

HS2

ECRG Presentations & Slides

21 September 2023

**PLEASE NOTE THIS MEETING WILL
START AT THE LATER TIME OF 6PM**

(REFRESHMENTS FROM 5.30PM)

Agenda

Time	Topic	Presenter
18:00	1. Welcome and Introductions	David Demolder
18:10	2. Minutes of the April and June meetings	David Demolder
18:15	3. Meanwhile temporary uses	The Euston Partnership, HS2 and Lendlease
18:35	4. SCS Tunnelling	David Hannon, Neil Van Kervel, Thomas Herfs, Amy Allen, Janagan Nithiananthan
	5. Flash Report	NOTE only
19:00	6. HS2 Update	
	6.1 Mace Dragados	Natalie Kirkwood to take any questions
	6.2 Network Rail On Network Works	Jonathan Cooke to take any questions

Agenda

Time	Topic	Presenter
	6.3 SCS	Neil Van Kervel, David Hannon and Amy Allen to take any questions
	7. Flash Report	NOTE only
19:15	8. Actions Log	David Demolder
	9. Community Questions/AOB	David Demolder
19:30	Date of next meeting 28 November 2023 5pm for a 5.20pm start	David Demolder

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1. Welcome and introductions

David Demolder

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2. Minutes of the last meetings

David Demolder

- To APPROVE the minutes of the April meeting
- To APPROVE the minutes of the June meeting

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3. Meanwhile temporary uses

Natalie Kirkwood - The Euston Partnership and Lendlease will be available to answer any questions

- To receive a briefing on
 - Progress since the last meeting
 - Engagement opportunities

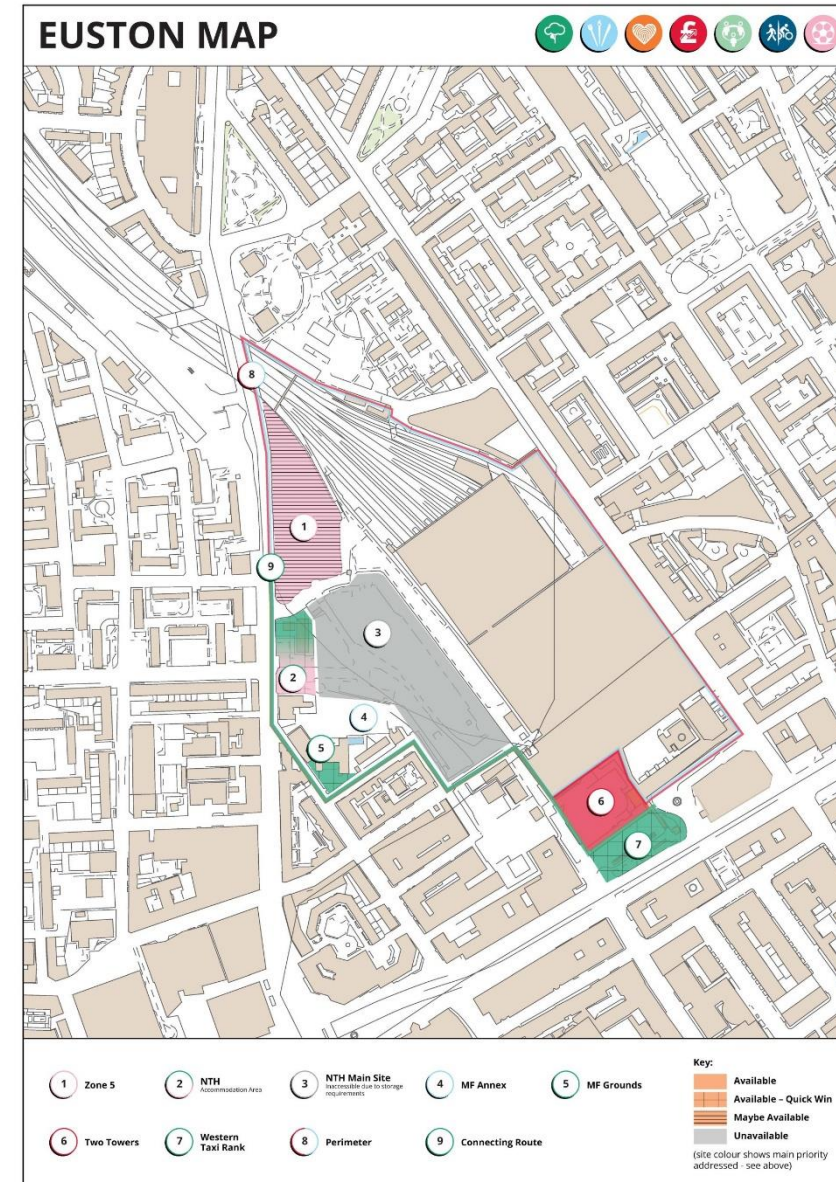
Progress since last meeting

- Drop-in sessions and community workshop
- Further enabling works such as remedial works in Maria Fidelis Annex
- Opening NTH temporary garden & further engagement on activities and signage
- Development of a Euston Meanwhile Uses (EMU) fund (to launch next week)
- Expressions of interests > detailed proposals



Update on sites being considered for meanwhile use

- Zone 5
- National Temperance Hospital (NTH) Accommodation Area
- Maria Fidelis Annex
- Maria Fidelis outdoor space
- Two Towers
- Euston Square Gardens West



Euston Square Gardens West – upcoming engagement

- MDJV instructed by HS2 to undertake the design and delivery of a landscaped area
- Seeking input and ideas from the community and local businesses on potential uses for the space
- Sessions to be arranged for October to share concept designs – details to follow



Example image from Elephant Park

HS2

5. SCS Tunnelling

David Hannon, Neil van Kervel, Amy Allen, Thomas Herfs, Janagan Nithiananthan

- To NOTE an update on the alignment of tunnels at Euston Approaches
- Twin-bore Euston Tunnel

Delivering HS2 London Tunnels

What we are doing

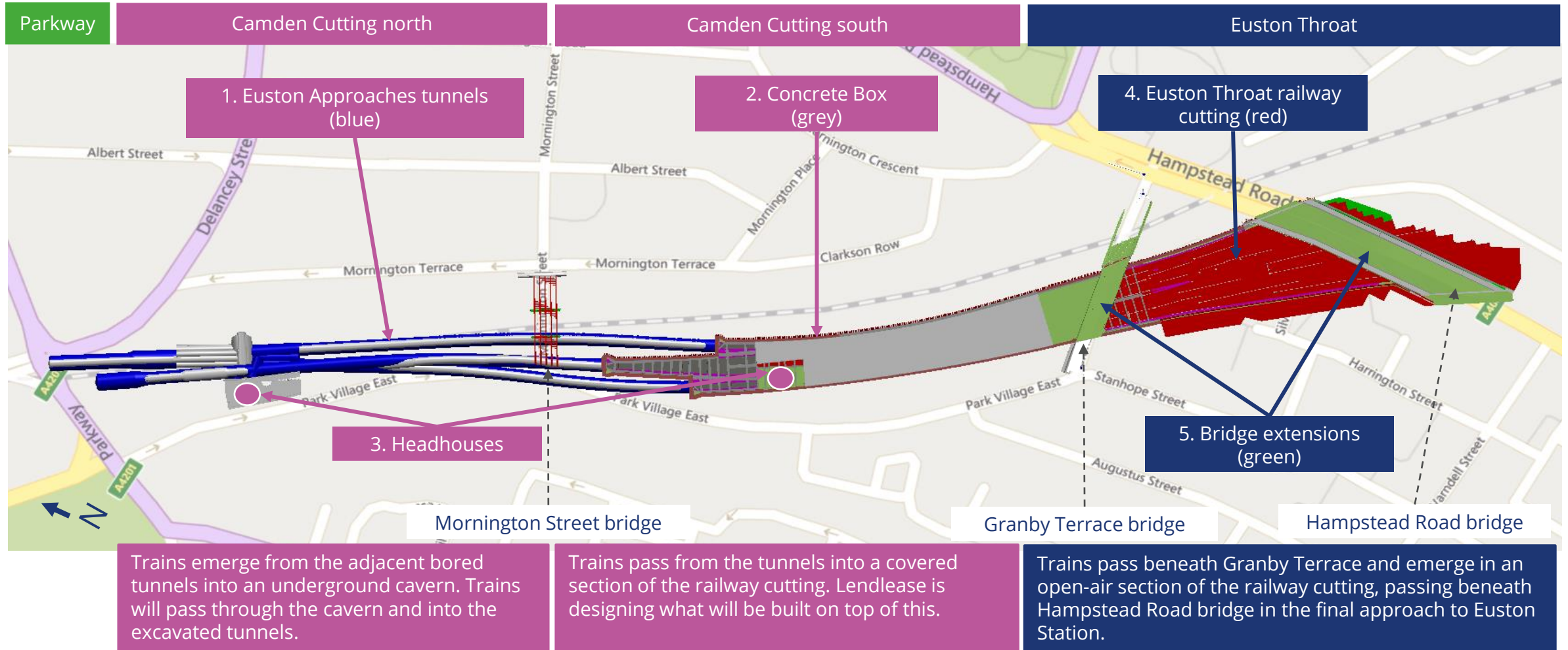
Skanska Costain STRABAG Joint Venture (SCSJV) are working in partnership with HS2 Ltd to build 16.4 miles (26.4 kilometres) of the high-speed railway between Euston and West Ruislip.

This includes 13 miles (21 kilometres) of tunnels and the associated ventilation (vent) shafts and headhouses to provide access to the tunnels for maintenance and emergency services, ventilation and power supply.



Major excavations and tunnelling Euston Approaches

Structures



Headhouses

A headhouse is a building located above-ground, which contains rail machinery and provides access to the tracks or tunnels below ground for maintenance or emergencies.

Both headhouses will provide safe access to the tunnels for maintenance and emergency services from Park Village East.

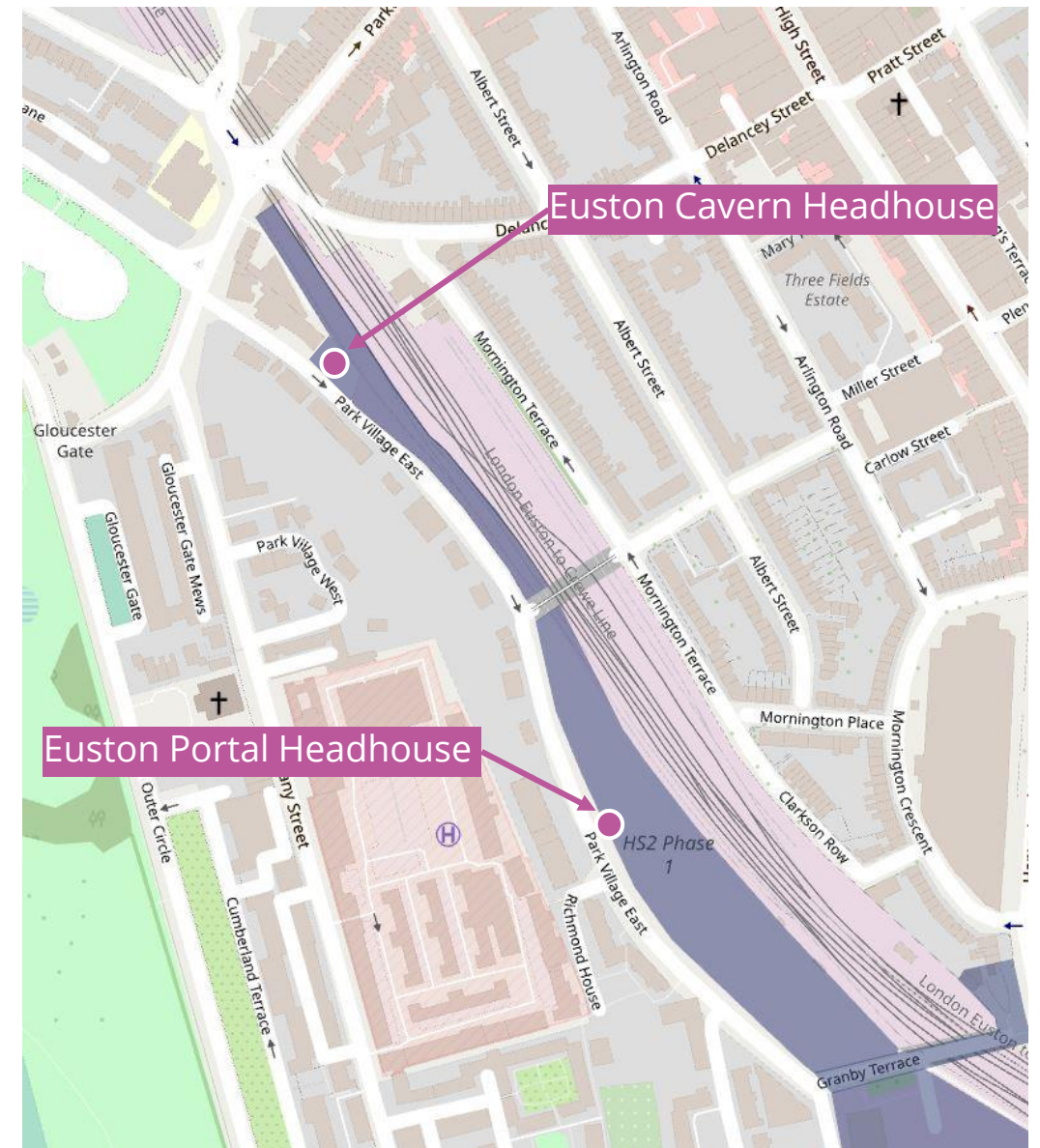
Euston Cavern Headhouse

- Located above the Cavern Shaft next to 1 Park Village East
- Planning application was approved in October 2022

Click on the link for the [Cavern Headhouse final design](#)

Euston Portal Headhouse

- Located on top of the concrete box, where the tunnels connect to the box south of Mornington Street bridge
- Plan to present the **initial design in spring 2024** for your comments and feedback on the appearance and landscaping (location and size are fixed to meet technical requirements)



Welfare and new site access in Camden Cutting north - 2025

Welfare

In 2025, we will install a new site office and welfare building above the tunnel worksite, to support 24/7 operations

- Located above the worksite, on top of a large frame next to 1 Park Village East
- Three storey building, visible above the lay-by hoarding

The frame the building sits on is a gantry crane, used to lift equipment and materials in and out of the shaft

Pedestrian access

Plan to install a new pedestrian site access next to 1 Park Village East for access to the welfare and down to the worksite

This will be the main pedestrian site access point for tunnelling works

We will extend the lorry layby hoarding to enclose the new site access, limiting the noise and visual impact



Euston Approaches tunnels

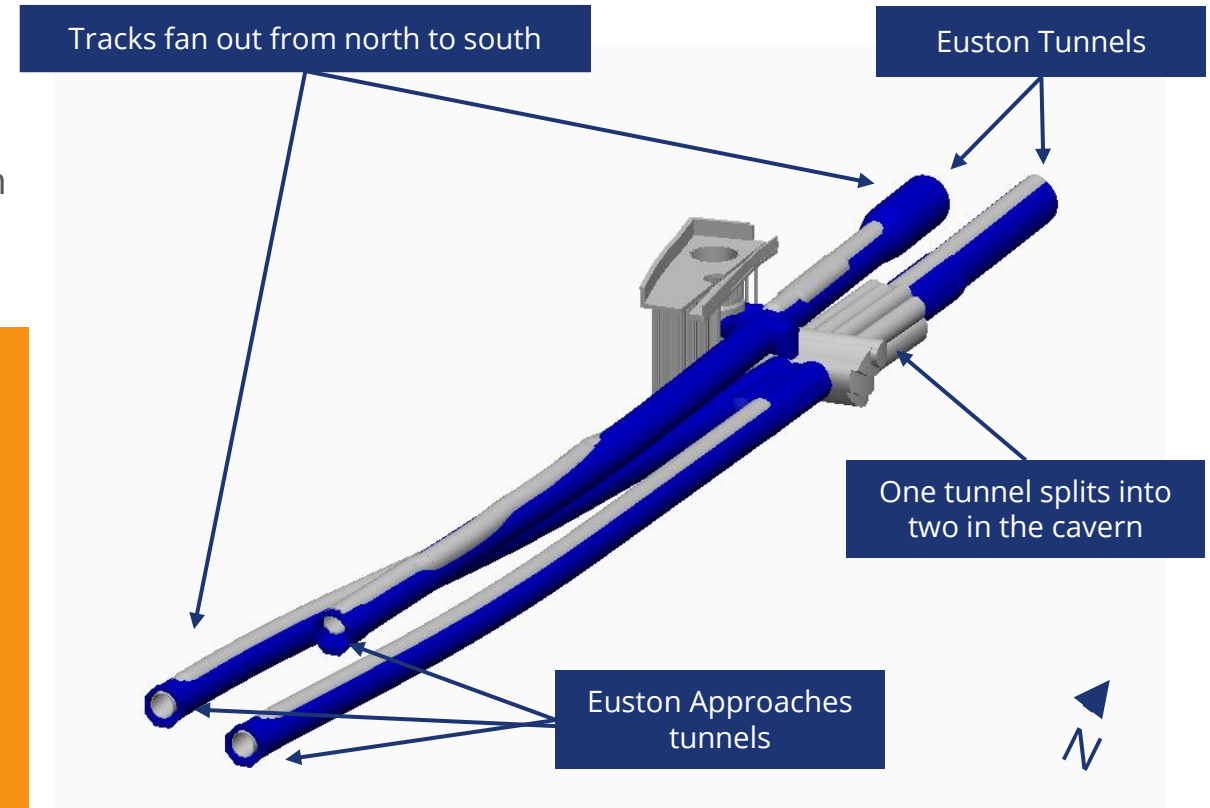
Starting in 2026, we will excavate three tunnels between Parkway and just south of Mornington Street bridge.

- Two tunnels used by trains travelling from Birmingham to London
- One tunnel used by trains travelling from London to Birmingham

Why three tunnels?

The tracks in the Euston Approaches will fan out from north to south and cross over to enable trains to access and exit multiple platforms at Euston station which provides greater operational efficiency and flexibility.

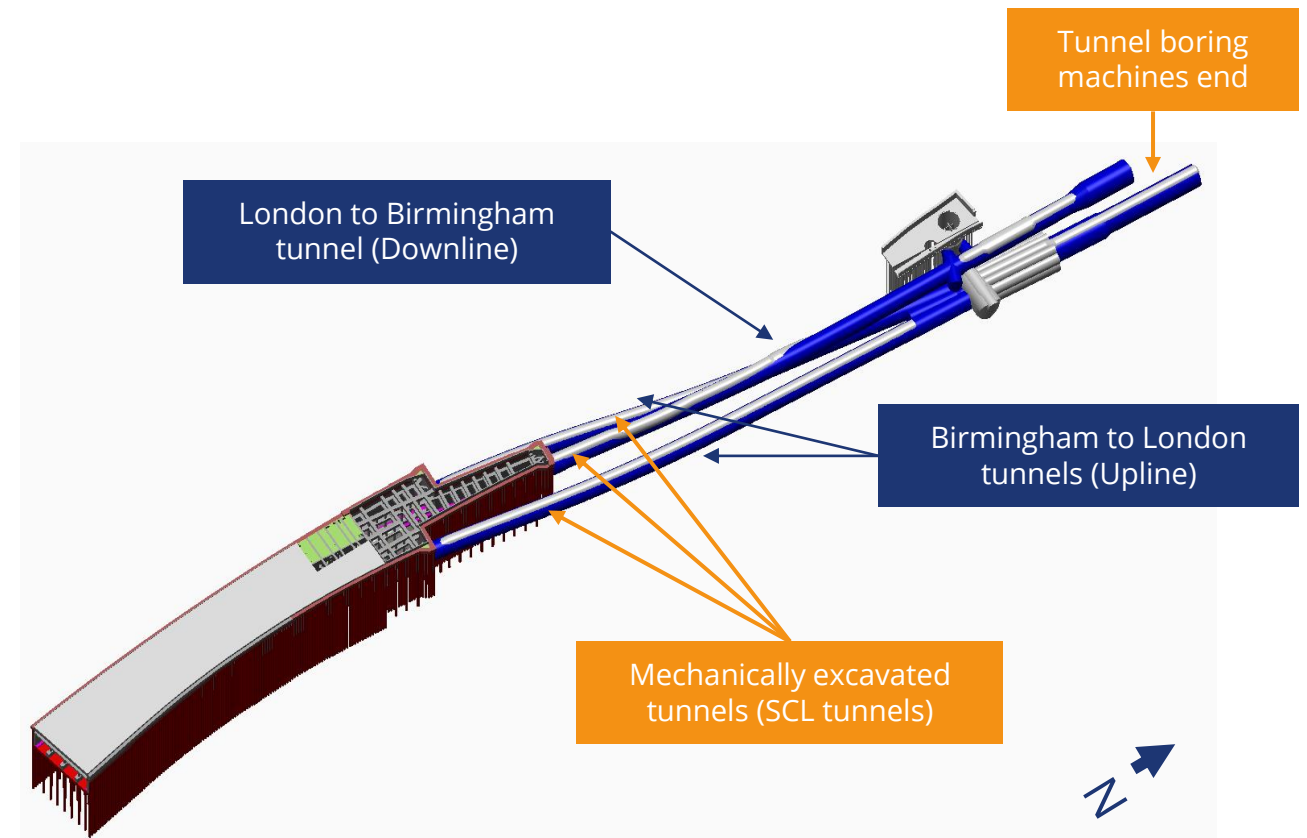
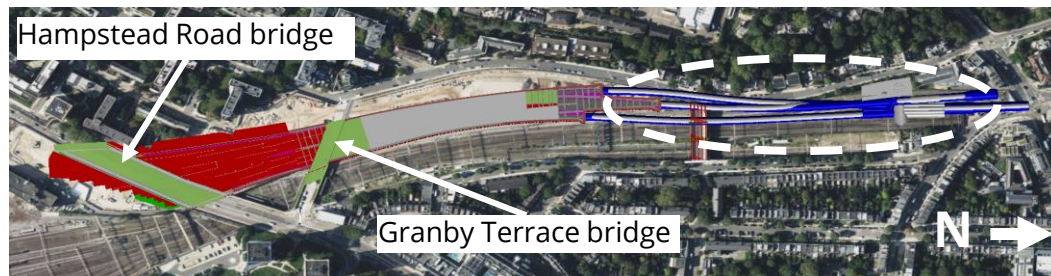
- Two HS2 tunnels, built in neighbouring section extend to just south of Parkway
- One of these tunnels splits into two between Parkway and Mornington Street bridge
- The other tunnel doesn't split (fan out) until south of Mornington Street



Euston Approaches tunnels

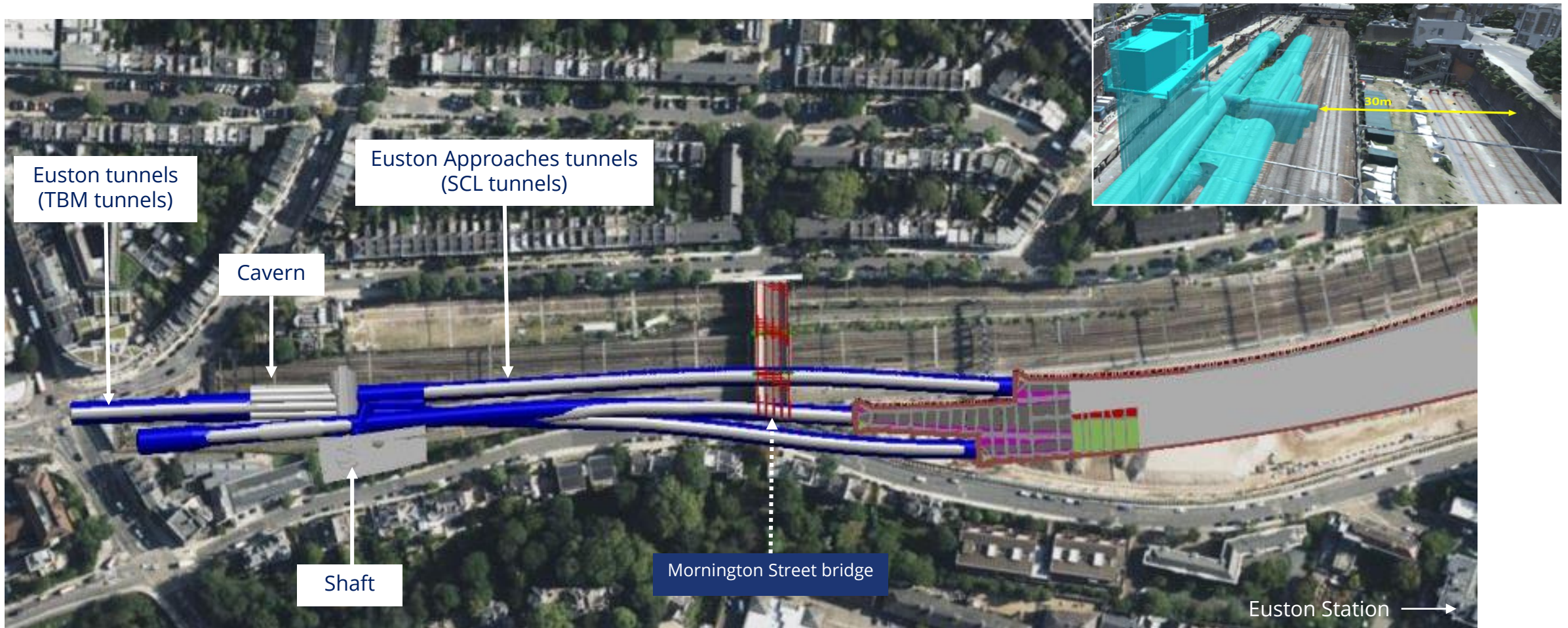
Constructing the Euston Approaches Tunnels

- We are not using a tunnel-boring machine to construct the Euston Approaches tunnels
- We will work 24/7 to build the three tunnels using the sprayed concrete lining method (SCL tunnelling)
- HS2's tunnel boring machines used in the neighbouring section will arrive just south of Parkway junction and be dismantled
- Further details about the construction of the tunnels and how we will manage impacts will be provided well in advance of tunnelling starting in 2026

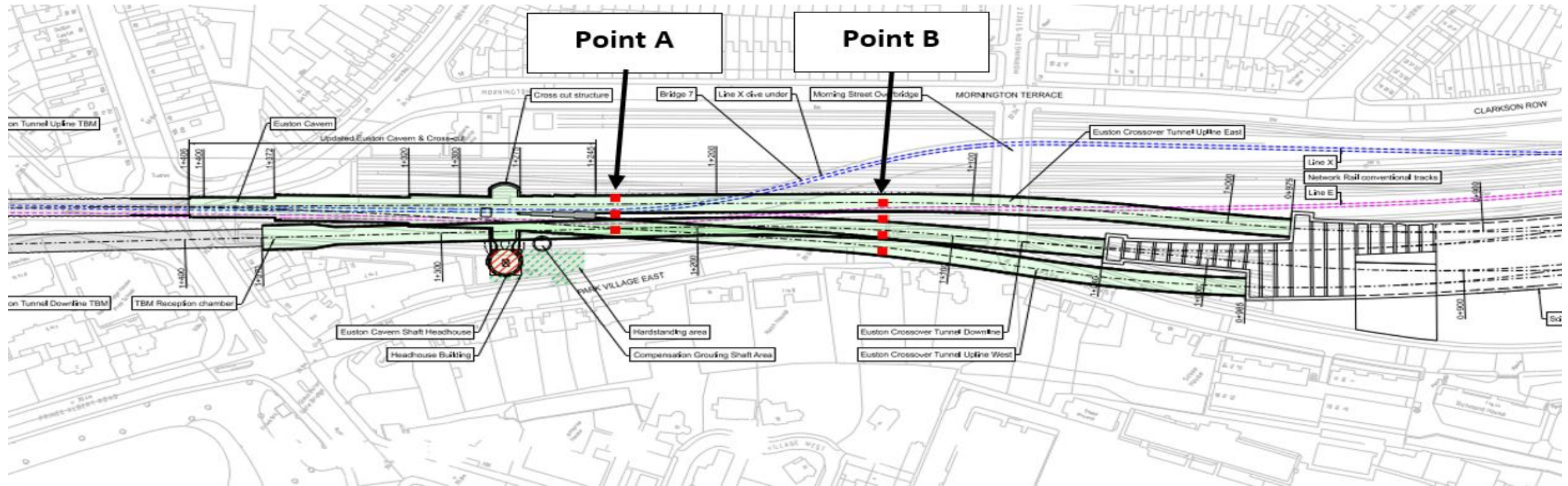


24/7 tunnelling

Plan to start tunnelling in the Euston Approaches in 2026. We expect the tunnels will take about five years to complete



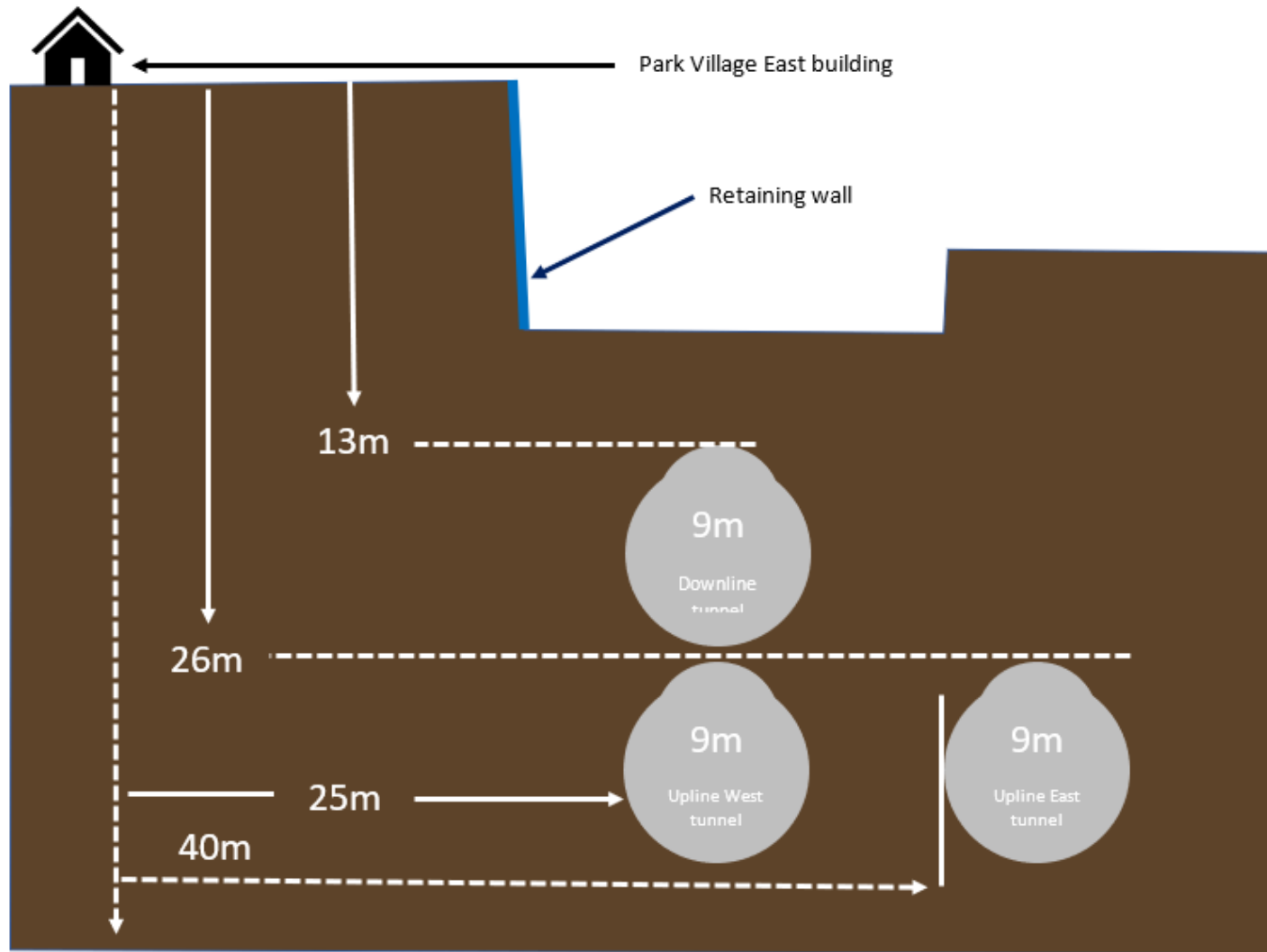
Euston Approaches Tunnels



The following slides give you an indication of our tunnels from street level and distance from the Park Village East property boundary.

- Point A – Close to northern lorry layby
- Point B – North of Mornington Street bridge

Point A – cross-cut of Euston Approaches tunnels



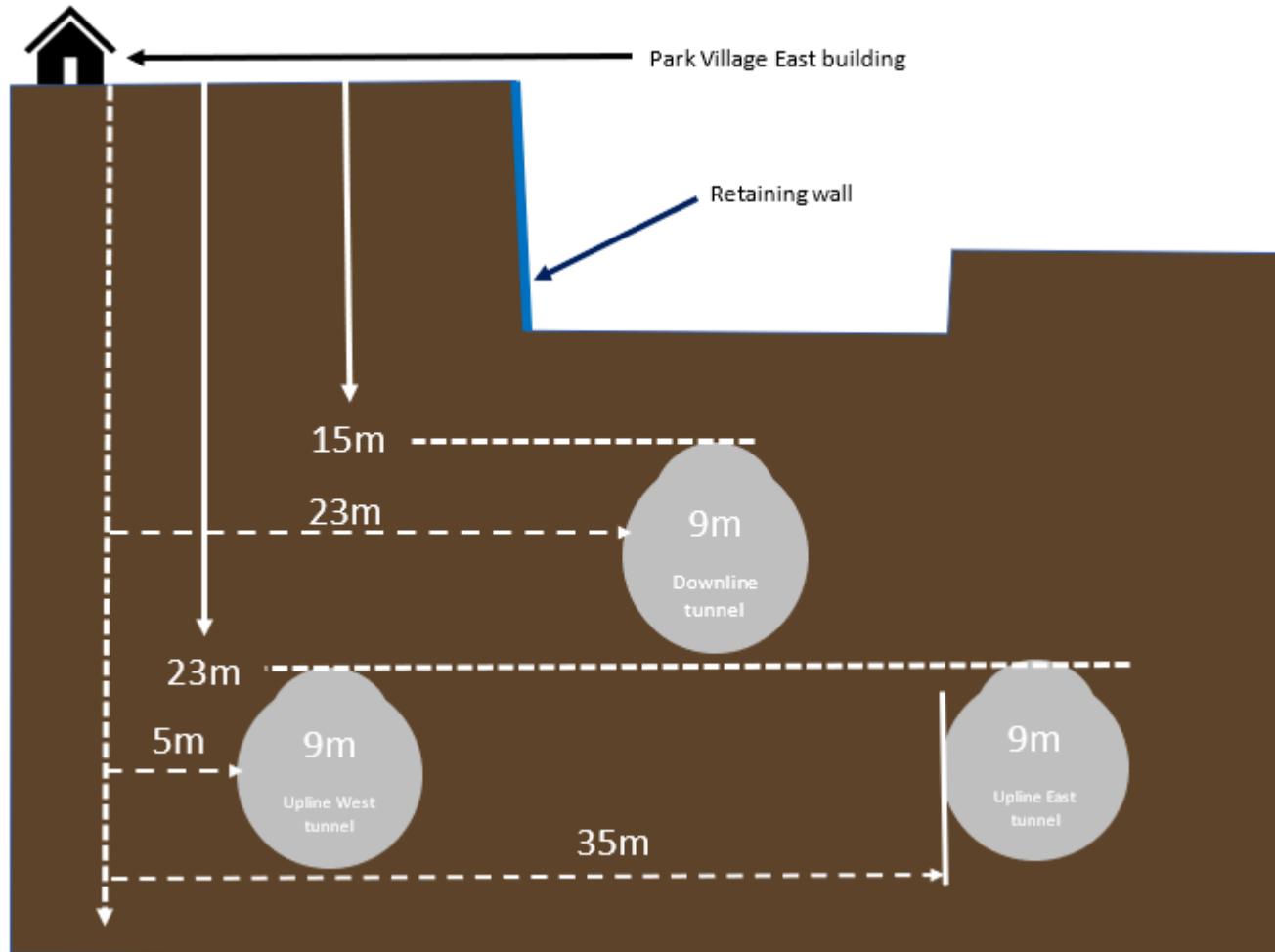
Depth of tunnels

- 13m – top of the shallowest tunnel (downline tunnel) is 13m below Park Village East street level
- 26m – top of the upline East and West tunnels are 26m below Park Village East street level

Distance from building

- 25m – edge of the nearest tunnel (upline West tunnel) is 25m from building on Park Village East

Point B – cross-cut of Euston Approaches tunnels



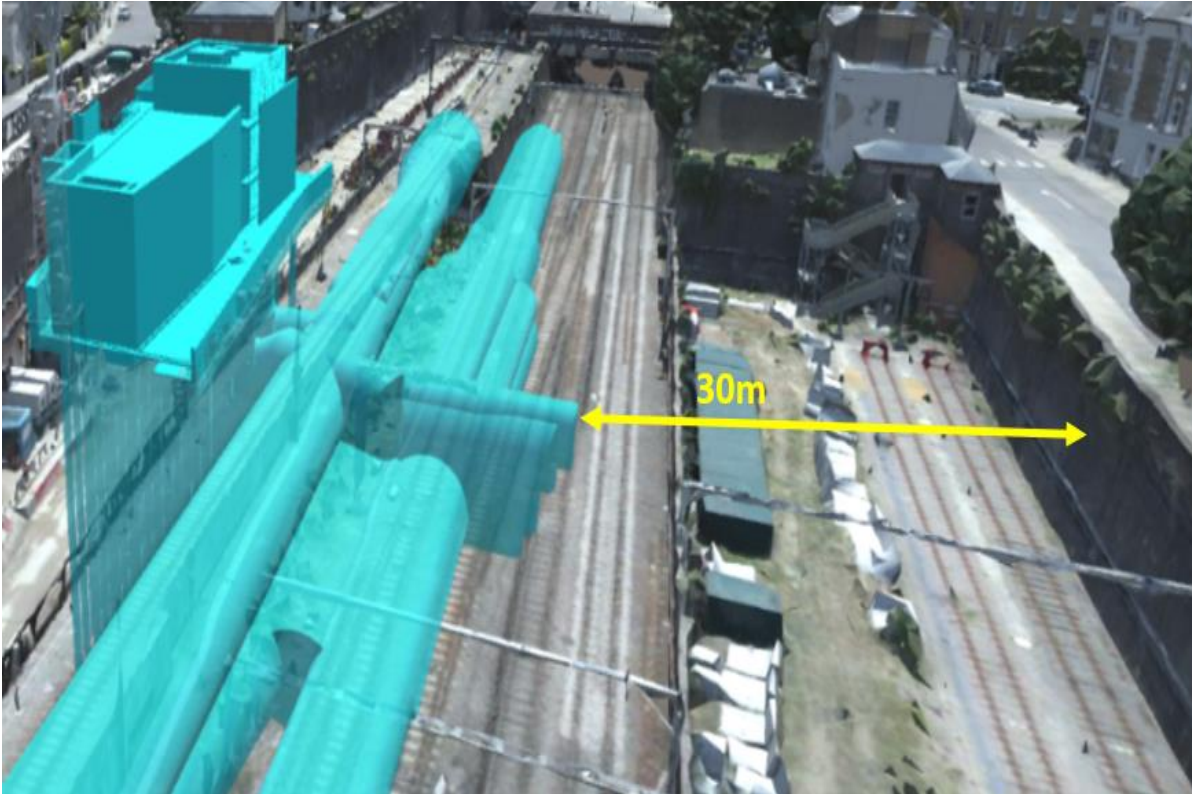
Depth of tunnels

- 15m – top of the shallowest tunnel (downline tunnel) is 15m below Park Village East street level
- 23m – top of the upline East and West tunnels are 23m below Park Village East street level

Distance from building

- 5m – edge of the nearest tunnel (upline West tunnel) is 5m from building on Park Village East

Euston Cavern cross passages



- Cross passages are an important feature that allow people to move from one tunnel to the other for maintenance or in the unlikely event of an emergency.
- The distance from the end of the cross passage to the railway wall at Mornington Terrace is approximately 30m.

24/7 works

Removal of excavated material

- Conveyor will move excavated material from the tunnel worksite to a stockpile south of Mornington Street bridge
- Conveyor will be fixed to the Park Village East retaining wall, below street level, and will operate 24/7
- Stockpile of excavated material will be removed by lorries, eventually this will be done 24/7 to keep up with the tunnelling and other works

Other overnight works

- Concrete for the sprayed lining produced 24/7 onsite, south of Mornington Street bridge
- Every couple of hours, small lorries will move freshly prepared concrete to the narrow northern tunnelling site, to be pumped down into the tunnels
- Regular works to the tracks – at night, when they are not in use – to maintain the railway while we tunnel beneath it



Examples of sprayed concrete lining (SCL) tunnelling

Conveyor



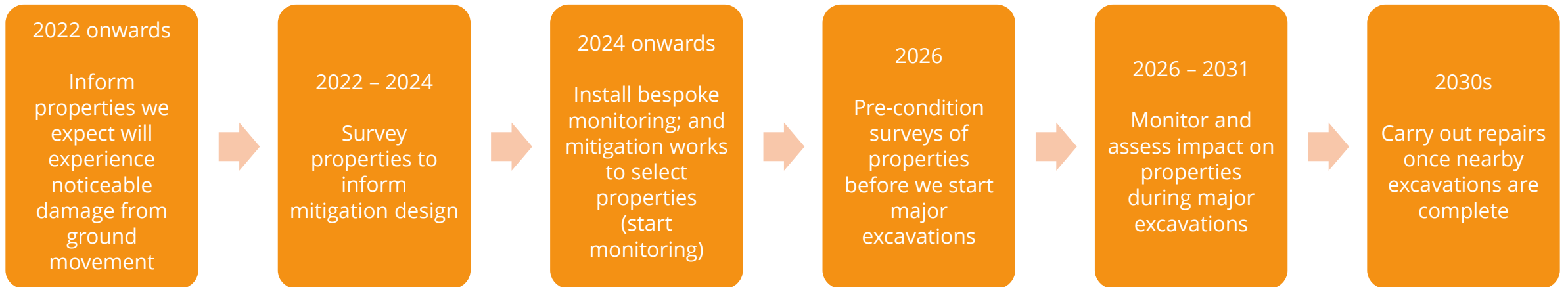
Mitigation for impacts such as noise and lighting design will be planned and assessed before installation and taking into account lessons learned from other SCS JV areas currently using conveyor systems to transport their excavated material

Ground movement from major excavations

- Major excavations, such as tunnelling, increase ground movement in the surrounding area
- We expect a number of properties close to our worksite will experience cosmetic damage due to ground movement from the construction of HS2 tunnels and infrastructure
- HS2 will repair, or pay to repair, any damage caused by HS2 works after tunnelling is complete
- If damage is repaired while tunnelling is still under way, the damage may re-appear. Therefore, we plan to carry out repairs once the ground has settled after tunnelling and excavation is complete
- We expect increased ground movement around our worksite when we start digging major excavations in 2026. We don't expect our works before then to cause any noticeable changes in ground movement
- We are already in contact with those property owners who will be most affected by ground movement

If you have any questions about ground movement or notice any cracks in your property please contact HS2 Helpdesk

Properties most affected by ground movement



We will continue to engage with affected properties throughout each phase of the asset protection process

**Planned dates are indicative and subject to change*

**Settlement deeds offered to all properties within 30m of major excavations as standard*

Major excavations programme

(Tunnels, concrete box, cavern, shafts and railway cutting)

2023

- Tunnelling design finalised
- Protective property works – property-specific design under way (ongoing meetings with property owners)
- Protective property works – mitigations start in summer

2024

- Protective property works – property-specific design continues
- Protective property works – mitigations continue

2025

- Site prep for tunnelling
- Site prep for concrete box south of Mornington Street bridge

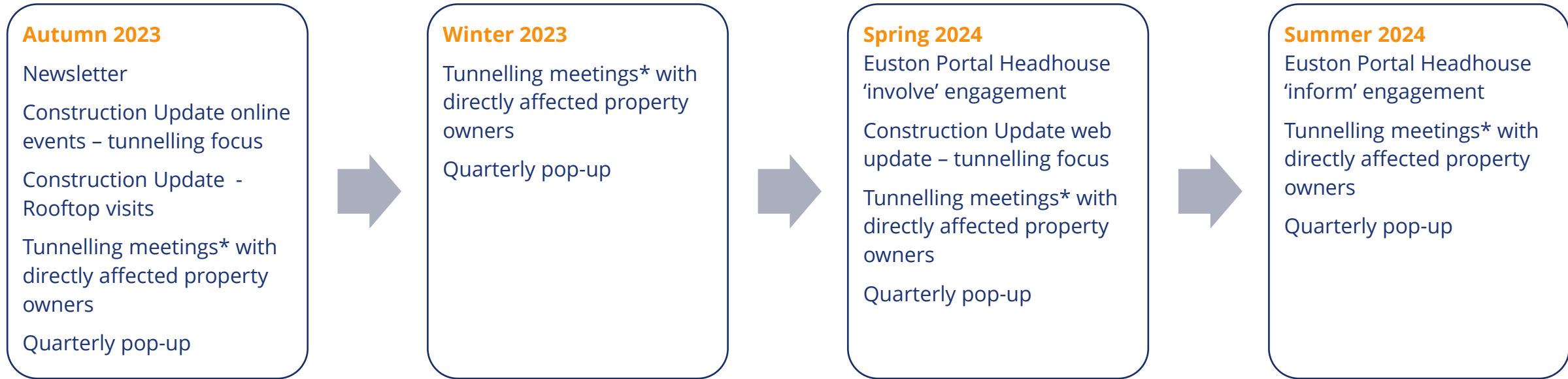
2026

- Start 24/7 cavern shaft and tunnels in Camden Cutting north
- Start 24/7 excavation for concrete box south of Mornington Street bridge
- Start railway cutting between Granby Terrace and Hampstead Road
- Start removing excavated material by lorry overnight

Ongoing

Monitor existing ground movement
Surveys and investigations of buildings closest to cavern and tunnels
Monitor and repair any damage, if caused by our works (contact HS2 Helpdesk)

Engagement – Autumn 2023 to Summer 2024



How we keep you up to date with our works



* Tunnelling to start in 2026

Frequently asked questions (FAQs)

When will SCSJV install the office and welfare building at the northern lay by on Park Village East?

We will install the office and welfare building for our tunnelling team in 2025

When will tunnelling start in Euston Approaches?

Tunnelling and shaft works start 2026.

Has the size of the concrete box increased?

The Concrete box is also referred to as the Euston Scissor Box. The Scissor Box is constructed to house the high speed railway track scissor crossovers. These high speed scissor crossovers are a set length, therefore the box needs to be big enough to accommodate the scissor crossovers. The Concrete Box is restricted on one side by the live railway and the other by the Park Village East wall.

FAQs continued

Is the tunnel alignment and design complete?

The alignment and design for the tunnels is complete. As part of HS2's own assurance process an "independent design check", assurance by an independent engineering firm of the design, was approved in September 2023.

Is the tunnel design dependant on the Euston Station design?

No, the tunnel design and alignment is not dependant on the Euston Station design. The current options being reviewed for the Euston station design are based on the current design and alignment of the Euston Approaches tunnels. The tunnel design provides operational efficiency and flexibility to service any number of platforms.

Will the tunnelling in Euston Approaches proceed following the Governments announcement in April 2023?

Yes, whilst the major excavations required to construct the Euston Approaches tunnels, concrete box and railway cutting have also been paused until 2026, the Government is committed to delivering HS2 from Euston to Manchester and the East Midlands. Delivery of the line of route is at a more advanced stage than Euston Station and work has continued to mature the design and take it through the supply chain and HS2 assurance processes.

FAQs continued

Why will SCSJV continue to survey the Euston Approaches area?

We have installed monitoring prisms on buildings surrounding our worksite to monitor local ground movement. The ground moves naturally with the change in seasons, but other factors such as large-scale excavations can cause additional ground movement to occur. It is standard practice to monitor those buildings closest to a tunnelling worksite before, during and after construction to monitor the impact of any excavation-related ground movement.

Survey activities within the Euston Approaches will continue to support our design and assurance processes.

Is Mornington Street Bridge (MSB) closed due to the subsidence on the corner of Park Village East and MSB?

No, photo evidence from Google Maps illustrates a consistent pattern of movement on the footpath at the corner of Park Village East and Mornington Street bridge from May 2012 to July 2022. By June 2015, the pavement had moved sufficiently enough to require repairs. Subsequent to the repair the pavement has continued to settle, with significant movement being apparent by July 2019.

SCS did not gain access to the area north of Mornington Street Bridge until summer 2020, therefore SCS were not carrying out works during the time that these movements were taking place. While SCS have been working in this area since summer 2020, it is clear the movement was already established and ongoing.

FAQs continued

Where can I find more information on excavations and tunnelling?

Please see below the links to the Tunnelling content available on the HS2 website

1. [Euston Approaches March 2022 newsletter](#)
2. [Euston Approaches - Design update March 2022](#)
3. [FAQ - Major excavations and tunnelling in Euston Approaches - July 2023](#)

Twin-bore Euston Tunnel

Euston Tunnel

The twin-bore Euston Tunnel will be approximately 7.2 km (4.5 miles) between the Old Oak Common Station and Euston. The depth of the Euston Tunnel between Old Oak Common Station and Euston will vary between 12 metres and 60 metres to the top of the tunnel.

■ Twin-bore Euston Tunnel

1

Old Oak Common Station (BBVS)

2

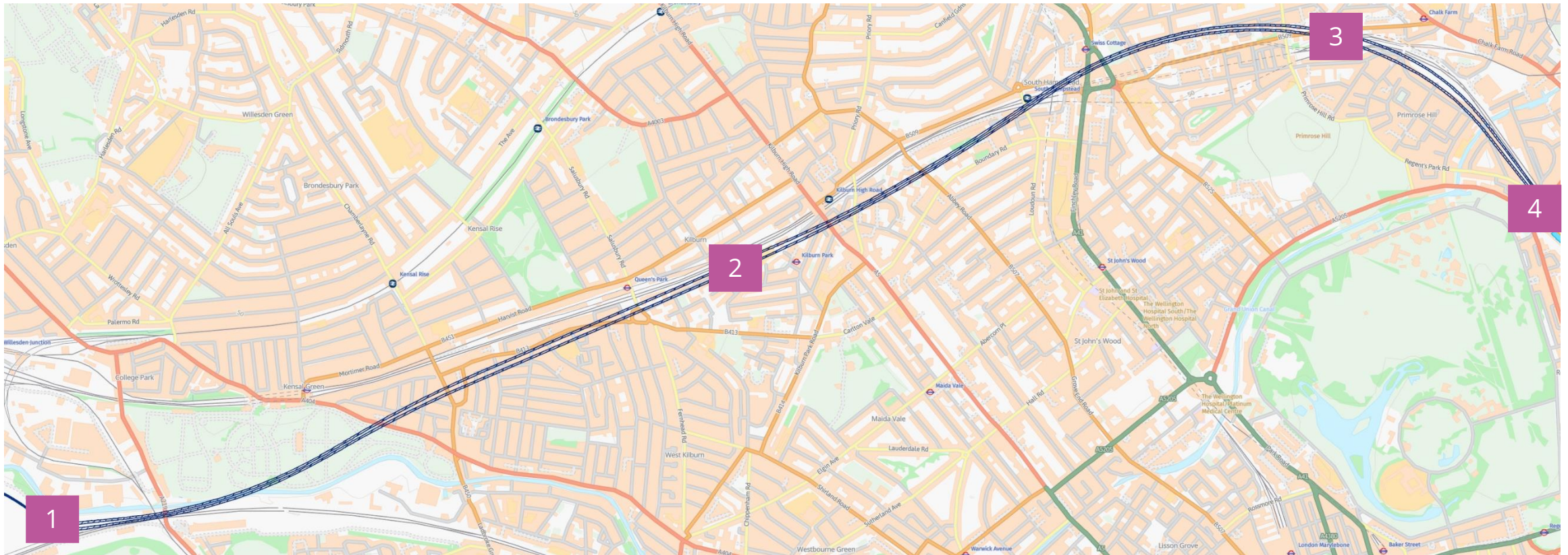
Canterbury Works Vent Shaft

3

Adelaide Road Vent Shaft

4

Euston Cavern Headhouse



Programme update

The Government updated Parliament on their transport capital investment programme in March 2023. The statement included an update on the HS2 project, recognising significant inflationary pressures facing all parts of the UK economy. In line with direction from the Government, we are pausing some construction activities between Euston and Old Oak Common which will be rephased along with other sections of the HS2 project. This includes the construction of the twin-bore Euston Tunnel and ventilation shafts at Adelaide Road and Canterbury Works.

Below are the new indicative construction dates for the Euston Tunnel.

Construction Activity	Date
Completion of the Atlas Road Logistics Tunnel	Winter 2023*
TBMs will be delivered	From spring 2024*
Adelaide Road and Canterbury Works Vent Shafts will be brought to a safe pause	Spring 2024*
TBMs will be placed ready to bore at Old Oak Common Station	From 2025*
Construction of the Euston Tunnel	From 2026*

*Dates mentioned are subject to change, we will provide updates at [hs2.org.uk](https://www.hs2.org.uk)

Tunnelling Method

Tunnel boring machines or TBMs are giant machines used to build tunnels. In the Old Oak and Park Royal area, five TBMs will be used to build the Northolt Tunnel East, Euston Tunnel and Atlas Road Logistics Tunnel.

How does a TBM work?

TBMs operate as a self-contained factory and will run 24/7, deep beneath the ground. As well as digging the tunnel, the TBM lines it with precast concrete segments and grouts the space between the tunnel wall and the surrounding ground.

The TBMs are fully built for testing at the factory, then broken up into numerous sections and transported to London. They're reassembled on site like a giant jigsaw puzzle before starting to build the tunnels.

Each TBM is made up of thousands of parts including:

- a rotating cutterhead
- a screw conveyor
- conveyor belts
- a tunnel segment erector



Moving excavated materials

HS2's construction partners, BBVS and SCSJV, have constructed a conveyor system in the Old Oak and Park Royal area to reduce construction traffic on local roads while we build HS2. It will move excavated materials from Old Oak Common Station, Victoria Road Crossover Box and the HS2 tunnels to Willesden Euroterminal site.



Installation of conveyor system in Atlas Road site in August 2022



Installation of conveyor belt and dust covers in Flat Iron site in September 2022



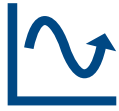
Installation of conveyor in the Willesden Euroterminal site in September 2022

Operation of the conveyor system

The SCSJV section of the conveyor system is now operational until approximately 2027. Dates are subject to change; we will provide updates at hs2.org.uk

Managing settlement

Settlement is the technical term for the way the ground moves around a hole after it has been dug out. Building tunnels, shafts and basements can cause a small amount of movement to the ground, but we know how to limit the effects of this movement on buildings. HS2 is responsible for any damage caused to your property as a result of our works.



Assess

- Well established process to assess possible impacts of tunnelling works
- Conservative assessment that identifies properties that might be impacted in the initial phases



Monitor

- Specialist equipment will be installed to monitor ground movements before, during and after construction.



Record

- We will offer condition surveys to properties that are eligible
- If you accept the offer, condition surveys are conducted within three months of the tunnelling impact to your property



Protect

- Structures that have been identified as at risk of being damaged will be protected



Repair

- If you are concerned about damage to your property resulting from our works you can contact us
- We will carry out a post-condition survey after the works if you believe damage has occurred as a result of our works

Managing impacts during tunnelling

Construction activities generate physical vibration and noise, which may cause temporary disruption to local properties.

Managing noise and vibration

We're designing and building HS2 in ways that reduce noise and vibration from our construction works as much as possible. The **HS2 Code of Construction Practice** outlines the measures we will implement to control and reduce noise and vibration during the construction of HS2.

Protecting your property

The **High Speed Rail Act 2017** automatically protects your property from damage as a result of our work. We offer property owners within 30 metres (m) of excavation work a settlement deed, and we will write to you if your property is eligible.

Managing noise and vibration at the location of our construction activities ('at source')

Using 'Best Practicable Means' and keeping our construction methods under review

Constant monitoring of noise and vibration during our works



Next steps

Indicative engagement plan for the Euston Tunnel

From autumn 2024 we will start to increase the engagement for the Euston Tunnel which will include the below:

In the meantime, we will still hold virtual drop-ins every month where you can book a 20minute slot to speak with us. Alternatively, you can contact us via the HS2 Helpdesk.

Engagement type	Planned engagement dates*
Pop-ups	Monthly
Drop-ins	Monthly
Information events	Every three months
FAQs	Every three months
Factsheet	Every three months
3 and 12 month lookahead	Every three months
Advance notification letters	When required

You can find the below engagement materials already available online at hs2.org.uk

Engagement type	Location / residents	Planned engagement dates*
Euston Tunnels FAQs	Between Old Oak and Euston	Available on hs2.org.uk
Northolt East Tunnels FAQs	Between Old Oak and Greenford	Available on hs2.org.uk
Factsheet (future tunnelling works)	Old Oak and Park Royal	Available on hs2.org.uk
Presentation (future tunnelling works)	Old Oak and Park Royal	Available on hs2.org.uk
Presentation (future tunnelling works)	Euston Tunnel	Available on hs2.org.uk
Presentation (future tunnelling works)	Northolt Tunnel East	Available on hs2.org.uk
Notification (Atlas Road Logistics Tunnel)	Old Oak and Park Royal	Available on hs2.org.uk

Useful links

Find out about our tunnel boring machines

<https://www.hs2.org.uk/building-hs2/tunnels/meet-our-giant-tunnel-boring-machines/>

Information about how we minimise ground borne noise and vibration

[HS2 Phase One information papers: Control of ground-borne noise and vibration from the operation of temporary and permanent railways \(E21\)](#)

HS2 Guide to ground settlement

<https://www.hs2.org.uk/in-your-area/managing-impacts-of-construction/ground-settlement/>

HS2 Community and Environment Fund and the Business and Local Economy Fund

<https://hs2funds.org.uk/>

What is happening in Old Oak and Acton







www.hs2.org.uk/in-your-area/local-community-webpages/hs2-in-old-oak-and-north-acton/



HS2

6. HS2 Update

Construction overview – MDjv sites September 2023

Interim Taxi Rank (ITR)		Construction of interim taxi rank – on going
Traction Substation (TSS)		Construction of a new LU Traction Sub Station and linking tunnels – to complete, fit out is ongoing
Maria Fidelis		Construction of Camden construction skills centre – to complete, fit-out ongoing. Old School: design & surveys only
Two Towers		Works paused
Former National Temperance Hospital (NTH)		Works paused
Zone 5 (Hampstead Road)		Works paused

There will be 3rd party utilities works in the local area.



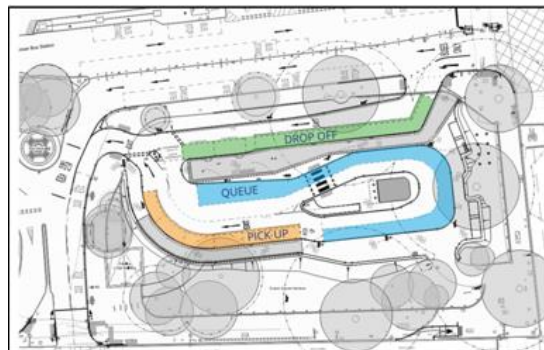
HS2

6.1 Mace Dragados

Natalie Kirkwood to take any questions

HS2

Site specific update
Interim Taxi Rank (ITR)
Maria Fidelis
Traction Sub-Station



Interim Taxi Rank – Winter

Remaining enable East Garden ITR into Service

- Wayfinding Signage – external
- Complete Lighting Column Fit Out
- Enforcement Cameras (CCTV to be installed by LBC mid- September 2023
- Vehicle Monitoring System Installation (VMS) – mid September 2023
- Thames Water Connection
- Euston Road Signal Installation
- ITR Testing & Commissioning

Key Progress:

- CSC phase 1 of MEP complete and phase 2 ongoing
- Staff accommodation phase 1 of MEP now progressing on levels 1 to 4.
- Fit out works progressing through CSC including install of doors, flooring, suspended ceilings, plumbing system & fire stopping
- All Riser drylining works to CSC and SA risers complete
- Module secondary steelwork and bolting complete



Maria Fidelis

- Vinyl wrap works ongoing – complete to West, East and South Blocks A/B.
- Roofing Membrane works complete to main roof (only minor works to balconies remaining)
- Down pipes and hoppers install commenced.
- Corrugate cladding to CSC South L1 commenced.



Traction Sub-Station (TSS)

Structures Complete

- 600,000 Person hours
- 7,000m³ of concrete = 10 Olympic swimming pools
- 1,500Tn of rebar = 125no. double decker buses
- 12,000m³ of excavated material = 80million tennis balls
- Zero complaints from stakeholders.
- First tunnel completed on the HS2 programme including HS2's first tunnel breakthrough



TSS Highways works on Stephenson Way

TSS Portable Watermain and Sewer works – **Completed July 2023**

UKPN backup power supply for the TSS – **Completed August 2023**

Hammerhead – **construction from October 2023 for approx. 4 weeks**



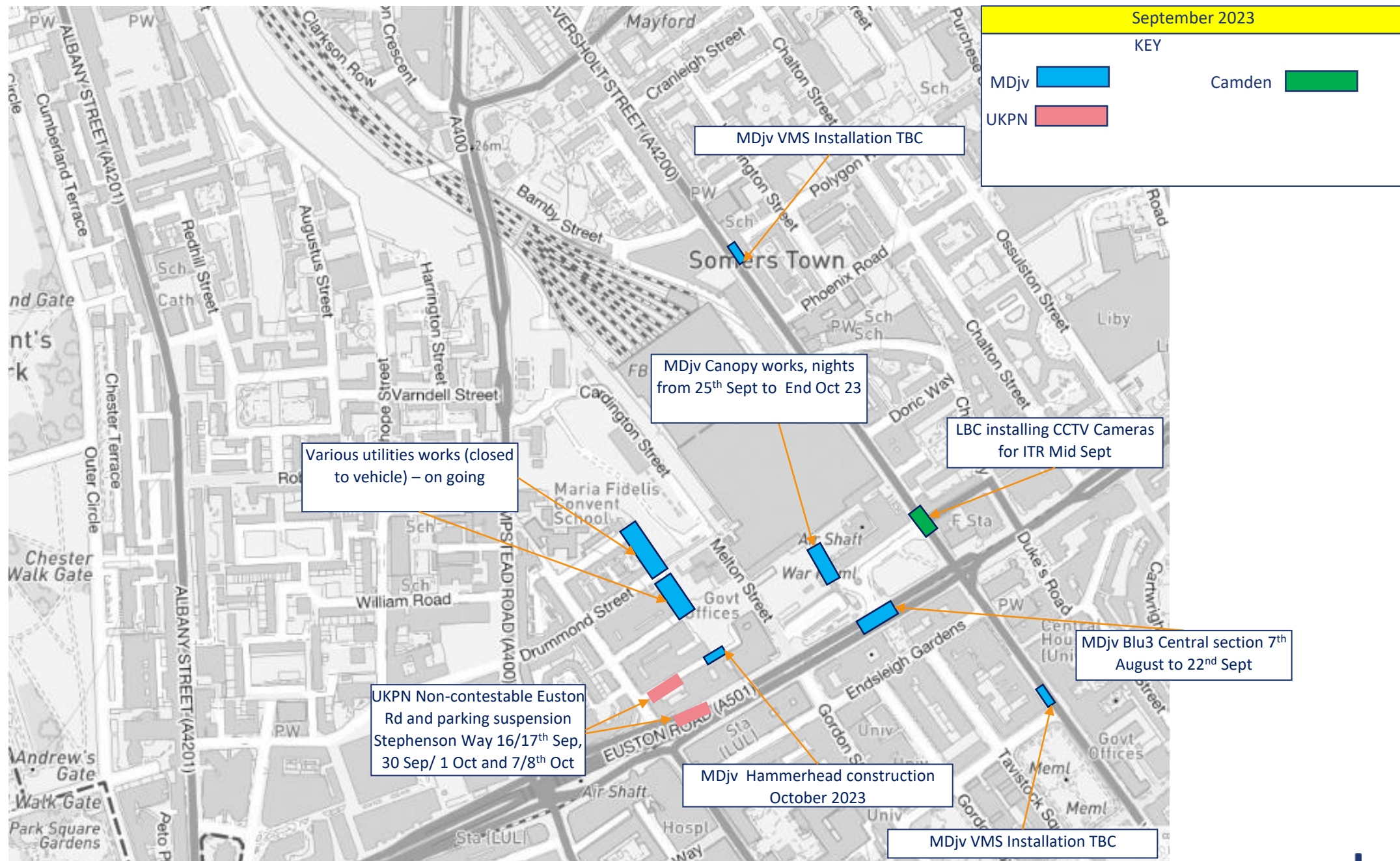
HS2

General update

Works in highway

Heritage building work

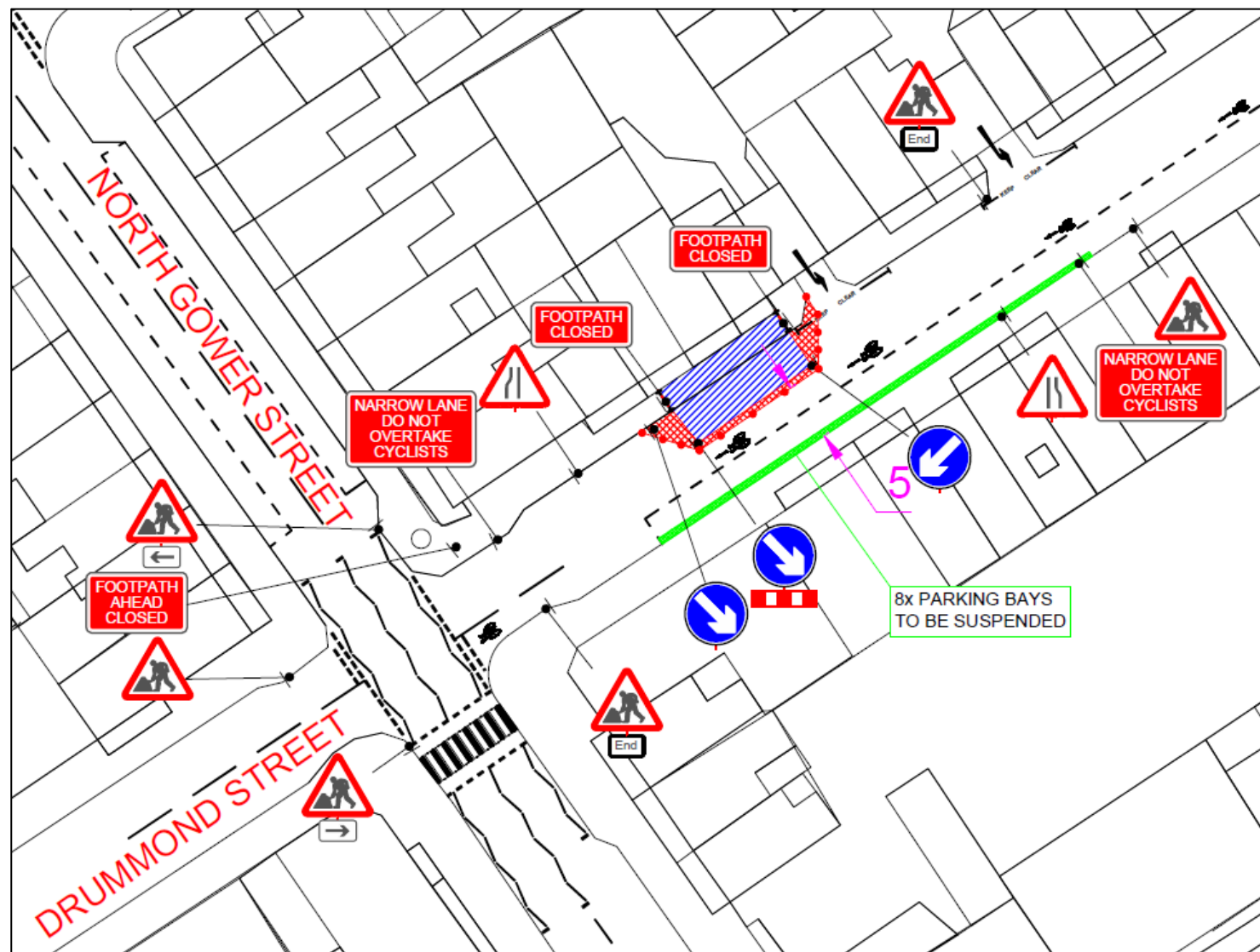
Euston Station Piazza Canopy works



Drummond Street Heritage Grills

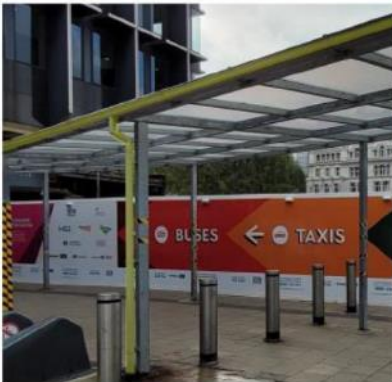
11-15th September 2023, 3-5 day duration

- Grill replacement works on façade of heritage building.
- The works will require use of a scaffold platform and a MEWP (mobile elevating work platform) to replace grills at various heights.
- The works will require the closure of a short section of the northern footpath and several parking bay suspensions (in order to be able to keep the road open to normal traffic during the works).
- The traffic Management plan is still being finalised but the plan shown opposite is the initial draft proposal.



Canopy work – Euston Station Piazza – delayed until mid- September 2023

Canopy Installed by CSjv Pre 2019 EIS of Western Gardens ITR



Southern Approach

Piazza – current hoarding



HS2

Key Engagement Areas

Key Engagement Areas

Works	Communications & Engagement
The NTH opening	28 th July 2023 – official open date for green space area for the community. Open every day from 7am to 7pm
Drummond Street Traders – business visits	Fortnightly – individual visits to businesses. Keep traders informed outside of forums to gather individual views
Euston community drop-in session at NTH	8 th August 2023 – continual feedback on the use of the new garden and future name.

NTH Gardens Opening event with Cllr Johnson



6.2 Network Rail On Network Works Update To NOTE the works lookahead.

Jonathan Cooke to take any questions



Euston station update

On Network Works

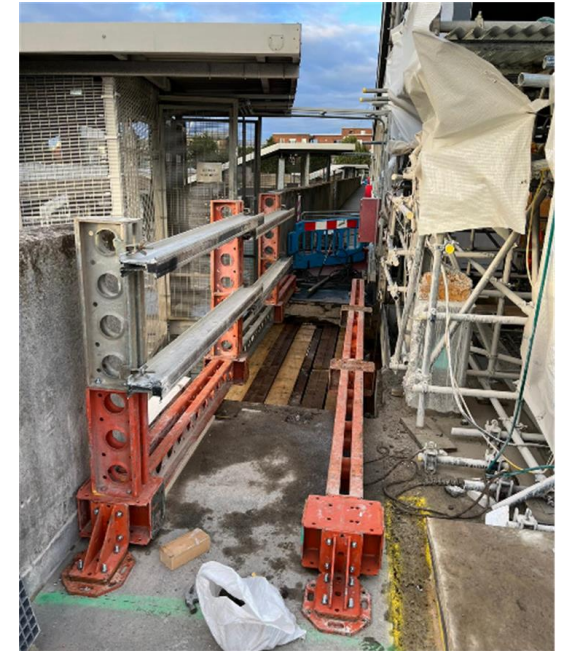


Working in
partnership with

HS2

21 September 2023 – Euston Community Representative Group

Euston station – parcel deck (above



Over the August bank holiday weekend, we continued work to strengthen part of the station building and improve an emergency exit route above Platforms 14 and 15.

Work is continuing until the end of 2023 to weatherproof the western side of the station building while major construction for HS2 at Euston is paused.

New access point at Clarkson Row

As part of the On Network Works 'Stage A' project, Network Rail is constructing a new access point at Clarkson Row to enable maintenance to be carried out to railway assets located on the eastern side of the station. These assets were relocated during an earlier phase of work.

While work is ongoing to finalise a party wall agreement with the adjacent building, preparatory work is taking place at track level, with minor daytime work at street level.

We'll keep local people updated about our work at Clarkson Row.



Piazza canopy works and immediate capacity measures

An interim canopy is to be installed on the Euston station piazza.

The canopy will provide a partially sheltered route from the assisted travel drop off point to the station entrance.

Other improvements to improve passenger experience are ongoing:

The Euston Immediate Capacity Measures (EICM) project team are continuing to deliver their programme of work which has involved installing new and improved customer information screens on the concourse and piazza. The old departure boards are currently being removed and will be replaced by a new media advertisement screen.



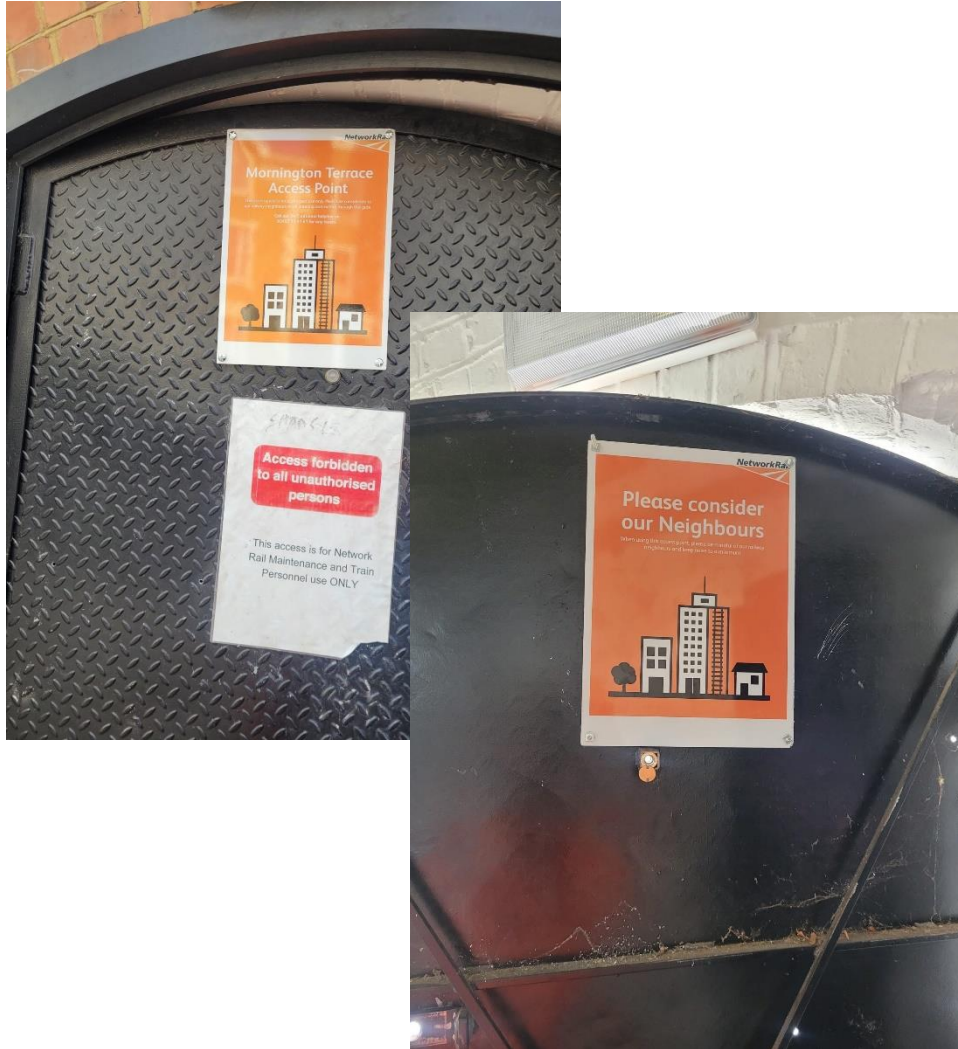
Mornington Street bridge update



Network Rail and SCS have been working closely to explore reopening Mornington Street bridge to vehicles during the pause of HS2 work in the area. We are sorry that this is taking longer than we first anticipated. Network Rail engineers are working to complete detailed examinations of the bridge which are needed before it can be safely reopened to motorists.

While these examinations are being planned and carried out in the coming weeks, the bridge will remain open for pedestrians and cyclists only. We are sorry for the inconvenience caused by the continued closure of Mornington Street and will keep people informed about our plans to reopen the bridge.

Mornington Terrace railway access point



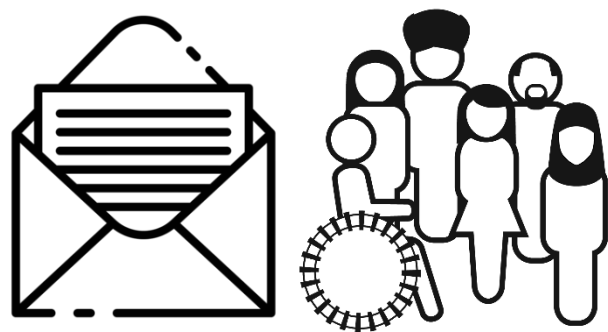
We're working with our maintenance and delivery teams at our Mornington Terrace railway access point to reduce disruption to our neighbours in the area.

We have installed new door mechanisms that should reduce the noise from the door opening and closing. We have also refreshed the signage on both sides of the access door, with better public information and reminders for staff using the access point to keep noise to a minimum. We're also continuing to brief teams who use the access point about being respectful at all times.

Recent communications from Network Rail

Letters / postcards issued to our lineside neighbours:

- Three-month look ahead letter providing an overview of work in the Euston area covering September – November 2023 (issued 29 August)
- Postcard – Investigatory borehole drilling (daytime) on Eversholt Street (issued 1 September)
- Postcard – Fire alarm testing at Hardwick House (issued 23 August)



Passenger communications:

Bank holiday engineering work:

- [Bank holiday upgrades complete between London and Manchester \(networkrailmediacentre.co.uk\)](https://networkrailmediacentre.co.uk)
- [Majority of West Coast main line open during £15m bank holiday upgrades \(networkrailmediacentre.co.uk\)](https://networkrailmediacentre.co.uk)

Northampton freight upgrades impacts trains to/from Euston 2-10 September 2023:

- [Future freight boost through new Northampton rail to road interchange \(networkrailmediacentre.co.uk\)](https://networkrailmediacentre.co.uk)

HS2

6.3 SCS

Amy Allen, Neil Van Kervel and David Hannon to take any questions

Adelaide Road Vent Shaft

Works update

Remaining works 2023-24 before safe stop:

- Headhouse piling works and excavations
- Headhouse base slab
- Site to be brought to a safe stop after completion of the base slab (Spring 2024)

Ongoing:

- Instrumentation & monitoring (I&M) works will continue during works pause

Works pause anticipated to start **mid-June 2024** and finish **late March 2025**

Traffic management on Adelaide Road:

(**dates TBC**) short-term lane closure required to enable installation of Utility cabin

(**date TBC – 1 day, Saturday**) road closure for removal of generators & tanks.
Ongoing engagement with LBC Streetworks, TfL & TfL buses

Works under way

Planned works

HS2 worksite

Prisms have been installed within the Adelaide Road Nature reserve and NR trackside, to monitor any movement of the embankment ahead of future tunnelling works (to provide a baseline of data).
Monitoring will continue during the works pause and future tunnelling works

A temporary working platform was constructed at the western end of site, 10m below road level. The ramp construction to this platform, is now complete.

The headhouse piling works commenced **10 August**, ongoing until **end October 2023**. This involves the installation of 159no 1.2m diameter concrete piles. Following completion, the piling rig will be demobilised. Finally, the temporary platform will be excavated to formation level and piles cropped **early November – mid-December 2023**.

*the dates for these phases might change. We'll provide updates at hs2.org.uk/in-your-area/

Adelaide Road Vent Shaft

Highway works update

Upcoming Works Summary	Start	Finish
Adelaide Road Vent Shaft works		
• Adelaide Road - bus stop R and Beaumont Walk -Stop-and-go boards (facilitate fuel deliveries) – In Progress	21/08/2023	07/10/2023
• Adelaide Road - Removal of generators and tanks – Road Closure (1 day)	TBC - Oct 2023	TBC Oct 2023
• Adelaide Road - Installation of DNO cabin (electrical cabinet) – Lane Closure	TBC	TBC
• Adelaide Road – from j/o Eton Road to property 72 – 3-way signals (ARVS Minor activities, as required – 2 weeks noticed provided)	October 2023	May 2024
• Adelaide Road – from j/o Eton Road to Beaumont Walk – 3-way signals (ARVS Minor activities, as required – 2 weeks noticed provided)	October 2023	May 2024
• Adelaide Road - bus stop R and Beaumont Walk -Stop-and-go boards (ARVS Minor activities, as required – 2 weeks noticed provided)	October 2023	May 2024
Utility Works		
• Kilburn High Road – Main Gas Diversion works (awaiting TM plans)	08/01/2024	12/04/2024

HS2

Euston Approaches Construction Update

September 2023

Mornington Street bridge

Network Rail and HS2 have been working closely to explore reopening the bridge during the pause to HS2 works in this area

The bridge remains closed to vehicles while Network Rail engineers complete their checks to confirm the bridge can safely be reopened

The bridge remains open to cyclists and pedestrians

We are sorry for the inconvenience the closure is causing and will provide an update as soon as we have more detail about reopening the bridge



We plan to close the bridge to vehicles from late 2025 for about five years, while we tunnel beneath

Works on Hampstead Road

Sep 2023 to Mar 2024

Focus on diverting utilities away from Hampstead Road, to clear our working area before we extend the bridge.

We will continue a range of road, lane and footpath closures on Hampstead Road and neighbouring streets to complete these works (along white dotted line).

Once we have extended the bridge, we will put the utilities back on Hampstead Road.

Traffic impacts	Start	Finish
Lane closures on Hampstead Road	Jun 2023	Nov 2023
Road closure on Stanhope Street	Aug 2023	Sep 2023
Road closure on corner of Stanhope Street and Varndell Street	Nov 2023	Mar 2024

Parkway utility mitigation works have been rescheduled and will now start in 2025



Temporary change to lorry route

Nov 2023 to Mar 2024

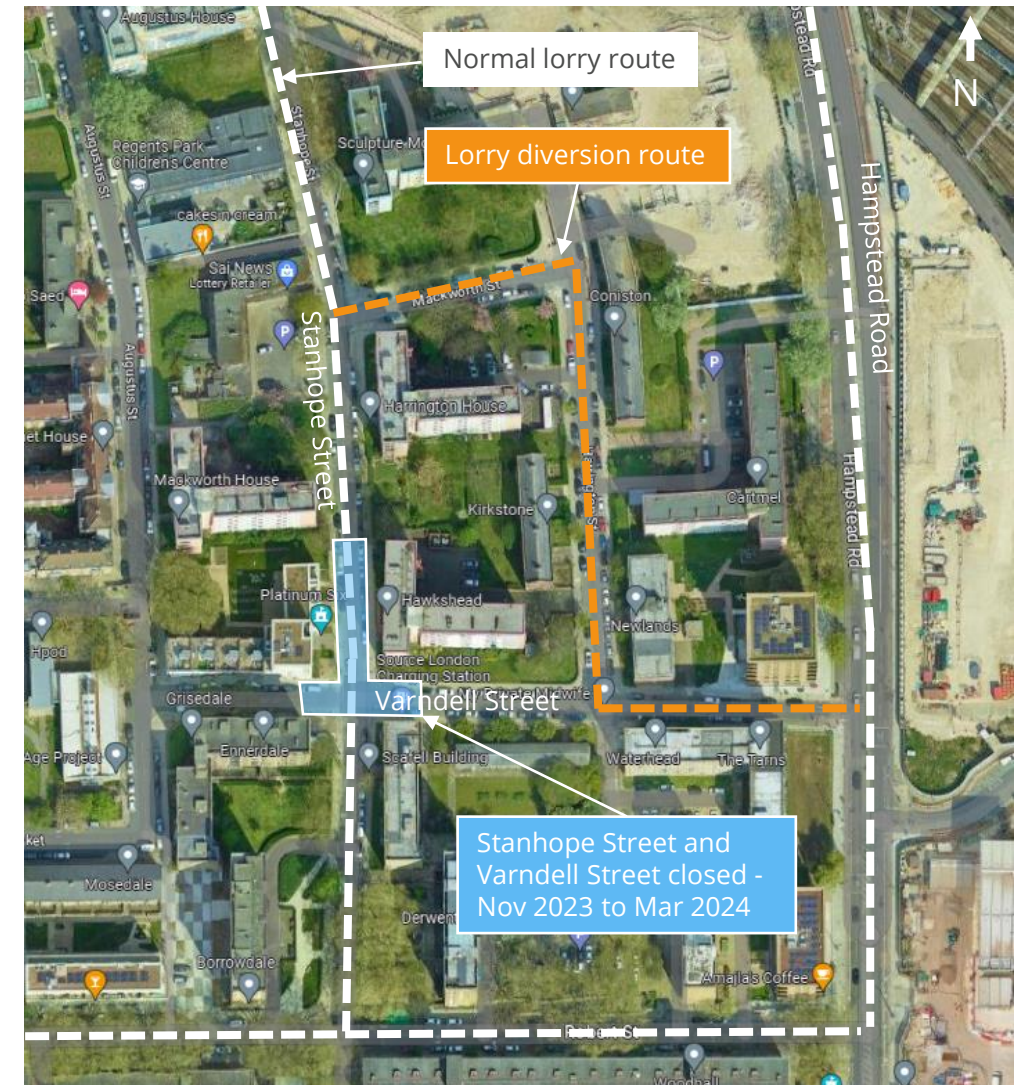
We will temporarily divert our lorry route, while our normal route is blocked due to road closures on Stanhope Street and Varndell Street

Lorry diversion route

Stanhope Street → Mackworth Street → Harrington Street →
Varndell Street → Hampstead Road

General traffic will also be diverted via this route while the junction of Stanhope Street and Varndell Street is closed

This is a temporary diversion. Once Stanhope Street is reopened, we will return to our normal lorry route.



HS2

7. Flash Report

To NOTE

HS2

8. Actions Log

David Demolder

- To review the Actions Log noting
 - Updated responses
 - Items proposed to be closed

HS2

9. Community Questions/AOB

David Demolder

- Questions received in advance of the meeting
- Questions not related to agenda items raised in person or via the Chat function.
- Questions relating to agenda items not dealt with in the time allocated.

HS2

Date of next meeting

28 November 2023