

# MAYOR OF LONDON

**Rt Hon Patrick McLoughlin MP**

Secretary of State  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London SW1P 1DR

**Date:**

**10 MAR 2014**

Dear Patrick

**Re: HS2 Hybrid Bill Consultations and Optimising HS2**

I would like to congratulate you and your team for progressing the HS2 scheme to the point of Hybrid Bill deposit in a challenging environment. TfL will be responding directly to the HS2 consultations which are currently underway with detailed comments on the Hybrid Bill proposals and in particular the environmental and transport assessments undertaken.

I agree with you that HS2 represents a key element in reshaping the nation's transport network to enable the UK economy to continue to deliver growth. I am also encouraged by the working relationship that TfL and GLA officials have formed with HS2 Ltd and DfT which has yielded some improvements to the original scheme proposed in 2011.

As you know, I support the HS2 Hybrid Bill in principle, subject to a number of conditions which I first laid out in 2011. As we have discussed in the past, I continue to seek changes to the current Bill proposals to ensure that a better HS2 is delivered which brings real benefits to London and minimises its impact during construction. Given that over 70 per cent of all journeys using HS2 are forecast to start or end in London, constraining the design in London would be short-sighted, and while some limited progress has been made on addressing my concerns, I am disappointed that more progress has not been made since the last formal consultation in 2013. Much more work is needed, and I firmly believe that many of the concerns I have raised can be overcome. The appointment of Sir David Higgins is a great opportunity to challenge a number of the current proposals to enable a more robust project to be developed.

The changes I propose are aligned with a number of critical Government documents, including the HS2 Sponsors Requirements, drafted by your officials, identifying the importance of delivering HS2 against a number of strategic objectives. In particular, HS2 Ltd should identify and develop stations that lead to better connected communities including proper links with local and regional transport networks. In addition, I expect HS2 Ltd to work with my officials, local authorities and business groups to help unlock regeneration opportunities through providing designs that include provision for over-site development and support my efforts to secure high quality, sustainable developments which minimise adverse social and environmental impacts.

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All options for Euston, including double-decking downwards need to be fully explored – that is we need to understand their costs, the potential for development contributions, and impacts locally and further north - before a final design decision is taken.

A common theme across these and other Government objectives is to ensure that HS2 is a catalyst for transforming the UK in a sustainable manner. However, in order to unlock HS2's full potential, the project needs to consider further the wider economic benefits and impacts and not just focus on delivering a high speed railway. I believe that a number of improvements could be made to the emerging HS2 design which will help achieve the Government's objectives in a cost effective manner. The most critical issues which require urgent attention are as follows:

- A. **Lack of connectivity at Old Oak Common (OOC).** The HS2 Hybrid Bill proposals for the OOC interchange must include an Overground station and provision for a Crossrail 1 connection on to the West Coast Main Line. Your Transport Assessment clearly demonstrates the direct benefits to HS2 of these schemes by reducing pressure at Euston and improving connections to HS2 for over 250,000 people and 100,000 jobs. Providing the Overground and Crossrail 1 WCML link proposals could generate over £.5bn in increased tax income over 30 years in additional development compared to the current HS2 Hybrid Bill proposals. In addition, having a single point of access onto Old Oak Common Lane is forecast in the HS2 ES to add over 400 vehicles per hour to the A40 junctions which are already operating close to capacity. Further access points are required to help distribute the HS2 traffic associated with Old Oak Common across the highway network. It is therefore considered essential that an alternative road access should be provided from the east at Scrubs Lane. This link would also act as a catalyst for regeneration by providing a direct connection to 35 hectares of land to the north of the Grand Union Canal.
- B. **The current proposal to link HS2 to HS1 is inadequate.** It would be highly disruptive to construct, and once operational, will constrain capacity on the North London Line impacting freight and London Overground services where demand has tripled since 2007 and is forecast to grow by a further 70% by 2021. I want to see a better HS2 to HS1 link which would be in tunnel. This will not only minimise the negative impacts of the current proposal, but also have sufficient capacity and flexibility to meet the longer term needs of the UK, including non-central London domestic trips and any recommendations from the Davies Commission on future airport strategy. I will continue to press the DfT to postpone the current proposals until Phase 2, with provision made in the first phase of the project for a segregated, tunnelled link.
- C. **Value from regeneration and oversite development needs to be maximised.** Changes to the Hybrid Bill design at Euston and OOC are required to unlock the regeneration of the wider area as demonstrated in the recent HS2 Ltd led study on Euston. I was disappointed that the January 2012 Euston station design was not further progressed and have consistently made the point that the current station design is 'sub-optimal' and that the plans do not have sufficient regard to the potential for regeneration and development around the station as set out in the draft Euston Area Plan. Further work is needed to develop station designs for Euston and OOC stations that can be better integrated with the longer term development plans and be a catalyst for regeneration including improved access to Wormwood Scrubs. If done properly, the economic uplift is likely to be significant at over 3,000 homes, 13,000 jobs and £950m of Gross Value Added per annum (GVA) at Euston (compared to less than 3,000 homes, 7,000 jobs and £270m GVA in the current HS2 proposals).

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At OOC, the opportunity of a properly integrated HS2 plan is even greater with over 20,000 homes and 50,000 jobs, generating billions in additional development value. You will be aware of the Chancellor's recent and welcome comments in relation to the significant opportunity at Euston and the possibility of full-scale rebuilding. I would urge you and your officials to work with me and other stakeholders to turn this this bold vision into reality.

- D. The HS2 construction proposals at both Euston and Old Oak Common require further work.** Work underway jointly with HS2 Ltd, NR and the TOCs urgently needs to identify changes to the phasing of works to the station works, LU station and existing NR concourse and highway works at Euston and to the GWML works and interchange station at Old Oak Common. This can help minimise the adverse impacts by reducing congestion as well as bring forward benefits.
- E. The impact to Crossrail 1 operations requires further work.** It is essential to ensure that disruption to Crossrail 1 services is avoided and that access to the Crossrail 1 depot is maintained at all times to allow the Crossrail service to operate. As with Euston, a delivery group made up of HS2 Ltd, NR and TfL is urgently required to develop robust plans and identify works that can be completed before Crossrail 1 services commence.

It is important to stress that without the necessary changes to the current HS2 proposals to address these concerns, I will have to raise objections to such aspects of the HS2 plans through petitioning the HS2 Hybrid Bill.

Whilst I am optimistic that we can find solutions to these all these issues, there is a limited amount of time in which to do to ensure that they have been addressed prior to the Second Reading of the HS2 Hybrid Bill. I hope we can work together quickly to deliver the best possible project from London and the UK more widely. I look forward to discussing this when we next meet.

Yours ever,



**Boris Johnson**  
Mayor of London