

# HS2 fails the Euston Challenge

HS2 Ltd has correctly selected Euston as the London terminus for its new high speed line. However, its proposals will cause huge devastation and disruption to the local Camden community. The station is projected to be expanded into surrounding residential property, with over 200 homes lost. Reconstruction of all of Euston Station is estimated to take over 20 years to complete.

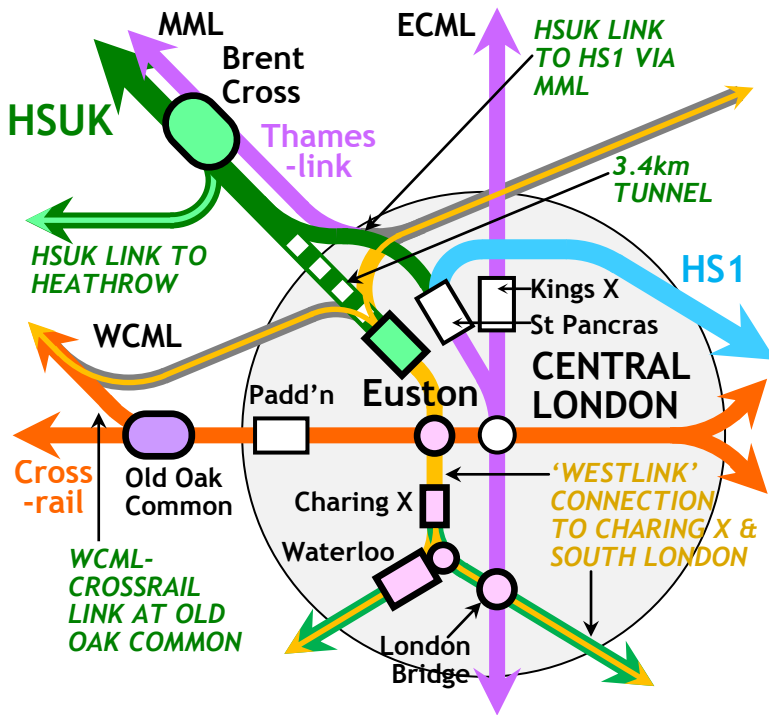
The destructive impact of the HS2 scheme is hugely increased by HS2 Ltd's failure to consider the obvious mitigation – the diversion of Euston's commuter flows onto Crossrail. This would reduce demand for platform space at Euston both during reconstruction and during future operation of HS2.

Only 2km of new railway, constructed on the surface, and estimated to cost about £100M, is required to connect Crossrail at Old Oak Common to the West Coast Main Line at Harlesden. With this link in place, the 10 Crossrail trains per hour currently planned to terminate at Old Oak Common can instead extend onto the West Coast Main Line. This will enable over one third of current peak-hour train and passenger flows to be diverted clear of Euston.

This diversion of commuter flows is central to High Speed UK's plans for Euston. Reduction of train and passenger flows by 36% allows the station to be reconstructed within its own footprint, in a greatly simplified and expeditious 2-stage process which can be completed in around 6-8 years, saving around **£2 billion**. With most commuter traffic permanently transferred to Crossrail, there is no need to expand the station. Euston has sufficient space to terminate up to 24 high speed services per hour in 12 platforms 400m long, with 6 platforms devoted to residual local services.

Further expansion of commuter services, to fully exploit capacity released on the West Coast Main Line, can be accommodated through the construction of 'Westlink'. This scheme would require a new 2.5km long cross-London tunnel to create a through link between Euston's and Charing Cross's commuter services and thereby avoid the need to terminate at Euston (and Charing Cross).

# HSUK Strategy for Euston Station redevelopment



1. Link Crossrail to WCML at Old Oak Common.
2. Extend Crossrail services onto WCML, to divert LM commuter flows away from Euston - reducing train/passenger flows by ~36%.
3. Fully rebuild Euston in simple 2-stage sequence - minimising project costs & local community disruption
4. Operate Euston as 18 platform high speed terminus with greatly reduced commuter flows.
5. Future Westlink project to divert increased WCML commuter flows.

MINIMISED  
COMMUNITY  
DISRUPTION  
DURING  
REBUILD

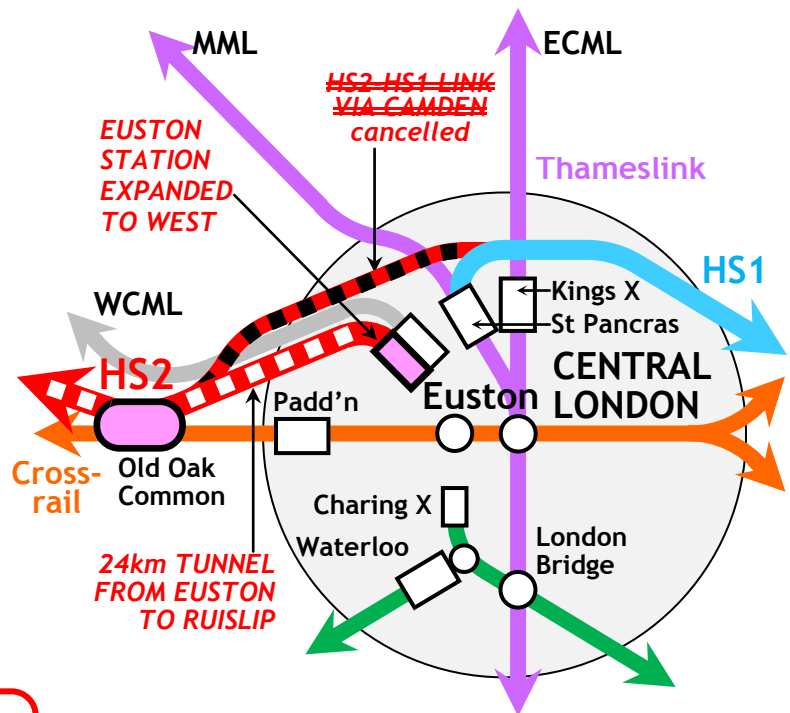
IMPROVED  
COMMUTER  
JOURNEYS VIA  
CROSSRAIL

NO NEED TO EXPAND  
EUSTON INTO CAMDEN  
COMMUNITY

REDUCED TUBE  
CONGESTION  
AT EUSTON

# HS2 Strategy for Euston Station redevelopment

1. Fail to develop a strategy to divert existing train flows away from Euston - all construction activities alongside busy railway operating at full capacity
2. Build new station alongside existing to avoid disrupting commuter & intercity services - 215 adjacent homes demolished
3. Continue rebuild for over 20 years - causing huge community disruption



MASSIVE  
COMMUNITY  
DISRUPTION  
DURING  
REBUILD

NO IMPROVE-  
MENT TO  
LOCAL RAIL  
NETWORK

HS2 STRATEGY FORCES  
EXPANSION INTO  
CAMDEN COMMUNITY

INCREASED TUBE  
CONGESTION  
AT EUSTON