

## EXHIBIT LIST

Reference No: HOL/00691

Petitioner: Sam Price

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# **HS2 Bill Select Committee**

**Petition No. 691**

**SAM PRICE**

**11 October 2016**

# Sam Price's petitions

Sam Price's concerns about HS2 summarised as:

## **House of Lords, Petition No. 691:**

- 7 Euston portal, design of station, scale and timing of construction works and effect on WCML; quality of life, traffic, noise over 9 ½ years
- 10 Serious and unresolved issues of costs and timescales of HS2 cons
- 12 Alleged detrimental effect of operating on WCML with no evidence from HS2
- 14 Need for further development of scheme

## **House of Commons AP3, Petition No. 84:**

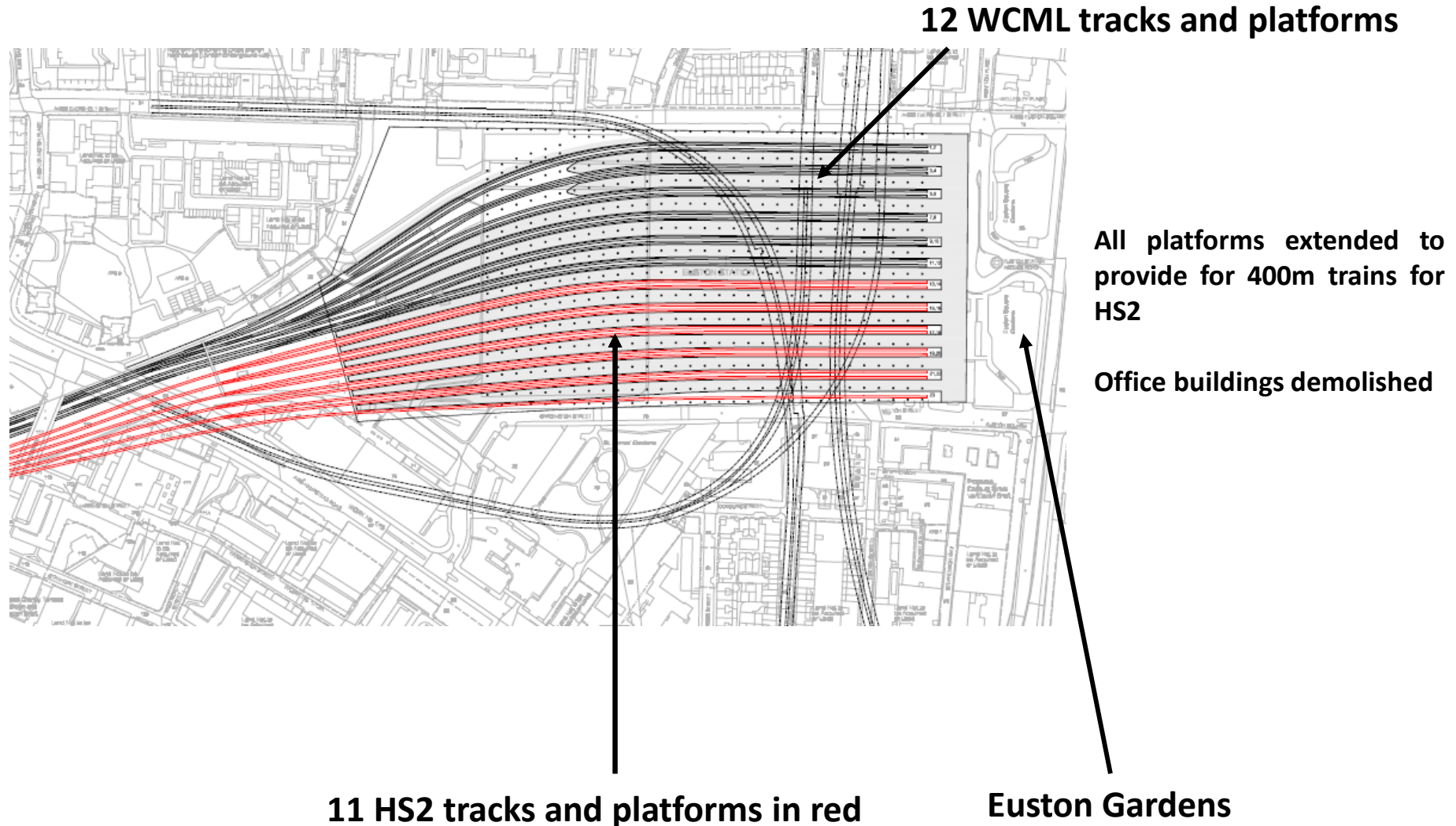
- 10 Incomplete redevelopment of station
- 11 Longer timescale of construction
- 12 The number of construction lorries – 75% by rail
- 14 Questions whether phase approach to HS2 stations at Euston is legal with Phase 2 not approved
- 15 Property demolition and Hampstead Road Bridge

Petitioner remains unconvinced by responses so far from HS2 that the cost, the disruption and the long timescale is necessary to deliver the outcome proposed in the Bill.

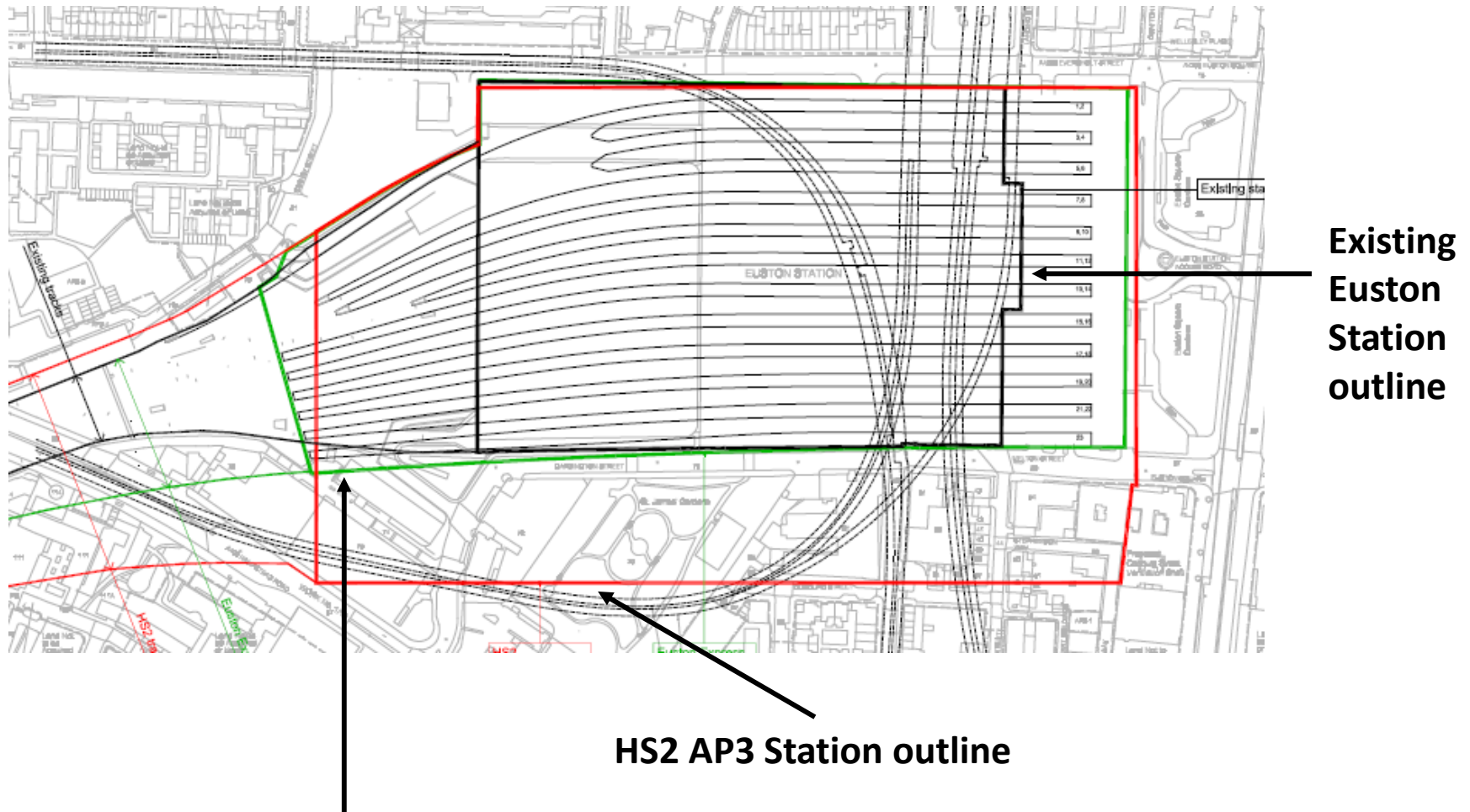
# The Petitioner's concerns

- I will be personally disrupted by construction traffic, particularly removal of huge amounts of spoil and concreting work from the HS2 design of the station and approaches.
- I am therefore interested in a scheme that reduces these volumes to a minimum; i.e. a station scheme but one within the Bill limits
- Hence my support for a different and better station scheme, part of the Euston Express project) within the Bill limits so not requiring an Additional Provision.
- For me as an engineer, taxpayer and resident, I support E Ex because it involves significantly lower costs, less disruption with a shorter timescale, and is therefore more deliverable.

# A combined Euston station plan is much better for passengers and residents



# Comparative footprint of stations



# Euston station platforms 2 to 3

## Space for 2 more.





**Euston station platforms 16-18.  
Space for three more,  
making 23 platforms in total.**

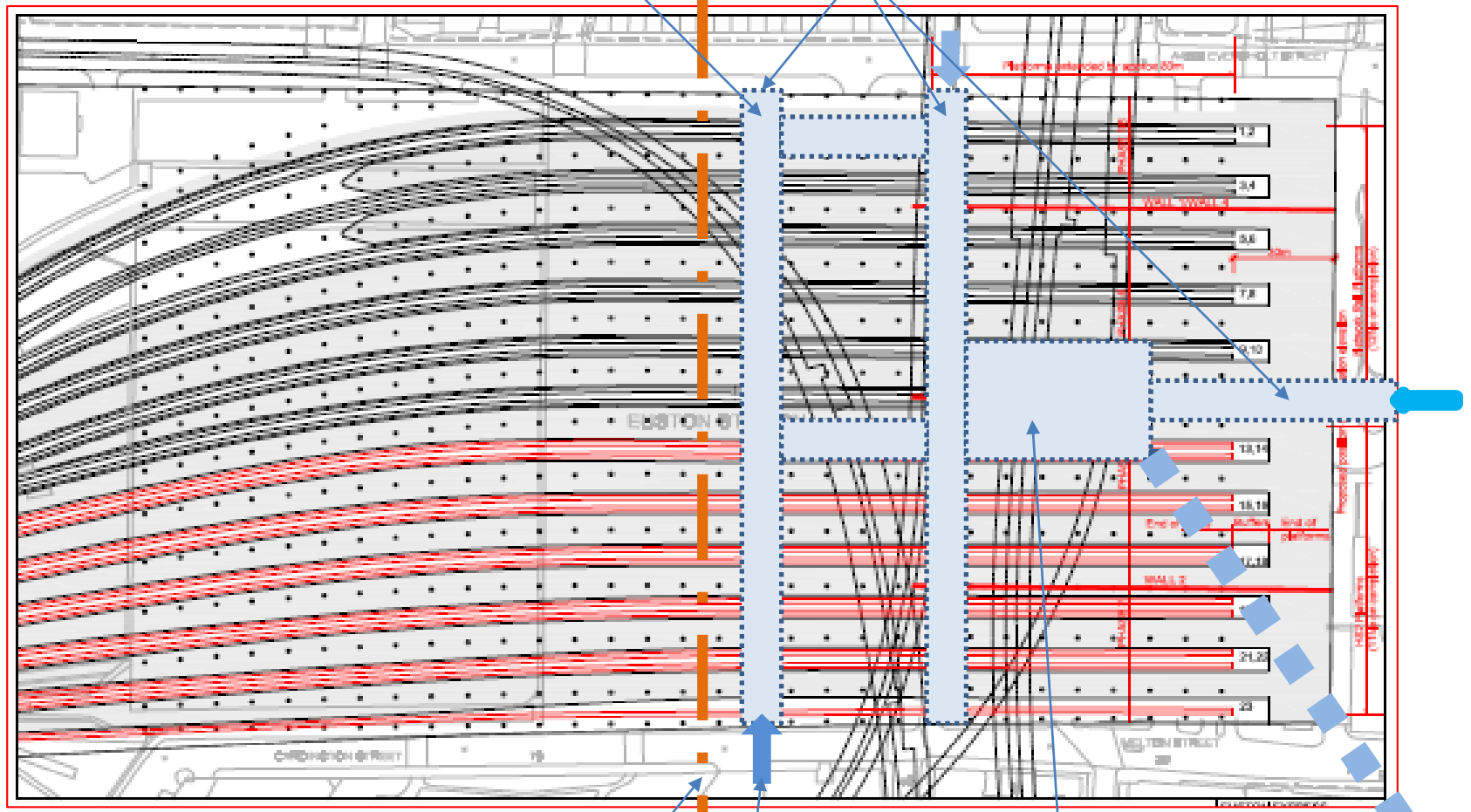




# Pedestrian flows under tracks

Subway connection to Crossrail 2 station

Subways under tracks and platforms  
Connected to platforms by escalators and lifts



Crossrail 2 line

Access from street level

Existing underground concourse

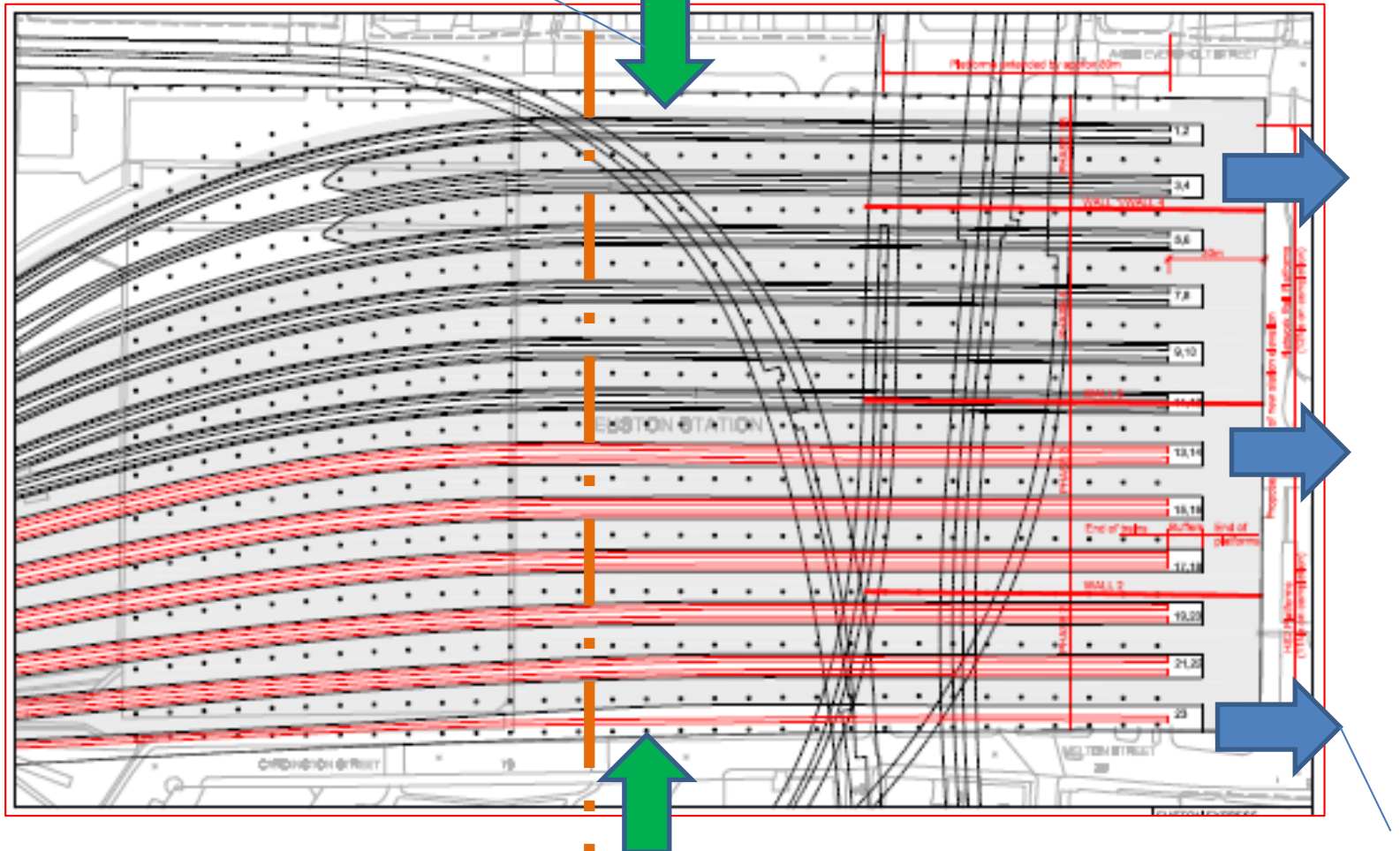
Subway to

Euston

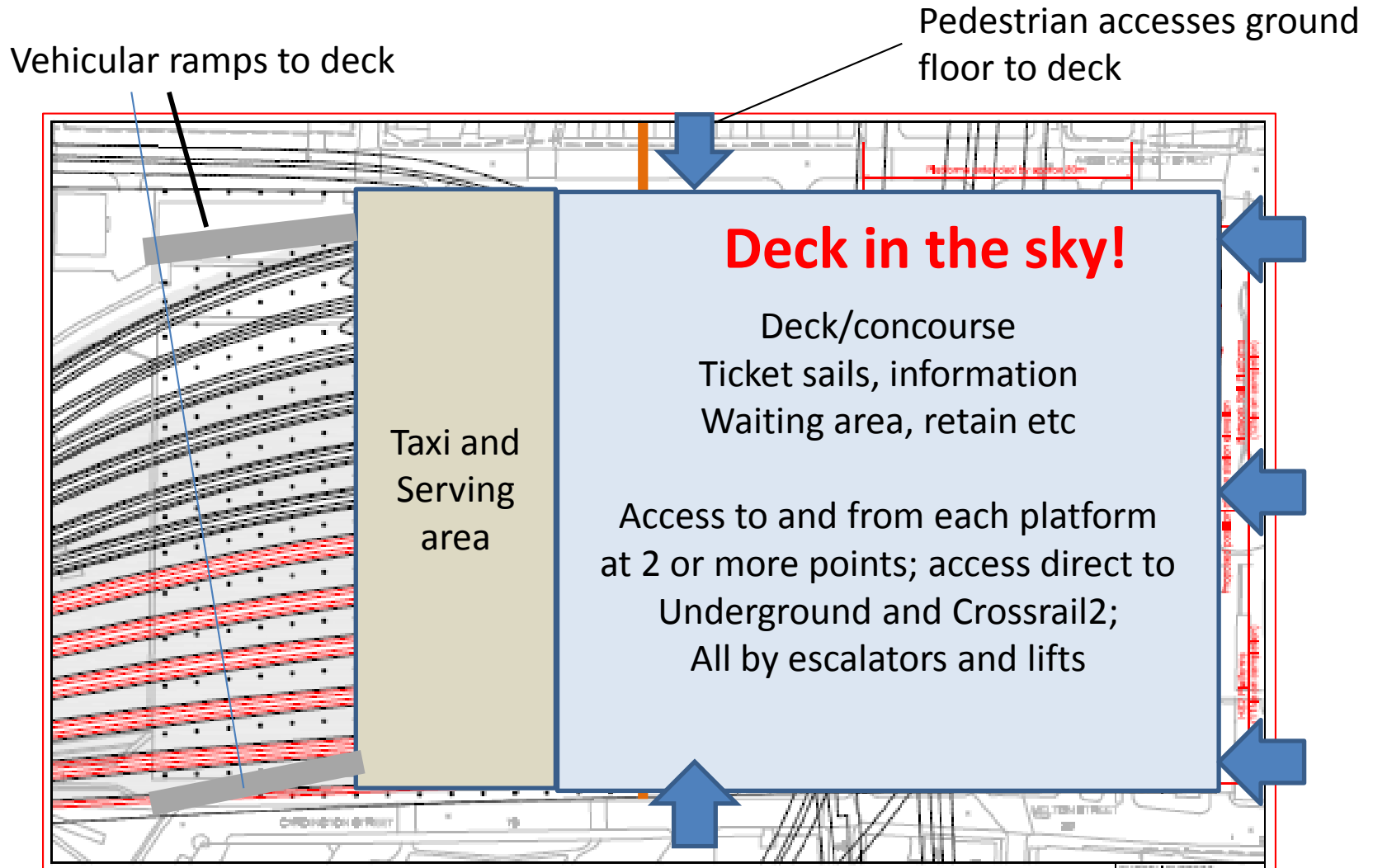
# Pedestrian flows at platform/ground level

Access to/from street level  
To deck and Underground/Crossrail 2

Access to/from each platform  
at 2 or more points direct to  
Underground and Crossrail2 and deck;  
All by escalators and lifts



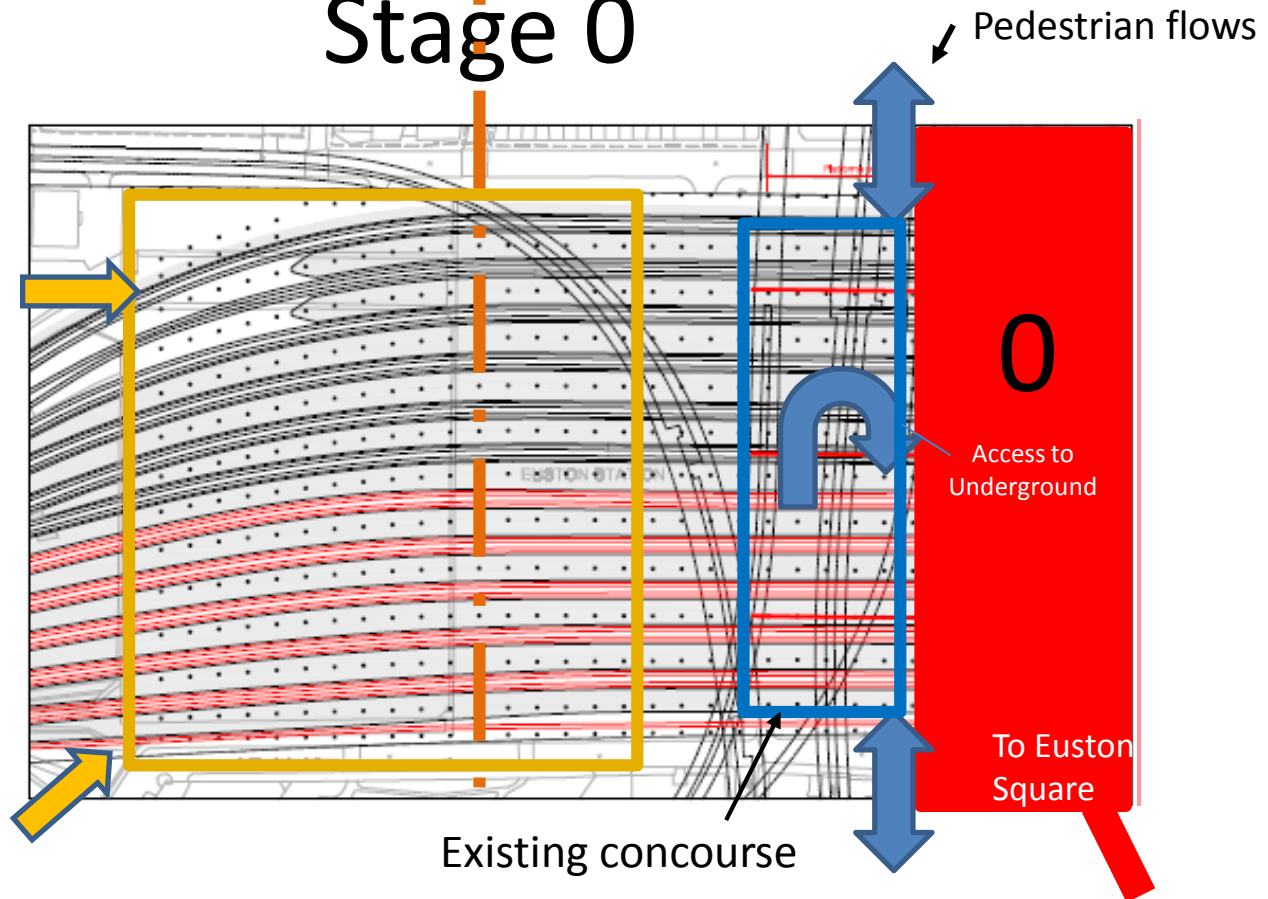
# Pedestrian flows at deck level



# Construction sequence

## Stage 0

construction access  
to deck above for  
Phases 1 onwards



Work to include:

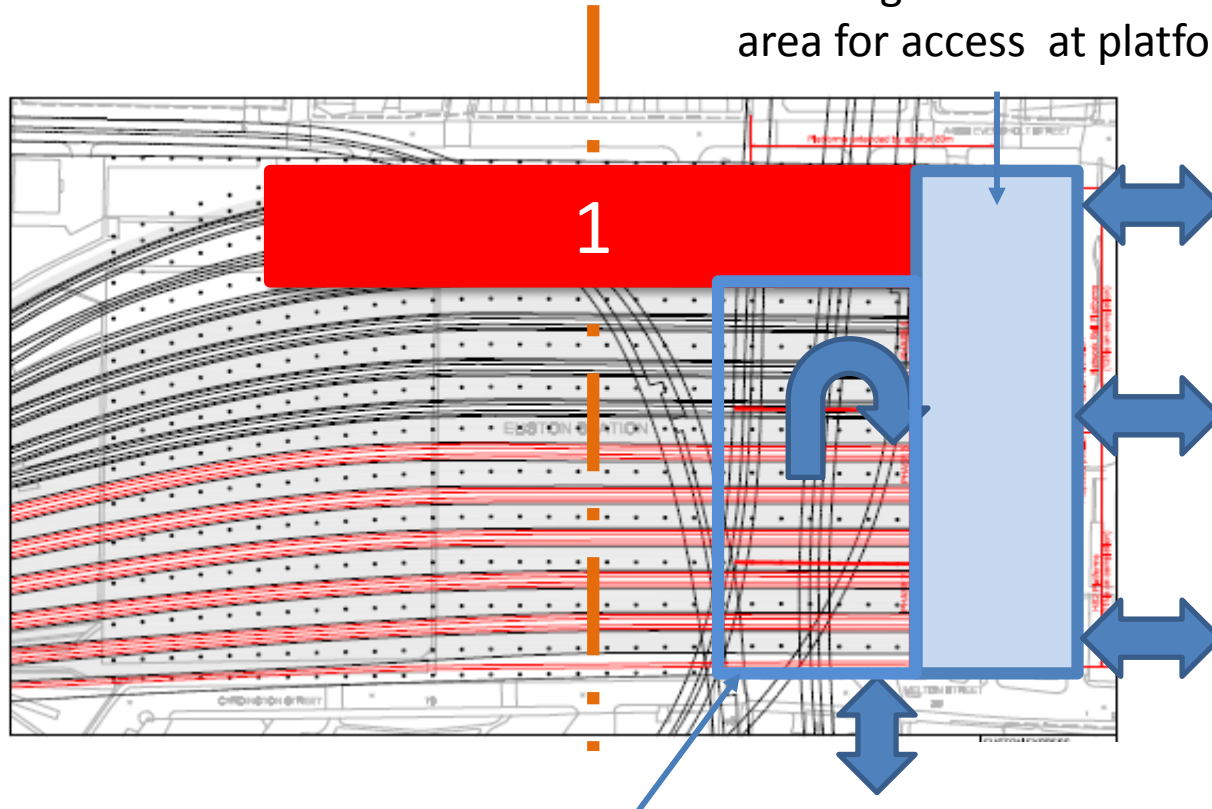
Demolition of offices and underground structures south of the station, working from East to West.  
Construction of subways under platforms to Underground, Crossrail 2 and Euston Square,  
installation of new track and platform ends.

Construction of new deck over, with installation of temporary or permanent stairs/escalators.

Provision of temporary stairs/escalators for pedestrians to use deck or ends of platforms.

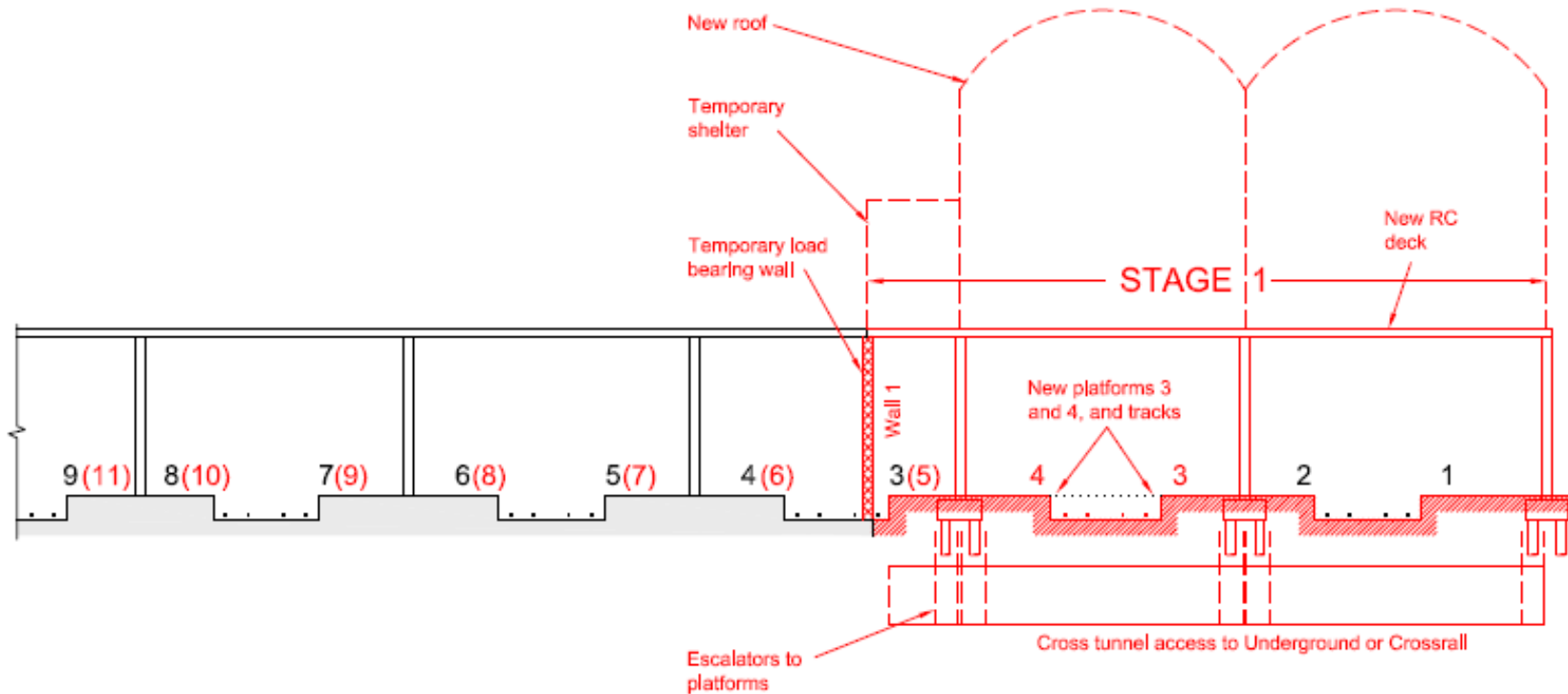
# Stage 1 plan

Deck/concourse complete. Temporary covering for access over new track area for access at platform level



Existing concourse

# Stage 1 section



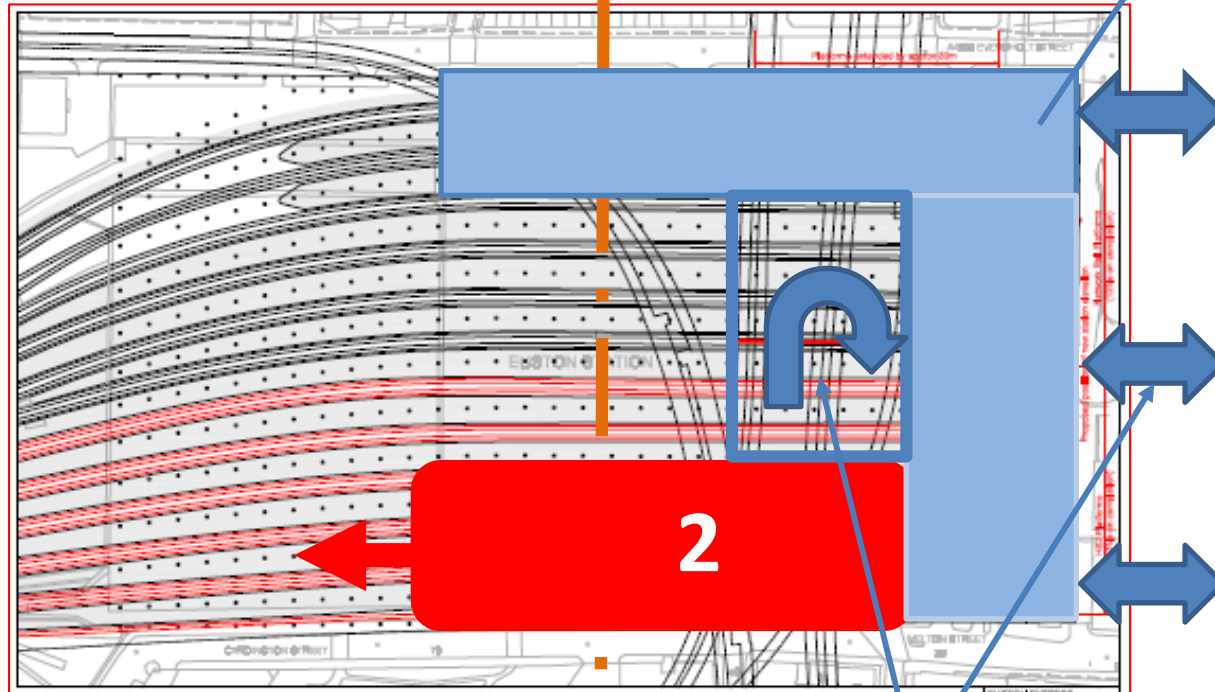
## STAGE 1:

1. Give Contractor possession of Stage 1. Erect temporary load bearing Wall 1. This leaves NR with 15 platforms.
2. Piled foundations for 3 new lines of columns.
3. New concrete deck and roof over.
4. Put in new track and new platforms 3 and 4.
5. Take down temporary wall, leaving 20 platforms. Platforms are new full length.



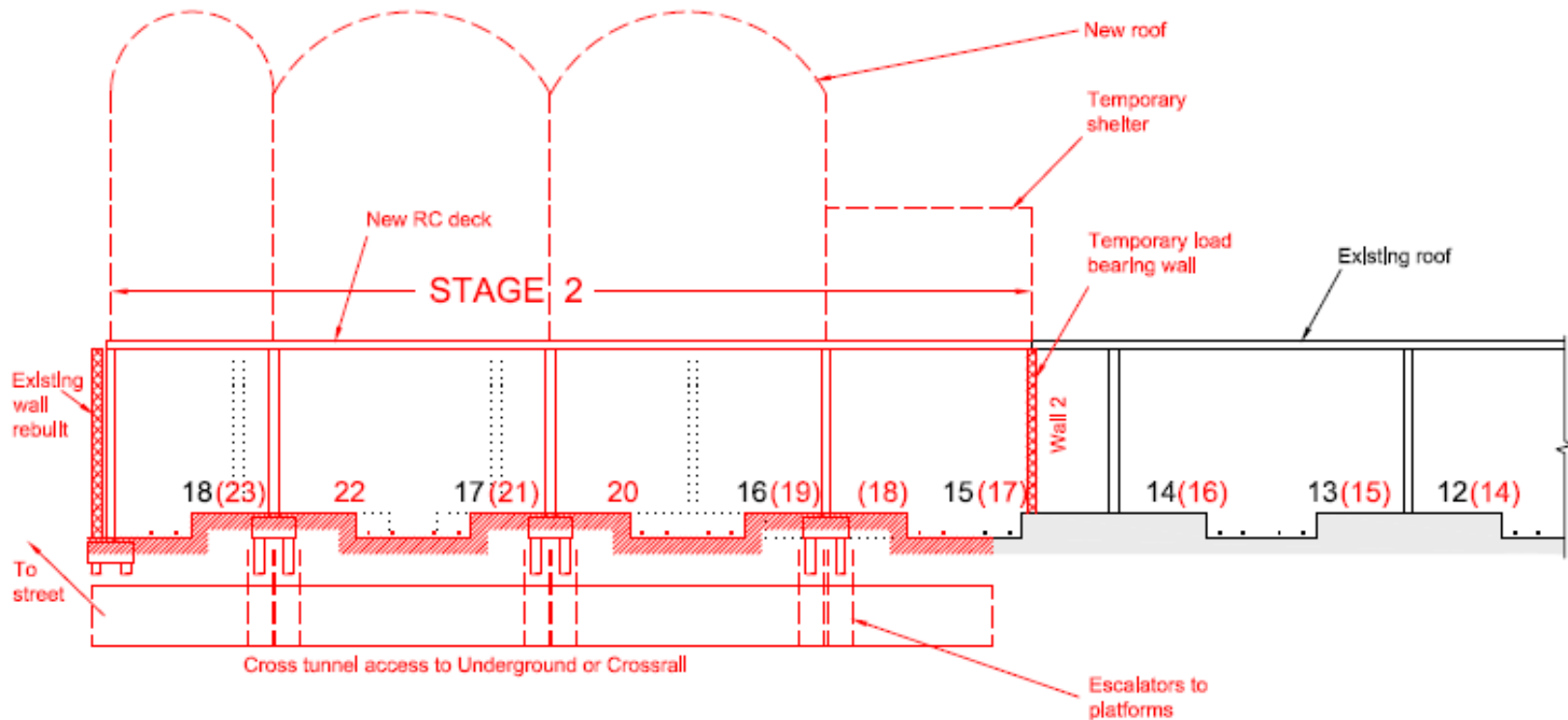
## Stage 2

Deck/concourse complete. temporary covering for access over new track area at platform level



Access to Underground

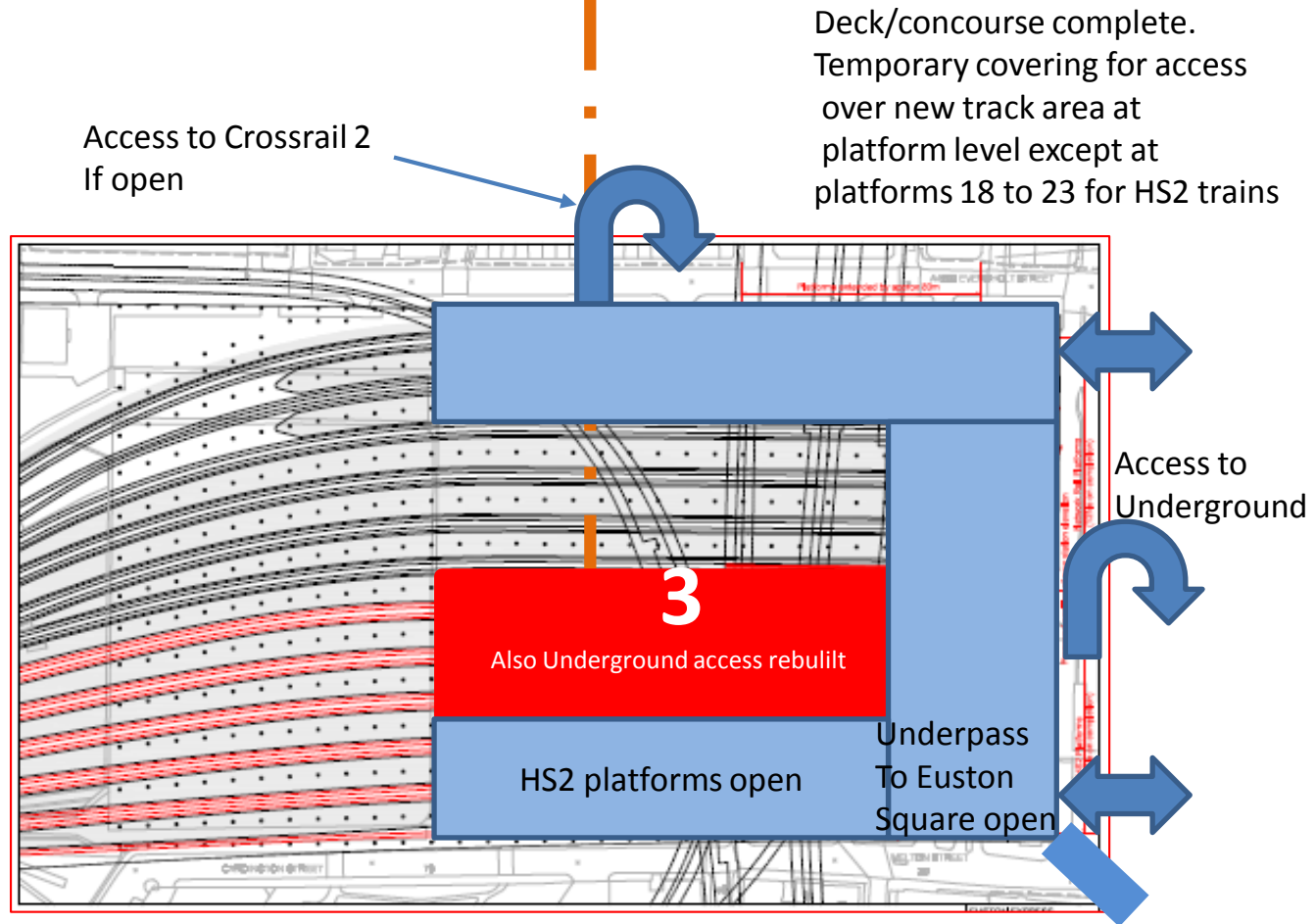
# Stage 2 section

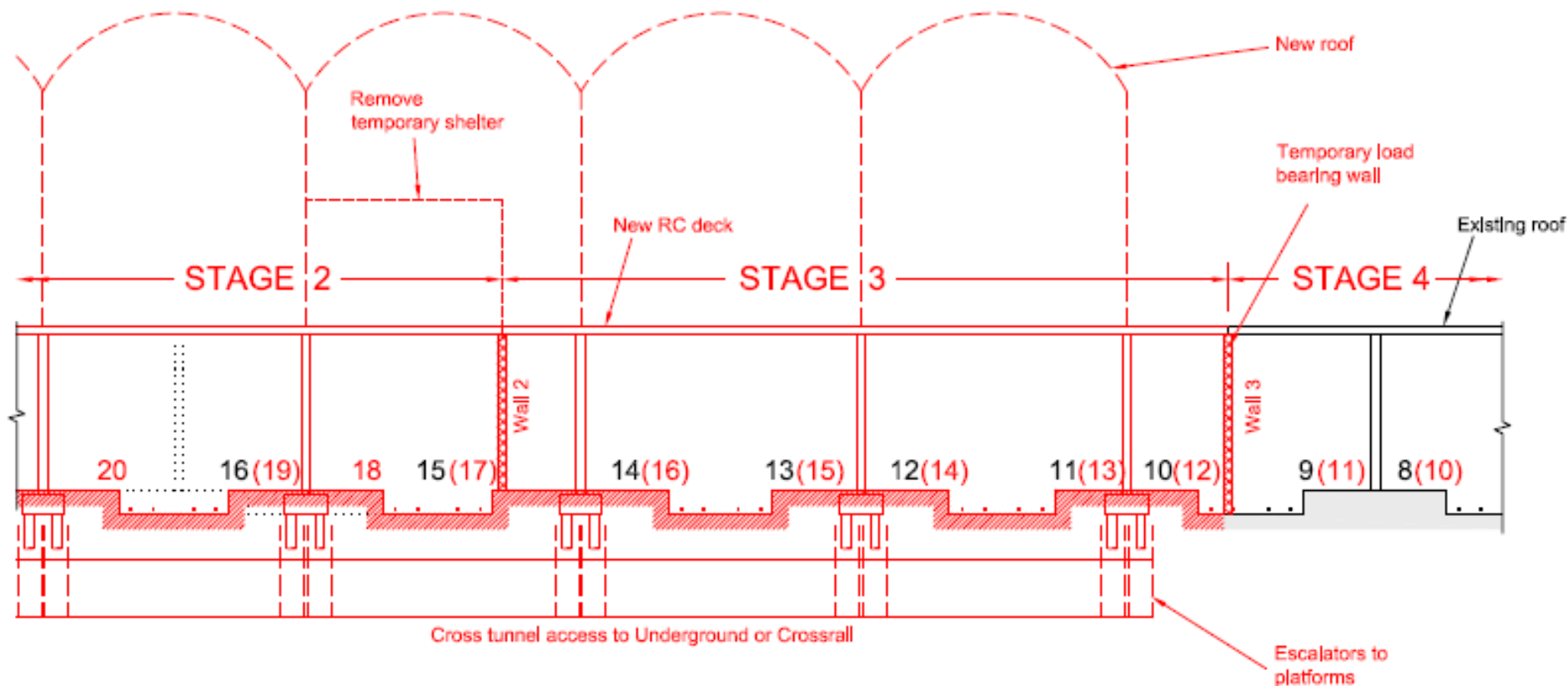


## STAGE 2:

1. Give Contractor Stage 2, west side of station, temporarily leaving 16 platforms.  
Erect temporary load bearing Wall 2.
2. Piled foundations for 4 new lines of columns.
3. New concrete deck and roof over.
4. New tracks and platforms 18 to 23. All to new full length.
5. Leave Wall 2, give tracks 18 to 23 back to HS2.

# Stage 3 section

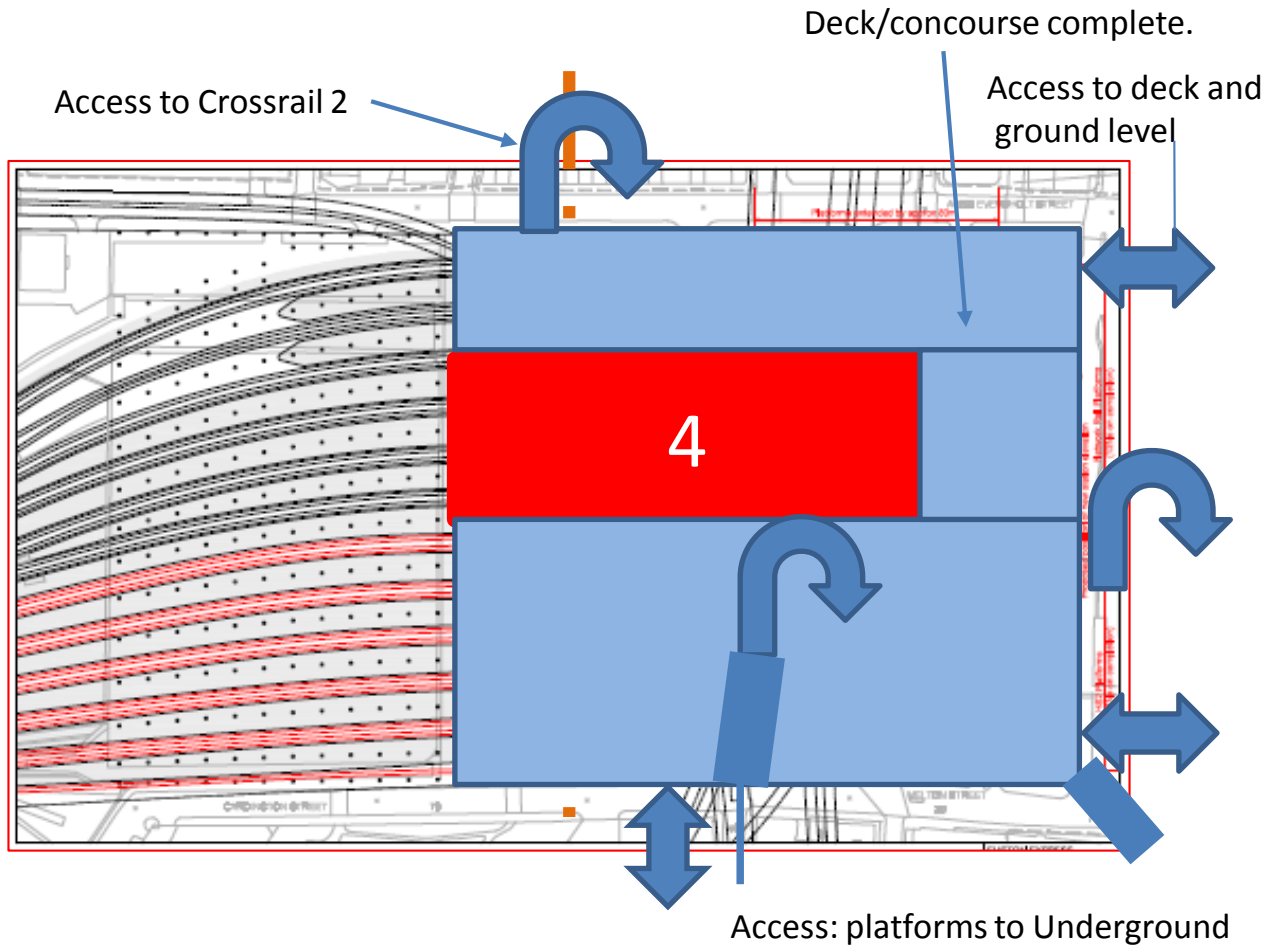




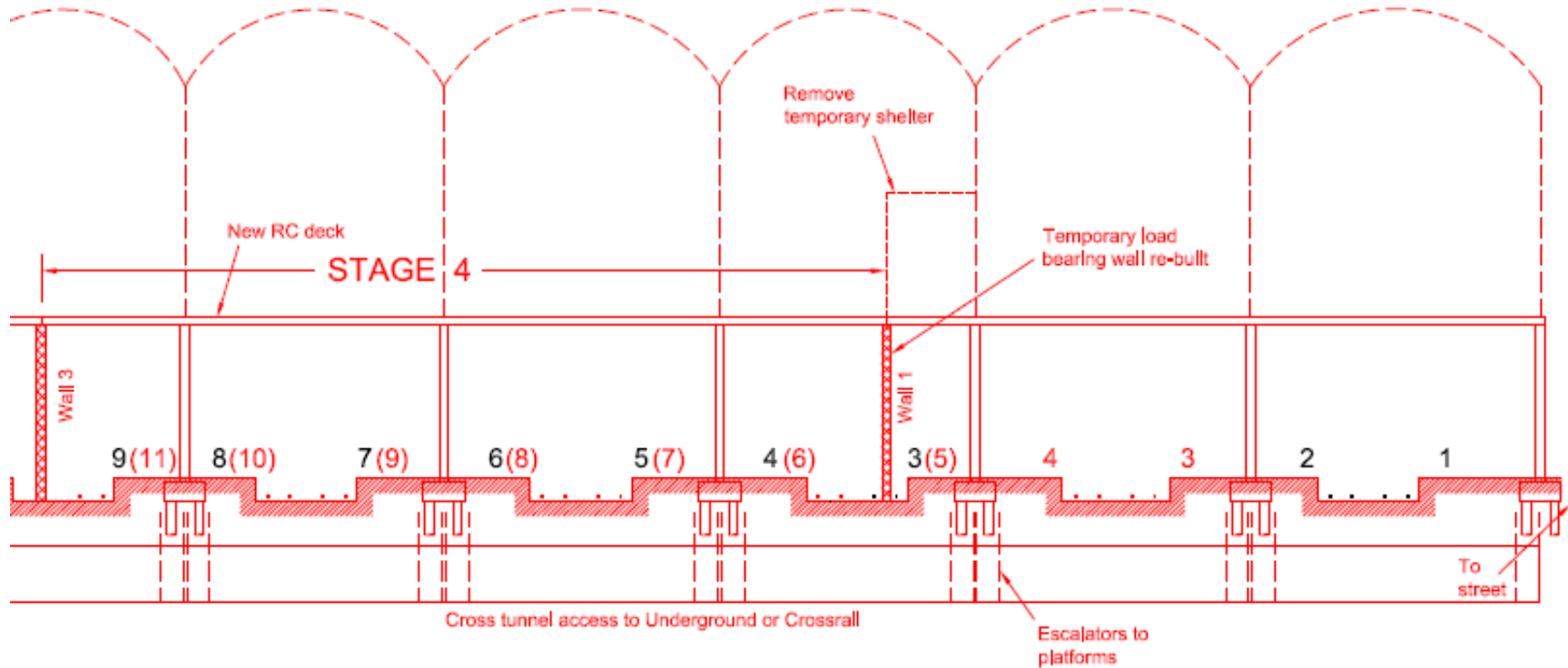
## STAGE 3:

1. Give Contractor Stage 3.
2. Erect temporary load bearing Wall 3 leaving 17 platforms.
3. Piled foundations for 3 new lines of columns on the same lines as existing.
4. New concrete deck, extending from end of Stage 2 deck; roof over.
5. Extend tracks and platforms 11(13) to 14(16).
6. Take down Wall 2 so that track 17 can be accessed, leaving 22 platforms.

# Stage 4



# Stage 4 section



## STAGE 4:

1. Give Contractor Stage 4.  
Re-build temporary load bearing Wall 1 leaving 16 platforms.
2. Piled foundations for 3 new lines of columns on the same lines as existing.
3. New concrete deck.
4. Take down Wall 3 leaving 23 platforms.



# Euston Express construction time

- Our estimate of construction time of the 5 Stages is:
  - Permissions and detailed design 2 years
  - Stage 0 2 years
  - Stage 1 1.5 years
  - Stage 2 1.5 years
  - Stage 3 1.5 years
  - Stage 4 1.5 years
  -
- Stage 2 must be complete by the time HS2 services stage, currently planned for 2026.
- This is achievable if permissions and detailed design start in 2019.
- Then station complete by 2029

# Platform availability by stage

	For HS2	For WCML
During construction of:		
Stage 0	0	18
Stage 1	0	15
Stage 2	0	16
Stage 3	6	10
Stage 4	6	10
When complete	11	12

# Costs

Petitioner remains very concerned about the costs of the AP3 scheme.

Specification is unnecessarily high; assertions by HS2 during the House of Commons hearings and later that E Ex more expensive still not resolved.

Petitioner therefore asked eminent QS Michael Bing to cost the two options on a like for like basis.

# Cost summaries

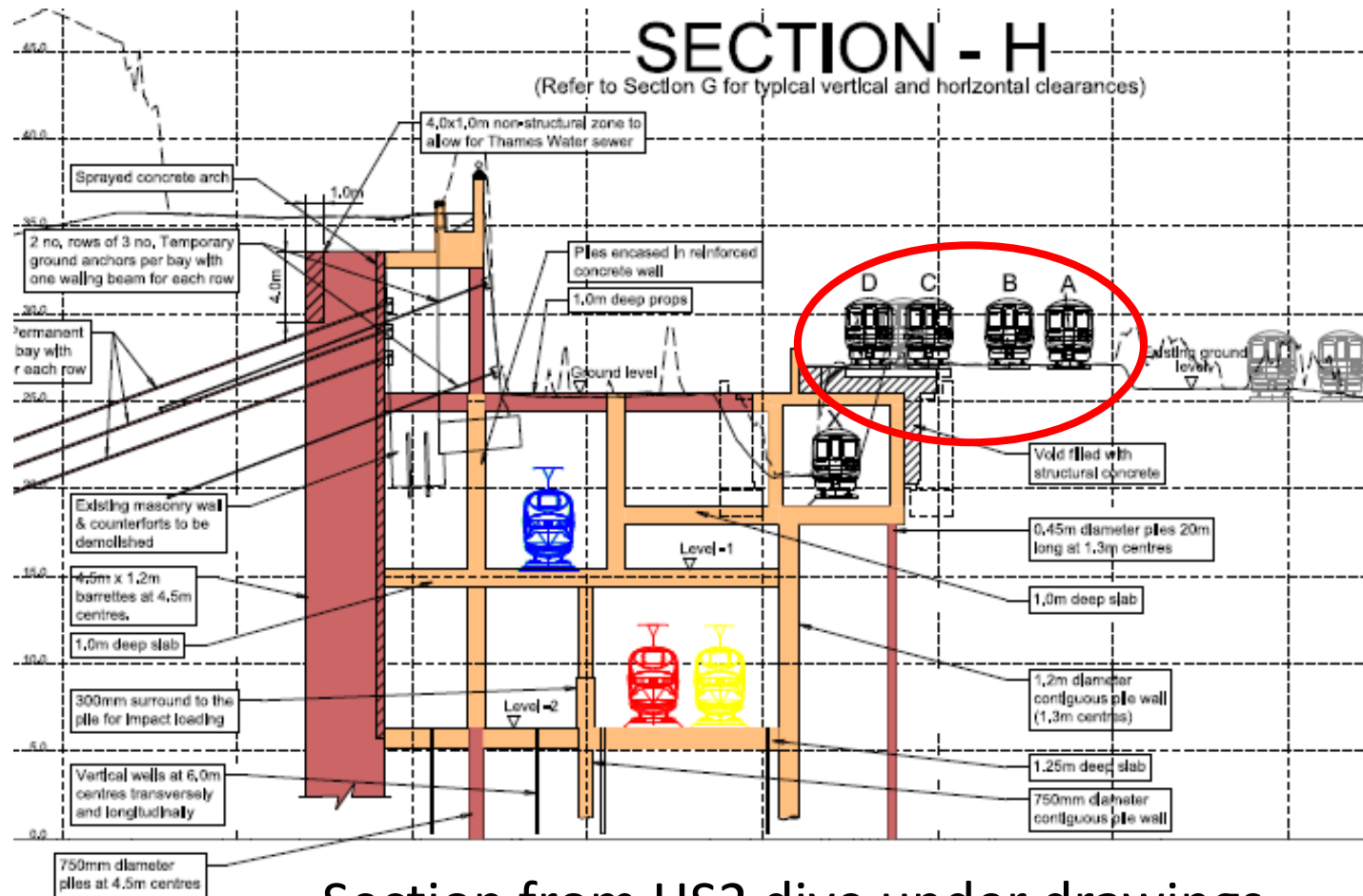
- Comparing HS2 AP3 to E Ex from Old Oak Common portal to and including Euston station, using 2015 4<sup>th</sup> Quarter costings on a like for like basis:

	HS2 AP3	E Ex	Saving
• <b>Overall cost</b>	<b>£ 5,647m</b>	<b>£3,797m</b>	<b>£1,850m</b>
• <b>What do you get for this?</b>			
• <b>New station for HS2</b>	<b>Yes</b>	<b>Yes</b>	
• <b>New station for WCML</b>	<b>No</b>	<b>Yes</b>	

- If it were possible to provide E Ex for just the HS2 part, the E Ex cost would be say 50% - £1,900m.
- This means that, for HS2 related work, the E Ex solution is £3,740m cheaper.**

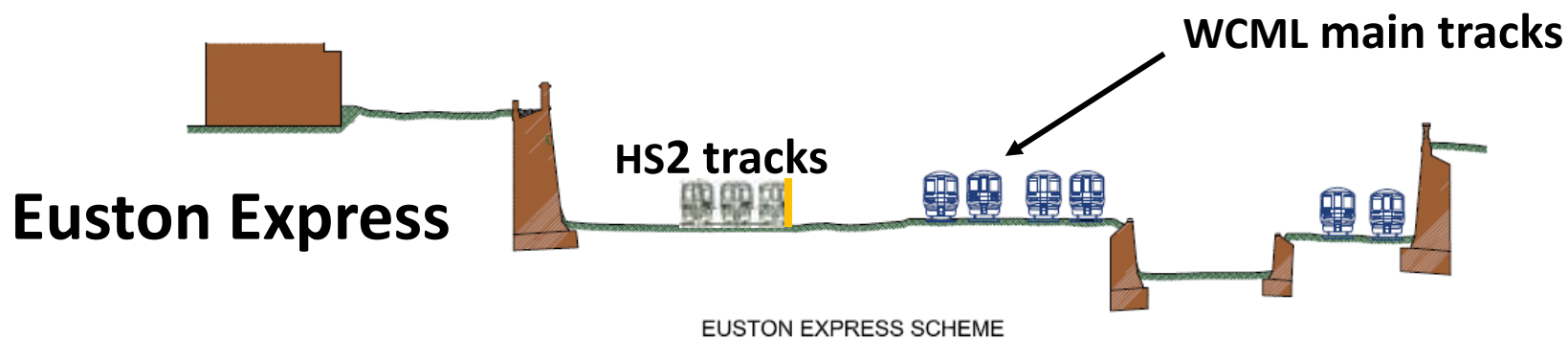
*All determinations of cost have been prepared using measurement and valuation process set out in the "Rail Method of Measurement" (RMM) Volume 1 – Cost Planning, published by Network Rail in July 2014. Based on 4<sup>th</sup> Quarter 2015.*

# Keeping WCML trains operating during AP3 construction could be tricky!



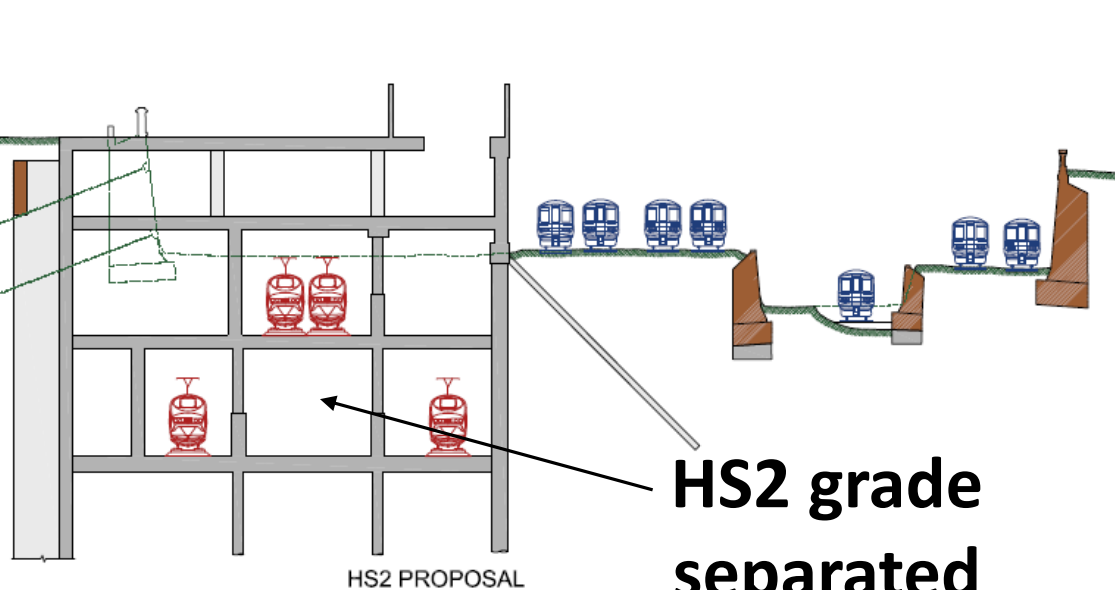
Section from HS2 dive under drawings  
for Park Village East

# Compare cross-sections at Park Village East.



Is this really necessary just in case trains from Scotland are 1 minute late?

There are better ways of regulating trains – by using the 6 platforms at OOC where they all





## Alternative options to AP3

- Euston Express, with tunnel from Old Oak Common to join WCML near Queens Park
- Use AP3 tunnel portal location, and the combined Euston scheme as outlined here within the Euston station width.
- They should be evaluated by HS2 and NR, whose property it runs on, in a 'Can Do' attitude!

# Conclusion – the benefits of an integrated station

- Less land: Only needs existing Euston station footprint within Bill area except to the South and Hampstead Road Bridge
- Costs less: Saves Government £1,850m whilst giving commuters a new WCML station as well.
- Less disruption to WCML services
- Shorter construction time – 10 years compared with 19 for AP3, much less impact on residents.
- Creates an integrated whole station, with level deck above to give permeability across the area
- Still allows for growth in both HS2 and WCML traffic, for commuters and HS2 passengers

# HS2 gives you...



Half the station, with  
construction over 17 years



Nothing ever for WCML  
passengers except an  
adjacent building site  
for 17 years

# An integrated station gives you...



## A new station for all, HS2 and WCML passengers, in 10 years!

## Can this be delivered?

- Without an AP and allowing the Bill to pass, it is still possible.
- Changes that cannot be done under permitted development rights can be made if ministers want it by Transport and Works Act Orders. Allow 3 years for this process.
- All the needs for permissions, including environmental studies, from Old Oak Common to and including Euston, using either route option, should be explored urgently. In the mean time, ministers should instruct HS2 to put on hold any potentially affected works, even if the Bill is passed.

## Sam Price asks the Committee...

- If the Committee is not satisfied that the Bill scheme is the best way of meeting the concerns of the petitioner, but still wishes to see the Bill go forward, then he suggests that the Committee may wish to:
  - express concerns about the Bill scheme for the Euston area;
  - whether it is the optimum solution for the parts needed for HS2 in terms of environmental effects on the petitioner, the length of time of construction and the costs;
  - and the option of including the whole of the station into one scheme and, if not, whether it will investigate and report on alternatives in a timely manner to allow these to be adopted.
- This could include seeking any additional permissions for works using the Transport and Works Order procedure.