



Department
for Transport

From the Minister of State
Andrew Stephenson MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: andrew.stephenson@dft.gov.uk

Web site: www.gov.uk/dft

Our Ref: MC/288354

Lord Berkeley

tony@tonyberkeley.co.uk

3 June 2020

Dear Lord Berkeley

Thank you for your letter of 15 March, about Euston station and approaches for HS2. I apologise for the delay in responding.

In relation to the suggestion in your letter that Lendlease, the development partner for the Euston Station, has indicated that it wishes to terminate its development agreement, you will have seen I was copied in on the letter that Lendlease sent to you pointing out that you were misinformed in relation to its on-going interest in the Euston project, and that Lendlease will continue to work collaboratively with this Department.

The Oakervee Review considered whether money could be saved by terminating HS2 at Old Oak Common, but concluded that Euston station is an important part of realising the benefits of HS2 and that the section from Old Oak Common (OOC) to Euston should not be removed from the scope of the project. In addition, Transport for London, in its evidence to the Oakervee Review, stated that Elizabeth Line services would be extremely crowded if forced to disperse larger HS2 passenger numbers, if Old Oak Common is the only HS2 station in London.

I note your comments on your view that 12 trains per hour could be turned around at OOC with a 6 platform design. The Department does not believe that this could be reliably achieved over a sustained period, because the track layout is designed for through running not for terminating. Only the middle two platforms have crossovers close to the platforms that facilitate efficient turnaround. From the outer four platforms, a wrong-direction move all the way to Victoria Road box is needed for all terminating trains – no other movements in or out of the station can take place while this movement is taking place. As a result, this severely limits the capacity of the station.

To rectify this and make OOC suitable to terminate more than 6tph, a more complex track layout would be needed at the western end of the station which would require substantially more land than what is being taken at present, and would likely require a reopening of the HS2 Act creating unacceptable delays to the wider HS2 programme and DiS dates.

A handwritten signature in blue ink, appearing to read 'Andrew Stephenson', with a horizontal line extending to the right.

ANDREW STEPHENSON MP

MINISTER OF STATE FOR TRANSPORT