

27th February 2015



Councillor Sarah Hayward
Leader of the Council

Rt Hon Patrick McLoughlin MP
Secretary of State for Transport
By email

CC: Rt Hon George Osborne MP;
Mayor of London

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Dear Secretary of State,

HS2 PLANS FOR EUSTON STATION

On Monday evening I, along with other community representatives, attended a community meeting held by HS2 to give an update on Euston. This was followed on Wednesday by a meeting with Sir David Prout. I understand you are due to receive a similar update in early March and think it would be extremely helpful if we could meet to discuss as a matter of urgency.

We were presented by senior HS2 officers with a “final option” for Euston. It appears that this option seeks to phase the construction of high speed tracks over a longer period of time, does not give any guarantee of redevelopment of the remaining mainline tracks and station, and offers little in the way of development potential for affordable housing and new jobs; crucial for our communities if HS2 is imposed on Camden. This option as presented looks like “Option 8” over a longer period of time, threatening to extend construction at Euston well beyond 2030.

We understand that the concept outlined on Monday night would:

- Use the same footprint as the current scheme in the Hybrid Bill, known as Option 8, taking land to the west of Euston station.
- Adopt a phased approach that would see:
 - The first High speed lines built to the west of the station by 2026
 - The second high speed lines built within the station by 2033
 - The re-development of the classic (eastern) side of the station being re-developed by Network Rail at an unspecified time in the future if funding is secured.

When Sir David Higgins published *HS2 Plus* in March last year, he wrote:

“The developments at St Pancras, and now King’s Cross, have demonstrated how a strategic approach can not only deliver an integrated transport hub and better facilities, but also transform and regenerate the local area. We believe there is a unique opportunity to do the same at Euston.”

Your response in the HS2 Bill debate to those comments about Euston was:

"I welcome Sir David Higgins's recent report "HS2 Plus", which took a hard look at the plans. He proposes better developments at Euston... the truth is that when I first came to this House, we regarded Euston as the best station of the three. It is now way behind the other two stations. HS2 gives us a once in a lifetime opportunity to make a transformational change to Euston station, which will bring it into line with the other two stations."

These positions were reiterated and reinforced by your Minister John Hayes in the House just last month. I should like to understand why HS2 are now seemingly intent on going back to a version of a discredited and unacceptable plan.

You will already be aware of Camden's position that we oppose HS2 as currently planned but any new scheme imposed on Euston must:

- Deliver comprehensive redevelopment in line with the Euston Area Plan
- Provide affordable homes and jobs
- Provide east-west permeability, active frontages on the west and east sides of the station, and new and improved public realm and open space.
- Minimise the impact of construction on local homes and businesses
- Integrate with the local transport network, including pedestrian and cycle routes

I will make myself available at the earliest opportunity to discuss these issues. In view of wider interests in Euston, I am copying this letter to the Chancellor and to the Mayor of London in the expectation that they will want to be involved. In view of the considerable public interest in this issue, I am making this letter available on Camden Council's website.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Sarah Hayward', written in a cursive style.

Councillor Sarah Hayward
Leader of the Council