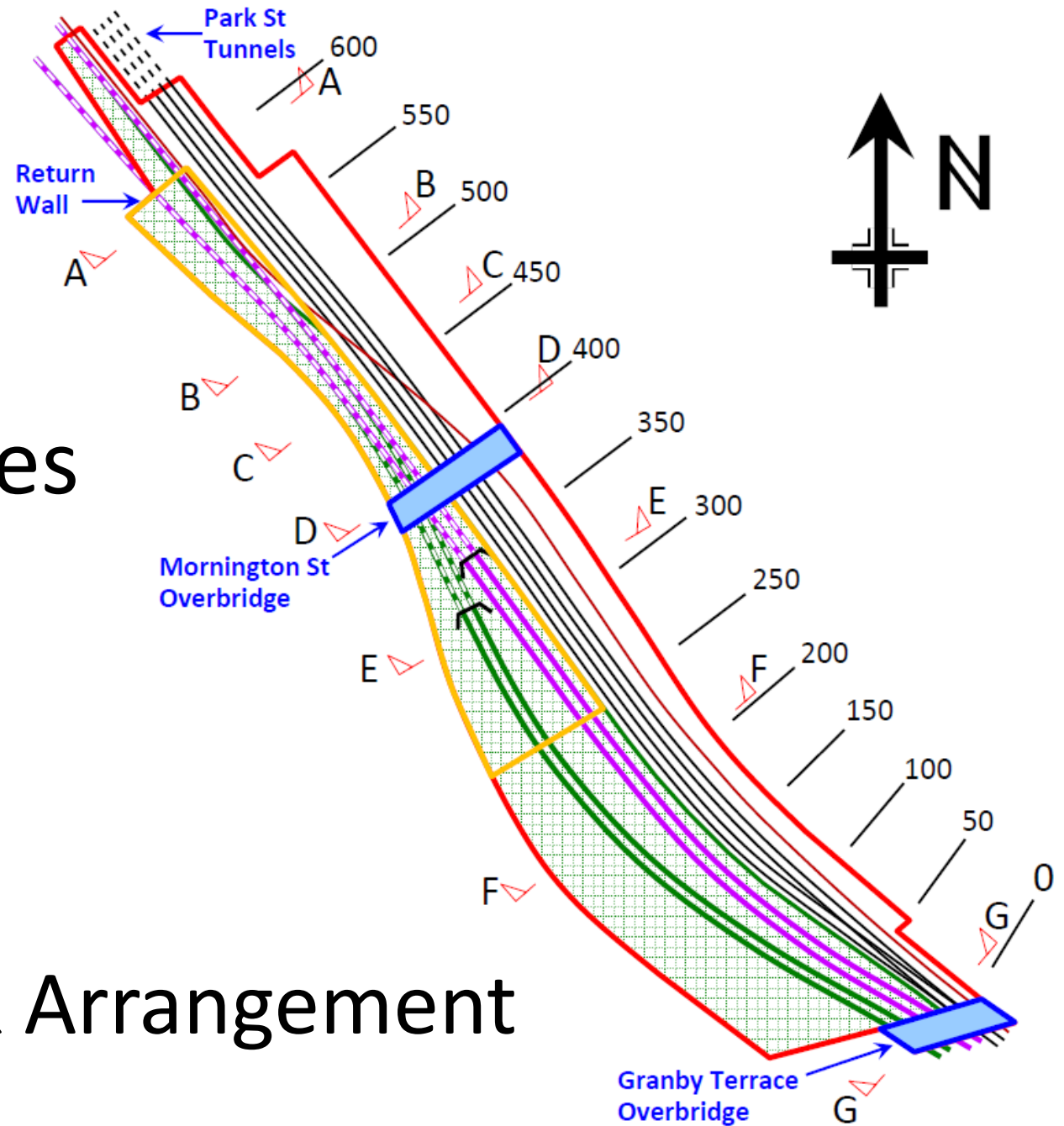
Camden Cutting Alternatives

Proposed Ground Slab

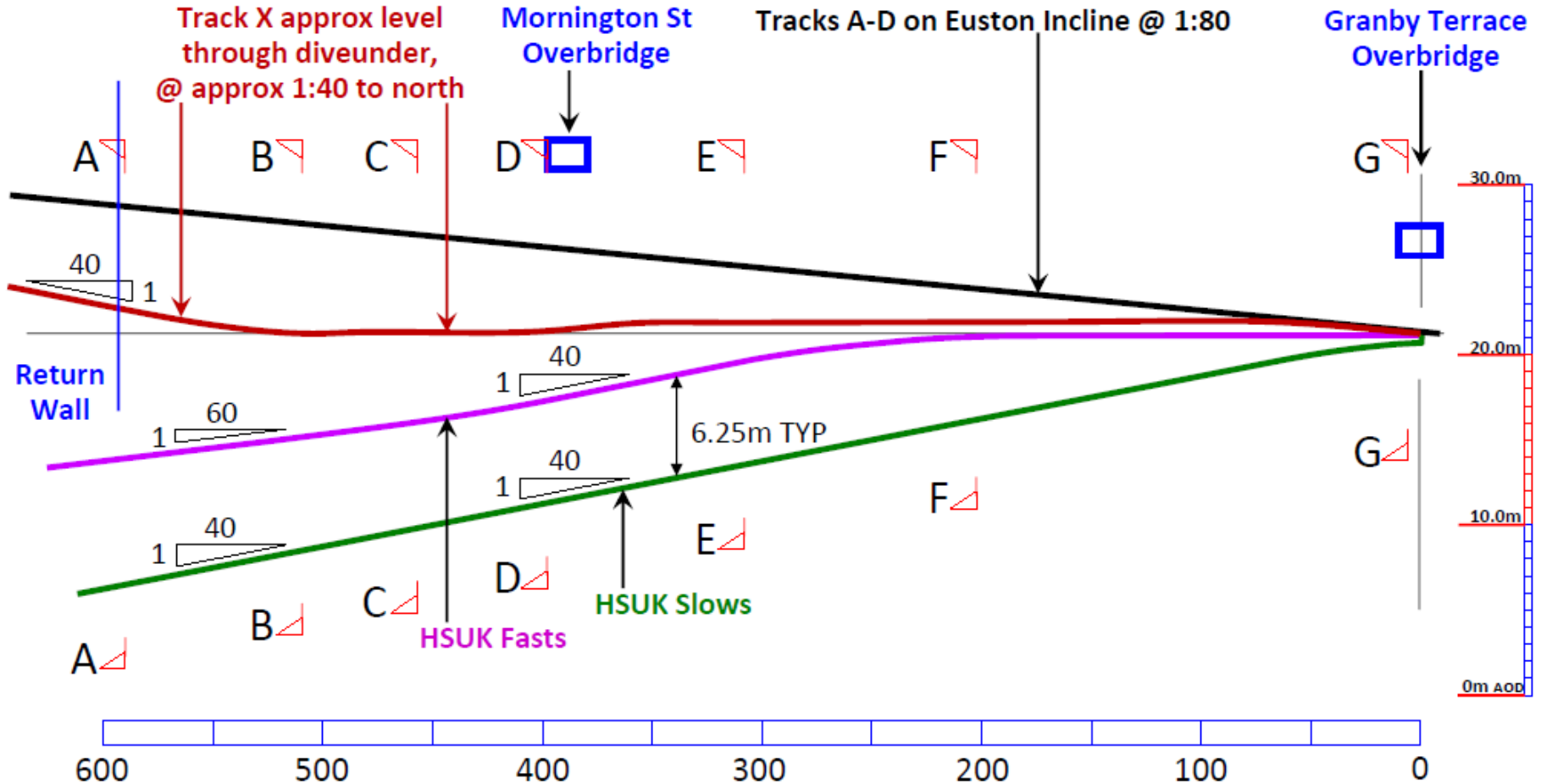


Camden Cutting Alternatives

HSUK Track Arrangement

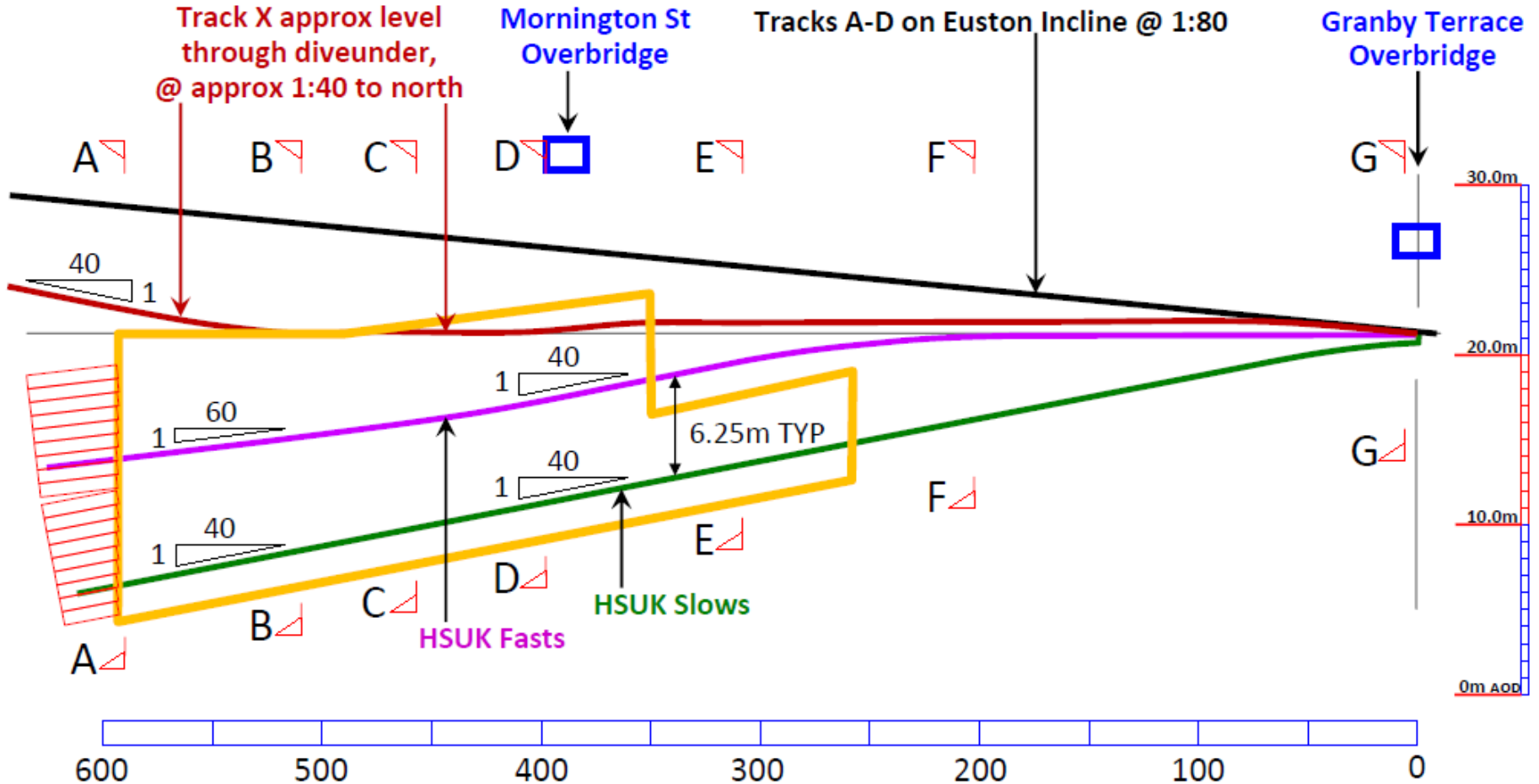


Camden Cutting Alternatives



Longitudinal Section

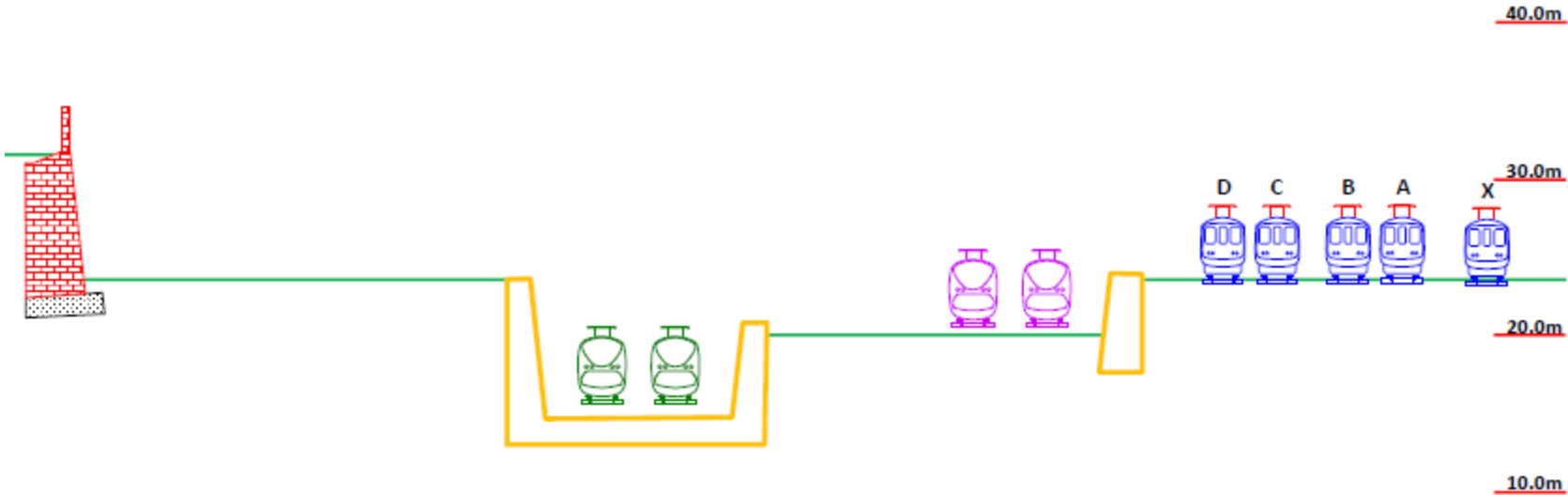
Camden Cutting Alternatives



Longitudinal Section

Camden Cutting Alternatives

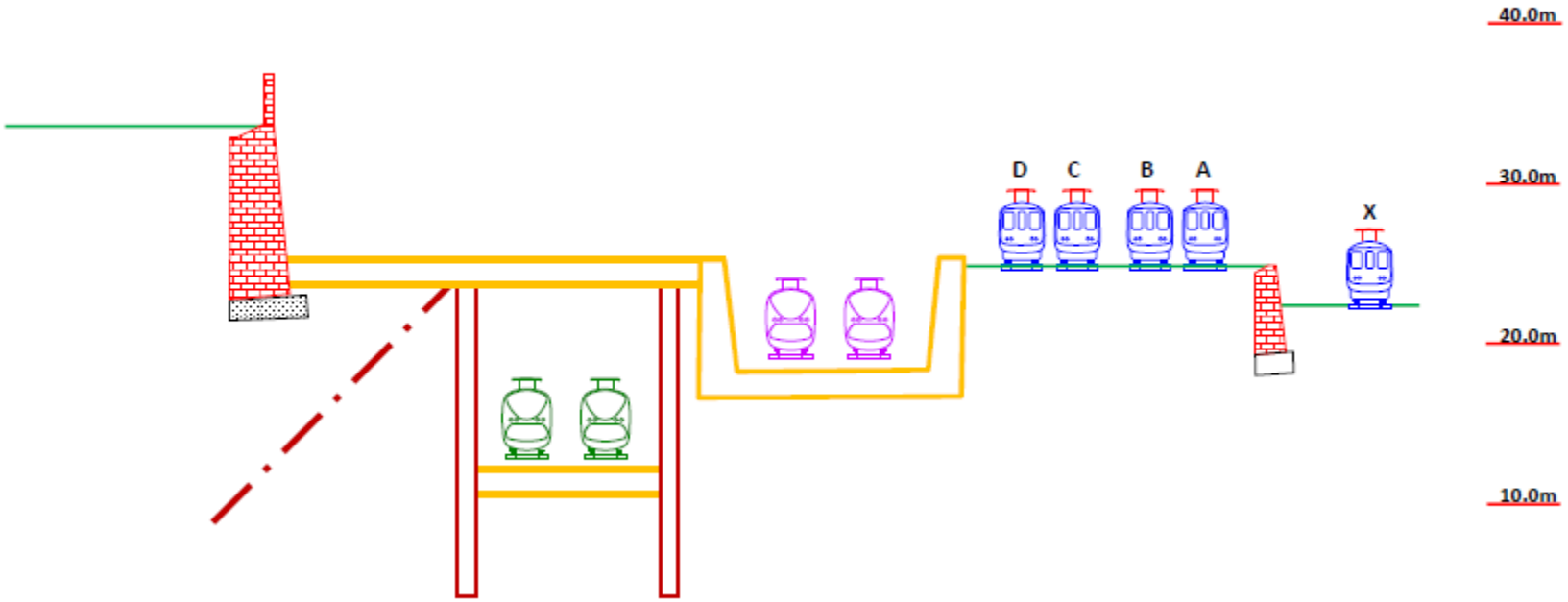
SECTION F-F



Section F-F – north of Granby Terrace

Camden Cutting Alternatives

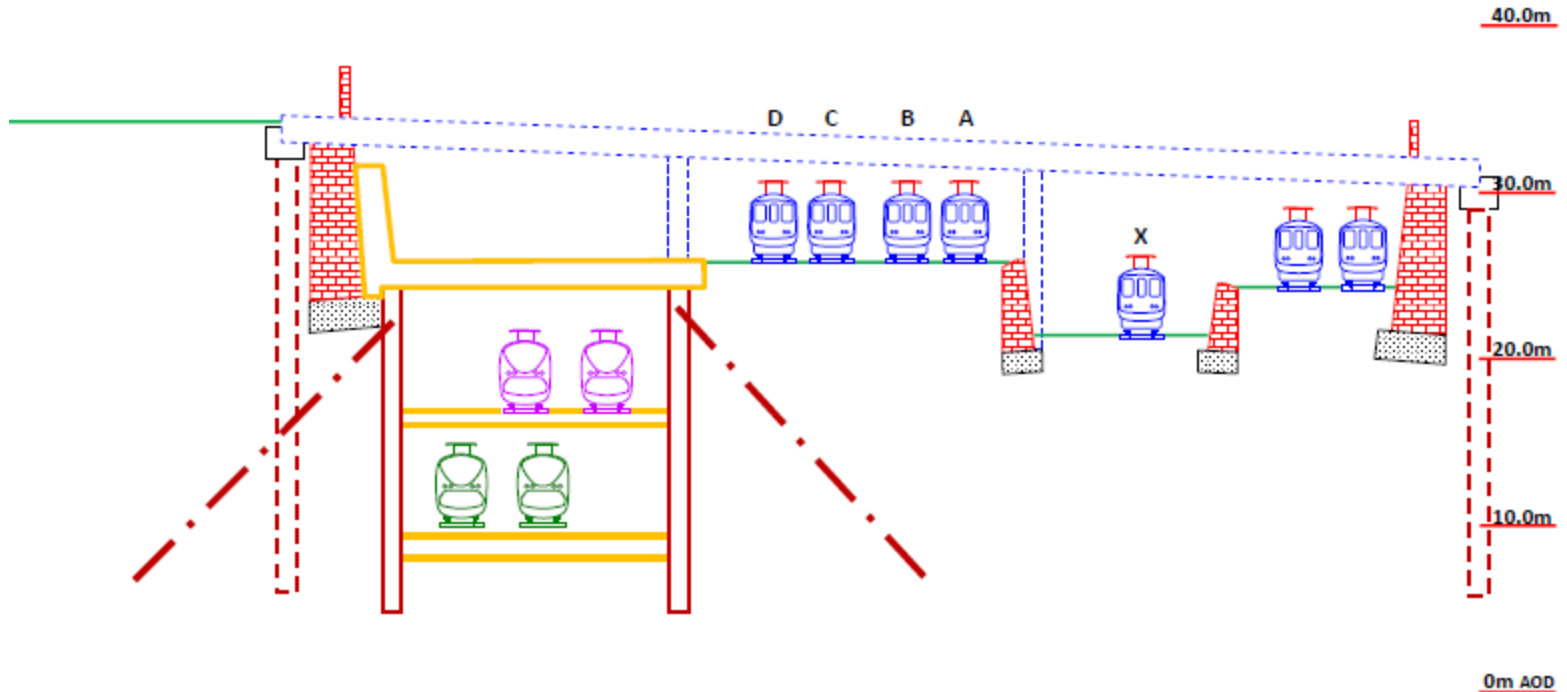
SECTION E-E



Section E-E – south of Mornington St

Camden Cutting Alternatives

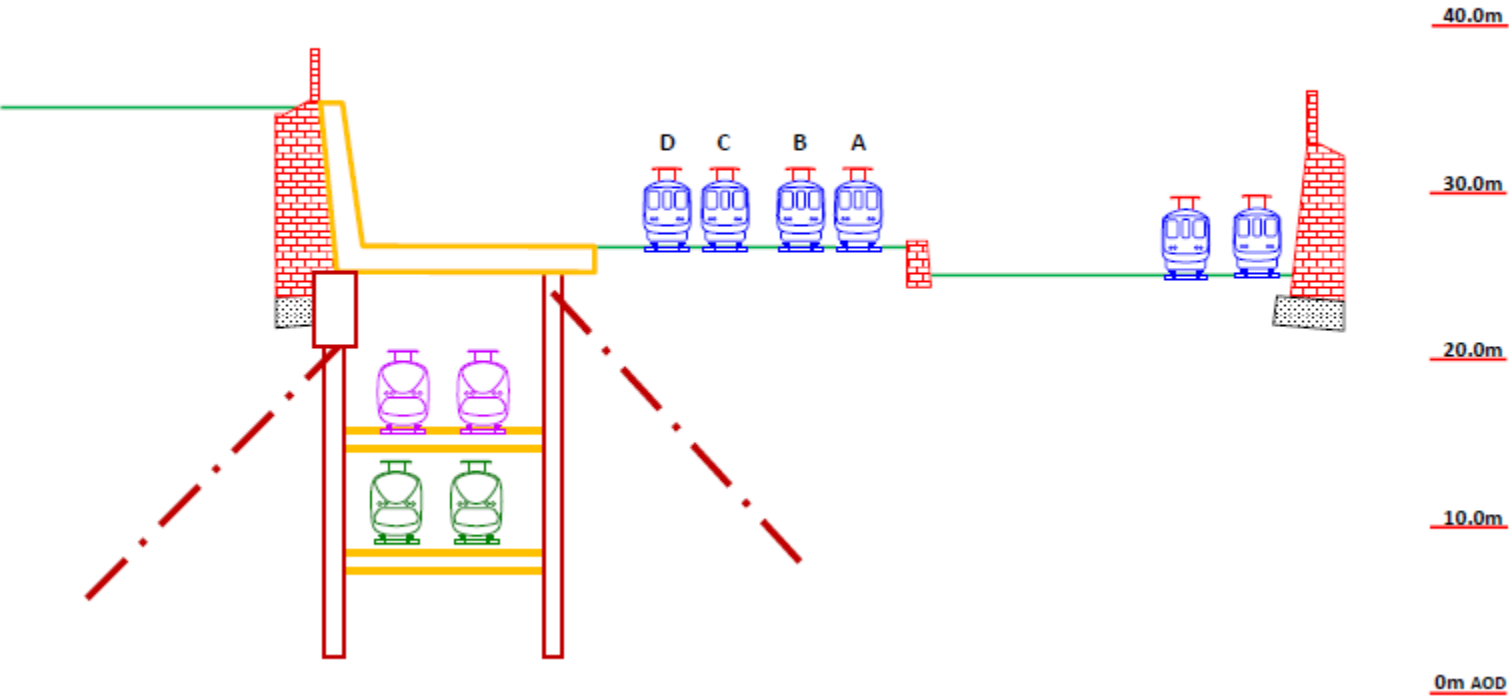
SECTION D-D



Section D-D – Mornington St Bridge

Camden Cutting Alternatives

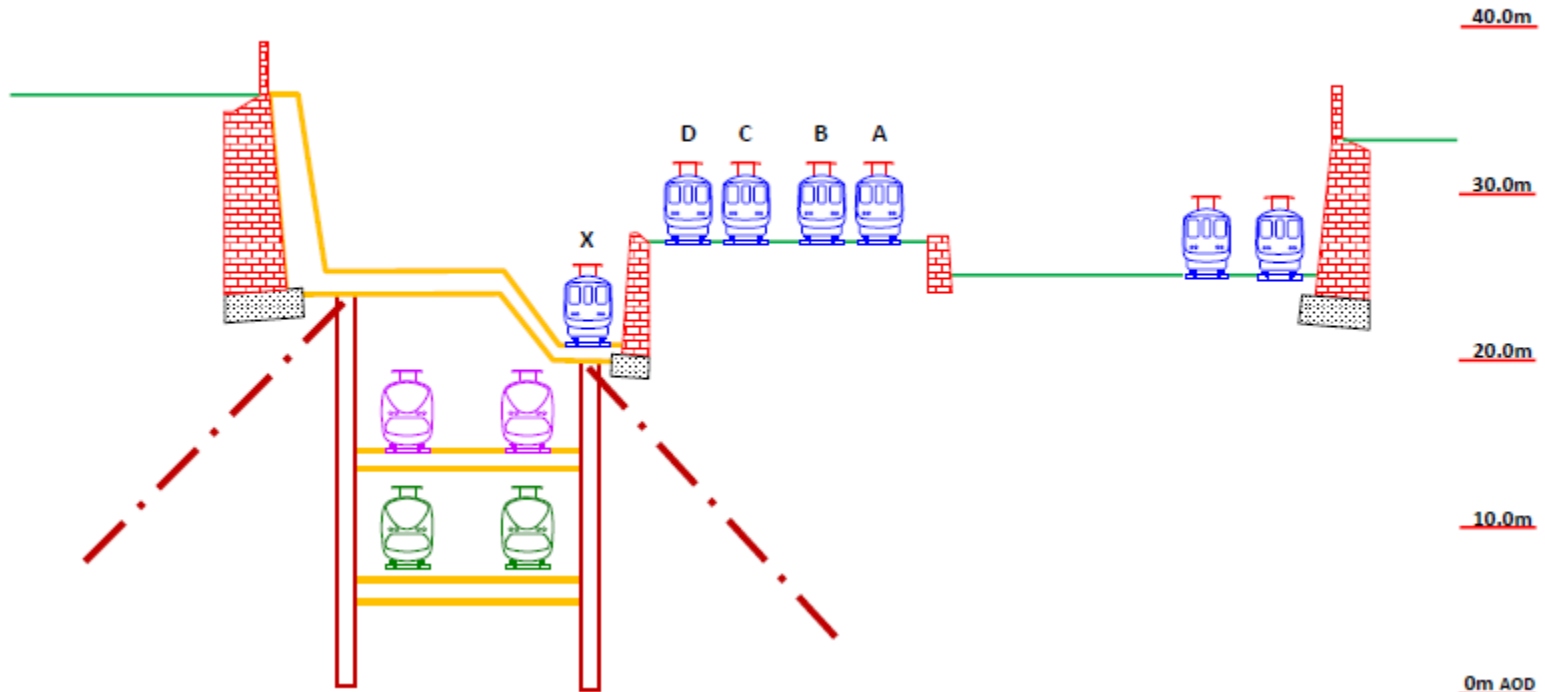
SECTION C-C



Section C-C – north of Mornington St

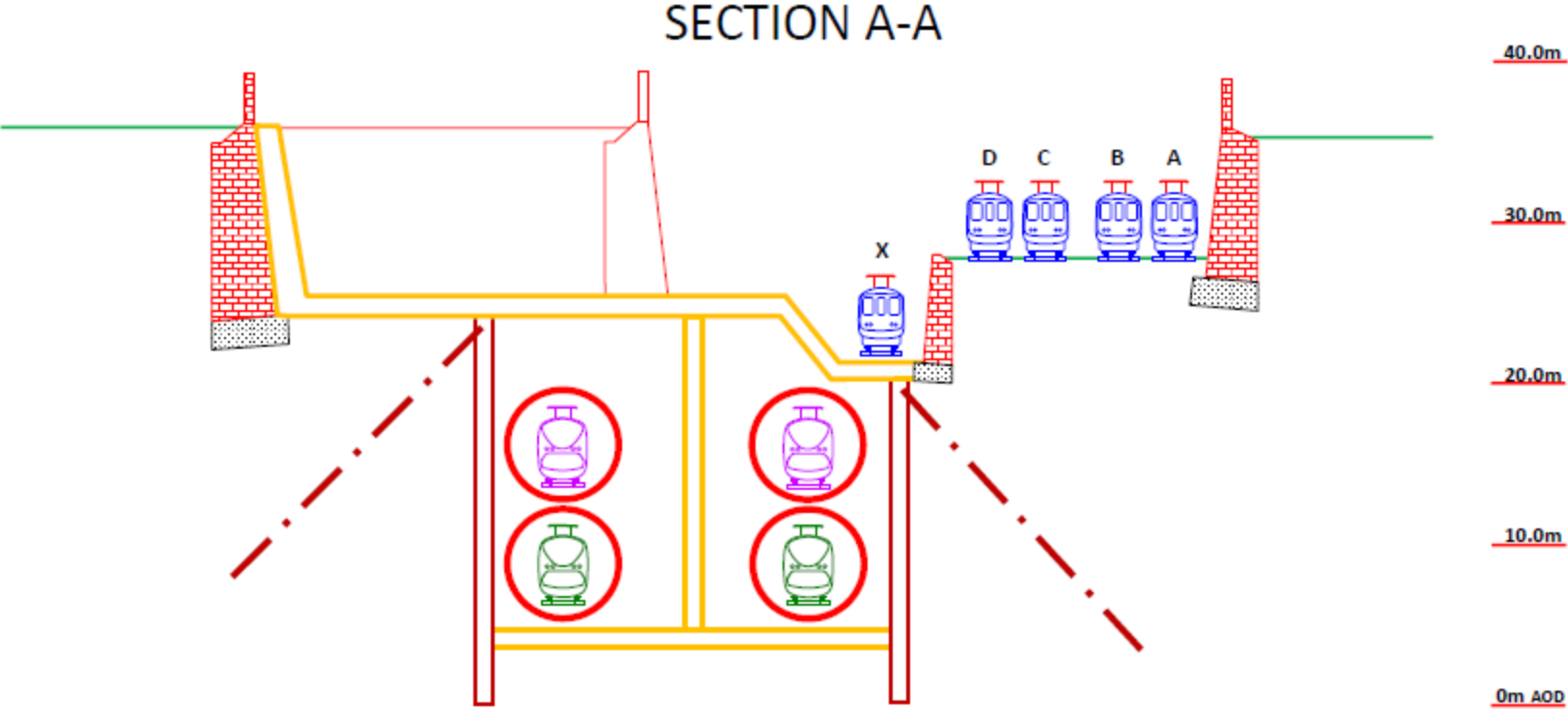
Camden Cutting Alternatives

SECTION B-B



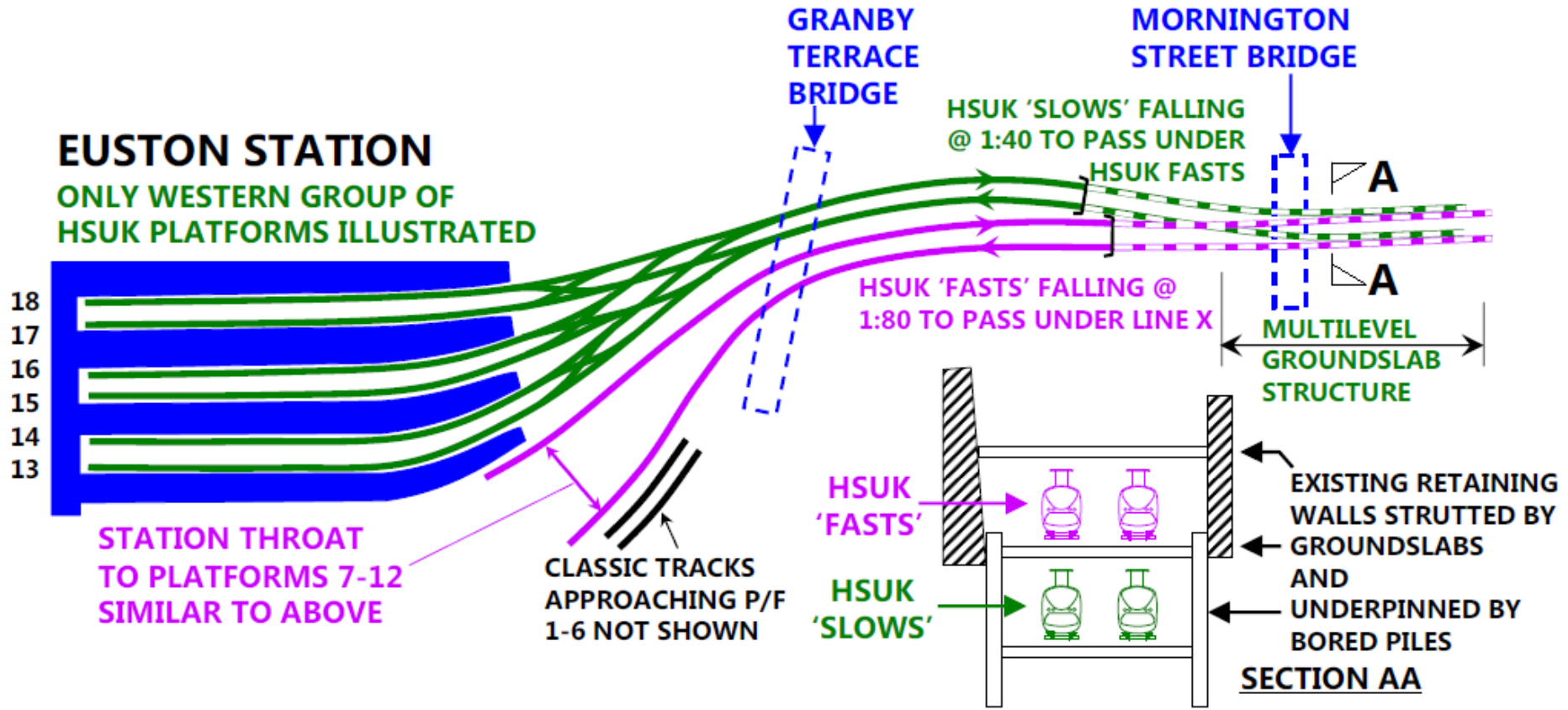
Section B-B – north of X Underpass

Camden Cutting Alternatives



Section A-A – Return Wall

Camden Cutting Alternatives



Alternative HSUK Scheme