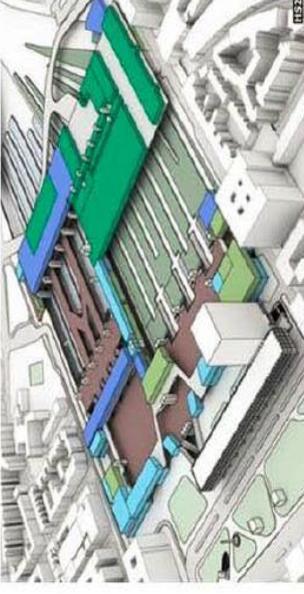
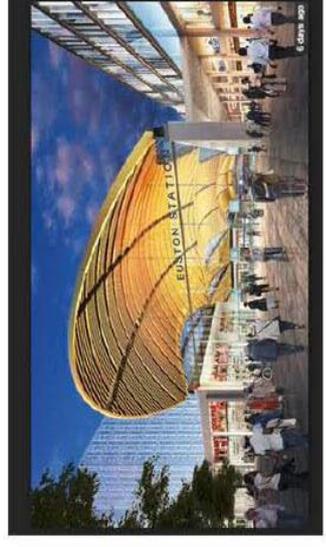


THE EUSTON SAGA

In early 2013, Justine Greening, the then Transport Secretary, told critics that plans to terminate HS2 at Euston were 'set in concrete'. Apart from the intransigence of decision-makers in insisting that Euston should remain the terminus, plans lack foundations with designs constructed on ever-shifting sands. A range of politicians and commentators maintain the fiction that the highly successful and iconic upgrades and refurbishment of nearby Kings Cross and St Pancras International stations can be replicated at Euston. This is comparing 'apples' with 'pears' and fails totally to recognise the critical differences in the built

environment between these stations to the east and Euston itself. St Pancras and Kings Cross had the benefit of being adjacent to 26 hectares of semi-derelict Railway Lands – then the largest brown-field site in Europe. Compared with Euston, this land was sparsely populated with relatively few residential or commercial properties. In stark contrast, Euston is situated in an exceedingly busy, high density, high value urban environment. Over 16,500 people live, and many hundred businesses operate, within 300 metres of the new station and approaches. Communities and businesses in and around Euston face

unmitigated chaos of very significant duration. At this point in time (September 2015) plans are restricted to the development by 2024 of six HS2 platforms on an expanded footprint to the west of the station (Stage A); and a further five high speed platforms to be constructed by 2033 during Stage B. This leaves the current asbestos- and rat-ridden station, already in dire need of being pulled down and rebuilding, as it is. This will be used for the classic, non-HS2 services. There are currently no plans or funding to do any rebuild. £2.5bn and 15 years later, Euston will have gained an additional four platforms and half a station.



ALL CHANGE AT EUSTON

and change and change and change again

DETAILS OF VARIOUS EUSTON STATION DESIGN PLANS

| DATE | SCHEME | COST (bn) * (2011 prices) | BUILD SCOPE | COMPLETION DATE DURATION yrs | COMMENTS |
|----------|--|------------------------------|-------------|---------------------------------------|---|
| JAN 2011 | Announcement HS2 to be progressed | 1.0 | FULL | 6.5yrs | |
| MAR 2012 | OPTION 1 (baseline scheme) | 1.2 | FULL | | Cost & Risk Model Report – inc £0.2bn |
| | OPTION 1 | 2.0 | n/a | | Abandoned as too costly by SoS |
| APR 2013 | OPTION 8 HYBRID BILL SCHEME | 1.6 | PARTIAL | | Leaves existing train-shed and concourse largely untouched. |
| APR 2014 | Level Deck (not developed) | 4.0+ | FULL | | Abandoned |
| SEP 2015 | AP3 (Stage A & B1) (Modification to HB) | 2.5 | PARTIAL | Stage A 2024 Stage B1 2033 7yrs | Leaves existing train-shed and concourse largely untouched. |
| SEP 2015 | AP3 (Stage B2) If level deck | 2.0 | n/a | No date for rebuild | No plan or funding to complete station |
| SEP 2015 | AP3 (Stage B2) If split level | 1.0+ | n/a | No date for rebuild | No plan or funding to complete station |

***Does not include property costs or inflation**

Extract from *High Speed Rail London to the West Midlands and Beyond – A Report to Government* by HS2 Ltd March 11th 2010 (p5)

“We concluded that city centre stations should be an essential part of the scheme. For London, we recommend a single level, completely rebuilt and expanded station at Euston, serving high speed services alongside”

Tentative timeline for construction works for HS2 at Euston (AP3 version)

