
Secretariat memorandum

Author : Tim Bellenger

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PC150

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Euston station – impact of engineering works on passengers during HS2 construction.

1 Purpose of report

- 1.1 To advise members of the potential impact on passengers of works at Euston station as a result of the construction of the High Speed 2 rail line.

2 Recommendation

- 2.1. Members are recommended to note the contents of the report.
- 2.2 Members are recommended to agree that London TravelWatch pursues further dialogue with train operators, Network Rail, HS2 and Transport for London (TfL) to ensure that the lessons from previous major station works are applied at Euston for the benefit of passengers during the construction work.

3 Background

- 3.1 In 2013 /14 London TravelWatch petitioned the HS2 bill committee to express concern about the impact of works at Euston and Old Oak Common on passengers arising from the proposed construction of the new High Speed line and associated stations
- 3.2 Since then the HS2 bill has been enacted. Demolition and other preparatory works have commenced and this has required the closure of the existing railway lines from time to time. The large scale nature of the works at Euston requires extensive access to the existing rail infrastructure. However, the process by which HS2 ltd gains access, and how existing train operators plan for the impact on their passengers is different to that which applies elsewhere on the rail network. HS2 ltd have power to require Network Rail and train operators to provide access, and the franchise agreements of West Midlands Railway and Virgin West Coast specify that they must co-operate with HS2 ltd. This effectively limits the normal industry contractual process that gives train operators the right to object to engineering possession proposals, if they feel that they have a too onerous impact on their passengers. In addition, train operators do not receive compensation from Network Rail if the infrastructure is unavailable under this process.
- 3.3 HS2 ltd and Network Rail plan to develop Euston station over a 20 year period in a phased manner. The first phase is an initial HS2 station opening in 2026 to

serve the first part of the HS2 route with six platforms. This would then be followed by a further phase opening in 2033; a redevelopment of the existing Network Rail owned station and then finally an above site commercial, residential and retail development completing possibly around 2038/39.

- 3.4 During this period passengers will still need to use the station and navigate their way around or through the various construction sites. In addition, there will be a need for a large number of weekend and evening closures, or longer blockades, which will mean passengers will need to use either alternative rail and Underground services or rail replacement buses for all or part of their journey.
- 3.5 HS2 Ltd also require Network Rail to reduce the physical capacity of the track and signalling infrastructure on the approaches to Euston station during the construction period. To accommodate this, some services may need to be combined to form longer trains, and it will also mean a reduction in operational flexibility – which at times of disruption may mean that it will take operators longer to restore services back to normal.

4 Discussion with train operators

- 4.1 All the train operators using Euston station and Network Rail have been invited to today's meeting to put forward their concerns about the potential of these works on passengers and how they will manage planned and unplanned disruption resulting from them.
- 4.2 Additionally, London TravelWatch has been invited to comment on pedestrian access to and around Euston with the enabling works constructors, Costain Skanska Joint Venture. It is to be hoped that some of the lessons from the recent Victoria station works can be learnt and transferred to the Euston station project.

5 Equalities and inclusion implications

- 5.1 Euston station is a fully accessible station, where train services will be required to terminate at other stations during engineering possessions arrangements will need to be made to ensure that these stations are also fully accessible, and that comparable onward services are available. An example of this might be terminating long distance services at Harrow & Wealdstone. The station has step-free access to the platform, but many of the central London stations of the Bakerloo line (which passengers would be expected to use as an alternative to Euston) are not step free or would require a change to either the Jubilee line at Baker Street or Victoria line at Oxford Circus in order for passengers to leave the Underground network. This may not be practical and so alternative accessible transport will need to be provided at Harrow & Wealdstone.

6 London TravelWatch priority

- 6.1 The services affected by this proposal carry a very large number of passengers and would be subject to extensive disruption over an extended number of years.

7 Legal powers

- 7.1 Section 252A of the Greater London Authority Act 1999 places a duty upon London TravelWatch (as the London Transport Users Committee) to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate

8 Financial implications

- 8.1 There are no financial implications for London TravelWatch arising from this report.