

ECRG sub group

Camden Cutting

24 August 2015

Agenda

- Actions from previous meeting
- Additional Provision timings
- Update on works in the cutting
- Hampstead Road Bridge
- Questions

Actions from previous meeting

Actions from previous meeting (1)

Action no.	Issue	Progress and information available	Due date
	Actions from Camden Cutting Sub-group (CCSG) Meeting no. 1 held 1 June 2015		
1/CCSG 1	Circulate drawings for Hampstead Road bridge	<p>Complete – update below</p> <p>Emerging information provided as part of actions 16/ECRG 1 and 1/ECRG 3. Presentation slides (with drawings for Hampstead Road Bridge) circulated on 21/07/2015. Further information will be available at deposit of the AP. In addition to this, we are holding AP3 information events on 19/09/2015 and 22/09/2015</p>	n/a
2/CCSG 1	Discussion at future Camden Cutting community meeting on the alternative throat proposals to take place when details available	<p>In progress</p> <p>Discussion with Arup on alternatives took place on 31 July; attended by Stanley Johnson and Luisa Auletta. Arup will provide a report in due course</p> <p>Line x update to be given on 24/08/2015</p>	31/08/2015

Actions from previous meeting (2)

4/CCSG 1	Confirm whether the transport assessment takes into account changes to Britannia junction and pedestrians walking to the zoo	<p>In progress – updated below</p> <p>The 2012 baseline transport assessment includes a review of traffic survey data, public transport capacity/patronage data, pedestrian flows, accident data and outputs from relevant transport models</p> <p>We have asked our transport team to provide a response on Britannia junction and will update in due course. A transport and traffic information session is also being arranged, date to be confirmed shortly</p>	
6/CCSG 1	Confirm whether 24 hour working is proposed near PVE	<p>Complete</p> <p>As explained in paragraph 2.4.54 of the Environmental Statement for CFA 1, the carriage shed and Park Village East satellite compound will operate predominantly during core working hours but will, on occasion, operate 24 hours per day for railway possession dependent works</p> <p>Except in the case of an emergency, any work required to be undertaken outside of core hours (not including repairs or maintenance) will be agreed with the local authority prior to undertaking the works under Section 61 of the Control of Pollution Act 1974 within the framework set out by the LEMP and the CoCP</p>	Complete

Additional Provision 3

A BILL

— 77 —

Made provision for a railway between Exeter in London and a junction with the Great West Main Line at Maidenhead or Northfleet; with a spur from Old Oak Common to the London Borough of Hammersmith and Fulham; in connection with the Channel Tunnel Rail Link at York Way in the London Borough of Islington; and a spur from Horse Chace in Hammersmith to Crossen Street in Birmingham; and for connected purposes.

By agreement, by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

Title.

1. Power to construct and maintain works for Phase One of High Speed 2.

(1) The construction, alteration, improvement and maintenance of the works specified in Schedule 1 hereby—
(a) enables for the construction of Phase One of High Speed 2, and
(b) enables improvement on, or extension to, such works.

(2) In this Act, the words specified in Schedule 1 are called the "specified works".

(3) In this Act, "Phase One of High Speed 2" means a railway between Exeter in London and a junction with the Great West Main Line at Maidenhead or Northfleet, with—
(a) a spur from Old Oak Common to the London Borough of Hammersmith and Fulham to a junction with the Channel Tunnel Rail Link at York Way in the London Borough of Islington; and
(b) a spur from Horse Chace in Hammersmith to Crossen Street in Birmingham.

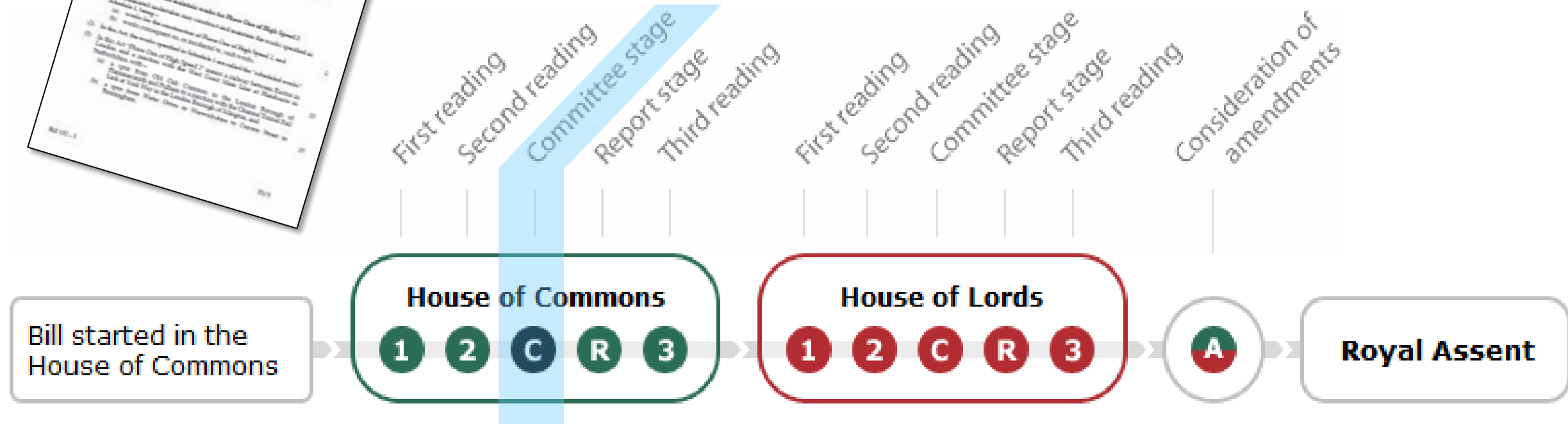
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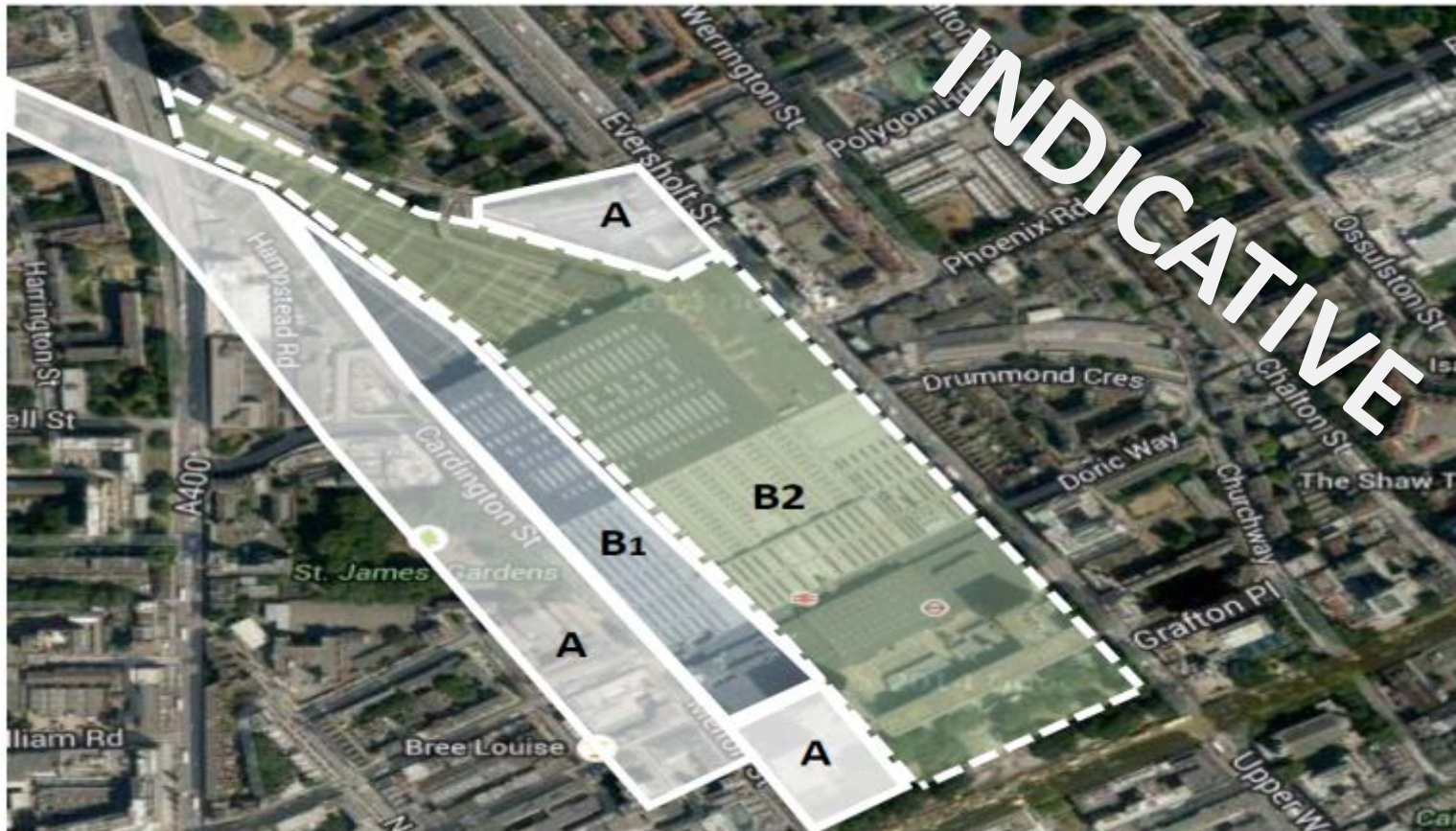


Additional Provision 3

AP3 comprises the following amendments to the hybrid Bill:

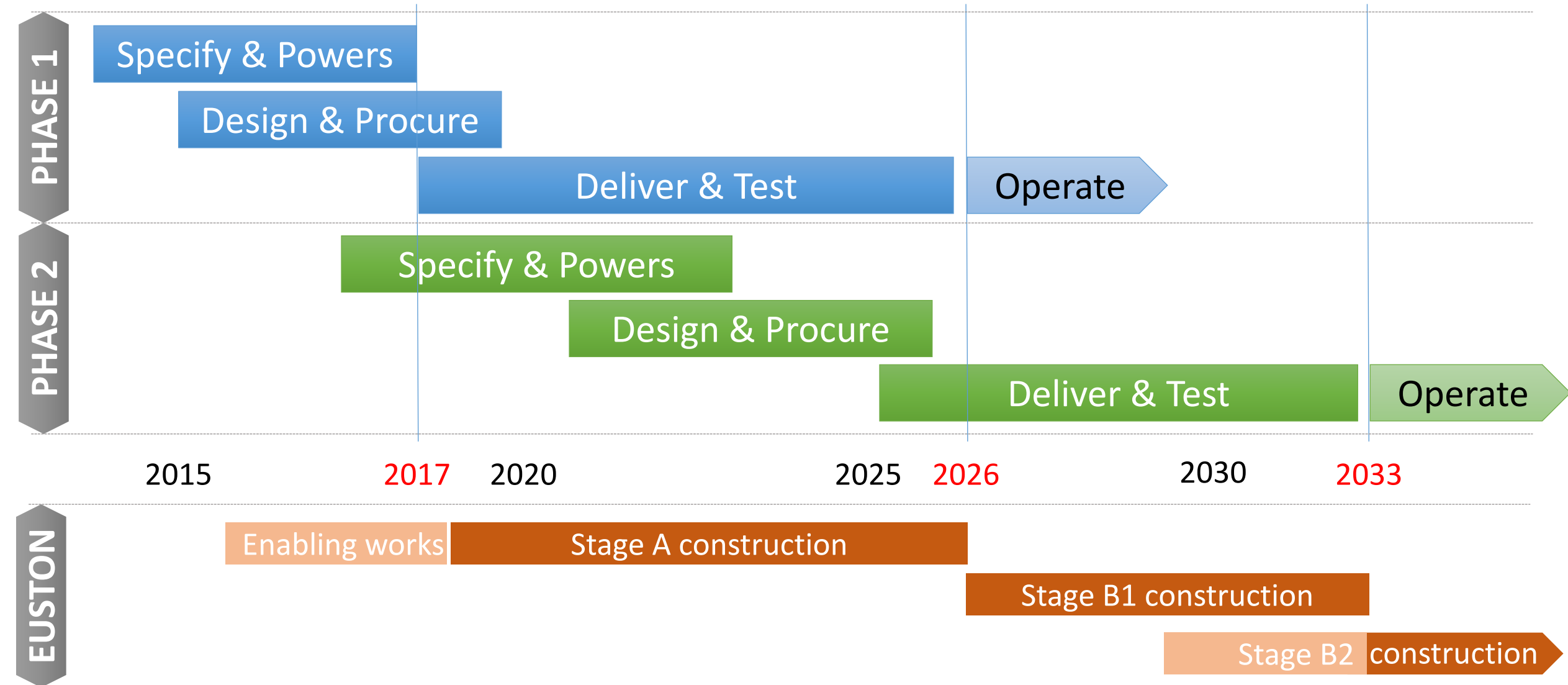
- *the proposal for a staged scheme*
- *changes to the station layout (including new station servicing basement)*
- *additional car parking for London Zoo to replace that removed by the lorry holding area*
- *the deletion of the HS1-HS2 link*
- *the reinstatement of the line x diveunder in Camden Cutting*

Staged delivery of the redevelopment



Indicative diagram to illustrate the staged delivery approach – does not show Bill limits

Timescales



Timescales – Camden Cutting (*subject to review*)

2015

2017

2020

2025

2026

2030

2033

Enabling works

Stage A construction

Stage B1 construction

Stage B2 construction

Camden Cutting works

PVE Retaining wall

Hampstead Road Bridge Bridge demolition and re-construction

GTB Bridge demolition and re-construction

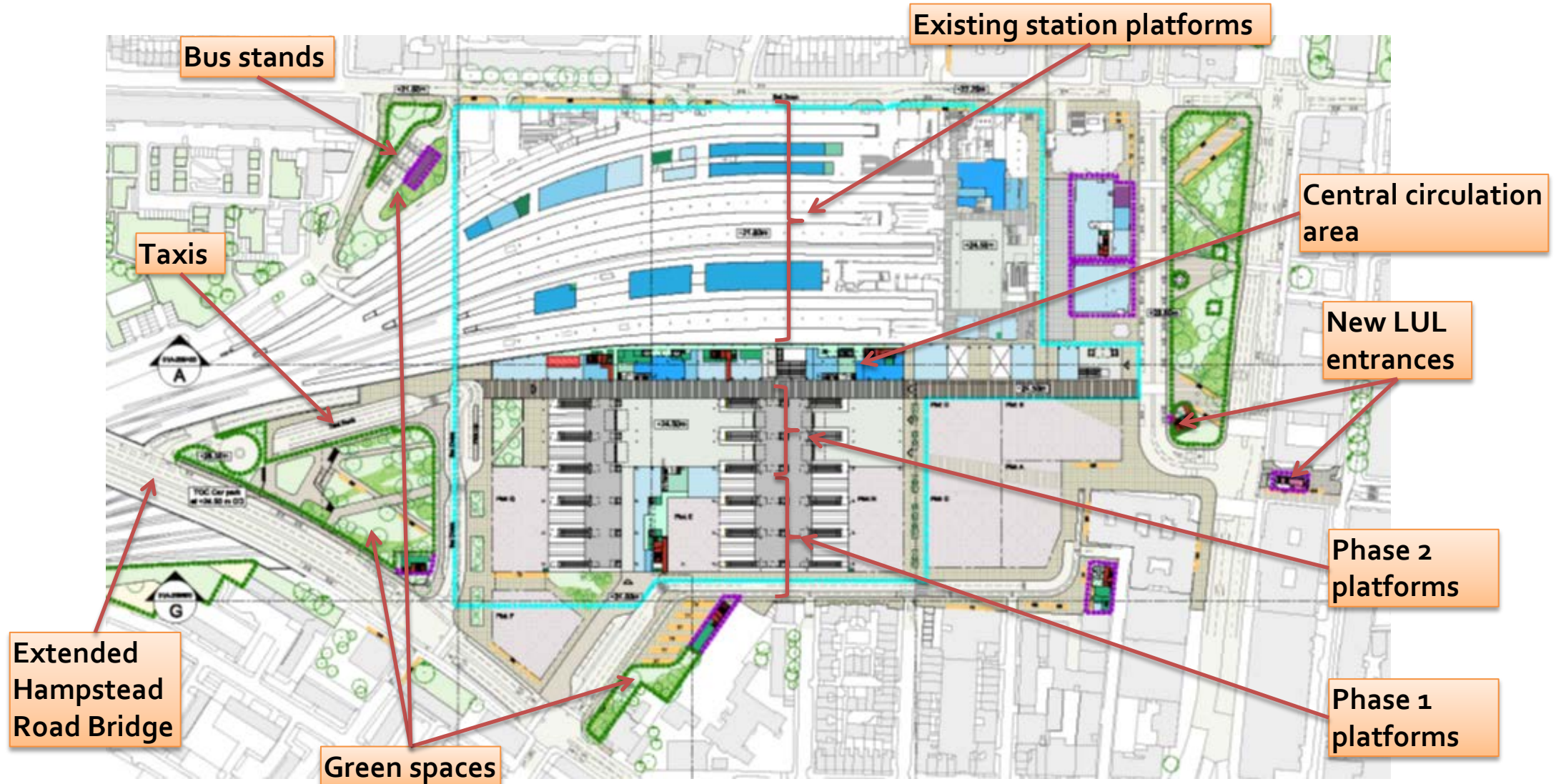
MSt B Temporary bridge construction

MSt B Bridge demolition and re-construction

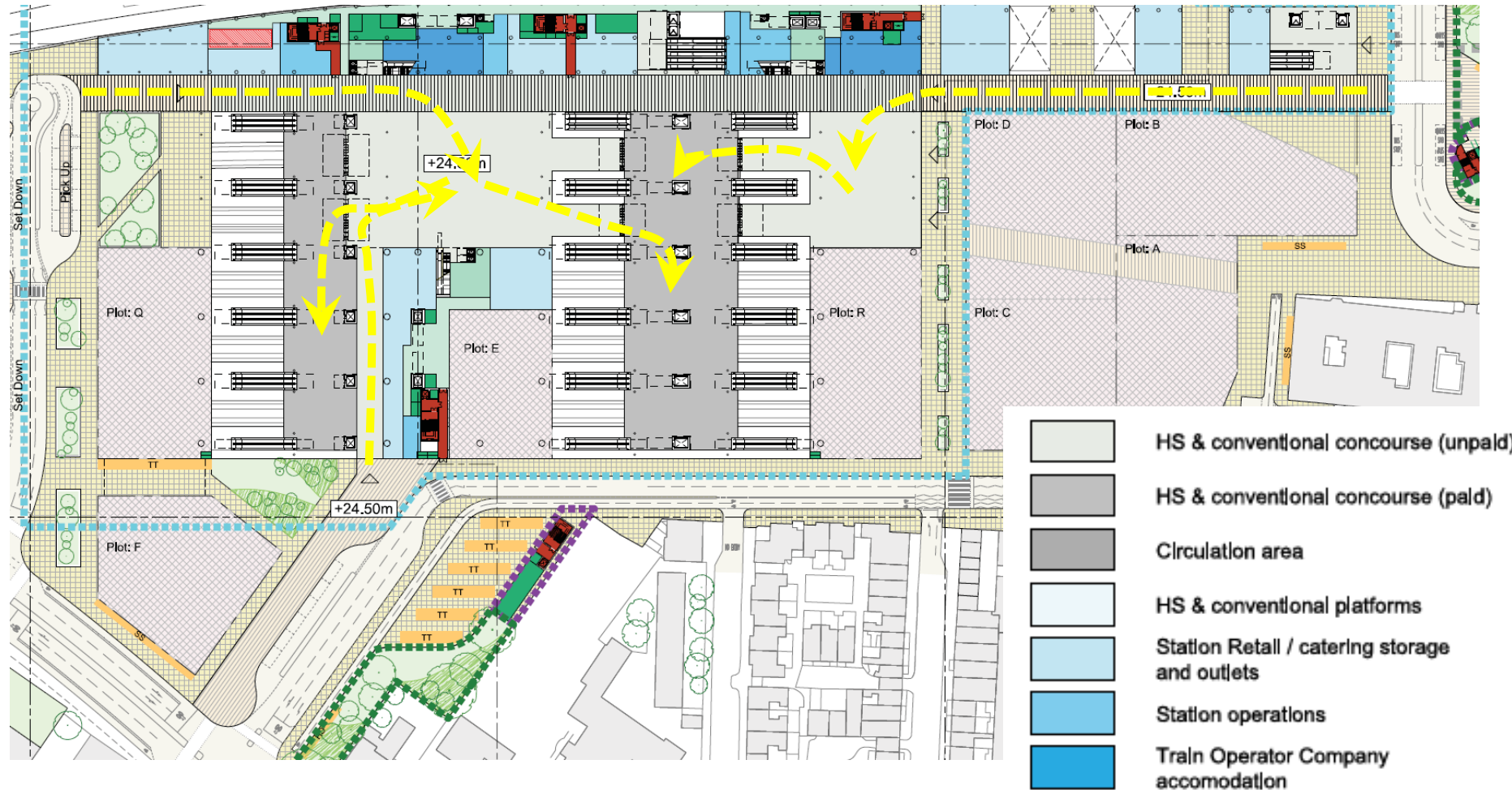
EUSTON

CAMDEN CUTTING

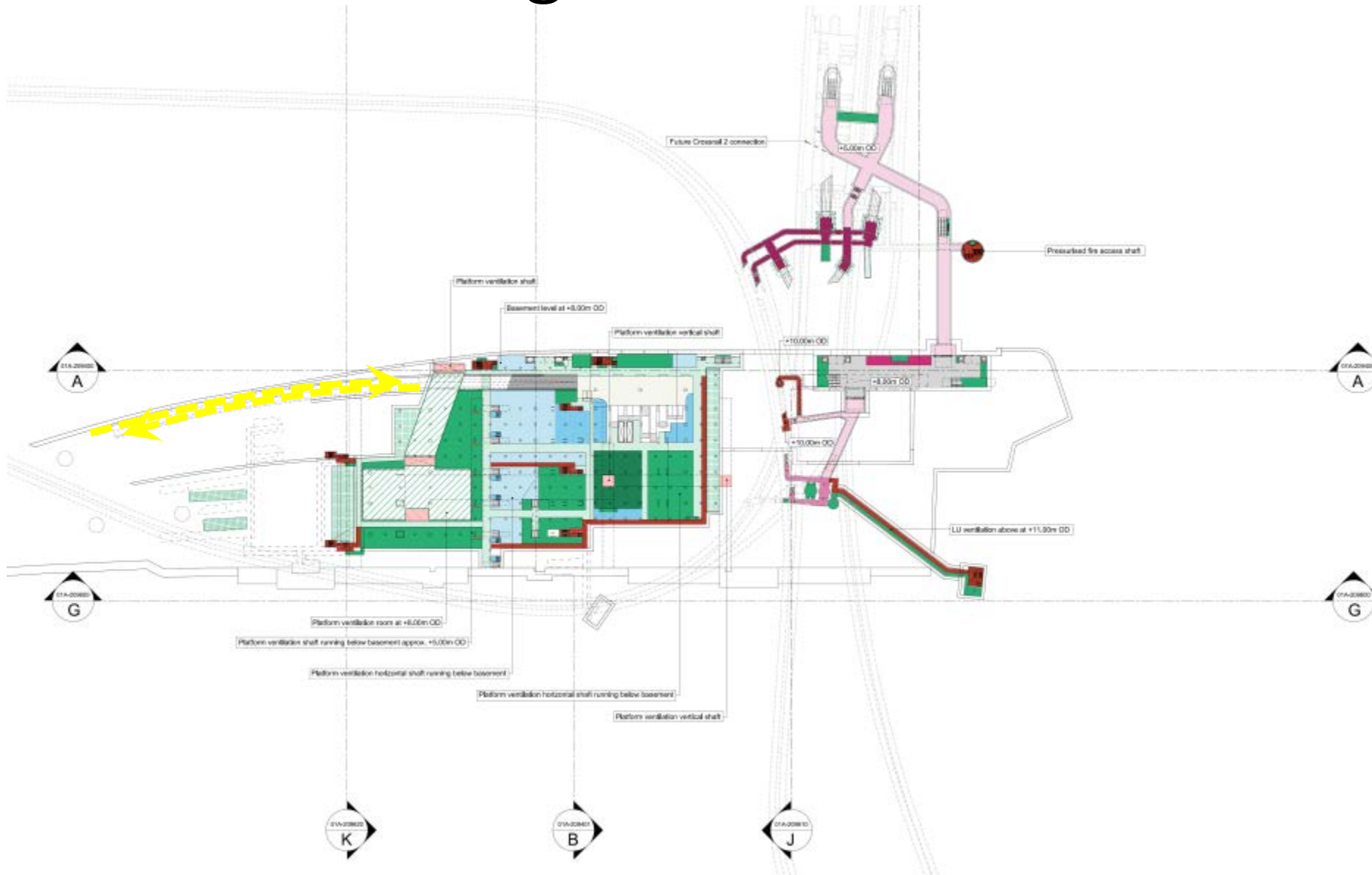
Euston project concept– 2033 (Stage B1 complete)



Ground Floor Areas



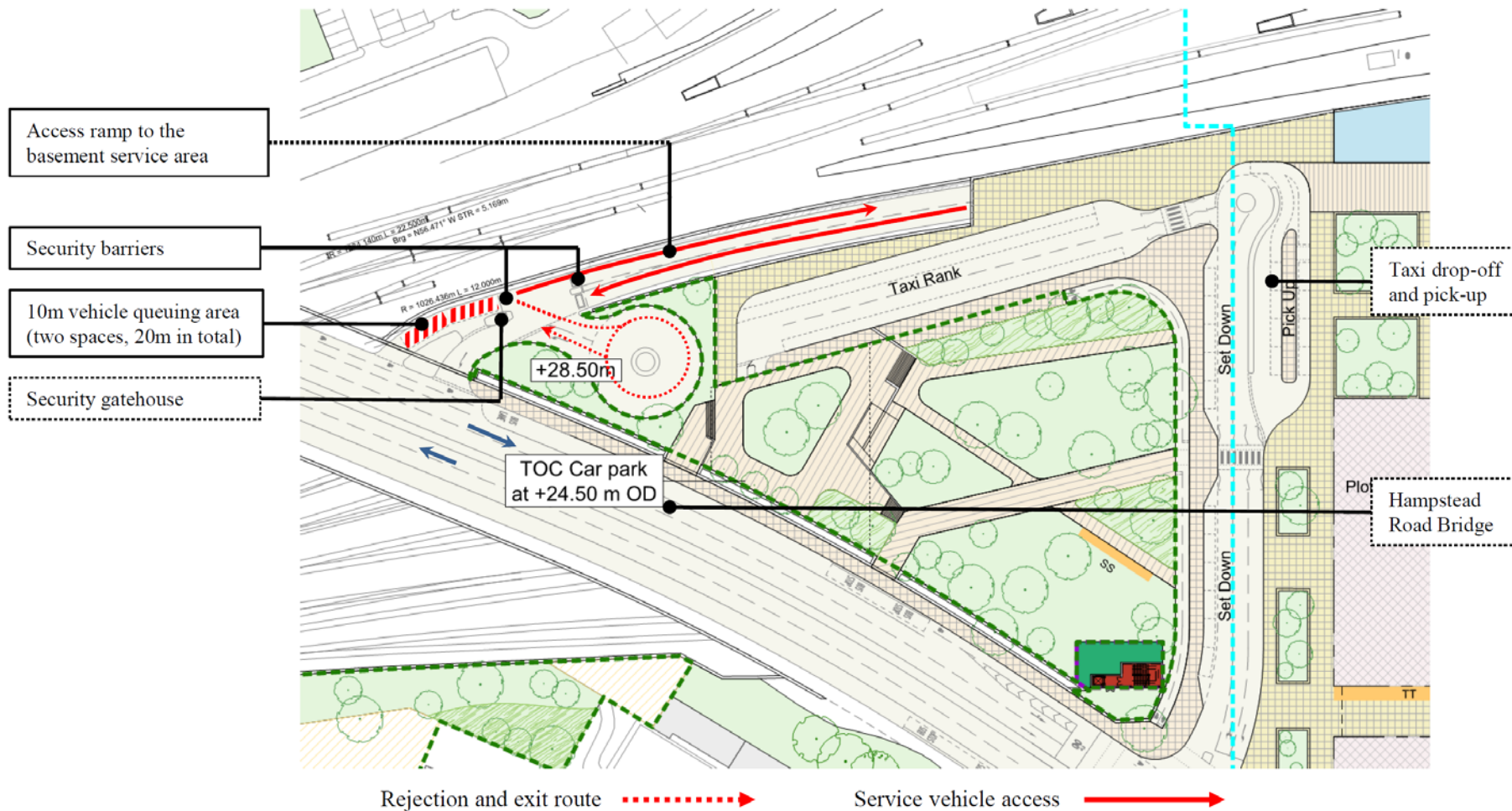
LU Interchange and Basement Plan



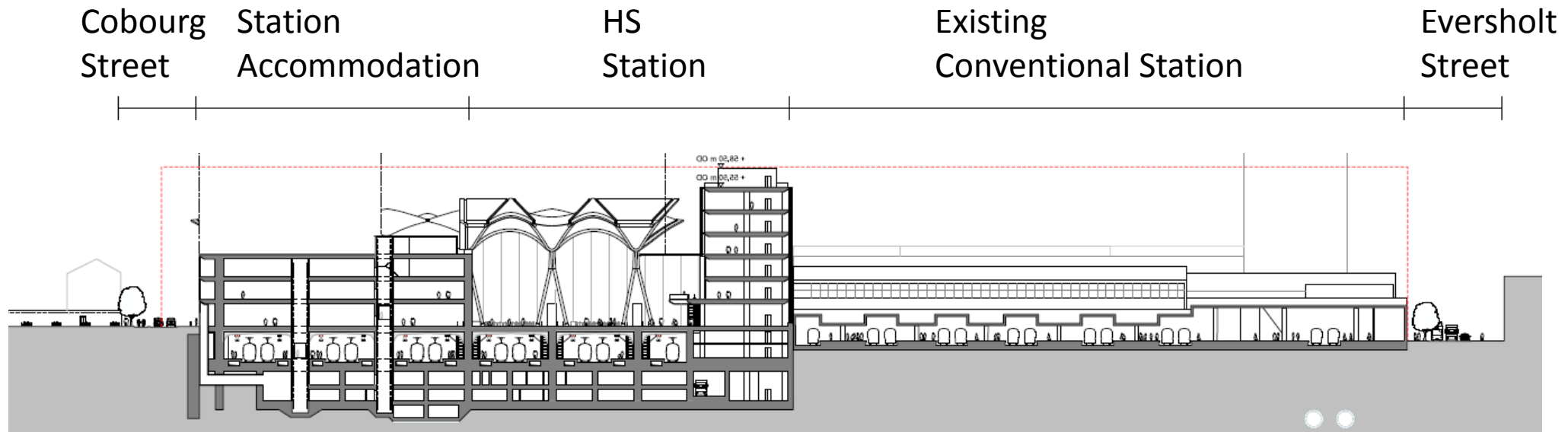
Overall layout at Ground Level



Service Basement Ramp Access



Proposed station – *layout*

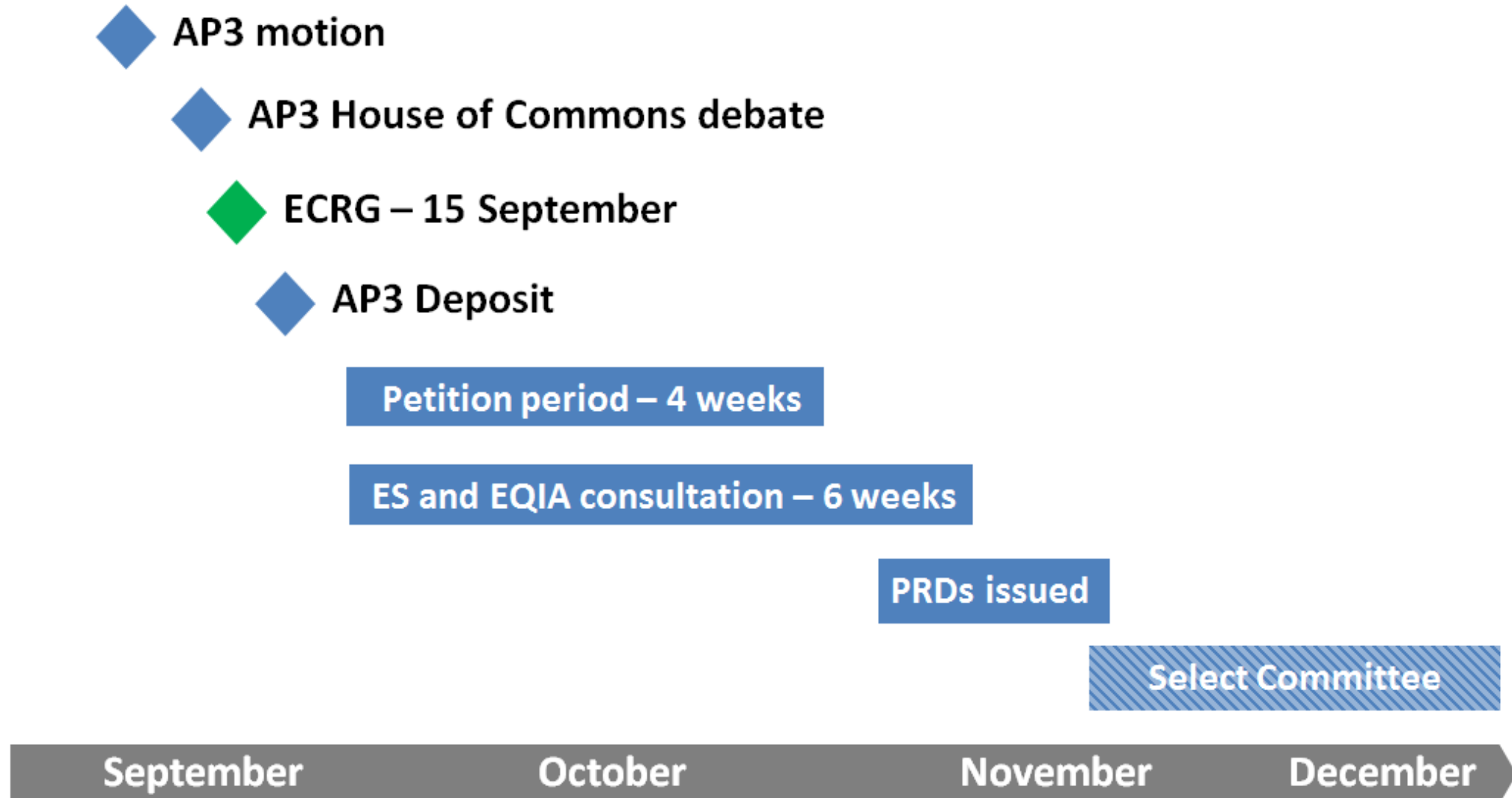


Camden Cutting area works and impacts

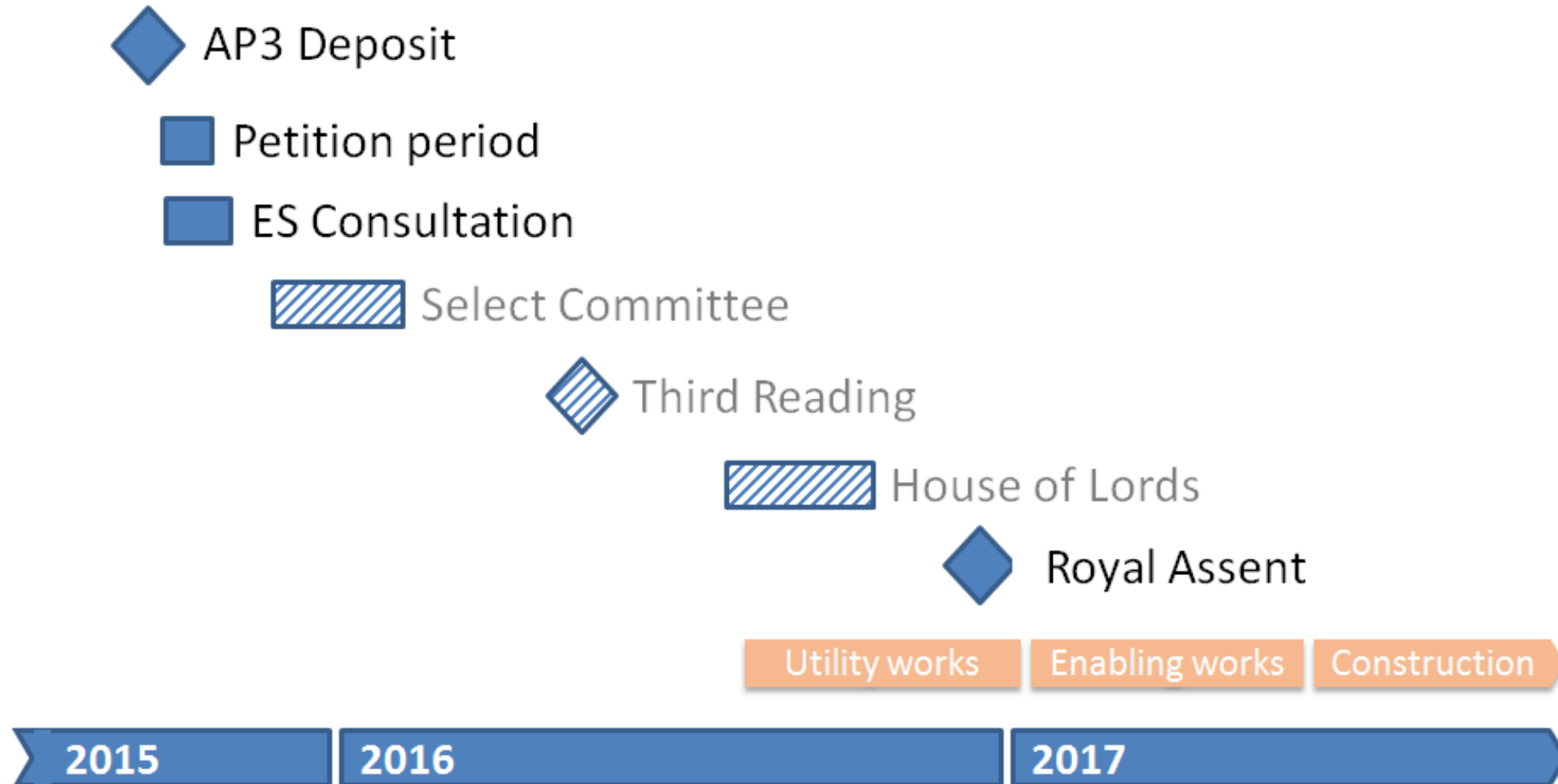
Issues raised by community

- Impact of construction work on Park Village East homes
- Construction impacts including noise, vibration air quality (dust and NO2) and traffic
- Night time working arrangements, and impacts
- Compensation arrangements, including habitability assessment
- Impacts from Hampstead Road Bridge construction and final design
 - Street / pavement levels
 - Impact on traffic flows
 - Impact on cyclists (particularly segregation and at junctions)
- Utility works: timing and impacts
- Mornington Bridge reconstruction loss of vehicular access and impact on local traffic
- Risk of loss of street trees, particularly on Mornington Terrace
- Satellite compounds: usage, traffic, night work
- Importance of community engagement and ability to influence the evolving design

Timeline after AP3



Longer term timeline



Community engagement around AP3

- Following deposit of the Additional Provision the ES consultation and petition periods will begin
- There will be a pause in the community engagement programme while these formal processes run
- This is because there are a number of statutory processes we must undertake as part of the additional provision process
- The ES consultation and petition period will shortly be followed by the Select Committee hearings

Community engagement – sub groups

- Camden Cutting – 1830 on Monday 24 August, The Forge
- Parkway Northwards – tbc early September

sub groups will recommence following the Select Committee hearings

Community engagement – information sessions

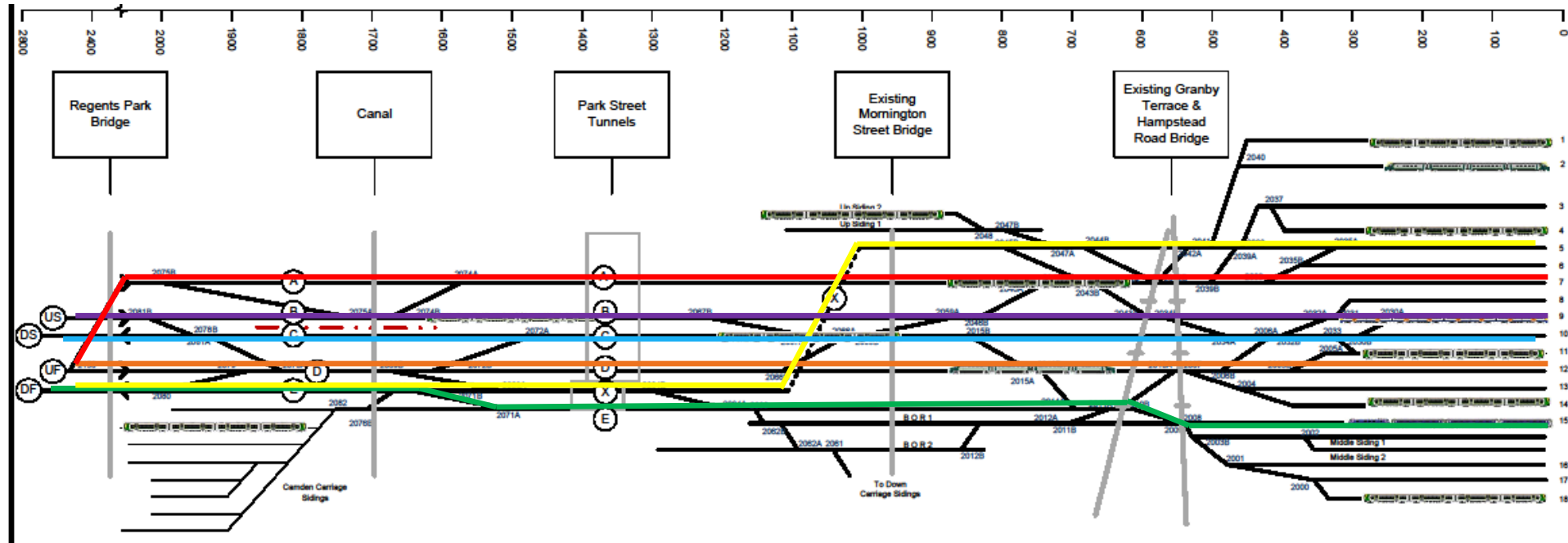
- Construction noise – 1830 on Wednesday 26 August, Surma Centre
- AP3 – 1100-1600 on Saturday 19 September, Surma Centre
- AP3 – 1400-2000 on Tuesday 22 September, Surma Centre
- Traffic Planning – 1830 on Wednesday 23 September, Surma Centre **(tbc)**

Camden Cutting works incorporating 'Line X' reinstatement

- Euston station operates off 6 approach tracks and 18 platforms
- The station works in 3rds utilising a flyover (line A) and a Dive Under (line X) to take half of fast line services across the slow lines (a grade separated junction)



How the 6 approach tracks work today



- Today's track layout at Euston Station
- A Fast line service can arrive on the Up Fast and enter the station on line D
- Followed closely behind by a Fast line service arriving on the Up fast, taking the flyover and enter the station on line A
- Whilst a Fast line service departs on line E and heads north on the Down Fast
- Followed closely by a Fast line service departing on line X and heads north on the Down Fast
- At the same time as the Fast line moves, the Slow line can operate independently with a train arriving on the Up Slow and line B
- Whilst a train departs on line C to the Down Slow.

Euston track approaches and station post HS2 key features

HS2enquiries@hs2.org.uk

Helpline: 020 7944 4908

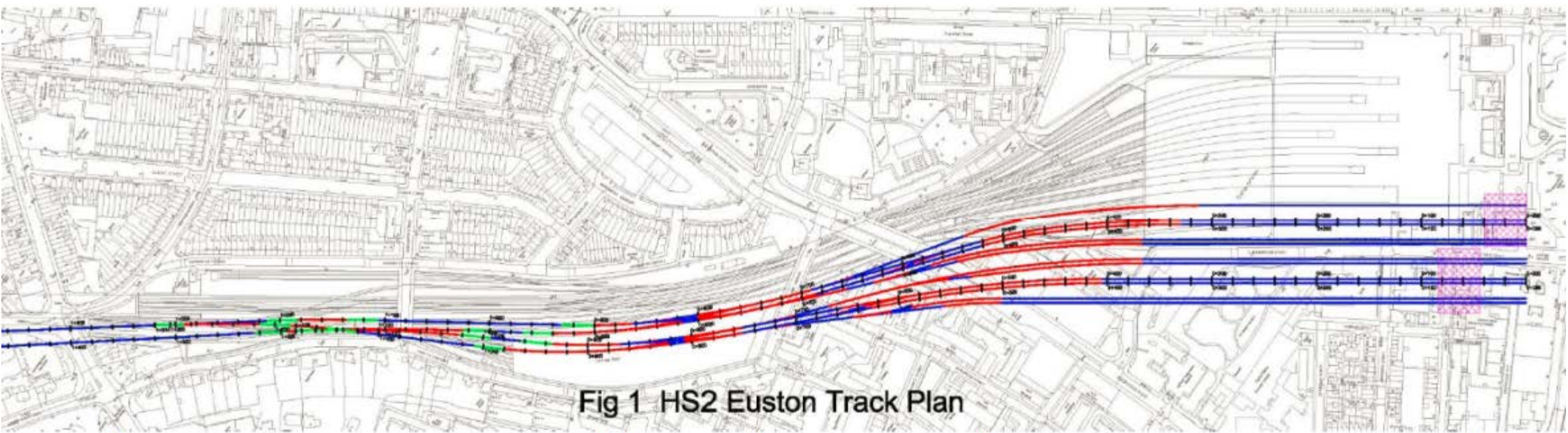
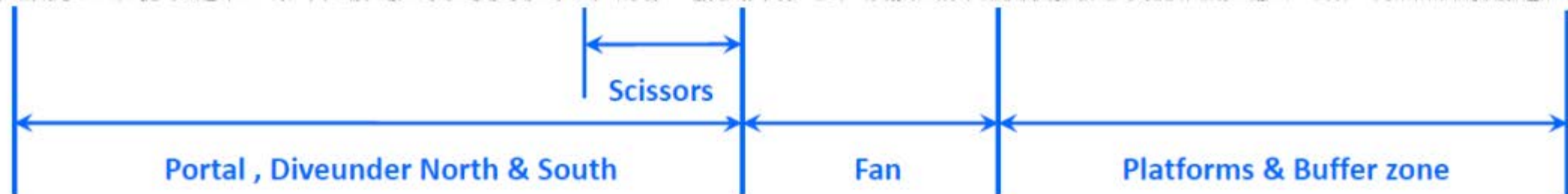
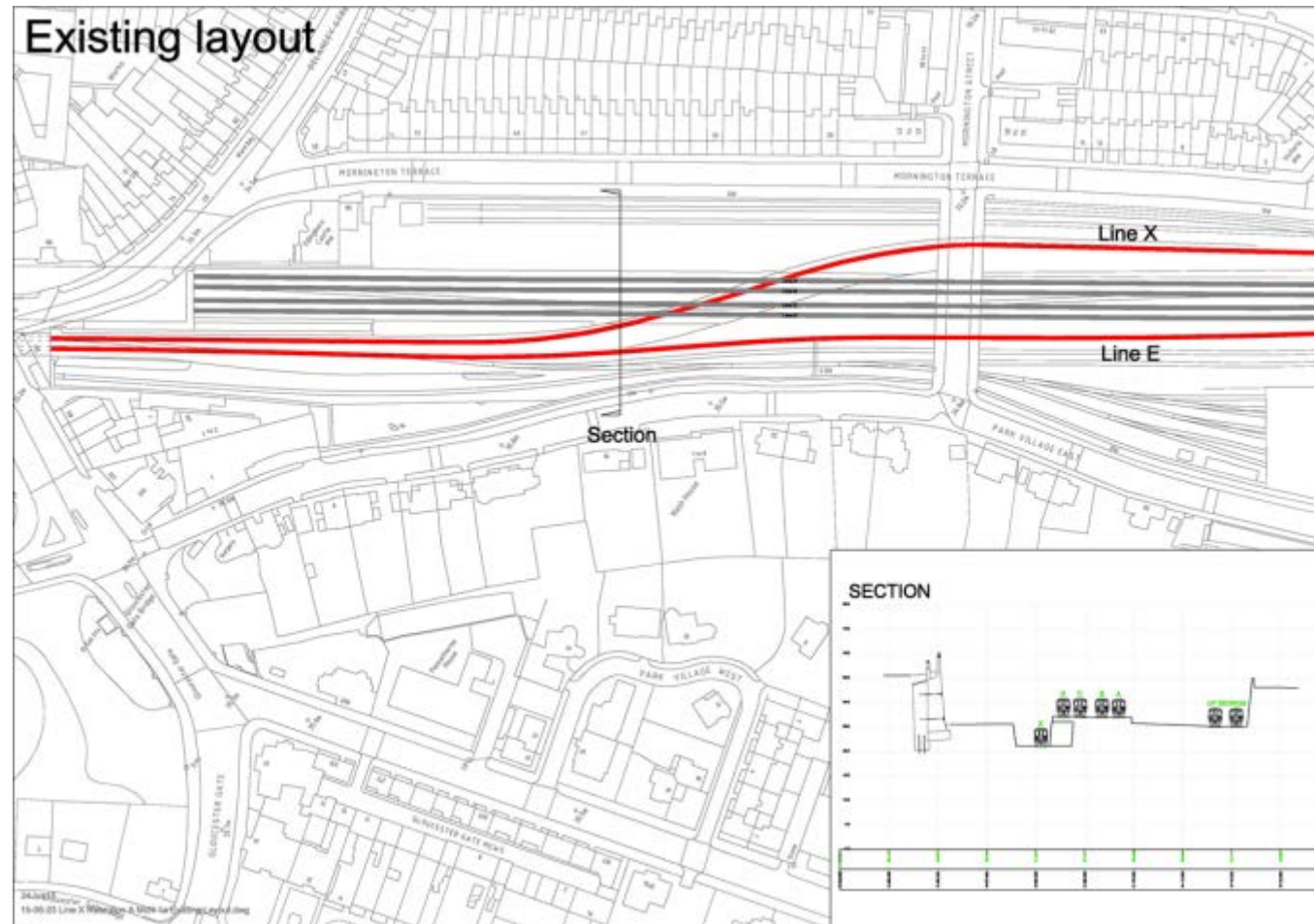


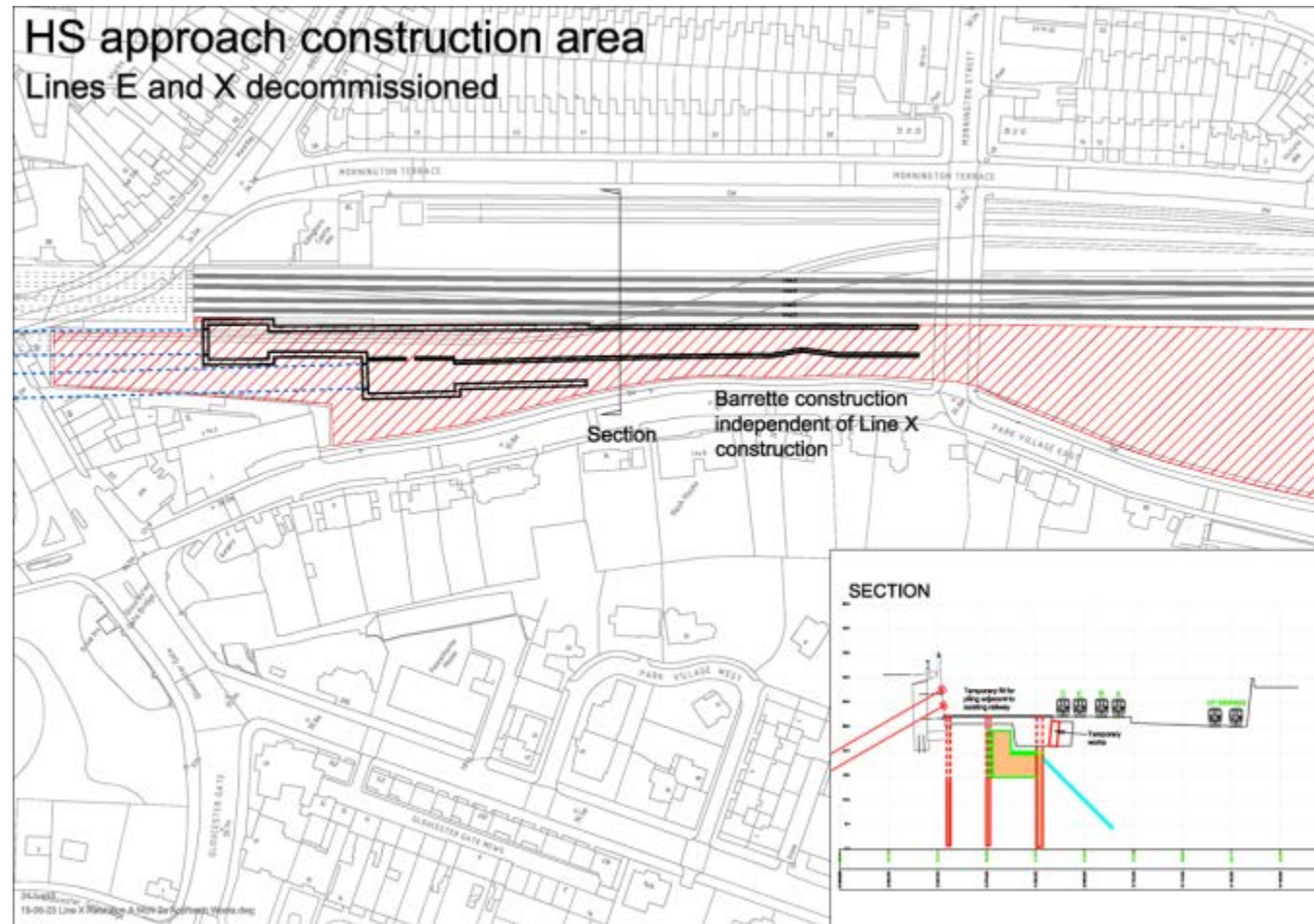
Fig 1 HS2 Euston Track Plan



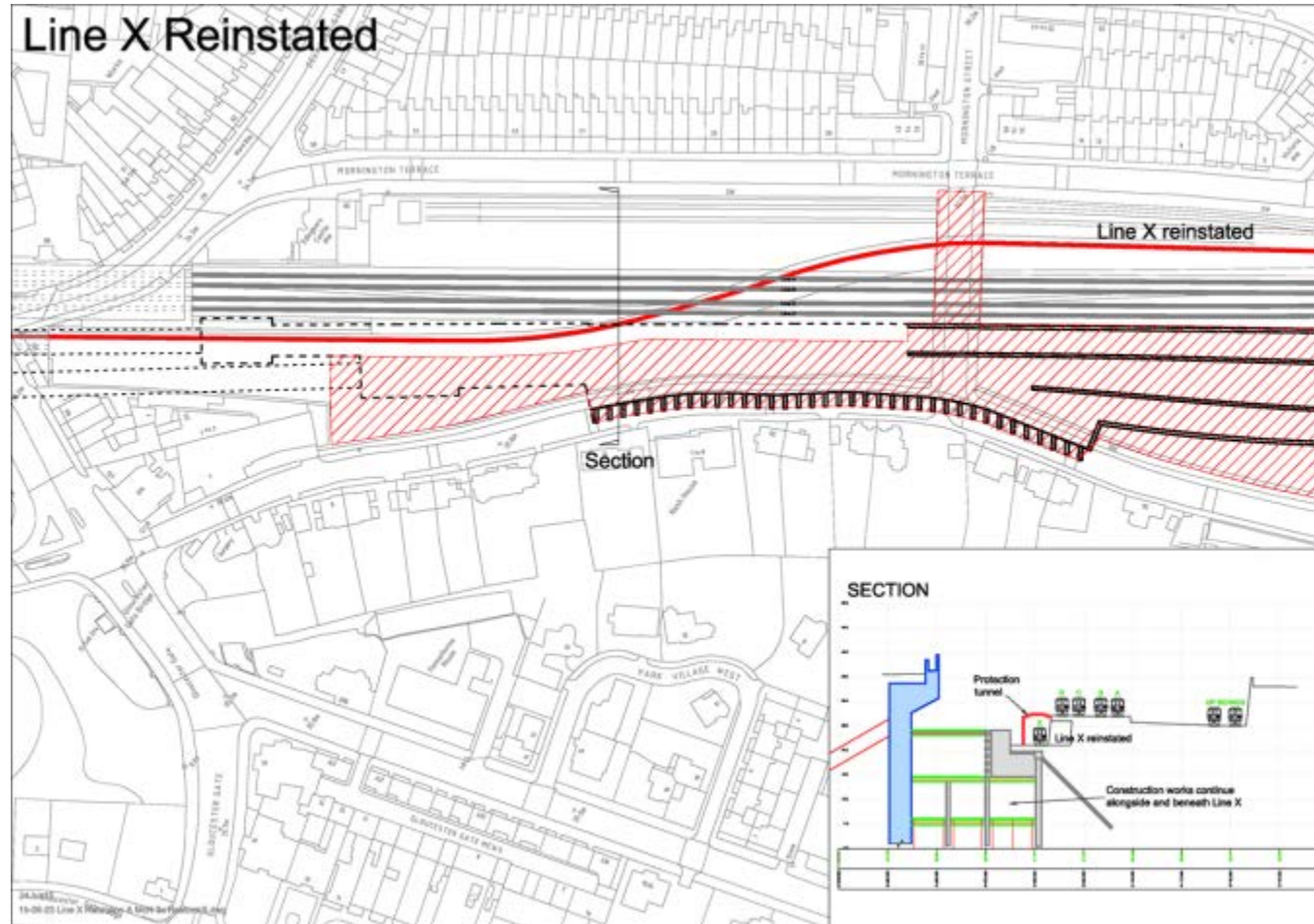
Line X plan 1 of 4



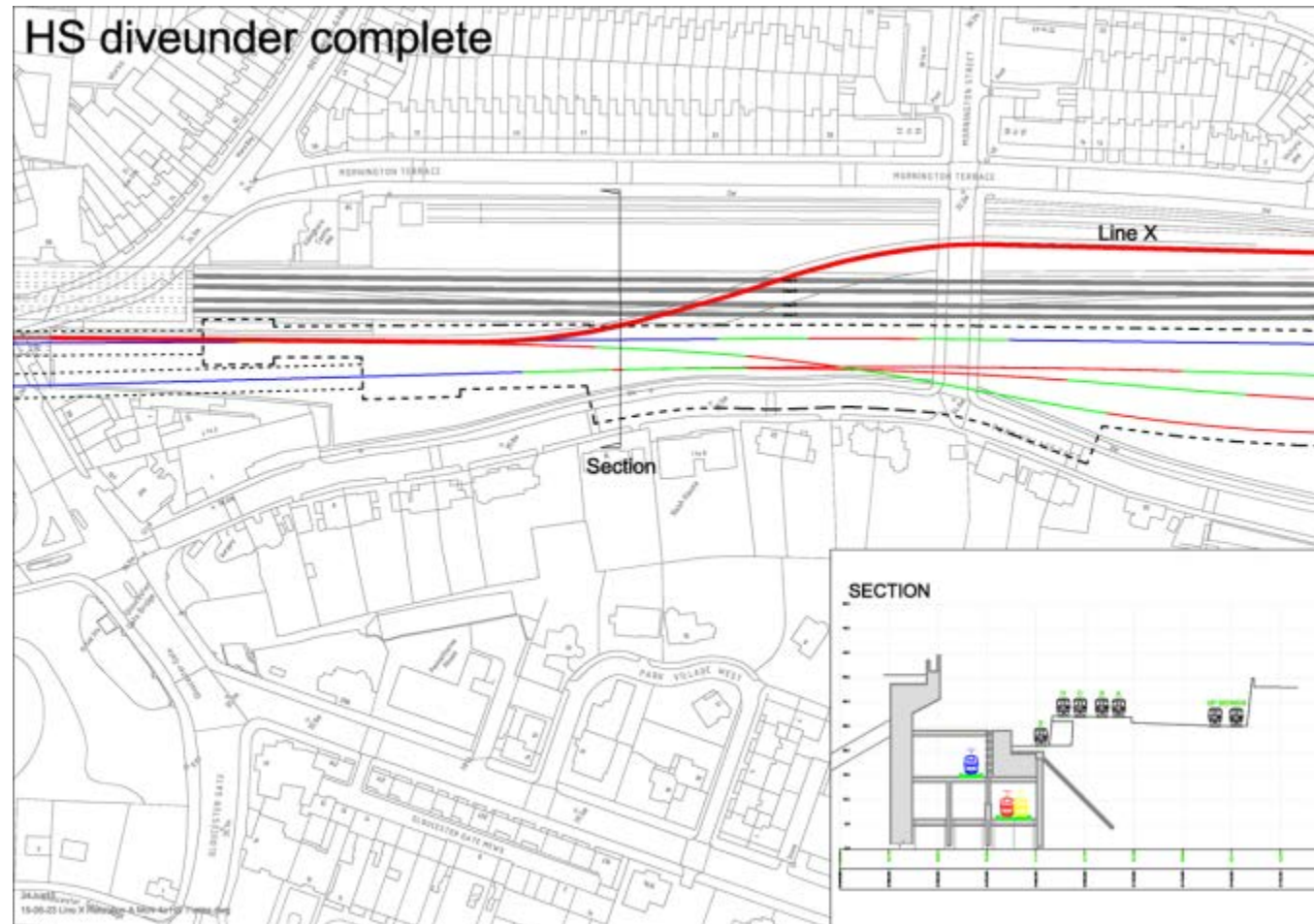
Line X plan 2 of 4



Line X plan 3 of 4



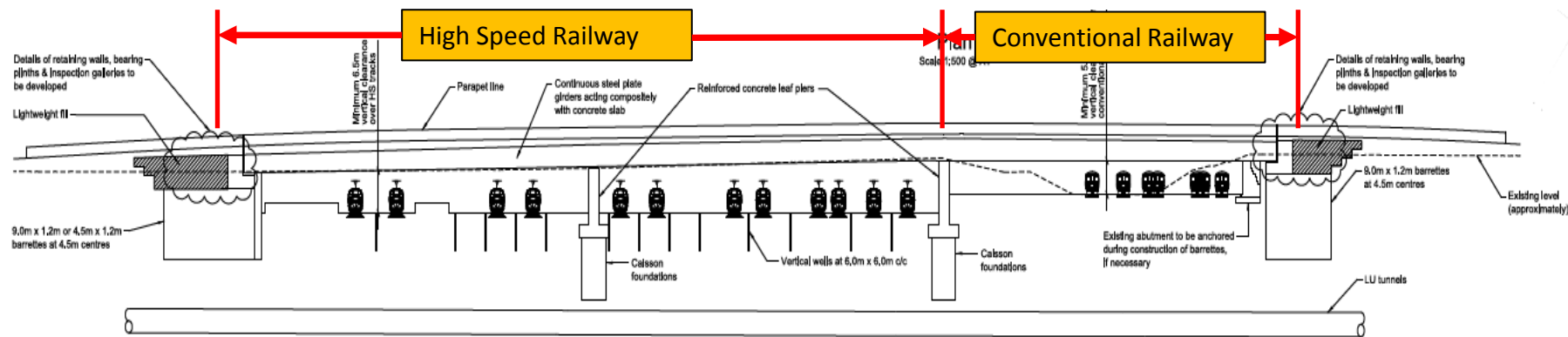
Line X plan 4 of 4



Hampstead Road Bridge

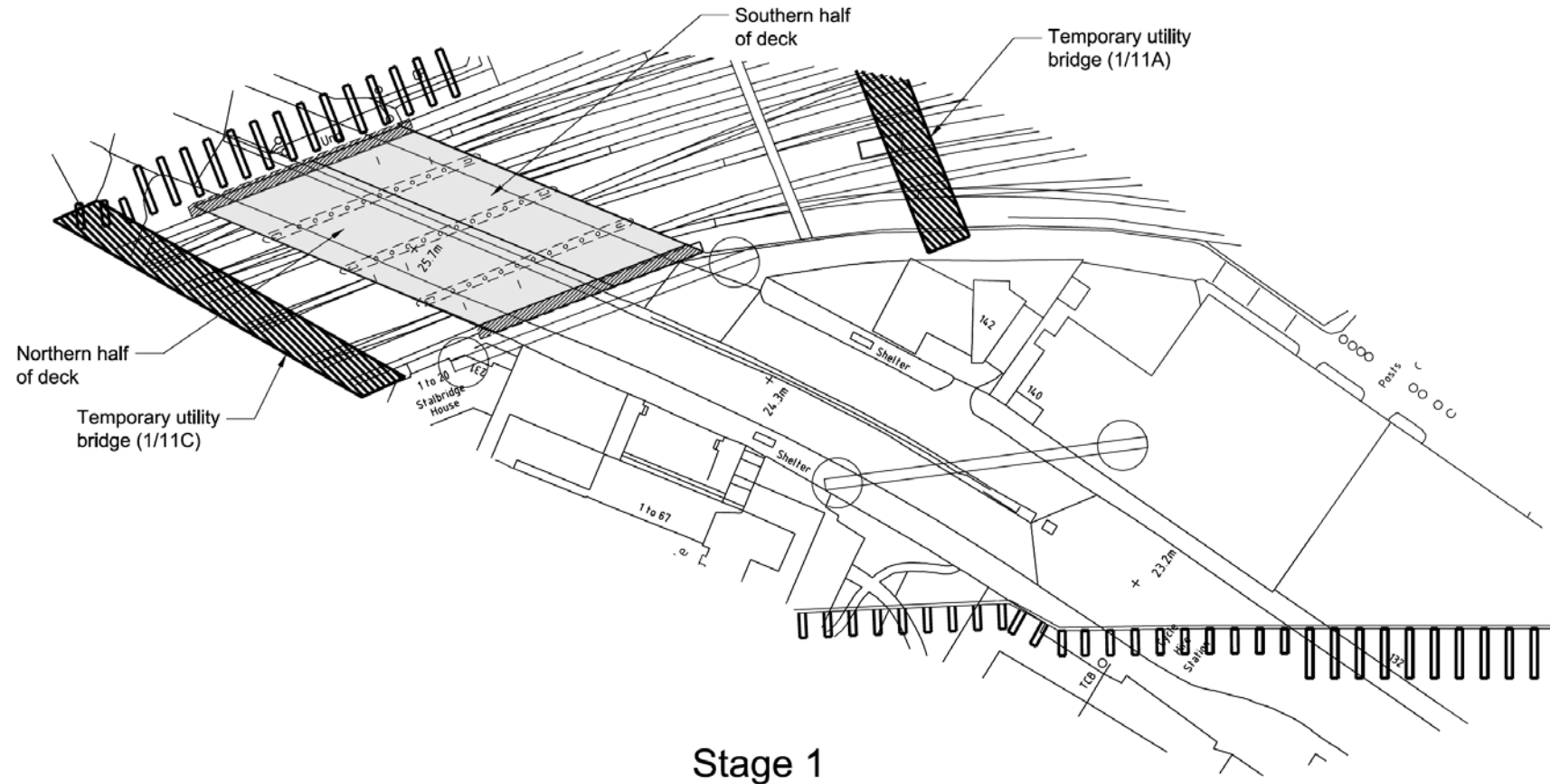
HRB – Overview

- HRB is a 1960's four span simply supported precast, grouted, post tensioned concrete beam and deck bridge spanning 52 metres across the station approach.
- Built in two halves – southern section first and then the northern section. Deconstructed in the reverse sequence.
- Two temporary utility bridges will be installed to accommodate existing services crossing HRB.
- HRB will be sequenced such that it remains open to traffic (one lane in each direction) and pedestrians at all times throughout the deconstruction/ construction process.

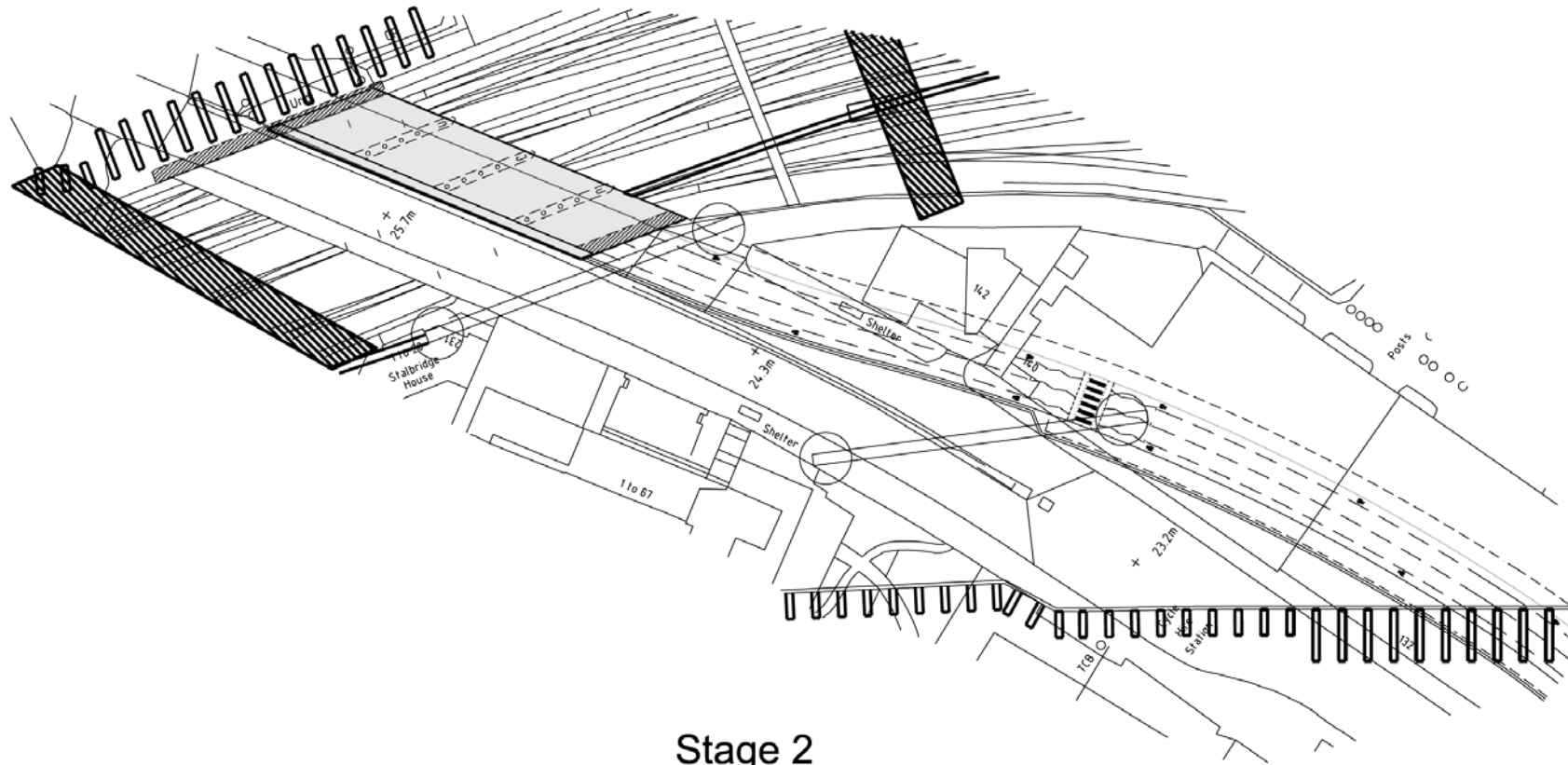


Final arrangement looking North

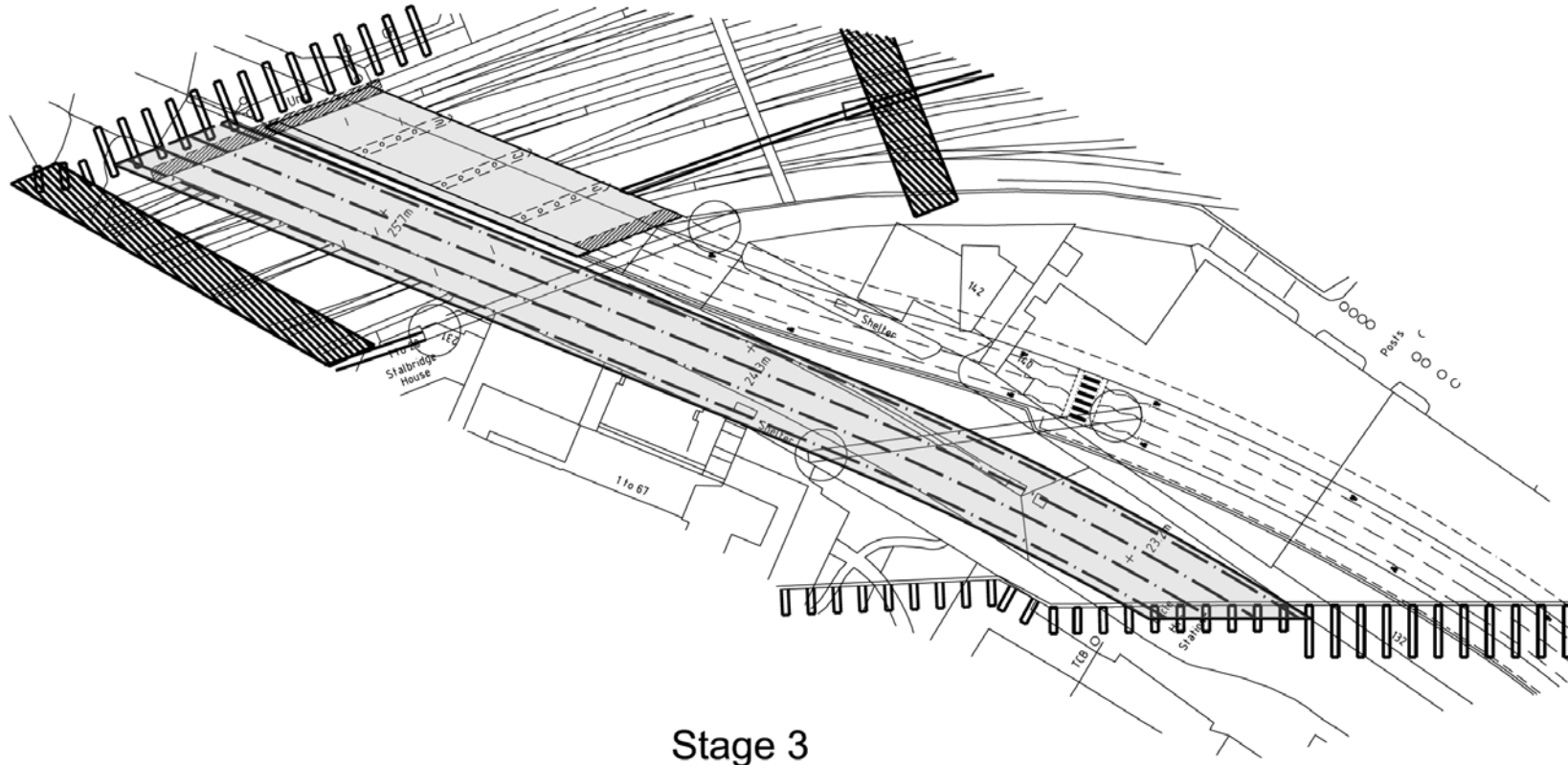
HRB Stage 1 of 6 – 2017 to 2019



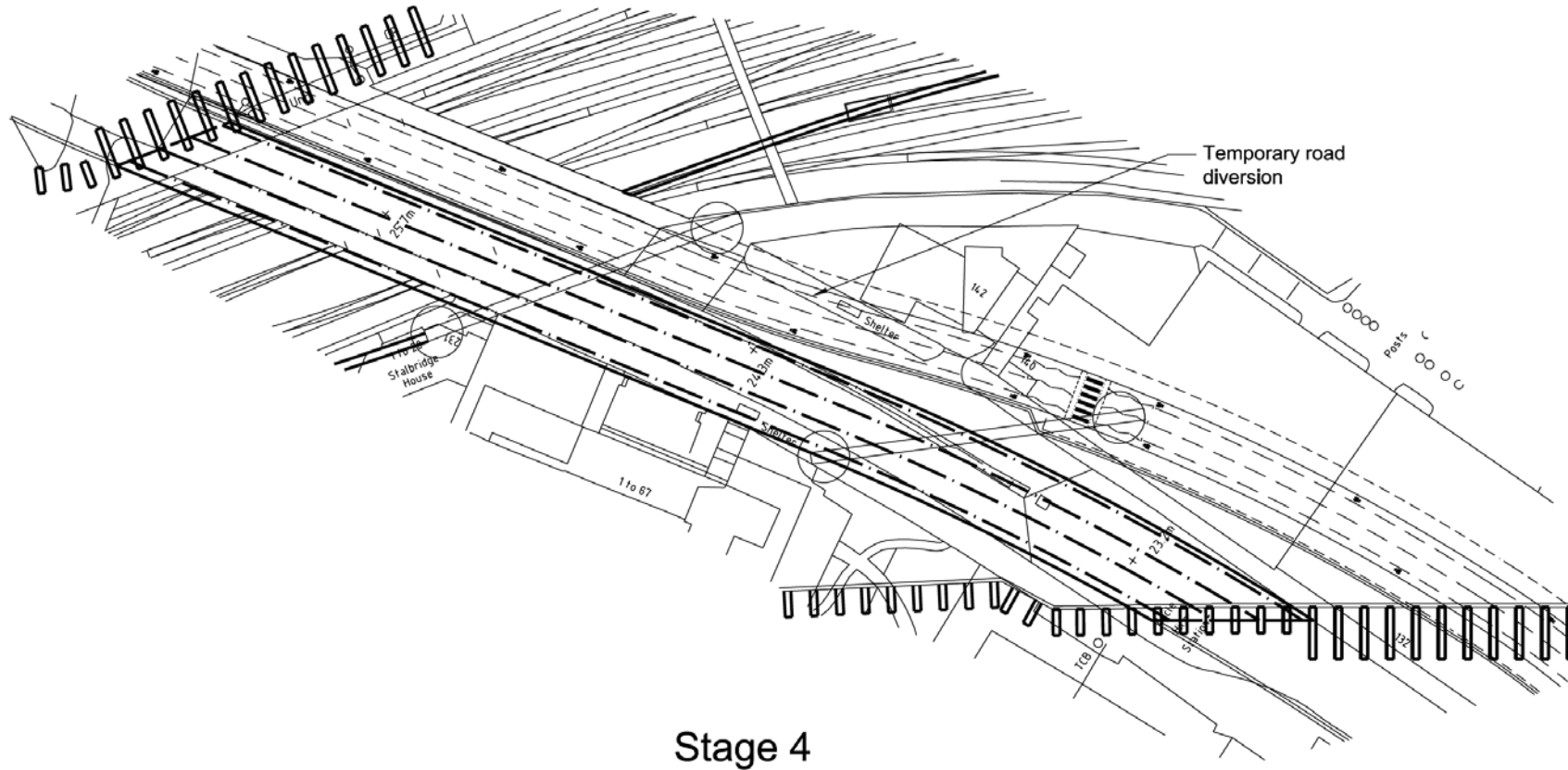
HRB Stage 2 of 6 – 2019 to 2021



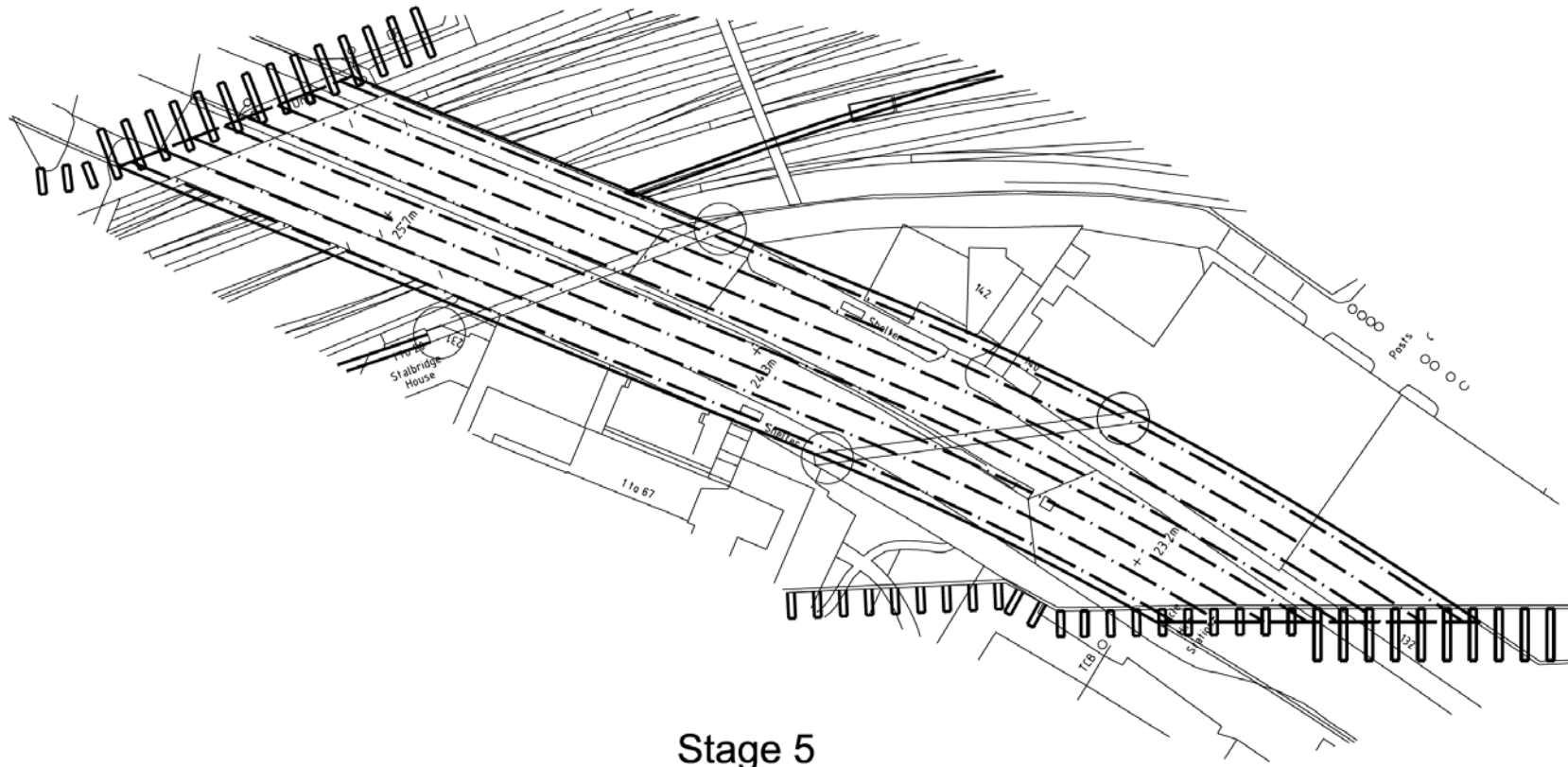
HRB Stage 3 of 6 – 2021



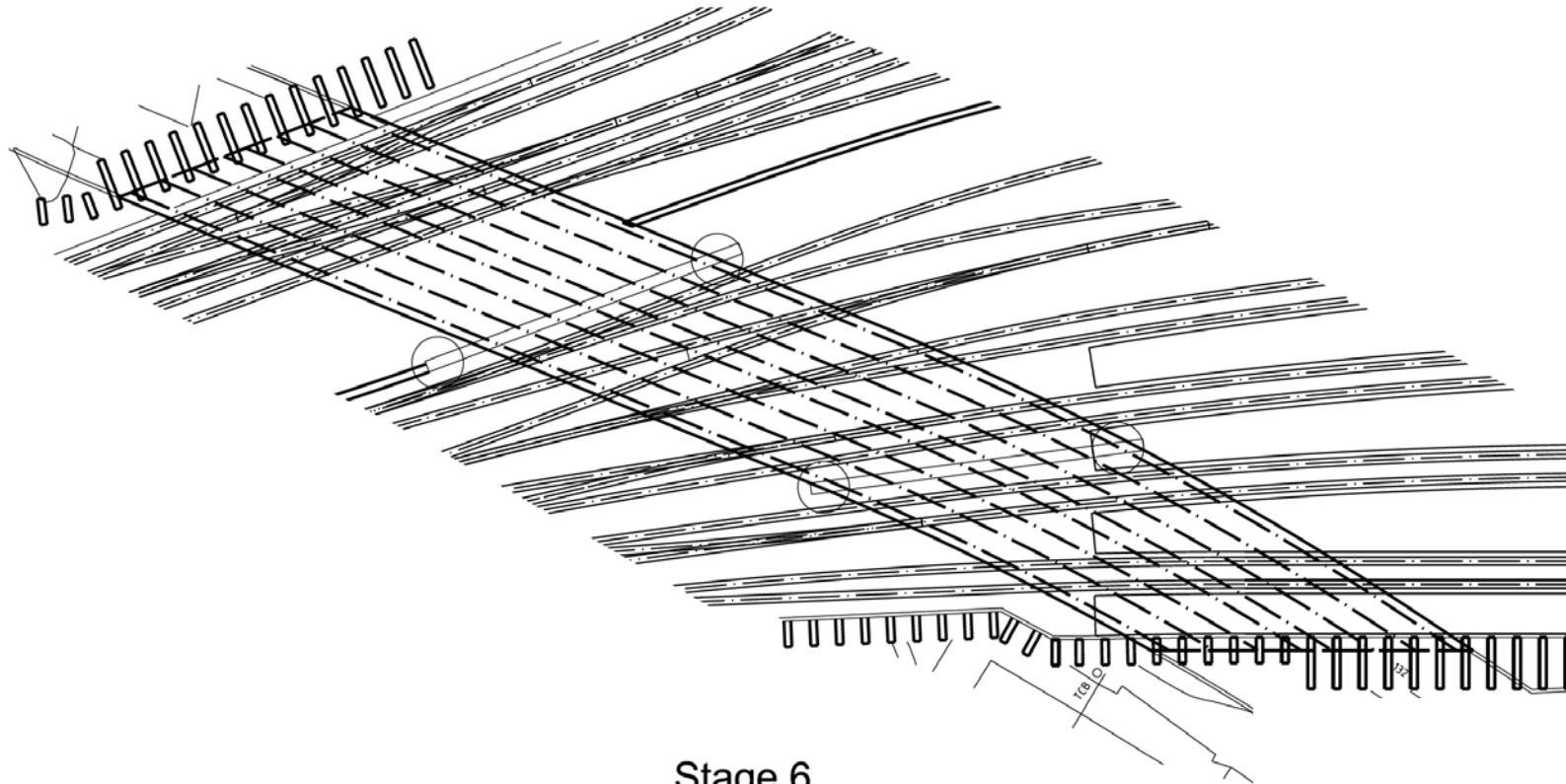
HRB Stage 4 of 6 – 2022



HRB Stage 5 of 6 – 2023



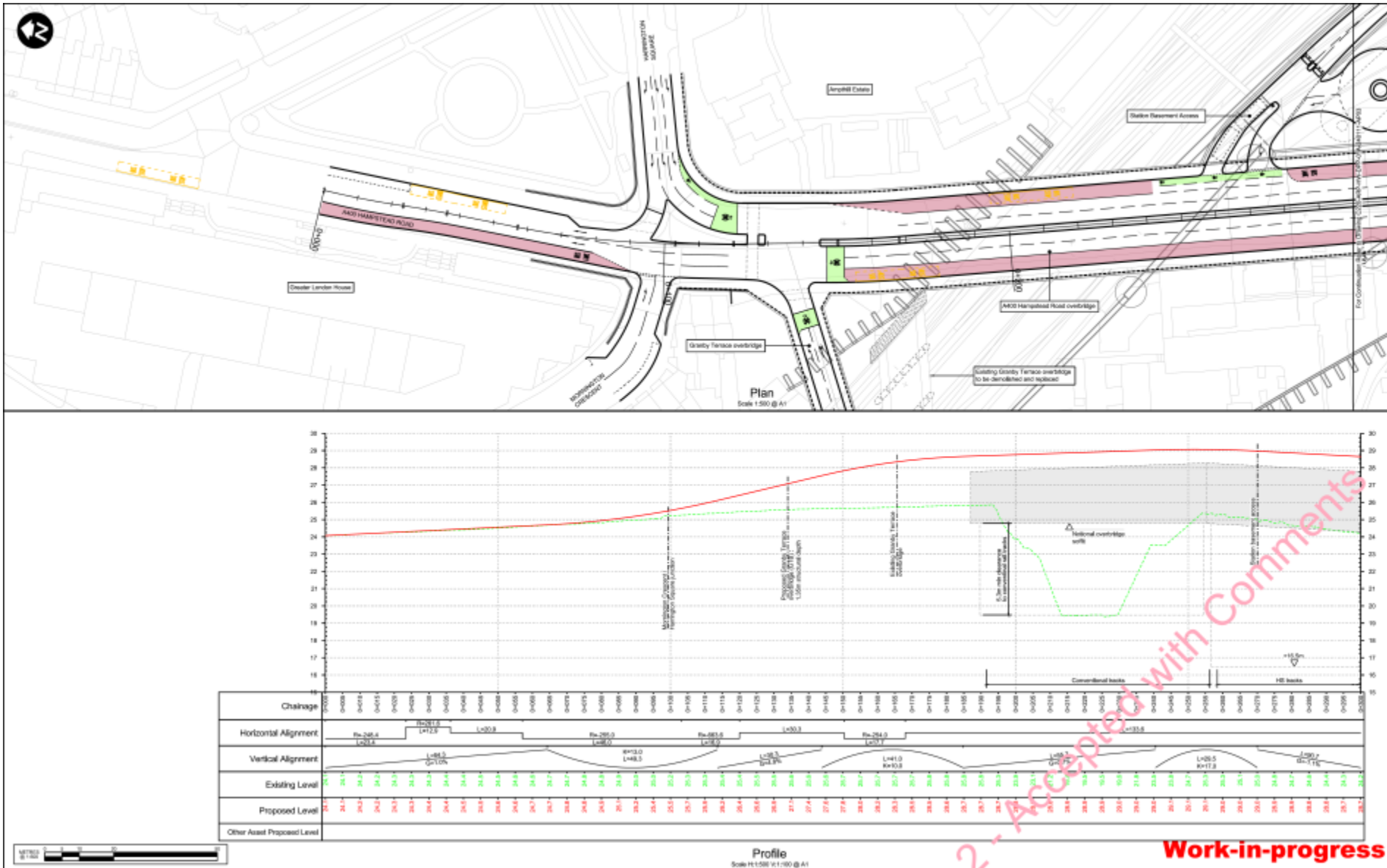
HRB Stage 6 of 6 – 2024



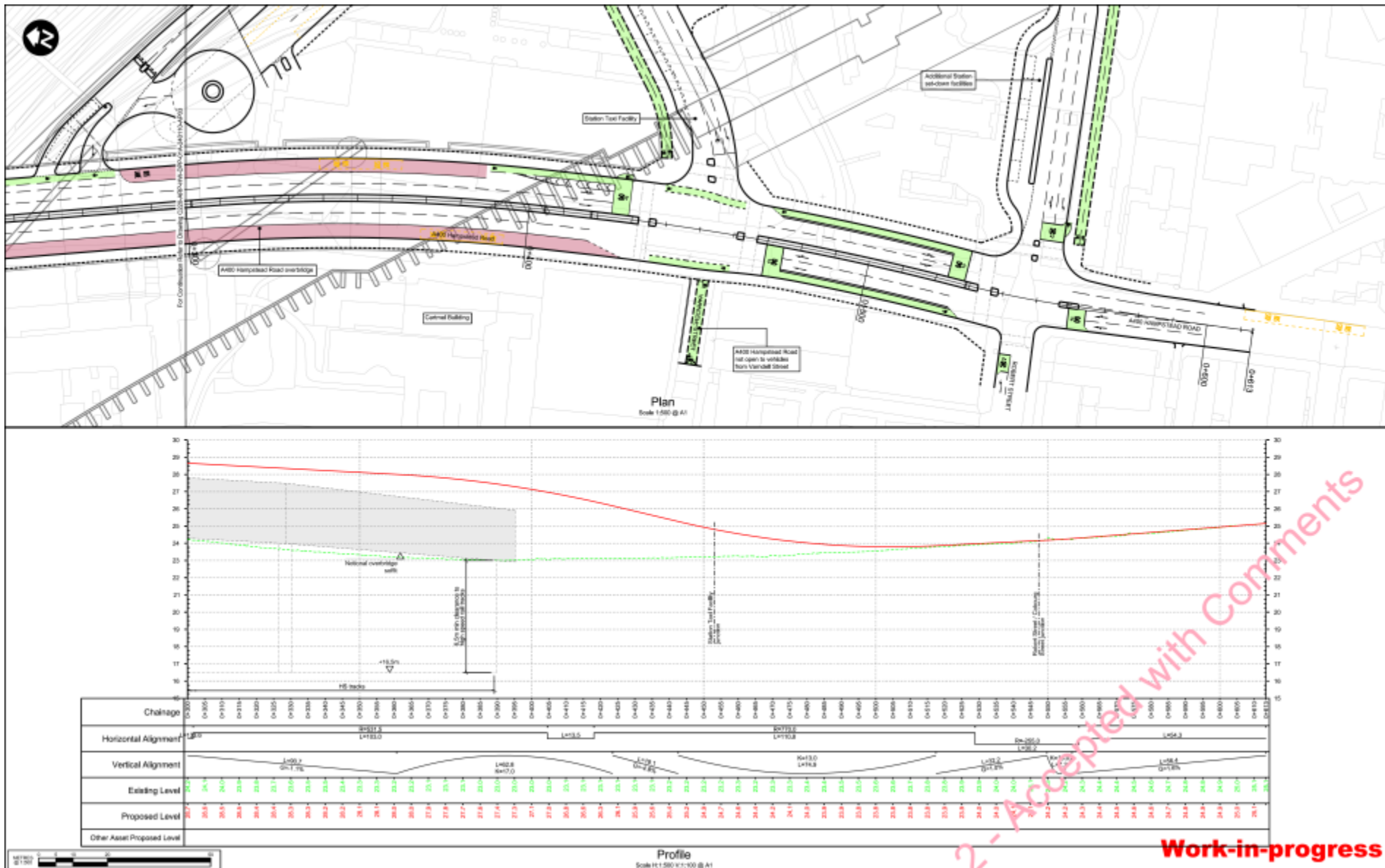
HRB Profile part 1 of 2

HS2enquiries@hs2.org.uk

Helpline: 020 7944 4908



HRB Profile part 2 of 2



Current baseline (2015)



Operation (2026) - Summer verifiable photomontage





Questions

Contact:

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