

Euston Management Board

6th February 2018

Camden Council, 5 Pancras Square, 11th Floor, Room 10.12

Time: 2pm – 3.30pm

Attendees: David Joyce (chair); Lucinda Turner (TfL); Dushen Naidoo (NR); Mary-Ann Lewis (LBC); Richard Wilson (LBC); Martin Cowie (GLA); Kerry Bangle (HS2); Karen Campbell (HS2); Karen Galey (LBC); Cavendish Elithorn (DfT); Laurence Whitbourn (HS2); Julien Mas; Therese Gallagher (LBC – note taker);

Welcome, introductions, apologies	ACTION
<p>Juliemma McLaughlin (GLA); Isabelle Adams (CR2); Tom Venner (HS2); Rachel Fisher (DCLG)</p>	
Minutes of the last meeting	
<ul style="list-style-type: none"> • Agreed that will be published asap 	
Network Rail Design Feasibility work update	
<ul style="list-style-type: none"> • DN provided a recap on Network Rail’s design feasibility work and the options families for station refurbishment or redevelopment • Discussion points included: <ul style="list-style-type: none"> ○ Level of activation on Eversholt Street varies depending on family concept. ○ There are varying degrees of intervention in the different ‘families’; ○ Passenger disruption during construction will be a key consideration in decision-making. • Next steps will include: <ul style="list-style-type: none"> ○ Looking at level of disruption and cost and ways to reduce these; ○ Comparisons were drawn to London Bridge and whether there were any lessons to be learnt. 	<p>Presentation needs to be updated for ESB to reflect disruption impacts on assessment of options</p>
Euston Growth Strategy	
<ul style="list-style-type: none"> • MAL presentation included a reminder about purpose of growth strategy which is to: <ul style="list-style-type: none"> ○ provide a narrative and evidence base – looking to refresh and align existing; ○ Consider how Euston can foster and prepare for growth associated with the existing innovation district and other appropriate growth. • Highlighted the need to update the GVA and revenue uplift estimates which is expected to cost in the region of £30,000 • Discussion points included the need for: <ul style="list-style-type: none"> ○ a focus on additionality of the growth and the relationship to growth in the rest of the country ○ figures to include a range; 	<p>Board members to consider whether they can contribute to this and LBC to provide more details of costs</p>

<ul style="list-style-type: none"> ○ Consideration of what Camden & London can bring to finances - finance modelling was highlighted as a next step following an update to the evidence base; ○ Testing of the correct development potential (input from MDP needed); ○ A break down how various workstreams can input. 	
MDP update	
<ul style="list-style-type: none"> ● Received three very strong bids . ● Currently working on timing of decision and subsequent announcement which could be delayed by Parliamentary recess as needs to be approved by Chancellor and then SoS, if not this week then pushes back to week after next. ● MDP focus will be preparing a business plan for first three months. ● Query raised about timing of next HS2-led, cross stakeholder comms group. 	<p>KC to follow up with timing of Feb meeting</p>
2018 programme	
<ul style="list-style-type: none"> ● Discussion focused on the need for detail on certain inputs, which will sit beneath integrated programme. This includes: <ul style="list-style-type: none"> ○ How the MDP contract, station contract, main works contract will interact; ○ The need for a collective planning strategy - discussion needed with LBC on right time and format for submissions; ○ How other areas outside of the redline such as Euston Road and Eversholt Street will be considered. ● LT highlighted the need to work with TfL to satisfy their requirements. 	<p>Circulate slides</p> <p>Working group(s) to be established to work on detail</p>
Euston Design Panel going forward	
<ul style="list-style-type: none"> ● The inclusion of NR, MDP, CR2 projects will require a discussion about the ToR which will need to be broadened in order to widen remit and costs. ● Kate Hall is HS2 lead. 	<p>Meeting to be arranged to discuss remit & ToR</p>
Euston Strategic Board Agenda	
<ul style="list-style-type: none"> ● MDP introduction – will know whether this will be possible at the end of the week given uncertainty about timing of appointment. 	<p>HS2/ DfT to advise LBC</p>
AOB	
<p>None</p>	

Euston Management Board

19th April 2018

Camden Council, 5 Pancras Square, 11th Floor, Room 11.12

Time: 4pm – 5.30pm

Attendees: David Joyce (chair); Richard Wilson (LBC); Therese Gallagher (LBC); Lorena Naylor (TfL); Isabelle Adams (TfL); Dushen Naidoo (NR); Lyndon Fothergill (GLA); Kerry Bangle (HS2); Karen Campbell (HS2); Claire Carter (DfT); Bek Seeley (Lendlease); Kristy Lansdown (Lendlease); Karolina Hall (LBC – note taker)

Welcome, introductions, apologies	ACTION
<p>Juliemma McLaughlin (GLA); Karen Galey (LBC); Lucinda Turner (TfL); Laurence Whitbourn (HS2); Kate Cohen (DfT)</p>	
Minutes of the last meeting	
<ul style="list-style-type: none"> • Agreed that comments will be provided to LBC and minutes will be published asap 	
Roundtable update	
<ul style="list-style-type: none"> • Network Rail (DN): <ul style="list-style-type: none"> ○ GRIP 3A is underway with design teams in place to produce a design concept in the first 6 months ○ Discussions held with HS2 around location of cut line ○ ITSS study is being defined • HS2 (KC/KB): <ul style="list-style-type: none"> ○ Lendlease has been introduced to some stakeholders ○ Developing engagement strategy with Lendlease; LBC attendance will be requested at some meetings ○ HS2's RIBA 3 designer has mobilized and has conducted due diligence on the RIBA2 design and drafted stakeholder management plans. ○ Key design and planning meetings being established • GLA (LF): <ul style="list-style-type: none"> ○ No update • TfL (LN): <ul style="list-style-type: none"> ○ Working with HS2 in relation to RIBA3 designs ○ Planning temporary relocations, including taxi rank ○ Initiated meetings with Lendlease, kick-off held 18 April • TfL CR2 (IA): <ul style="list-style-type: none"> ○ Independent affordability review being prepared ○ Additional coordination needed between CR2 and LBC on safeguarded site scenarios • Lendlease (BS/KL): <ul style="list-style-type: none"> ○ Finalising business plan for submission to HS2 in mid June; collaborative workshops have been held with HS2 in preparation of BP 	<p>Lendlease to be included in cut line conversations</p> <p>In preparation for Schedule 17 applications, HS2 should give LBC early view of phasing</p>

<ul style="list-style-type: none"> ○ Initial station design discussions have taken place with HS2 and NR ● LBC (RW/TG): <ul style="list-style-type: none"> ○ Currently considering timetable for the production of the planning brief and will revise once there is a better understanding of Lendlease programme. 	
Key issues for 2018 and integrated programme – DfT Boards forward look – DfT, LBC, HS2	
<ul style="list-style-type: none"> ● CC talked through the Key Issues for 2018 log and Euston Integrated Plan ● Discussion points included: <ul style="list-style-type: none"> ○ Key Issues have been subdivided to identify design development workstreams to inform design progress during the year, and where decisions may need to be made by end of 2018; ○ General agreement that the Integrated Plan is very valuable tool and helpful to see all workstreams in one place; ○ Additional thinking is needed around how the two documents can be more directly used together to highlight interdependencies; ○ Integrated Plan should: <ul style="list-style-type: none"> ▪ incorporate some form of critical path analysis to better demonstrate interconnectivity of milestones, i.e. if one milestone is not reached, what is impact on other workstreams; ▪ highlight the importance of understanding what decisions are being taken and what their full implications/ influence on future decisions are; ▪ ensure that the right decisions are made at the right time. ○ The Integrated Plan will incorporate relevant parts of the Lendlease business plan once it is finalized. 	<p>Board members to circulate specific comments on Key Issues and Integrated Plan documents</p>
TfL surface transport update – TfL	
<ul style="list-style-type: none"> ● LN provided an update on bus interchange alternatives ● Discussion points included: <ul style="list-style-type: none"> ○ Highlight of importance of buses at Euston, with current and projected demand, flexibility of buses as a transit mode, compatibility with OSD and support of Healthy Streets ○ There is a roughly even split of bus users at Euston traveling to and from north, south, east and west directions ○ Presently, most bus riders combine trips with walking, and fewer with tube or rail connections ○ TfL sees bus-bus interchange as relatively high at Euston ○ TfL has concluded that, based on outlined data and cost efficiencies, bus interchange should be located at 	<p>Meeting for TfL, Lendlease and HS2 to review Lendlease bus/transport designs; include LBC in discussions</p> <p>Schedule 17 scope requires further</p>

<p>southeast corner, and presented series of configurations</p> <ul style="list-style-type: none"> ○ TfL will continue to work with key stakeholders to ensure any additional information needed can be reviewed. Finalisation of bus station location options in Integrated Programme seems premature – the Schedule 17 application scope and Integrated Programme target should be reviewed to allow more time ○ Lendlease has developed some layouts for review with TfL ● LN provided an update on Healthy Streets timescales ● Discussion points included: <ul style="list-style-type: none"> ○ Part B (Local street network review) draft outcome plan is being prepared with LBC for June/July ○ Part A (Strategic road network review) draft outcome plan will follow in 2018/19 ○ Agreement that the initiative will help to address some problematic crossing conditions along Euston Road ○ Eversholt Street work should be coordinated with NR, TfL and Lendlease ○ The work should consider improvements in the short, medium and long term ○ IA noted that location of taxi ranks should be assessed in the broader area, including King’s Cross/St. Pancras 	<p>investigation to allow time for bus location planning</p>
<p>AOB</p>	
<p>None</p>	