

Mr. Richard De Cani
Director of Strategy and Policy
Transport for London
Windsor House
42-50 Victoria Street
London SW1H 0TL

1st July 2015

Dear Richard,

Assurances Relating to High Speed Rail (London – West Midlands) Bill - Old Oak Common Connections

I am writing to you on behalf of the Secretary of State for Transport to set out the assurances that the Secretary of State is willing to provide you with in order to address your concerns about HS2.

These assurances are subject to the TfL and GLA not pursuing in Committee any matters set out in these assurances and the draft undertaking to the GLA relating to Design Principles, Station Development, Mitigation and Planning Functions dated 30 June. Please would you kindly confirm that the detailed wording is acceptable and that, on the basis of these assurances, you will not be appearing before the Select Committee. These assurances will be included in the Register of Undertakings and Assurances maintained by the Secretary of State and also reflected in revised Further Protection Undertakings to be given to TfL and the GLA (including the OPDC) by the Secretary of State.

Detailed Assurances:

In these assurances, the Nominated Undertaker means the relevant nominated undertaker appointed under the Bill as enacted and, in the period prior to the Secretary of State appointing a nominated undertaker and imposing the requirements on it referred to in these assurances, HS2 Ltd.

1. Old Oak Common Station Western Pedestrian Link

1.1 Pedestrian and cycle link to North Acton Underground Station

1.1.1. The Secretary of State will require the Nominated Undertaker not to preclude the development of a reasonable pedestrian and cycle link between the HS2 station at Old Oak Common and North Acton station, which includes a subway from the western edge of the HS2 station box (point B), under Old Oak Lane, past the proposed Vertical Old Oak Common Lane Accesses (point C), under Midland Terrace and the existing London Overground (North London Line) railway to the western boundary of the Dudding Hill line (point D), during the detailed design of the HS2 scheme, so long as doing so would not compromise the safe, timely, and economic delivery of the railway.

1.1.2. The Secretary of State will require the Nominated Undertaker to develop a design for the subway as described in 1.1.1 for approval by TfL/OPDC, with TfL's/OPDC's approval

not to be unreasonably withheld subject to that part of the design work and any associated warranties relating to the section of the subway between point C and point D being funded by TfL/OPDC.

2.1 Subject to agreement of financial terms, and any necessary approvals, the Secretary of State will grant to TfL/OPDC such rights over land which is in his freehold ownership following completion of the HS2 works as are reasonably required for the construction, maintenance and use of the North Acton Link. The Secretary of State will require the Nominated Undertaker to support an application for any necessary permissions or powers for the section of the subway as described in 1.1.1 between point C and point D (or to be party to a joint application, should that be more likely to secure a successful application).

1.1.3. The Secretary of State will require the Nominated Undertaker to work with TfL/OPDC on a delivery strategy for the subway as described in 1.1.1.

1.2. Subway under and Vertical Access onto Old Oak Common Lane

1.2.1. The Secretary of State will require the Nominated Undertaker not to preclude the provision of appropriate vertical access onto Old Oak Common Lane from the subway as described in 1.1.1.

1.2.2. The Secretary of State will require the Nominated Undertaker not to preclude the development of that section of the subway as described in 1.1.1 between point B and point C.

1.2.3. With the understanding that any works (noted in 1.2.3.1 and 1.2.3.2) must fall within the limits and powers of the Bill and not compromise the safe, timely, and economic delivery of the railway, the Secretary of State will require the Nominated Undertaker to engage with TfL and the OPDC on the design, placement, and construction of the following:

1.2.3.1. A vertical pedestrian street-level access from Old Oak Common Lane to the section of the subway as described in 1.1.1 between point B and point C, the design of which will be agreed by TfL/OPDC, with TfL's/OPDC's agreement not to be unreasonably withheld.

1.2.3.2. That section of the subway as described in 1.1.1 between point B and point C.

1.2.4. The Secretary of State will require the Nominated Undertaker to undertake the following:

1.2.4.1. To fund the construction of the section of the subway as described in 1.1.1 between point B and point C up to an amount not to exceed £1,500,000.00 and

1.2.4.2. Subject to TfL/OPDC agreeing to pay the amount, if any, by which the cost of the works exceeds that sum, to construct the vertical pedestrian street-level access from Old Oak Common Lane to the section of the subway as described in 1.1.1 between point B and point C in accordance with the agreed specification. For avoidance of doubt, the Nominated Undertaker will be

obliged under this assurance to construct only the shell of the subway. TfL/OPDC, or another party, will be responsible for the fit-out and on-going maintenance of the subway.

3.0 Old Oak Common Station Eastern Pedestrian Link

- 3.1 The Secretary of State will require the Nominated Undertaker to design a pedestrian link structure connecting the HS2 Old Oak Common Station with the ground-level pedestrian link on the north side of the Grand Union Canal to the proposed Hythe Road Overground Station
- 3.2 The design will be agreed with TfL/OPDC, with TfL's/OPDC's agreement not to be unreasonably withheld. Any design must not compromise the safe, timely, and economic delivery and operation of the railway.
- 3.3 Subject to the Secretary of State being satisfied that:
 - 3.3.1 An outline specification of performance and usage of the structure mentioned in 3.1 has been agreed between TfL/OPDC and the Nominated Undertaker, with agreement not to be unreasonably withheld, by 31 December 2015;
 - 3.3.2 A detailed specification of the structure mentioned in 3.1 has been agreed between TfL/OPDC and the Nominated Undertaker, with agreement not to be unreasonably withheld, by 30 June 2016;
 - 3.3.3 Relevant funding has been secured and an appropriate application for permissions and powers has been submitted by 31 December 2017;
 - 3.3.4 The relevant permissions and powers are secured by 31 December 2018.

The Secretary of State will require the Nominated Undertaker to:

- 3.3.5 fund and construct the agreed design of the structure mentioned in 3.1 from Old Oak Common Station to the limits of deviation identified within the Bill for the station; and
- 3.3.6 contribute £1.5m towards the cost of constructing the remainder of the pedestrian link to the proposed Hythe Road Overground Station.
- 3.4 The Secretary of State will require the Nominated Undertaker to support an application for any necessary permissions or powers for the link, subject to the inclusion of appropriate safeguards for the HS2 works (or be party to a joint application, should the Nominated Undertaker agree that it would be more likely to secure a successful application).
 - 3.4.1 The Secretary of State will require the Nominated Undertaker to work with TfL/OPDC on a delivery strategy for the pedestrian link structure.

4.0 Old Oak Common Station Eastern Highway Link

- 4.1 The Secretary of State will require the Nominated Undertaker to design an Eastern Road access from the HS2 Old Oak Common Station to the northern side of the Grand Union Canal, subject to that element of the design work and any associated warranties relating to the section of the road access from the limits of deviation identified within the Bill to the northern side of the Grand Union Canal being funded by TfL/OPDC. The

design will be agreed with TfL/OPDC, with TfL's/OPDC's agreement not to be unreasonably withheld. Any design must not compromise the safe, timely, and economic delivery and operation of the railway.

4.2 Subject to the Secretary of State being satisfied that:

- 4.2.1 An outline specification of performance and usage for the road access has been agreed by 31 December 2015;
- 4.2.2 A detailed specification for the road access has been agreed by 30 June 2016; and
- 4.2.3 Relevant funding has been secured and an appropriate application for permissions or powers (including planning permission for the road access within Bill limits insofar as this is not conferred by the Bill) has been submitted by 31 December 2017; and
- 4.2.4 The relevant permissions and powers are secured by 31 December 2018.

The Secretary of State will require the Nominated Undertaker to:

- 4.2.5 fund and construct the agreed design of the road access from Old Oak Common Station to the limits of deviation identified within the Bill for the station in so far as this is within existing Bill powers. This will include the cost of the work associated with strengthening the Old Oak Common Station Structure;
 - 4.2.6 contribute £1.5m towards the cost of constructing the remainder of the link.
- 4.3 The Secretary of State will require the Nominated Undertaker to support an application for any necessary permissions or powers for the link, subject to the inclusion of appropriate safeguards for the HS2 works (or be party to a joint application, should that be more likely to secure a successful application).
- 4.3.1 The Secretary of State will require the Nominated Undertaker to work with TfL/OPDC on a delivery strategy for the Eastern Road access.

5. The Secretary of State will require the Nominated Undertaker to consult with the GLA on the detailed design for the HS2 Euston station works in advance of making any application to the Local Authority for approval of plans and specifications under Schedule 16. Any issues raised by the GLA in relation to Schedule 16 submissions relating to Euston Station which are not adopted by the Nominated Undertaker will be passed to LB Camden alongside the relevant Schedule 16 submission. Any Schedule 16 submissions to LB Camden relating to Euston Station will be copied to the GLA.

I believe that the assurances contained within this letter provide an appropriate level of commitment to ensure that TfL and HS2 can continue to work in a cooperative manner on the points identified to support the future development of Old Oak Common.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'RH', with a long horizontal stroke extending to the right.

Roger Hargreaves
Director, Hybrid Bill Delivery
High Speed Two (HS2) Limited

