

Meeting minutes

Euston Community Representatives Group (ECRG)

Meeting date	Tuesday, 25 April 2023
Meeting location	Diorama Centre, Euston, NW1 3FE
Meeting time	5:30pm – 7pm

Attendees

AA	Amy Allen	Senior Engagement Manager, SCS (Adelaide Road)
AK	Aigul Kalioldina	HS2, Engagement Manager
AP	Annie Rose Peterman	MP's office of Keir Starmer QC
BW	Ben White	The Euston Partnership
CA	Charlotte Akinola	Communications Manager Corporate Communications, LB Camden
CR	Christie Rogers	
DA	David Auger	Camden Cutting Group, Rep for Clarkson Mornington TRA, CHARGE Committee Member
DD	David Demolder (Chair)	Euston Station IPT, Head of Stakeholder Management
DH*	Dorothea Hackman	Camden Civic Society, Netley Primary School, St Pancras Parish Church, Euston Foodbank
DHA	David Hannon	Delivery Director, SCS Euston Approaches
FH	Fran Heron	Voluntary for – elected chair Amptill Sq TRA, elected chair Camden Town DMC
GT	Guy Thomas	Lendlease
JC	Jonathan Cooke	Senior Communications Manager, Network Rail – ONW

JM	John Myers	Drummond Street TRA
JT	Jeff Travers	Primrose Hill, Gloucester Avenue
KH	Kamal Hanif	The Euston Partnership
KL	Kai-Yen Lau	Marketing and Communications Assistant, MDjv
KM	Katy Mann	LB Camden
KRH	Kim Royer-Harris	Senior Engagement Lead, Phase One – London, HS2
LW	Laurence Whitbourn	Euston Area Client Director, HS2
MB	Mary Burd*	Chair of Albert Street North Residents Association – member of CHARGE and chairs LAEP
MC	Malcolm Codling	Project Client SCS, HS2
MH	Matt Hollier*	Co-chair Camden Cutting Group
MHy	Myall Hornby	Network Rail
ML	Mary-Ann Lewis	Head of Euston Regeneration, LB Camden
MW	Sir Mark Worthington	HS2 Independent Construction Commissioner
NA	Nabil Al-Kinani	Assistant Development Manager, Lendlease
NK	Natalie Kirkwood	Senior Engagement Manager, MDjv
NRA	Nina Radford	Head of Engagement, MDjv
RC	Richard Crathern	Senior Project Manager, SCS East
RL	Robert Latham	Drummond Street Traders
SD	Slaney Devlin	Chair of Somers Town Neighbourhood Forum
SE	Sam Eccles	
SF	Samantha Fernandes	SCS, Senior Consents and Engagement Manager – SCS (Euston Approaches)
UB	Ursula Brown	Regents Park Estate TRA

*ECRG Contact Group

1. Welcome and Introductions

- 1.1 DD opened the meeting and explained the meeting rules.
- 1.2 DD gave an update on bus stop J on Hampstead Road. Explaining that the bus stop is re-opened but due to UK Power Network works, the bus stop will close again in May for one week and then again in June.
- 1.3 **C:** UB not happy with this and the continued impact it is having on the local community.
- 1.4 **C:** RL asked for an equalities impact assessment for the bus stop closures that have and will occur and also expressed dissatisfaction with the traffic management.
- 1.5 **C:** JT is also unhappy with the upcoming bus stop closure and has lost faith that any concerns will be addressed.
- 1.6 **C:** MB would like an apology for this (bus stop J closure) which DD provided.
- 1.7 **C:** DA stated that this highlights a lack of joined up thinking between organisations which is forcing people to be isolated.
- 1.8 DD provided an update on the complaints raised at the last ECRG relating to noisy works. **C:** DA was not happy with the response from Network Rail regarding noisy works complaints. **A:** DD will meet with DA immediately after this meeting to see what else can be done to resolve the complaint.
- 1.9 **C:** **SP** asked if we are liaising with the Exmouth Arms about the hoardings. NRA confirmed that we are.

2. SCS Scope Update

- 2.1 RC updated that the SCS scope of works has not changed, but some works will be deferred. Most works will continue but the intensity and volume will drop. In the Euston Approaches area, the rephasing of some works will not be as noticeable compared with the Euston Station area.
- 2.2 **C:** RL would like to know if the designs are finalised and if so, can they share it with the team.
- 2.3 **JT** has agreed with this and would like this shared ASAP.
- 2.4 RC has confirmed that the design for Euston Approaches has been finalised since 2022. SF confirmed the design was presented in the Euston Approaches

newsletter and at the engagement events held in March 2022. **C:** RL checked the HS2 website and noted the HS2 interactive maps does not show the correct tunnel alignment. **A:** Information is continually updated with new information and HS2 will ensure this is reflected on the interactive map. *Post meeting note: links to the event slides and newsletter were emailed after the ECRG to RL on 26 April and he has confirmed receipt.*

- 2.5 **C:** MH reiterated the above and stated that further clarity on the works that will continue should be given to the group. RC noted that the plan will evolve, and more details will be shared when they are known. RC confirmed that a date for reopening Mornington Street Bridge to vehicles will be given to residents, however, we are aiming towards a 6-8 weeks timescale.
- 2.6 **Q:** DH asked for clarity on which works are paused and which are continuing. RC confirmed that the following works have been paused (please see the ECRG slides for full details):
- Parkway Utility Works
 - Cavern welfare
 - 24/7 tunnelling
- 2.7 RC further confirmed that works in the following areas will continue, although the volume of some works may be reduced (please see the ECRG slides for full details):
- Euston Cavern
 - Mornington Street Bridge
 - Euston Scissor Box
 - Thames Water utility works on Parkway
 - Granby Terrace Bridge
 - Adelaide Road Vent Shaft
- 2.8 **Q:** DA enquired whether night-time working will be reduced given the reduced scope of work. **A:** RC confirmed that SCS do not carry out much night-time work currently and this is not expected to increase.
- 2.9 **Q:** DA enquired whether the contractor parking planned on Mornington Terrace will still happen. **A:** RC confirmed that these works have also been paused.
- 2.10 **C:** DA commented that this highlighted how far behind the programme is, considering the bridge was scheduled for demolition this year.
- 2.11 **Q:** RL asked if pedestrian access on Mornington Street bridge will be maintained. **A:** RC confirmed that it will be
- 2.12 **C:** UB wanted clarity on whether there is any mitigation for people at the north of Regents Park Estate for access to Hampstead Road and loss of a bus stop. It was reiterated that this was not good for the community and a request was made for

priority to be given to bus stops similar to when a platform is closed at a train station. **A:** LW stated that he will liaise with Transport for London as we cannot do that by ourselves as we do not have the powers to provide replacement bus stops.

- 2.13 **Q:** SP asked if the sewer works will result in a closure of Parkway. **A:** RC will confirm the traffic management details but understands that there will be lane and footpath closures, but not a road closure, at certain points throughout the duration of works (end of May 2023 to early January 2024). *Post meeting note: AK has clarified the traffic management details to SP.*
- 2.14 **C:** RL says the Government statement said two things; work is paused and Euston will be delivered alongside HS2 to Manchester. RL would like clarity on the intention of the pause and whether the Government believes the time extension will save money. **A:** LW stated that the Secretary of State, the Public Accounts Committee and the Government has reiterated its intention to deliver HS2 to Euston.
- 2.15 **C:** RL highlighted the need to create a pedestrian access for Granby Terrace Bridge as the timeline of works keep on extending and this is unfair for residents. RL would like to know when these works will end. **A:** RC confirmed that works north of Hampstead Road will be slowed for two years, but we are still carrying out the same works.
- 2.16 **C:** JT commented that pausing the works for two years and extending completion by 10 years doesn't make sense. **A:** LW confirmed that we have a design for Euston Station which we have engaged with the community on and our initial programme for the station was working towards opening between 2033 and 2036. The Government has decided this design was unaffordable and we will use the pause to review the design. No further decisions have yet been made.
- 2.17 **Q:** JT queried whether there is scenario analysis for this pause and if this will be shared. **A:** LW confirmed that we don't have it yet but we will be working with the Government to develop this.
- 2.18 **C:** SD is concerned that this delay will have a human cost which has not been accounted for in terms of air quality and its continued effects on local people. SD hopes that LB Camden will make a case to the Government highlighting this. **A:** ML confirmed that they have submitted feedback to the Public Accounts Committee.
- 2.19 **C:** SD reiterated that this is blighting the community and has requested that someone carries out a cost analysis.
- 2.20 **C:** DH stated that the community is looking to LB Camden to manage the HS2 Undertakings and Assurances which she does not believe is being carried out.

- 2.21 **C:** DA mentioned that a lot of events and meetings are held relating to HS2 but believes that this activity needs to be measured on usefulness. Many in the community petitioned with concerns about the designs and programme but feel that they have not been listened to. DA further highlighted the issues faced with selling properties which the HS2 property schemes do not address. DA concluded that he has no confidence that LB Camden will manage the agreed Undertakings and Assurances given to them during the Hybrid Bill process. **A:** LW stated that engagement on the station design was comprehensive and the final design presented incorporated feedback from the community and stakeholders.
- 2.22 **C:** SE commented that more money will have to be spent on a third design which is a waste of public funds.
- 2.23 **C:** DA stated that if the community had been told in 2011 that the end date was 2046, he would have moved ages ago. **A:** LW explained that he is as keen as the community to get this completed. However, the pause was a policy decision taken by the Government and this is not something that he can influence.
- 2.24 **C:** DH commented that he does not want the work to be completed and would prefer the area is restored to pre-HS2.
- 2.25 **Q:** RL asked what compromises are on the table to reduce the costs and whether these will be shared with the community. **A:** LW confirmed that at this point we do not know, however the Government has committed to working with stakeholders and communities.
- 2.26 RC continued the presentation regarding Adelaide Road Vent Shaft. **Q:** JT asked how big the head house base slab will be? **A:** RC confirmed that it is large as it is a supporting structure.
- 2.27 **C:** JT would like temporary works carried out to make the ground safe. SD supports JTs point in this, break down the parameters and not slab the whole corridor precluding biodiversity.
- 2.28 **Q:** DH enquired how poisonous the slab is to the earth beneath? **A:** RC confirmed it is a normal concrete slab which is used throughout the industry.
- 2.29 **Q:** RL requested an update on what is happening with MDjv. **A:** it was confirmed that an update was provided at the last ECRG meeting and that slides outlining the works that are paused and continuing will be circulated with the minutes for this meeting.
- 2.30 **C:** JT confirmed that he has sent DD a list of questions regarding works on Adelaide Road. *Post meeting note: Answers to these and others received in advance of the meeting and are annexed to these minutes.*

3. Meanwhile Uses Update

- 3.1 LW introduced the Meanwhile Uses Working Group (MUWG) and handed over to them for their presentation.
- 3.2 KH went through the presentation and provided a background to meanwhile uses and the production of a strategy document. KH explained that as well as community interests, we are also looking for commercial interest too.
- 3.3 ML explained the LB Camden priorities that the MUWG are looking at and invited the group to comment. **C:** SD would like to see some initiatives which reduce isolation as a priority for meanwhile uses.
- 3.4 NRA gave an overview of available sites and their constraints and opportunities.
- 3.5 NA updated the meeting on the process to develop a strategy for meanwhile uses and future engagement opportunities.
- 3.6 **Q:** DH asked LB Camden who is on the residents advisory group? **A:** ML confirmed that there are 30 people.
- 3.7 **Q:** UB asked if membership covers different areas. **A:** ML confirmed that membership is made up of different demographics within the area.
- 3.8 **C:** RL state that two years for viable meanwhile uses is unrealistic. RL commented that for meanwhile uses he would like to see bus stops reopened and would like Cardington Street/Melton Street to be reopened.
- 3.9 **C:** RL also stated that the community has lost St James' Garden and other community spaces and would like lost open space to be restored/replaced. DH and UB also agree with this point and suggestion.
- 3.10 **C:** SC commented that timely decisions would be welcomed by the community.
- 3.11 **C:** DA also confirmed that he would like outside space and also shares RL's concern on the timescale for implementation.
- 3.12 **Q:** JT asked if meanwhile uses for Adelaide Road will be included in the framework? **A:** ML confirmed that LB Camden will be looking at this separately.

4. Venue and AOB

- 4.1 DD asked attendees for feedback on the venue. It was agreed that this venue will not be suitable going forward and the next meeting will take place at The Wesley Hotel.

- 4.2 DD confirmed next meeting date is 1 June 2023, 17:00 – 19:00 (meeting starts at 17:20, refreshments to be served from 17:00).
- 4.3 DD thanked attendees and closed the meeting.

Questions received in advance of the meeting:

No.	Question	Response
1	Can HS2 confirm that with any new plan tunnelling operations will not be moved from Old Oak Common to Euston (ie tunnel boring machines launched from Euston). (Matt Hollier)	The twin-bore Euston Tunnel will launch from the Old Oak Common Station. Although the construction of the Euston Tunnel is paused for two years, SCSJV will continue to build both TBMs (Tunnel Boring Machines) which will be used to construct the twin-bore tunnel. The TBMs will be constructed and placed in position located in the Old Oak Common Station eastern launch box. The TBMs will not be launched from Euston.
2	Is our understanding correct that SCS is responsible for all works to the north of Hamstead Road Bridge whilst Mace Dragados is responsible for all works to the south? (Robert Latham)	<p>The SCS worksite, the Euston Approaches, extends from Hampstead Road to Parkway.</p> <p>The Mace Dragados worksite, Euston Station, is south of Hampstead Road.</p> <p>At some point, SCS will also take over a small section of the worksite on the south side of Hampstead Road as part of the Hampstead Road bridge extension. As we are currently revising the construction programme, we cannot confirm when this will happen.</p>
3	Has SCS finalised its designs for bringing HS2 into Euston? When will these be made available to the public? (Robert Latham)	<p>SCS made its tunnelling design for the Euston Approaches available to the public throughout 2022 in the spring newsletter, Construction Update event materials (attended by RL) and an FAQ on the website. The detailed design is now complete. Please refer to the HS2 website for more information:</p> <ul style="list-style-type: none"> Euston Approaches FAQs https://assets.hs2.org.uk/wp-content/uploads/2021/08/FAQ-MAJOR-EXCAVATIONS-IN-EUSTON-APPROACHES-FEB-23-1.pdf Euston Approaches Newsletter March 2022 https://assets.hs2.org.uk/wp-content/uploads/2021/08/Euston-Approaches-Newsletter-Mar-2022-final.pdf <p>For more information on the twin-bore Euston Tunnel, the below was made available to the public in Spring 2023:</p> <ul style="list-style-type: none"> Euston Tunnel FAQ: FAQ Euston Tunnel - HS2 Euston Tunnel Engagement Boards: Euston Tunnel - HS2

		<p>Virtual 1:1s take place monthly for the Euston Tunnel (between Old Oak Common in the London Borough of Hammersmith and Fulham and Adelaide Road Vent Shaft) and the Northolt Tunnel East (between the Victoria Road Crossover Box in Old Oak and Park Royal and the Greenpark Way Vent Shaft near Greenford station, both in the London Borough of Ealing). A 20-minute slot to talk to the SCS Engagement team can be booked here: https://www.hs2.org.uk/events/monthly-virtual-drop-ins-hs2-scsjv-future-tunnelling-works/</p> <p>There is also an online information event to provide a Euston Tunnel update scheduled 16 May 2023, 6.30 - 8pm an opportunity for the community to receive an update and ask questions about the twin-bore Euston Tunnel following the most recent government announcement about the pause of some HS2 works in London. Register here: https://www.hs2.org.uk/events/hs2-and-scsjv-online-information-event-euston-tunnel-update/</p>
4	When will Mornington Street Bridge reopen? (Robert Latham)	<p>SCS understand how important Mornington Street bridge is and we are sorry it will remain closed to vehicles for some time yet.</p> <p>SCS closed the bridge in December 2022 whilst it is monitored to verify predicted movement. Monitoring data is being factored into the design of the bridge strengthening works. HS2 had planned to carry out strengthening works on behalf of Network Rail in summer 2023, before tunnelling began in late 2023. SCS previously notified residents the bridge was expected to remain closed to vehicles until tunnelling finished in 2028.</p> <p>Following news of the delay to Euston, SCS are currently revising our works programme. Major excavations to construct the Euston Approaches tunnels, concrete box and railway cutting will be delayed but a number of other works will continue as before. We still have works beneath the bridge, including maintenance and use of a track-level access road for workers and lorries. We are now working through the detail of the new programme and what this means for Mornington Street bridge.</p> <p>We realise the importance of opening the bridge and we're exploring all options to open the bridge sooner than planned. SCS will provide an update in May.</p>

No.	Question	Response
5	Will the hoardings work continue up to Mornington Street Bridge? What is the timescale? (Robert Latham)	<p>Yes, SCS will continue to replace the hoarding on Park Village East, south of Mornington Street bridge. We plan to finish replacing the hoarding by end of May. We will then need to finish installing the graphics on the middle section, which will take about two weeks.</p> <p>The installation of the southern lorry layby (where the hoarding is missing graphics) has been paused.</p>
6	Will an access route be reopened by Granby Terrace Bridge? (Robert Latham)	Granby Terrace bridge will re-open once HS2 works in Euston Approaches are finished with no access across the bridge whilst HS2 works continue in this location.
7	Will the bus stop outside Cartmel be reopened? (Robert Latham)	<p>Silverdale bus stop B will remain closed as works on Hampstead Road continue.</p> <p>SCS site hoarding on Hampstead Road will remain in place, meaning the western footpath and bus stop B will remain closed.</p>
8	Will the hoardings in front of Cartmel be removed? (Robert Latham)	The hoarding in front of Cartmel House will remain in place. We will continue to carry out piling and utility works in this area, in preparation to extend Hampstead Road bridge.
9	Will HS2 continue to install/maintain noise insulation? (Robert Latham)	SCS is continuing to install noise insulation, on behalf of HS2, where it has been offered and accepted.
10	Will payments for use of electricity continue to be paid? (Robert Latham)	Yes, payments for the reimbursement of electricity for installed mechanical ventilation will continue.
11	Whether following the suspension of contract works at the Adelaide Road Headhouse site, Camden need to Determine the current Schedule17 submission within the timescale legally required by the Act. (I understand that the	The ARVS Schedule 17 Plans & Specifications submission was approved at planning committee 04/05/23.

	<p>timescale is set to avoid holding up the contract works... which are now suspended for at least two years)</p> <p>If HS2 concede that determination is currently not a priority then</p> <ol style="list-style-type: none"> 1) this will provide time for SCS to provide further visualizations to fully identify important visual impacts not identified the current inadequate submission and correct HS2's misinformation to ECRG about visual impact. 2) to explore the feasibility of visual and ecological mitigation options in detail (and counter previous misinformation about this feasibility). 3) to review the functional design of the headhouse wrt an emerging alternative brief for Euston. 	
12	<p>Will there be meanwhile uses at the Adelaide Road headhouse site .. eg in accordance with its designation as Site of Importance for Nature Conservation (SINC)... eg temporary site restoration</p> <ol style="list-style-type: none"> i) habitat creation (sowing wild flowers) ii) green walling the sheet piling (via creepers) 	<p>SCS works to bring the Adelaide Road Vent Shaft site to a safe pause will be ongoing until early 2024. At this point, the site will consist of an approximately 1500 square metre base slab where the future vent shaft & head house will be, in the west adjacent to Adelaide Nature Reserve. From the centre to the east of site will be the ramp and a concrete hardstanding. This does not provide opportunity for any planting or sowing seeds, but as works and programme progress, SCS can look for any opportunities for meanwhile use, as per the below:</p>

	iii) nature conservation management – Jeff Travers	<p>HS2 and its contractors continue working together with The Euston Partnership's Meanwhile Use Working Group to identify any potential open spaces now that many HS2 works in the Euston area have paused.</p> <p>Once SCS has finished reviewing the works programme to account for paused works, we can confirm whether there will be any community-friendly open spaces in Euston Approaches.</p>
13	What is the feasibility of creating a viewing platform on Adelaide Road across the Headhouse site for groups to see the Grade II* Listed Portals. (eg within an open site gate) - Jeff Travers	<p>There are many considerations such as Security/Health & Safety/Temporary Works/cost etc. that would need to be discussed, as such we cannot provide a response in the meeting today. However, we can comment for now that due to Safety & Security reasons, there would not be any opportunity for an 'open site gate'; To form an open site gate would have challenges in itself due to the position of the hoarding line and no footways etc. And there are no PPE free walking routes within the site to enable this either. However, we can look into what opportunities there may be, such as a supervised visit to view the portal from a designated safe space once the works to bring the site to a safe stop are complete.</p>
14	What improvements in road safety will be made to Adelaide Road... eg by restoring the road width re this dangerous stretch of road by moving back the hoarding to create a footpath with crossings similar to the previous arrangement. - Jeff Travers	<p>Works within the ARVS site are anticipated to be ongoing until late February 2024, followed by demobilisation activities, completing circa end of Q1 2024. Therefore the site would have works on hold for circa 1 year only.</p> <p>The hoarding on Adelaide Road must remain in place to keep the site safe and secure from both a Safety and Security perspective. We do not intend to adjust the position of the hoarding, as this would cause significant impacts to the local community unnecessarily; the works would require a lane closure, which is far more impactful than the loss of the footway in that stretch as that would reduce traffic to one lane and impact bus services by closing stops, for periods of months. This disruption would then repeat to reinstate the hoarding to it's current position.</p>

		If there are community concerns RE: safe crossing points at present time, SCS would like to discuss so we can review how this could be addressed now?
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Questions awaiting response

No.	Question	Response
15	What will happen if HS2 has failed to devise an "affordable and deliverable station design" for Euston by March 2025? (Robert Latham)	
16	What is meant by "delivering Euston alongside high-speed infrastructure to Manchester." Is it correct that the target date for HS2 reaching Manchester is 2043? (Robert Latham)	
17	What works have still to be executed to the Euston Scissor Box and Cavern Shaft area and when will these be completed? (Robert Latham)	
18	Are all the cranes to be removed from the Cutting? (Robert Latham)	