

Euston Station Design

November 2022 engagement



www.hs2.org.uk/euston

View of proposed HS2 Station entrance from the south

Introduction

London Euston is one of four new stations to be built as part of the Phase One of High Speed Two (HS2). We would like to share and hear your feedback on our emerging design.

What is HS2?

HS2 is the new high speed railway for Britain, linking London, the Midlands, and the North of England. Helping to bridge the north and south of the country, the railway will deliver a more productive economy, making it faster and easier to travel for both work and leisure.

At Euston, we are delivering one of the most open and accessible stations in the country bringing extra capacity to the existing rail network, improving journeys, and creating exciting new public spaces. HS2 Euston station is set to kick-start the revitalisation of the local area creating a new transport hub in the heart of London.

When the station is built, it will take 45 minutes to Birmingham Curzon Street. We will more than double the current number of seats out of Euston station during peak times.

Who are we working with?

We have appointed the Mace Dragados joint venture (MDjv) to take the lead on building the new station. We are also working with Arup, WSP and Grimshaw Architects to deliver our ambitious vision.



The purpose of this engagement

We last engaged with the public in Spring 2022. We want to give you a further update, show more of the emerging design and explain how we have responded to your feedback through clear 'you said, we did' responses. Find the brochure of the last engagement in this link: www.hs2.org.uk/euston

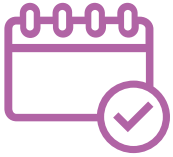


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Feedback on last engagement

In Spring 2022, we undertook a series of engagement activities to show you the emerging design for HS2 Euston station. You were invited to give your feedback which has helped us to further develop different parts of the design.



Public engagement ran for 6 weeks



Leaflet posted to 7,000 addresses



11 in-person and online events



Over 640 people engaged with

We used a range of different methods to promote our engagement activity and reach as many people as possible, including posters, social media, and advertisements.

We asked you what you thought about the level of information we provided.

You said:

"We thought the level of information provided was 'about right', but not everyone who wanted to attend an event was able to."

We did:

- We will provide additional events at different times and promote these more widely to ensure more people can attend.
- We will deliver a recorded webinar which can be accessed at any time for those who cannot attend an online or in-person event.
- We will attend community groups and events to reach more people.

We have considered all feedback and comments from engagement earlier this year. This is summarised into a statement, together with our response, in white and blue text boxes. Pink boxes show where we are asking for your views as part of this engagement

The 'You said, we did' engagement shows you the changes we have made in response to your feedback. We have also provided you with a further update on:

- Analysed all the comments and feedback received
- Further developed the scheme, while reflecting your views
- Included clear 'You said, we did' information to show how we have used your feedback
- Shared new parts of the design where you can provide feedback



Spring 2022 engagement brochure

What's next?

In early 2023, we will provide you with a further update and explain how we have taken your feedback onboard.



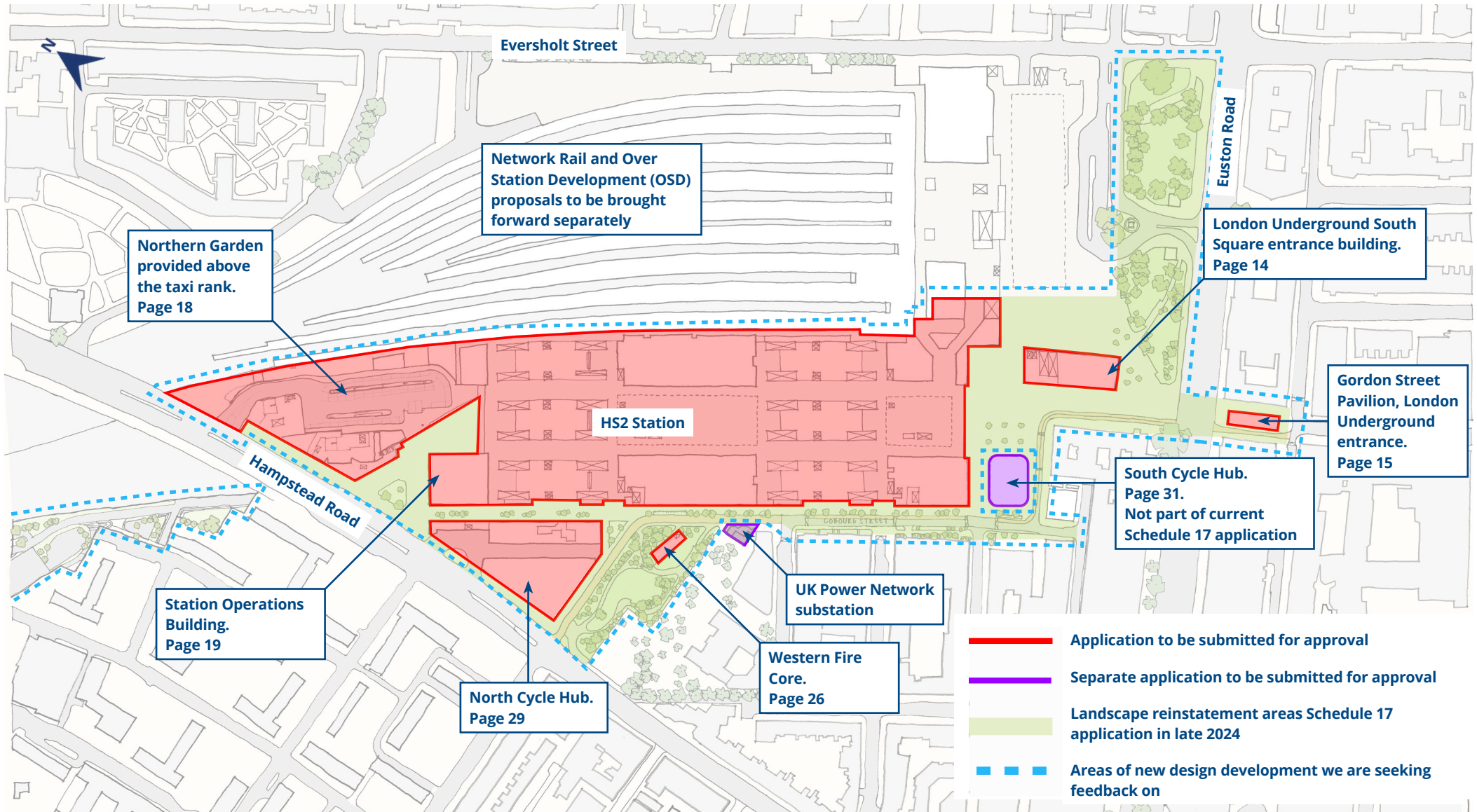
HS2 Euston events in May 2022



Schedule 17 application and areas of design development

Schedule 17 application

The High-Speed Rail Act 2017 grants planning permission for HS2 Phase One, including HS2 Euston station. The Schedule 17 application sets out the approval process we must follow for the design and external appearance of the station, buildings, and public spaces. Your feedback will help inform this.



Plan showing HS2-Only Scheme for Schedule 17 submission

HS2 as the first phase of the Euston Masterplan

The HS2 station will enable delivery of the wider masterplan for Euston. We are working with Network Rail and Lendlease who have plans for the existing Euston station and Over Station Development (OSD). We have set out a 'HS2-only' scheme which supports the wider masterplan to allow us to continue with construction whilst working on masterplanning.

We are committed to reducing our impact on the environment and meeting environmental controls as part of the High-Speed Rail Act 2017. Applying for Schedule 17 consent now allows us to continue building the station while meeting these requirements, even if other parts of the masterplan come forward later.

Some areas have changed to allow us to deliver a HS2-only scheme. These are listed below but could change as part of future applications:

- The south-east corner of the HS2 station and new London Underground entrance, where they link with the Network Rail station.
- The existing bus station and Euston Square Gardens which may be changed as part of wider proposals.
- Areas to the north and south of the station linking with Whittlebury Street, which are proposed as part of OSD.
- Some parts of the facade outside of the station, which could change to accommodate future OSD entrances.

We will provide drawings with our Schedule 17 application to show how the HS2-only scheme can link with the masterplan in these areas. Over the next few months, you will see and be able to comment on different proposals for the areas listed above put forward by Lendlease and Network Rail, because other parts of the Euston project are at different stages of separate planning processes. Once these processes have concluded, we will co-ordinate our plans which may result in some changes to the designs shown in this document. For more information, please visit www.discovereuston.org.uk

Throughout the document, images with faded massed blocks indicate OSD enabled by the HS2 development and do not include potential future OSD above the existing Network Rail station.

What can you influence?

The station location and size are fixed by the High-Speed Rail Act 2017 and transport requirements. The locations of the station entrances, open spaces and taxi rank are now established.

During the current engagement we would like your feedback on the following areas:

- Accessibility measures
- Access from the west of the station
- The South Square London Underground entrance and materials used
- Open space usage in the north, south, west and north of Langdale
- Proposals for safety and security across public spaces and the station
- The emerging design of the Western Fire Core
- Proposals for walking, cycling and connectivity around the station



View of proposed HS2 Station entrance from the south

The Station

Roof design

We asked you for your thoughts on the roof design, its colour and the materials used.

You said:

"We would like to see more information about how sustainability and maintenance has been considered as part of the roof design."

We did:

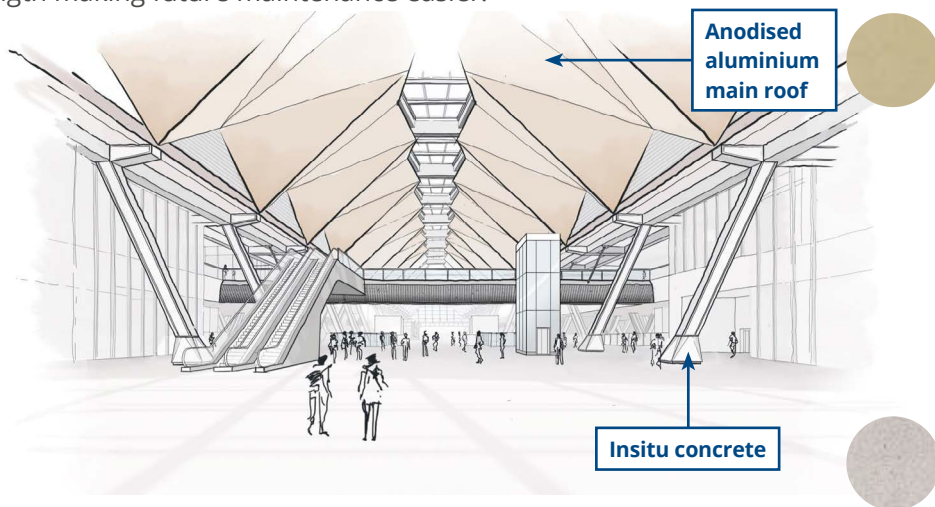
We have provided more information on how maintenance and sustainability has been considered as a key part of the design.

Sustainability is at the heart of the bold and distinctive roof design, with the station featuring several low carbon features.

The shape is designed to reflect sunlight into the station hall, reducing the need for electric lighting during the day and helping with natural ventilation.

The roof is modular and made up of different parts which are built offsite. This means the building process is more efficient and sustainable, whilst also reducing any impacts on the local area.

The roof has been designed to include several access routes along its full length making future maintenance easier.



Internal view of the station

West Station entrances

There will be four entrances from the west side of the station. The locations are shown on page 12. One of these will reinstate links through Drummond Street. It will enable east-west links across the site to be delivered in future, further improving access to and from the station.



View 1 looking at the HS2 Station entrance from Drummond Street



What do you think about the plans for Cobourg Street and the western entrances to the station?

Sustainability aims

We are aiming to achieve BREEAM outstanding. This is a recognised standard for buildings that reduces energy usage, material waste and environmental impact. Several circular economy features have been included in the design.

Where possible, we will:

- **Re-use** materials such as using recycled plastic bottles for pavements and roads.
- **Select** lower carbon materials, such as mineral based paint or choosing more environmentally friendly cladding.
- Make **design choices** which maximise efficiency, such as reducing the amount of concrete we use.

Accessibility

We asked how we could make the station more accessible.

You said:

"The station should have simple wayfinding, signage, and a clear separation between passenger flows. We want to see more information on links between different transport modes and walking distances across the station."

We did:

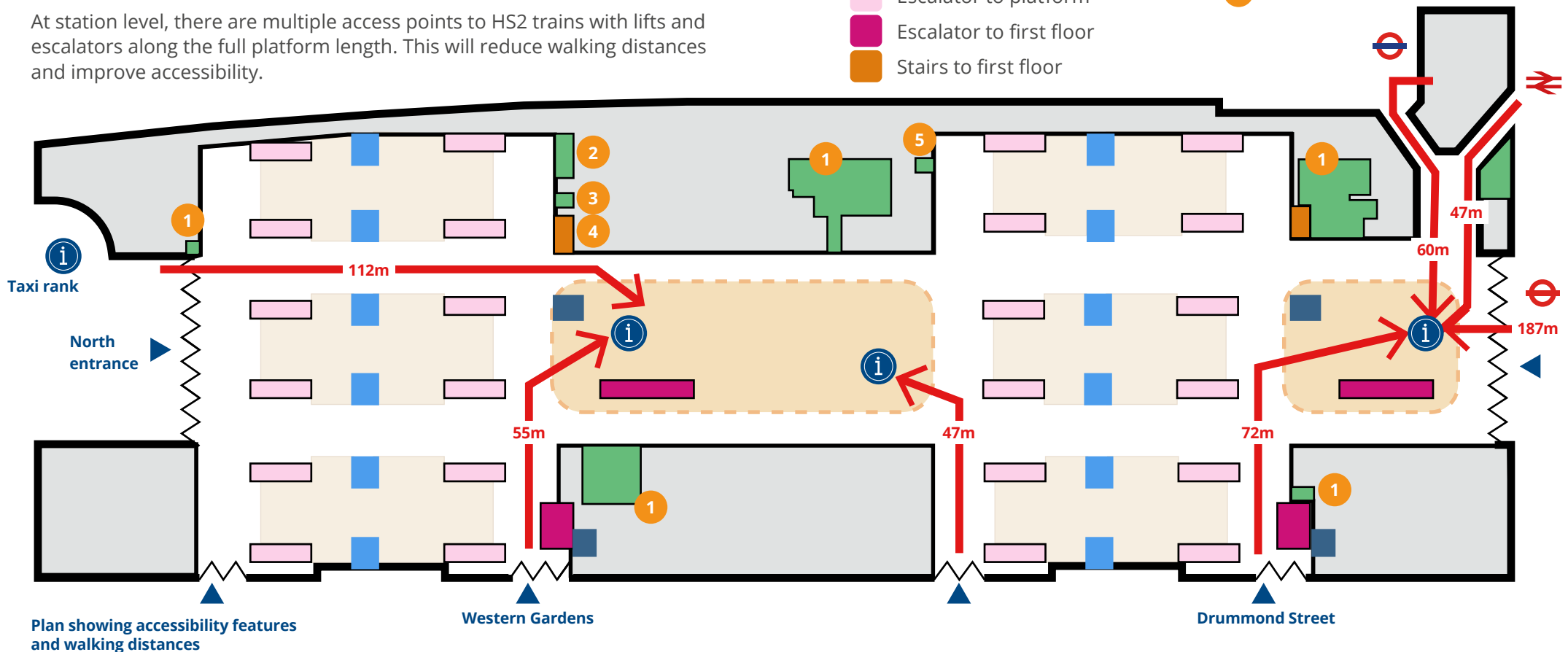
- We have ensured that the design includes clear signage and provided more information on accessibility.
- We continue to ensure that the design includes step free access.

At station level, there are multiple access points to HS2 trains with lifts and escalators along the full platform length. This will reduce walking distances and improve accessibility.



What do you think about our updated plans for accessibility?

- | | | | |
|--|-------------------------------|--|------------------------------------|
| | London Underground | | Customer Service Information Point |
| | Bus Stop | | Lift to platform |
| | Network Rail | | Lift to first floor |
| | Station Entrances | | Wheelchair Accessible Toilet |
| | Area accessible with a ticket | | Quiet Room |
| | Area of seating/information | | Baby Feeding Room |
| | Passenger facilities | | First Aid Room |
| | Escalator to platform | | Faith Room |
| | Escalator to first floor | | |
| | Stairs to first floor | | |



London Underground entrances

We are building a new London Underground ticket hall below ground to link Euston with Euston Square stations for the first time.

New entrance buildings are being designed for Gordon Street and South Square.

Gordon Street Pavilion

We asked for your feedback on the appearance and material options for Gordon Street Pavilion.

You said:

"We prefer traditional tiles. The design needs to fit with the local area and complement near by listed buildings"

We did:

We are further developing the design to include the use of a tiled material in a way that fits with the local area, history and listed buildings while also considering technical requirements. We have prepared images showing the mix of different materials.

The emerging design for Gordon Street Pavilion includes ceramic tiles designed to fit with the local area and historical buildings. We are looking at ways to reflect the history of the London Underground in the design. You can see more images of the design on page 39.



View showing potential materials on Gordon Street Pavilion London Underground entrance

South Square entrance building (London Underground west entrance)

We are delivering a new London Underground entrance building in the South Square. The building will provide space for important safety and operational equipment. There will be space for shops or cafés with a view of the station approach and Euston Square Gardens. We think the materials should include stone on the ground floor, glass on the first floor and a material to wrap around the ventilation on the top. This is designed to fit with proposals for the rest of the square.



What do you think of the design of the London Underground southern entrance building and the materials used?



View 3 looking at HS2 Station and London Underground entrance from Euston Road

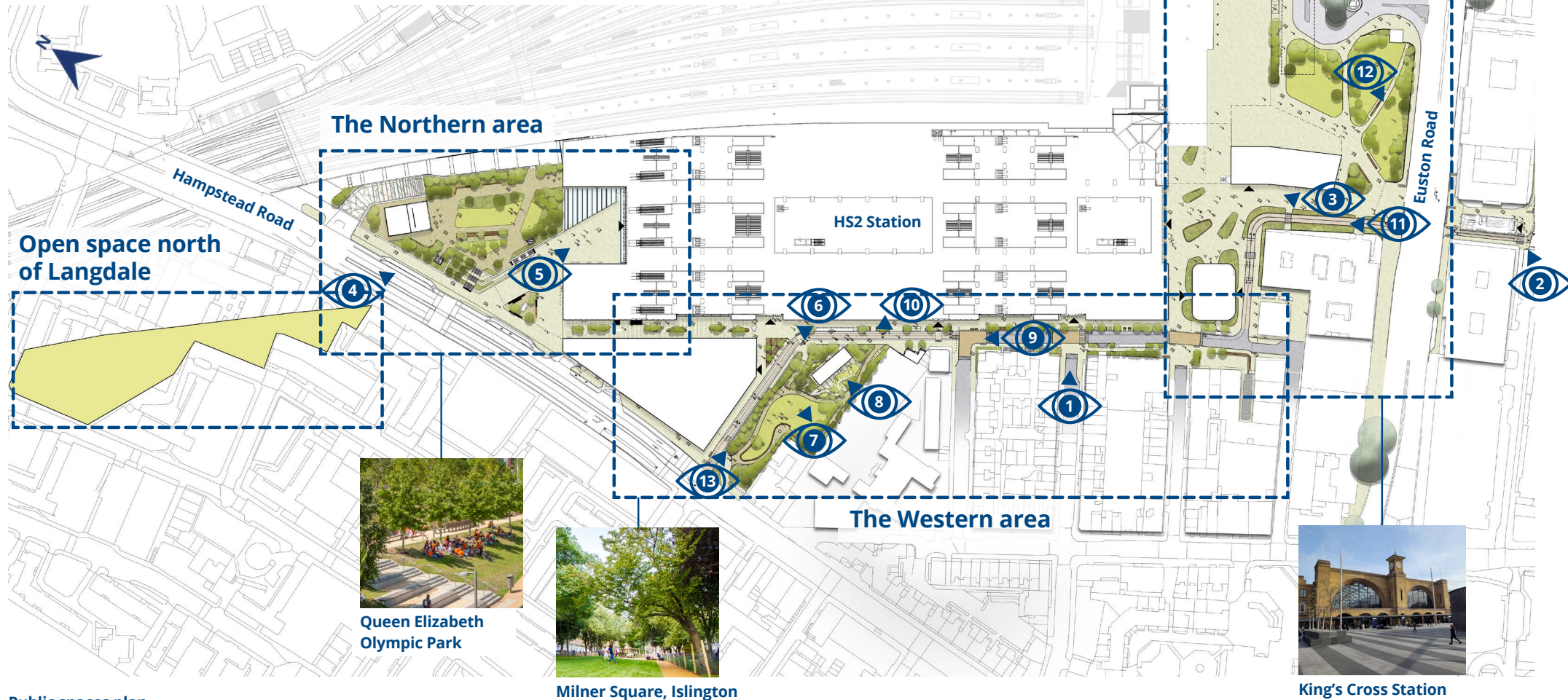
Public & community spaces

Euston will not just be a major transport hub, it will link back to the local community through several public spaces. This will replace the open spaces lost through the redevelopment.

We are proposing several distinct areas that will ensure Euston will be a place where existing and new communities thrive together. We have included precedent images to show the look and feel of the proposal for the public spaces.



View



Northern area

The North Square welcomes people coming from Camden Town and Mornington Crescent.

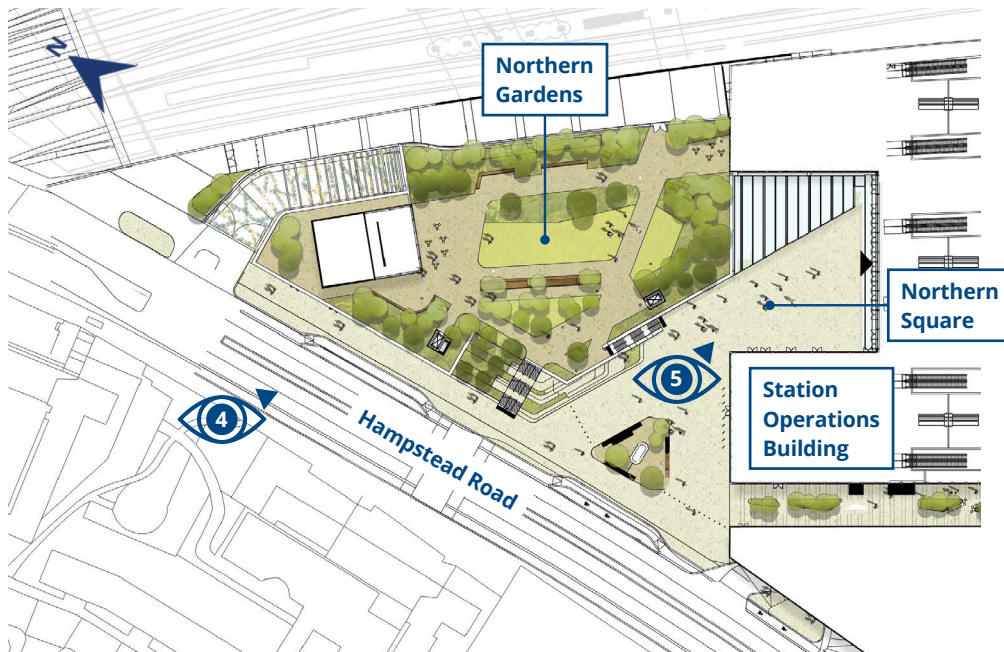
We asked you what features you would most like to see in the Northern area.

You said:

“Other than landscaping, the features we most want to see in the northern area are places to sit, followed by open green space, a café, and a drinking fountain. We would like to see facilities for young adults, school groups, and educational spaces.”

We did:

- We will ensure there is enough seating and open green space.
- We are further developing proposed facilities for this area and are seeking further feedback from you.



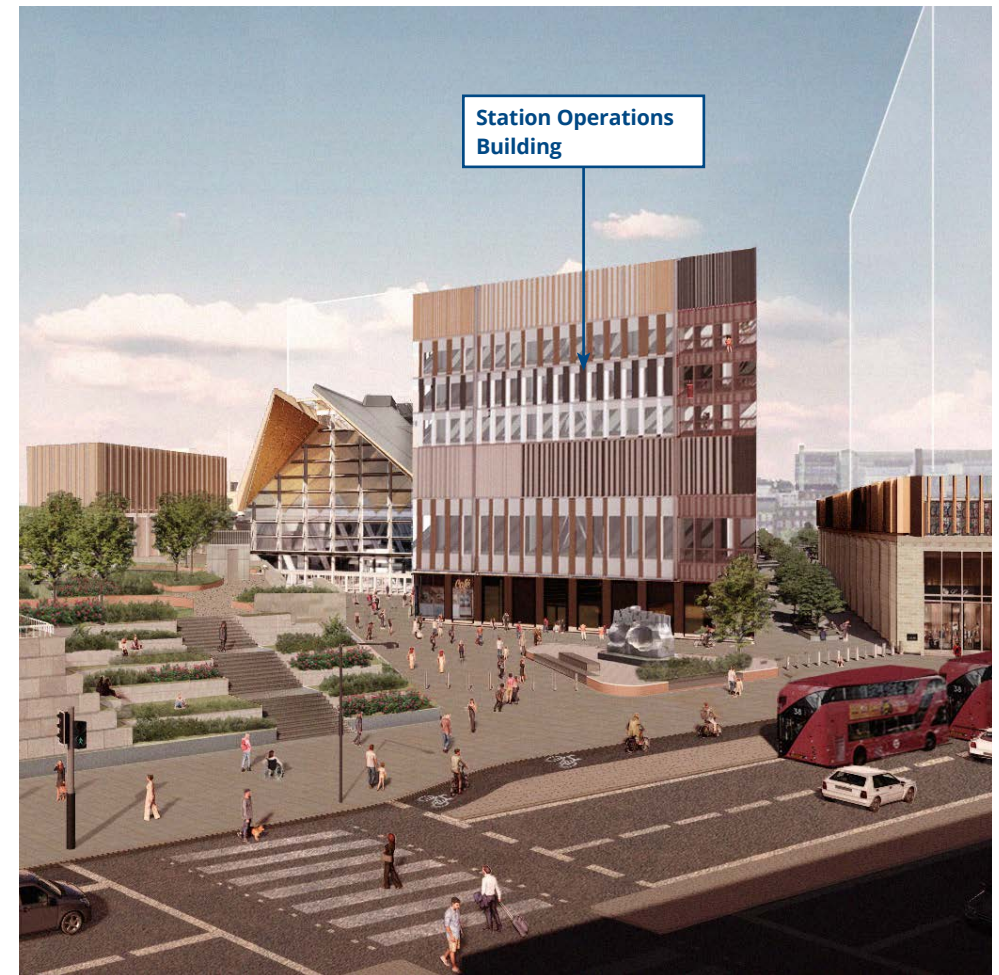
Northern area plan

North Square

Station Operations Building

The Station Operations Building is needed to include space for train operators and British Transport Police, as well as maintenance uses. This building must be located outside of the main station to ensure it has enough natural light. The design reflects technical requirements for both HS2 and other stakeholder uses.

There is space for a corner café or shop to the northwest of the building which will contribute to an attractive and lively setting in the North Square.

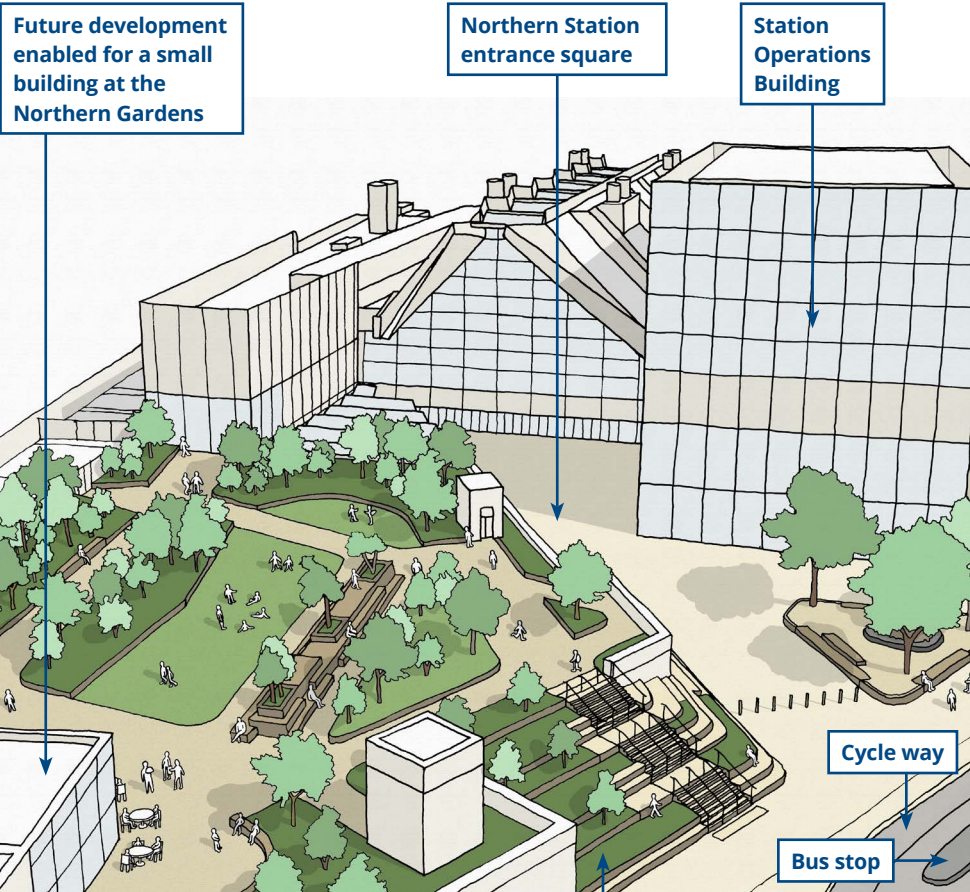


View 4 looking at Station Operations Building and HS2 Station Northern entrance

Northern Gardens

The Northern Gardens will provide seating, lighting, and artwork. Open green spaces could be used for rest and relaxation, exercise, outdoor events, or a play area. There will be space for a new shop or recreational activities.

What type of recreational facilities would you like to see provided in the Northern Gardens?



View of Northern Gardens and HS2 station entrance

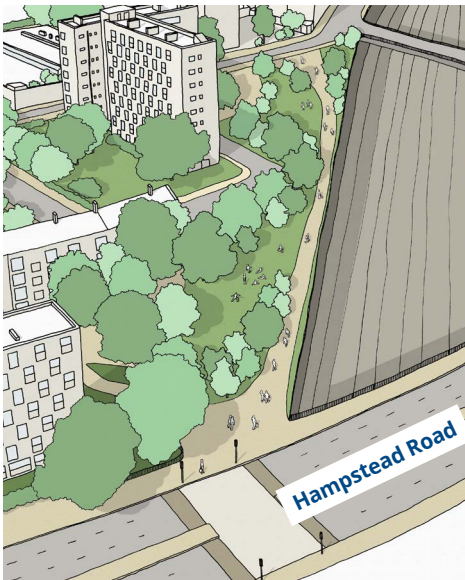


View 5 looking at the proposed HS2 Station and taxi rank entrance on North Square

Open space north of Langdale

To the north of Hampstead Road Bridge, Langdale will provide an important connection with the local community linking with the Northern area and providing access to the HS2 station.

Attractive landscaping and open spaces will deliver an inviting area for the local community to enjoy. Langdale will also feature recreational space which could be used for sports, children's play, or other activities.



View of open space north of Langdale

What features and facilities would you like to see within the open space north of Langdale?



Internal view of the station looking south

Western area

In the Spring 2022, we asked you what features you would most like to see in the Western area.

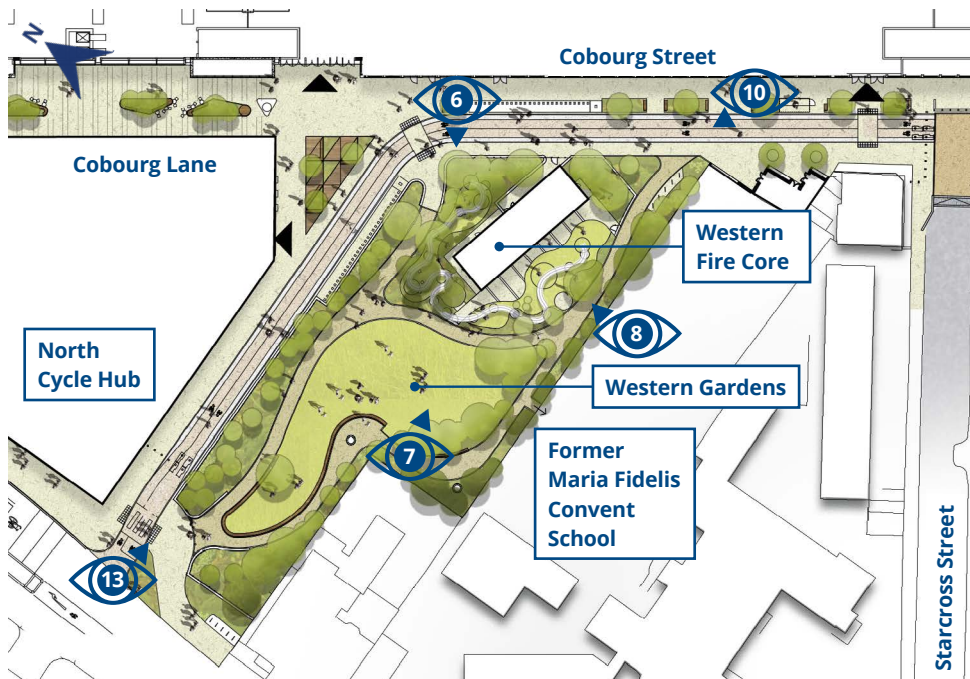
You said:

“Other than landscaping, the features we most want to see in the western area are open green spaces followed by places to sit, and a drinking fountain.”

“We would like more information on how the space will be made safe and secure.”

We did:

- We have reflected your preferences for facilities in the emerging design for this area. We are considering green spaces, seating, and a drinking fountain as part of the design process.
- We have provided more information on how the station and public spaces will be made safe and secure for everyone to enjoy.



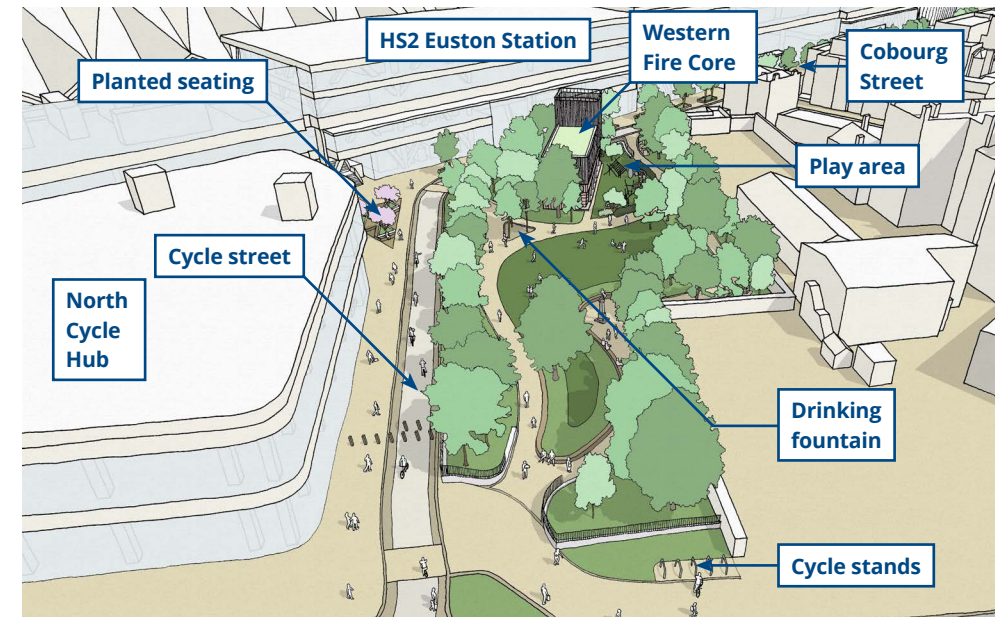
Western Garden Plan

Western Gardens

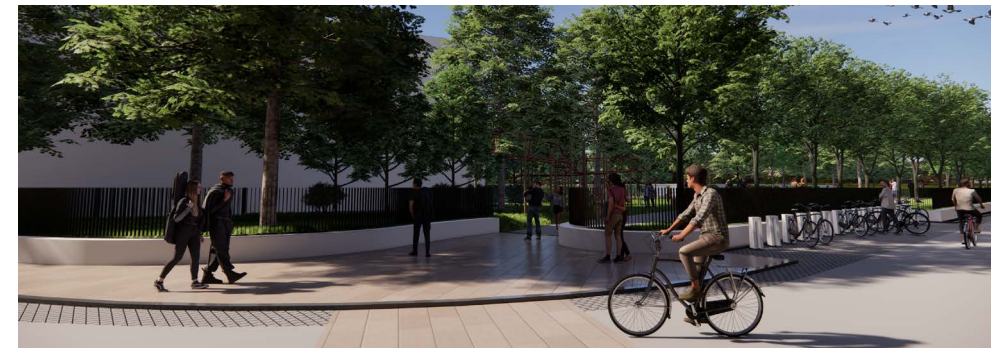
The Western Gardens will provide a new green space for the community with lots of open space and planting and a natural play area. The edge of the gardens will have a variety of planting. We're looking at options to include a railing and gate, which will allow the space to be closed in the evening enhancing safety and security.



What do you think about the emerging design for the Western Gardens?



View of western area looking at Euston station



View 6 looking at the proposed Western Garden cycle route

Western Fire Core

The Western Fire Core is needed for emergency fire escape route and must be in the Western Gardens. The size and location of the building is fixed due to technical requirements. The highest point of the building may be repositioned as part of the ongoing design process.

We asked you what your preferred options to incorporate the Western Fire Core into the Western Garden.

You said:

“We had a range of different opinions and our preferred options are screening this building with landscaping or designing this as a distinctive architectural feature.”

We did:

We have taken your feedback onboard and provided a further update on how the design for this building is progressing.



What do you think about the emerging design for the Western Fire Core?

The design of the building uses historical materials and a mix of brick and ceramic tiles. Seating is included as part of the building on the south side, providing a pleasant place to sit and relax with a view of the playground. The northern part of the building is screened by a range of planting.



View 7 looking at the Western Fire Core



View 8 looking at the proposed play facilities in the Western Gardens

Biodiversity and planting

The Western area will feature a range of different planting which will not only create a colourful and attractive public space for everyone to enjoy, but also make a positive contribution to biodiversity. As part of our commitment to nature and biodiversity, we have included bee bricks as part of the design for the Western Fire Core.

Safety and Security

We know safety and security are important to you and it is a key design consideration.

There will be space for shops, cafés, and other facilities at the front of buildings, creating a livelier place. These spaces will be used from early morning until late at night.

Public spaces will have multiple entrances and routes, and good sight lines. Spaces will be open with planting which doesn't block views to discourage anti social behaviour.

Good lighting will provide safe and functional spaces, and a pleasant and inclusive environment, whatever the weather or time of day. LED lighting will help you to see other people and objects and make CCTV clearer.



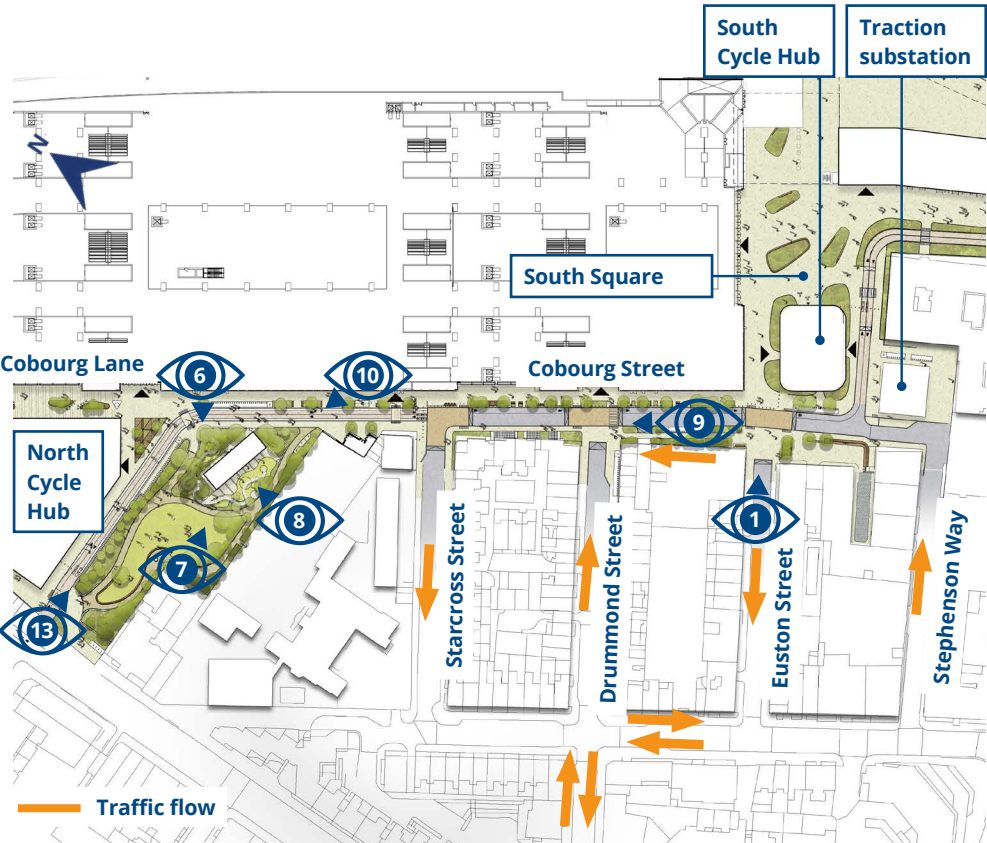
Do you think there is anything else we could do to help you feel safe and secure in the station and public spaces?

Cobourg Street

Since we last spoke with you, we have made some changes to Cobourg Street in response to your feedback.

We have simplified the road layout around the traction substation to make it safer for everyone. Stephenson Way will now connect directly to Cobourg Street west of the substation.

By removing parking we have made more space on Cobourg Street to improve pedestrian and cyclist access, while also opening views west from the Southern Square to create a more attractive environment. Cobourg Street will operate one way for vehicles north and a new cycle way will be provided. Stephenson Way and Drummond street will be one way east bound, Euston Street and Starcross Street will be one way westbound.



Cobourg Street plan

North Cycle Hub

The North Cycle Hub will provide 1,000 safe and secure cycle parking spaces for the public and station staff. Space for potential future over station development uses is included in the ground floor of the design.

There is space for a shop to the northwest corner of the building which can be accessed through a newly created lane opposite the station. This will ensure this new space is well used, while also enhancing safety for pedestrians with a flow of people through the day.



View 9 looking north to the cycle route proposed in Cobourg Street



View 10 looking at the North Cycle Hub entrance and proposed cycle route in Cobourg Lane

Southern area

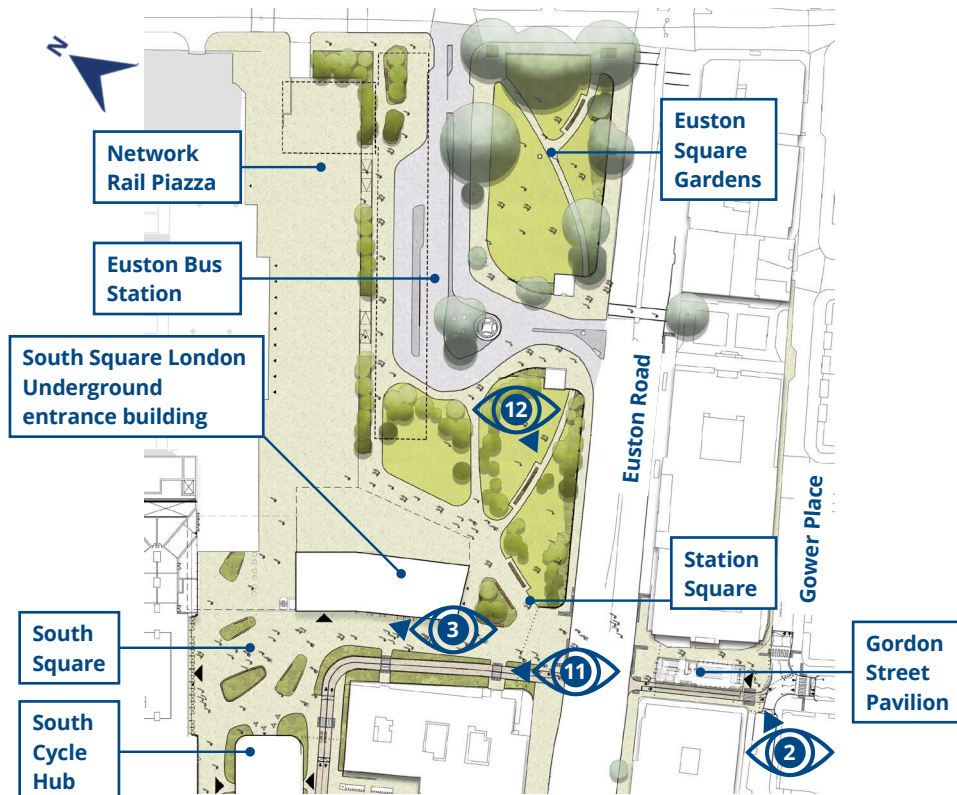
This is the main station entrance forming a gateway for passengers and linking with the historic character of Bloomsbury.

You said:

"Other than landscaping, the features we most want to see in the southern area are places to sit, followed by a café, drinking fountain and passenger information."

We did:

- We will ensure that seating, a café or shop and a drinking fountain are considered as part of the design process.
- We will provide clear and accessible passenger information and wayfinding across all public spaces, including the southern area.



South Square plan

Cycle lane on South Square

A row of vegetation will separate the cycle lane from pedestrians and open up views to the station, creating a clear corridor and improving wayfinding.



Precedent images. Look and feel for the proposed segregated cycle lanes on South Square

South Square

The South Square is the main entrance to the new station. It will feature a range of shops, cafés, and amenities for both station users and the local community, creating a lively and distinctive space for everyone to enjoy.

South Cycle Hub

A new cycle hub will be located in the Southern area providing 1,000 safe and secure cycle parking spaces. The design for this building will be subject to a further engagement and a future Schedule 17 application.



View 11 looking at HS2 Station and London Underground entrance on South Square



What do you think about proposals to segregate cycle lanes in the approach to, and including, the Southern Square using planting?

Euston Square Gardens

This historic open space will be reinstated. The gardens will feature a variety of different tree species to create an interesting and engaging setting, and a rich and characterful landscape.

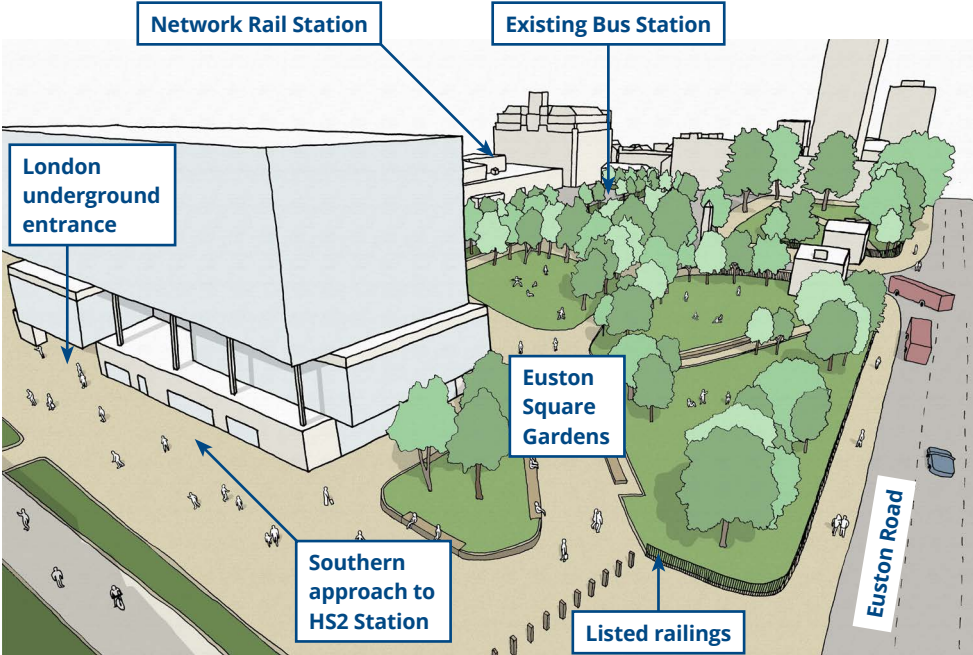
Bus station

In the HS2-only scheme, the existing bus station is kept within its current location with improvements to the public realm between the existing Network Rail station and the bus station. New step free routes will be provided between the Network Rail and Bus stations with clear and simple signage to help passengers find their way around.

More planting will be provided to screen buses from the Network Rail forecourt. As Network Rail and Lendlease bring forward plans to deliver their full vision for the area, further bus interchange improvements may be delivered.



View 12 looking at Gordon Street Pavilion and Euston Road crossing from Euston Square Gardens

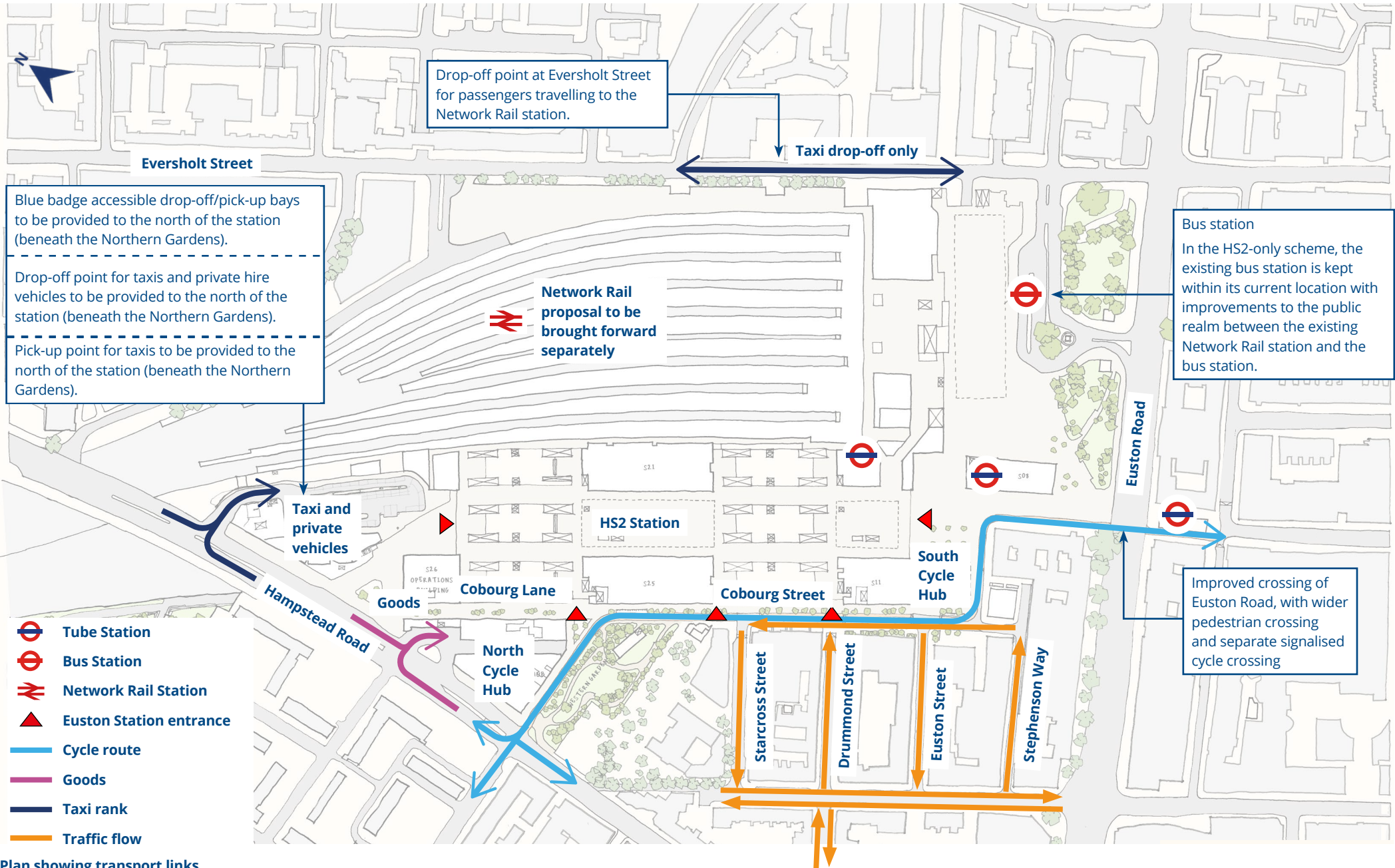


View of Euston square garden at the south looking east



Internal view of the station looking towards south square

Getting to and from the station



Plan showing transport links

Connectivity

Walking and cycling

We asked what you thought about our proposals to improve walking and cycling around the station.

You said:

“The improvements bring welcome changes, but there needs to be a clear separation between pedestrians, cyclists, and other users. We have some concerns about the size and location of the cycle hub. We have questions about cycle parking and route improvements.”

- We have provided more information on how there will be a clear separation between pedestrians, cyclists and other users and our approach for cycle routes.
- We will share more information with you during the next round of engagement.



View 13 looking at the segregated cycle and pedestrian routes in the Western Gardens

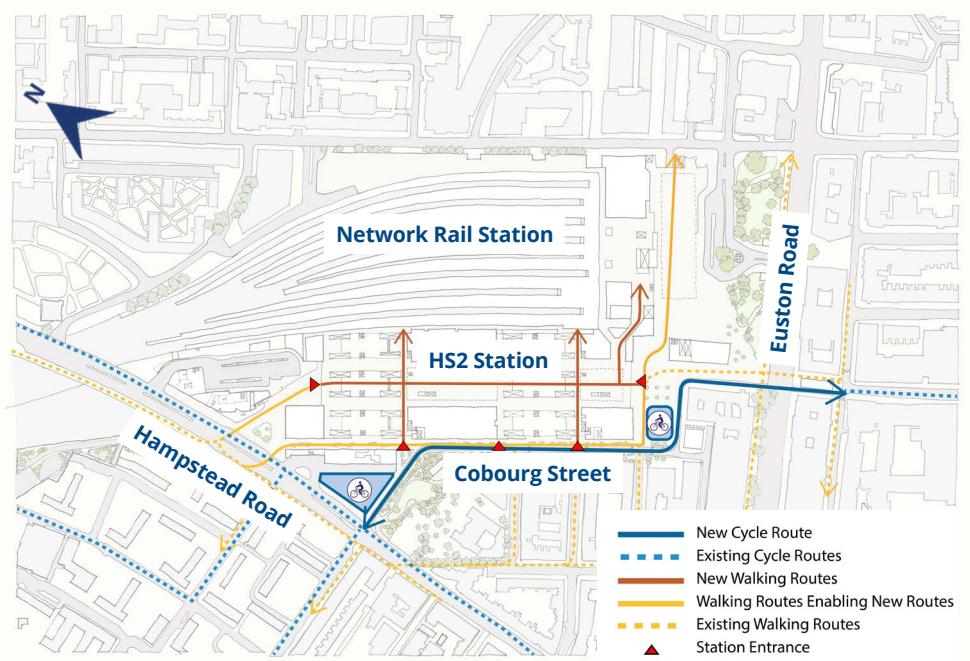
We are delivering new cycle and pedestrian routes around the station. These routes are designed to be attractive, safe, and appealing using healthy streets principles.

We will provide 2,000 safe and secure cycle parking spaces, together with 200 new cycle docking points. These cycle parking facilities are conveniently located near station entrances for people travelling from both the north and south.

Appropriate segregation features, such as green edging, planting and markings will be used to clearly separate spaces for pedestrians, cyclists, and other road users. You can find further information on page 31.

New routes will connect with the existing cycle network around the station to improve accessibility and make journeys easier. We are working closely with London Borough of Camden and Transport for London to ensure that our plans can link with both existing cycle routes and any planned wider improvements in future.

What do you think about our proposals for walking, cycling and connectivity with the surrounding community?



Cycle and walking routes around the station

Arts and heritage

There are several historical assets within the public spaces, including statues and monuments. We are looking how we can best reflect the rich history of the local area, as well as its vibrant and diverse culture today, when considering where these assets should be placed. We are also looking where we can include arts and culture features as part of the design.

We asked about how we could best reflect local heritage, culture, and art in our design.

You said:

"We want the station and public spaces to celebrate the area's ethnic and cultural diversity and local individuals including artists, writers, and musicians." "We want you to reflect the railways and engineering heritage" "we'd like to see space for local arts and events" we would like you to further engage with community groups and educational establishments."

We did:

We are taking this feedback forward in the development of the HS2 Euston arts and culture strategy. This strategy will guide the further development of how art can be included in the station and public spaces. We will carry out more engagement as the briefs for arts and heritage proposals are further developed.



Integrate artwork into the existing architecture and fabric of the site



Use sustainable or recycled materials



Connect with communities



View 2 looking at Gordon Street Pavilion London Underground entrance



View showing potential artistic tiled treatment on Gordon Street Pavilion London Underground entrance from Euston Road.

Construction

Building the new station

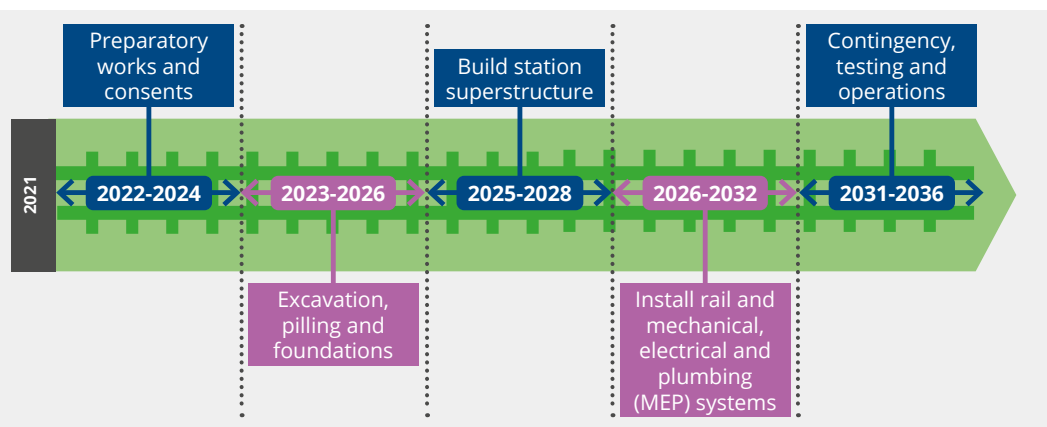
HS2 Euston station is being built by Mace Dragados joint venture (MDjv), which took over the site in 2020. Since then, we have been carrying out a range of enabling and early works for the new HS2 station, including ground investigations, utilities diversions and the creation of new infrastructure for London Underground.

In 2023, work will start on the foundations and creation of basement areas for both the HS2 station and London Underground. This is needed to create space for the ten platforms and basement, all of which will be underground.

In 2025, we will begin to build the main HS2 station 'superstructure' – this is the part above the ground. Fit out activities will begin, and different equipment will start to be installed.

Finally, the station will need to be tested before it becomes fully operational. Our indicative delivery timeline is shown below.

The HS2 Euston station project will create a new construction skills centre and thousands of jobs, with a workforce of over 3,000 people when construction is at its peak. We will advertise vacancies locally and will create over 200 new apprentices over the lifetime of the project.



We are committed to respecting our surroundings. During the building works, we will ensure that traffic, noise, and air quality are closely checked and managed. We will do our best to minimise any disturbance to the local community and wider public.

Keeping you informed

We are committed to keeping you informed about work on HS2. This includes ensuring you know what to expect and when to expect it, as well as how we can help.

Residents' Charter and Commissioner

The Residents' Charter is our promise to communicate as clearly as we possibly can with people who live along or near the HS2 route.

www.gov.uk/government/publications/hs2-residents-charter

We also have an independent Residents' Commissioner whose job is to make sure we keep to the promises we make in the Charter and to keep it under constant review.

Find reports at:

www.gov.uk/government/collections/hs2-ltd-residents-commissioner

You can contact the Residents' Commissioner at:

residentscommissioner@hs2.org.uk

Construction Commissioner

The Construction Commissioner's role is to mediate and monitor the way in which HS2 Ltd manages and responds to construction complaints. You can contact the Construction Commissioner at:

complaints@hs2-cc.org.uk

Property and compensation

You can find out all about HS2 and properties along the line of route by visiting:

www.gov.uk/government/collections/hs2-property

Find out if you're eligible for compensation at:

www.gov.uk/claim-compensation-if-affected-by-hs2

Holding us to account

If you are unhappy for any reason, you can make a complaint via the helpline. For more details on our complaints process, please visit our website:

www.hs2.org.uk/how-to-complain

HS2 Ltd is committed to protecting personal information. If you wish to know more about how we use your personal information, please see our Privacy Notice:

<https://www.gov.uk/government/publications/high-speed-two-ltd-privacy-notice>

Getting involved

Keeping you informed

We would welcome your comments on our design vision for the station.

We are sharing a summary of your feedback from Spring 2022, and we are holding events for you to see updated plans, speak to the team, and give your feedback in these events:



Drop into an exhibition:

Surma Community Centre, NW1 3JU
Wednesday 30th November, 3pm-8pm

Maria Fidelis School, NW1 1LY
Saturday 3rd December, 10am-3pm



Come to see us at the market

Chalton Street Market, NW1 1JH
Friday 2nd December, 10am-4pm



Join one of our webinars

Monday 5th December, 6.30pm-8.30pm

Wednesday 7th December, 1.30pm-3.30pm



Scan the QR code to share your feedback online or find out more about our other events at www.hs2.org.uk/euston



Next steps

You can share your feedback in the following ways:

1. Complete the questionnaire online at www.hs2.org.uk/euston

2. Complete a paper copy and return to:

- FREEPOST HS2 COMMUNITY ENGAGEMENT
- (Place your completed questionnaire into an envelope. You do not have to pay postage costs. No other address details are needed).

The closing date to give your feedback is **11:59pm Wednesday 11 January 2023**.

We will consider all feedback and produce a report to help inform our Schedule 17 submission.



Contact us

If you have any comments or questions about HS2, please get in touch:

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Please contact us if you'd like a free copy of this document in large print, Braille, audio or easy read. You can also contact us for help and information in a different language.

Français

Merci de nous contacter si vous désirez une copie de cette brochure en grands caractères, en braille, en version audio, ou en lecture simplifiée. Nous pouvons également vous fournir des informations dans différentes langues. Vous pouvez demander d'être représenté(e) par un tiers pour tout échange avec HS2 Ltd.

Bengali

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