

Mr Richard de Cani
Managing Director, Planning
Transport for London
Windsor House
42-50 Victoria Street
London
Sw1H 0TL

7 December 2015

BY E-MAIL ONLY

Dear Mr de Cani,

Assurances Relating to High Speed Rail (London – West Midlands) Bill

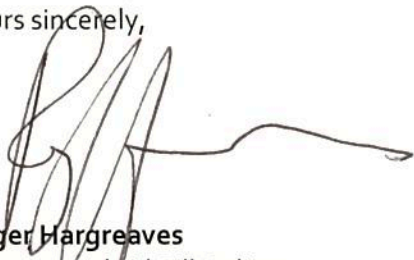
I am the Director of Hybrid Bill Delivery at HS2 Ltd, which is acting on behalf of the Promoter of the High Speed Rail (London – West Midlands) Bill ('the Bill') currently before Parliament. I am writing to you on behalf of the Secretary of State for Transport (the Promoter) to set out the assurances that the Promoter is willing to give in order to address the concerns of the Greater London Authority (GLA) and Transport for London (TfL) regarding the impact of Phase One of HS2 (known as 'the Proposed Scheme') as outlined in Additional Provision 3.

With reference to the above petitions the Promoter, TfL and GLA, have engaged extensively and sought to resolve the objections raised. As a result of this engagement I am able to offer assurances, the details of which are appended to this letter in the following order:

- Delivering the Euston Vision and working collaboratively
- Euston Station Design
- Crossrail 2 connection
- East-West link
- Hampstead Road bridge
- Euston railhead
- TfL assets and operations
- CoCP and Environmental Minimum Requirements
- Traffic impacts around Hillingdon

I trust that the above assurances accurately reflect the outcome of our recent discussions, HS2 Ltd will continue to work with GLA and TfL in developing the scheme on the understanding that you will remove your petition and notify the Select Committee that you will no longer appear. I have copied this letter to Robbie Owen (Pinsent Mason), who I understand is acting as your appointed Parliamentary Agent, and Michael Summerfield (HS2 Ltd).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Roger Hargreaves', with a long horizontal flourish extending to the right.

Roger Hargreaves
Director, Hybrid Bill Delivery
High Speed Two Limited

In these assurances:

“the Nominated Undertaker” refers to the body or bodies appointed by the Promoter to carry out the powers conferred under the Bill to construct and maintain the Proposed Scheme. The Nominated Undertaker may be HS2 Ltd, or it may be another body or bodies appointed to oversee the construction and operation of Phase One. If accepted, the assurances set out above will be included in the Register of Undertakings and Assurances which will be held by the Department for Transport. The Nominated undertaker will be contractually obliged to comply with all relevant undertakings and assurances set out in the register. Further information on how the Secretary of State will ensure compliance with undertakings and assurances made by HS2 Ltd is set out in Information Paper B4, Compliance with Undertakings and Assurances;

“the Promoter” means the Secretary of State for Transport or any successor Secretary of State or Minister holding the Transport portfolio or so far as relevant any Nominated Undertaker exercising the powers or functions under the Bill by virtue of an order under clause 43 of the Bill;

“HS2 Euston Station” means the works to be authorised by the Bill at Euston.

“Euston Mainline Station” means the Network Rail Station at Euston.

“Euston Station” includes the HS2 Euston Station, the Euston Mainline Station, other transport hubs at Euston and the oversite development.

1. Delivering the Euston Vision and working collaboratively

HS2 Ltd. recognise and support Transport for London's (TfL's) and the Greater London Authority's (GLA's) aspiration for a coherent, integrated redevelopment of the Euston area, and we believe that HS2 can make a significant contribution to that process. As a major step towards this the Government has confirmed in the 2015 Spending Review that enabling works for the oversite development at the HS2 station are fully funded. This is a significant step towards delivering jobs and homes at Euston. Designing the HS2 Scheme so that it will support local economic, environmental and regeneration plans and integrate with other local initiatives, has been central to the approach to developing the design for the HS2 Euston Station. We want to work with relevant local public bodies to determine how the potential afforded by the HS2 development could be used to deliver regeneration across the Euston area in accordance with the objectives of the Euston Area Plan (EAP) and the vision of the Euston Growth Strategy, including a comprehensive approach to the redevelopment of Euston Station.

As such, senior officials from HS2 Ltd and the Department for Transport (DfT) will continue to attend meetings of the Euston Strategic Board, chaired by Camden Council Leader Sarah Hayward, with Sir Edward Lister as deputy chair, and to participate in any future appropriate governance established by TfL, GLA or the London Borough of Camden (LBC) to manage our shared objectives for the Euston area.

As outlined in the letter from the Secretary of State to the Mayor dated 23 November 2015, further governance arrangements, working with the Euston Strategic Board, will be established comprising senior officer representatives from the DfT, HS2 Ltd, the LBC, Network Rail, TfL and the GLA to provide co-ordination across the various transport-related projects (including the HS2 works authorised by the Bill, redevelopment of the Network Rail station, Crossrail 2 and over site development), with a view to delivering the right outcome for the Euston Area. This governance will provide advice and support to the Secretary of State for Transport. Within the proposed integrated governance arrangements individual organisations will retain responsibility for statutory functions (such as planning), and stewardship of public money for which they are accountable. We anticipate that all the organisations involved will engage fully and constructively, with an emphasis on reaching agreement through dialogue and compromise.

To deliver on that intention, the Promoter is willing to offer the following assurances:

- 1.1 *The Secretary of State will require the Nominated Undertaker to continue to participate in the Euston Strategic Board and any future appropriate governance arrangements established by the London Borough of Camden, the Greater London Authority (GLA) or Transport for London (TfL), to manage shared objectives for the local area in Euston including the integration of the HS2 Euston Station with other committed or proposed projects and the wider regeneration plans for the area, until the completion of the HS2 works in the area. The Terms of Reference for this group will (amongst other things) continue to include the delivery and implementation of the Euston Area Plan (EAP).*
- 1.2 *As expeditiously as possible following the confirmation that the GLA or TfL will not be pursuing opposition to the Bill on issues of the design and implementation of HS2 Euston Station and comprehensive redevelopment, the Promoter will set up the Euston Station Strategic Redevelopment Board (ESSRB) which will include, as members, the above organisations, the Department for Transport and Network Rail. The Promoter will commence engagement with the organisations named above with a view to agreeing full Terms of Reference for this group by the end of March 2016 including a forward work programme for the following year. The Terms of Reference will include, as a minimum, providing advice to the Secretary of State, working with and sharing reports and data with the Euston*

Strategic Board on issues relating to strategic regeneration, deliberating and publishing reports, advice and other documents as the ESSRB sees fit and overseeing:

- *the integration of the delivery of the following projects (the “proposed Euston schemes”), subject to future funding decisions and approvals:*
 - (a) *the HS2 Euston Station;*
 - (b) *the rebuild of the Euston Mainline Station (as and when such rebuild may be funded and authorised) , and supporting the timely consideration of this to reflect the GLA’s and TfL’s ambitions to limit disruption;*
 - (c) *the Crossrail 2 proposals at Euston; and*
 - (d) *Over site development and related development opportunities above the Hs2 Euston Station, Euston Mainline Station and tracks in line with the Euston Area Plan.*
- *the strategic vision for the Euston Station and tracks and the proposed Euston schemes, taking into account the need for permeability in the design and a comprehensive and integrated development;*
- *the integration of the proposed Euston schemes, including details of phasing of the various works for the proposed Euston schemes;*
- *the appointment of any single entity for the delivery of Euston Station and of a master development partner for over site development and related non-transport works;*
- *the identification of any additional powers necessary for the integration of the proposed Euston schemes and the process and responsibility for obtaining such powers;*
- *proposals for mitigating disruption to the Euston Station and local community during construction of the proposed Euston schemes;*
- *strategic issues and risks;*
- *the application of Lessons Learnt from other major infrastructure projects, such as Crossrail and Thames Tideway, as well as from the projects themselves;*
- *consideration of the establishment of joint working teams where required; and*
- *the identification of third-party funding/financing for any rebuild of the Euston Mainline Station.*

1.3 *The Promoter will operate the ESSRB so that members can work together to integrate the development of the relevant proposed schemes for Euston Station. Before the end of 2016, the ESSRB will agree a working schedule for all activities required to deliver all relevant schemes in the Euston Station area being considered by Board members. At least two months in advance of the publication of the Network Rail (NR) Initial Industry Plan for Control Period 6, NR will be invited by the Promoter to present any relevant elements of that draft Plan which relate to the redevelopment of the Euston*

Mainline Station for the ESSRB to consider. At least twelve months in advance of the publication of the Network Rail Strategic Business Plan for Control Period 6, NR will be invited by the Promoter to present any relevant elements of that draft Plan which relate to the redevelopment of the existing mainline station at Euston for the ESSRB to consider.

1.4 *As expeditiously as possible following confirmation that the GLA and TfL will not be pursuing opposition to the Bill on issues of HS2 Euston Station design, the Secretary of State will require the Nominated Undertaker to invite officers from the London Borough of Camden, the Greater London Authority and Transport for London to be full members of the Euston Integrated Programme Board (EIPB) together with Network Rail. The EIPB will, with terms of reference to be reviewed periodically, manage the **integrated plan** for the HS2 works in Euston and coordinate the integration with other projects which may come forward such as the redevelopment of the existing Network Rail station, oversite development and integration with Crossrail 2. The EIPB will:*

- Bring together HS2 work streams;*
- Provide member organisations with information on progress;*
- Support coordination between member organisation activities;*
- Report to, as appropriate, the ESSRB, and as necessary and appropriate work with the Euston Strategic Board;*
- Make recommendations on scheme changes that would facilitate integration; and*
- Monitor the progress of community engagement in accordance with the Community Engagement Framework (3.2).*

2. Euston Station Design

HS2 Ltd. recognise the importance of ensuring that HS2 achieves high standards of design, both in terms of appearance and functionality. We want to ensure that sites such as the HS2 Euston Station reflect best practice internationally yet also fit with local circumstances.

HS2 Ltd. has already established an independent Design Panel, chaired by architect Sadie Morgan, which will oversee the delivery of the project's key design principles around *People, Place and Time*. Experts in design fields including: urban, landscape, equality, diversity and inclusion, digital, brand and product will work alongside internationally-renowned architects, sustainability experts and engineering specialists to help guide HS2's development.

This Panel will be supported by site-specific design panels, including for the HS2 Euston Station. HS2 Ltd. will work with TfL, the GLA and LBC in the establishment of the Euston Station Design Panel. Furthermore, we recognise that it would be helpful at this stage to set out a number of guiding design principles for the HS2 Euston Station in recognition of the design ambitions of TfL and the GLA.

The Promoter is therefore willing to offer the following assurances:

- 2.1 *The Secretary of State will require the Nominated Undertaker to design HS2 Euston Station, so far as is reasonably practicable and within the limits and powers set out in the HS2 Act, **having regard to all relevant parts of the Euston Area Plan** and any other relevant Opportunity Area Frameworks or Guidance and any other commitments or undertakings given to the London Borough of Camden, the Greater London Authority or Transport for London.*
- 2.2 *The Secretary of State will require the Nominated Undertaker to expedite production of the detailed design for the HS2 Euston Station so far as reasonably practicable.*
- 2.3 *As expeditiously as reasonably possible, the Secretary of State will require the Nominated Undertaker to establish the **Euston Station Design Panel** in relation to which the Nominated Undertaker will use reasonable endeavours to agree the chairperson and other members jointly with the London Borough of Camden, Transport for London and the Greater London Authority and with Network Rail.*
- 2.4 *The Secretary of State will require the Nominated Undertaker to involve the Station Design Panel in the design development for HS2 Euston Station from the date of the Station Design Panel's establishment.*
- 2.5 *The involvement of the Station Design Panel must include as a minimum:*
 - 2.5.1 *an opportunity for the Station Design Panel to comment on the initial design brief of HS2 Euston Station;*
 - 2.5.2 *an opportunity for the Station Design Panel to comment on the designs for HS2 Euston Station prior to those designs progressing to the detailed design stage; and*
 - 2.5.3 *an opportunity for the Station Design Panel to comment on the detailed design for HS2 Euston Station prior to the Nominated Undertaker seeking approval for the design of the HS2 Euston Station under Schedule 16 to the HS2 Act.*

- 2.6 *The Secretary of State will require the Nominated Undertaker to engage actively with the London Borough of Camden and the Greater London Authority as to the preparation of agendas and the content of papers to be put to the Station Design Panel. The London Borough of Camden and the Greater London Authority will be given the opportunity to address the Station Design Panel on such matters as they wish.*
- 2.7 *The Secretary of State will require the Nominated Undertaker to have regard to all comments made by the Station Design Panel under paragraph 2.5 prior to further progression of the design.*
- 2.8 *The Secretary of State will require the Nominated Undertaker to use reasonable endeavours to incorporate any changes to the design for HS2 Euston Station suggested by the Station Design Panel under paragraph 2.5 where such changes:*
- 2.8.1 *are within the scope of the limits and powers set out in the HS2 Act; and*
 - 2.8.2 *in so far as they are relevant to:*
 - a) *the grounds on which the relevant planning authority would be entitled to refuse approval of plans and specifications under Schedule 16 of the Act; and*
 - b) *relate to the integration of the Euston Station with the wider Opportunity Area; and*
 - c) *are consistent with any other relevant approvals required under the Act, including any highways approvals required under Schedule 4 and Part 1 of Schedule 31 and with approvals required under any asset protection agreements with Network Rail and Transport for London; and*
 - d) *are consistent with the operational requirements for Euston Station.*
- 2.9 *If requested by the Station Design Panel, the Secretary of State will require the Nominated Undertaker to notify the London Borough of Camden and the Greater London Authority of the full reasons for failing to incorporate into the design any changes suggested by the Station Design Panel under paragraph 2.5.*
- 2.9.1 *The Station Design Panel will continue in existence and operation until all the HS2 Works at or relating to HS2 Euston Station are completed.*
- 2.10 *The Secretary of State will require the Nominated Undertaker to, in so far as is reasonably practicable and within the allocated HS2 budget and any additional financial resources identified by the Secretary of State or other third parties, together with the limits and powers set out in the Bill, design the HS2 Euston Station having due regard to the following design principles:*
- 2.10.1 **Simple and Clear** - *the station must be easy to find and use with simple and clear spaces and self-evident routes to and from trains supported by lucid orientation and wayfinding*
 - 2.10.2 **Safe and Secure** - *the design will create open and welcoming spaces without hidden corners and difficult areas to monitor, safe for both passengers and staff.*
 - 2.10.3 **Inclusive and Accessible** - *the station will be equally accessible to all and provide step-free access from street to platform level.*

- 2.10.4 **Welcoming & User-friendly** - provide facilities commensurate for a 21st century station that ensures passenger comfort and convenience.
- 2.10.5 **Functional and Operable** - Simplify the surveillance and safe operation of the station facilities by creating simple and uncomplicated spaces that have easy to operate systems.
- 2.10.6 **Maintainable and Flexible** - The building and materials specified must be of high quality, robust, durable and easy and maintain. The designs shall make provision for maintenance access and future flexibility.
- 2.10.7 **Sustainable** - The highest sustainable targets will be set and the design will actively seek to reduce the environmental impacts arising from the construction and operation of the station
- 2.10.8 **Value for money** - Ensure that there is balance between the long-term costs of operating the station and its functionality
- 2.10.9 **Connectivity, permeability and integrated** - The design needs to maximise site permeability and provide the best solutions for transport interchange including for pedestrians and cyclists.
- 2.10.10 A quality of both design and materials that reflects the importance of the station as a mechanism for the regeneration of Euston and that creates a step change for station design and experience.
- 2.10.11 **Integration of the station with the current local transport network** having regard to the principles of a strategic, efficient and accessible transport interchange.
- 2.10.12 **Integration with future planned transport developments**, including Crossrail 2 and upgrades to the Northern line, having regard to the principles of efficient, convenience and accessible transport interchange
- 2.10.13 Appropriate location of railway infrastructure in the context of regeneration opportunities and the potential to maximise development land **having regard to the Euston Area Plan**.
- 2.10.14 Optimising the use of space outside of the station including to help **enhance the business profile** of the area.
- 2.10.15 Recognise the Mayoral commitment to **increase cyclist numbers and improve cycle safety**.
- 2.10.16 Consideration of opportunities for **open space**.
- 2.10.17 Ensuring that there is appropriate management of both the interim and final taxi arrangements.

3.0 Crossrail 2 connection

- 3.1 *The Promoter will require the Nominated Undertaker to engage actively with the GLA and TfL to carry out a study ("the Crossrail study") to assess proposals for the provision of a shorter passenger link between HS2 Euston Station and Crossrail 2 beneath the existing Euston Mainline Station, which would require changes to the spine building proposed as part of the HS2 Euston Station and the safeguarding of space within the footprint of the Euston Mainline Station to provide for connection with that passenger link.*
- 3.2 *Upon completion, the Crossrail study will then be submitted to the EIPB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use reasonable endeavours to incorporate comments from the EIPB into the final Crossrail study.*
- 3.3 *The final Crossrail study will then be submitted to the Promoter for his consideration. The Promoter will then notify the EIPB of his decision in regards to the implementation of the proposals contained within the Crossrail study, no later than one month from the date of the plan's submission.*
- 3.4 *In the light of the Promoter's decision, if the GLA and TfL consider that the discharge of their statutory functions requires them to petition in the House of Lords, the Promoter will ensure that this does not affect their membership of the EIPB or ESSRB.*

4.0 East-West link

- 4.1 *The Promoter will require the Nominated Undertaker to engage actively with the GLA, TfL and Network Rail to carry out a study ("the Parcel Deck study") to assess proposals for the provision of a pedestrian route across the end of Euston Mainline Station utilising the existing Parcel Deck. The Parcel Deck study will consider options that may require separate planning permissions that may be granted from the LBC/or use the Permitted Development Rights of Network Rail.*
- 4.2 *Upon completion, the Parcel Deck study will then be submitted to the EIPB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use reasonable endeavours to incorporate comments from the EIPB into the final Parcel Deck study.*
- 4.3 *The final Parcel Deck study will then be submitted to the Promoter for his consideration. The Promoter will then notify the EIPB of his decision in regards to the implementation of the proposals contained within the Parcel Deck study, no later than one month from the date of the plan's submission.*
- 4.4 *In the light of the Promoter's decision, if the GLA and TfL consider that the discharge of their statutory functions requires them to petition in the House of Lords, the Promoter will ensure that this does not affect their membership of the EIPB or ESSRB..*

5.0 Hampstead Road bridge

- 5.1 *The Promoter will require the Nominated Undertaker to design the replacement Hampstead Road Bridge with 4 vehicular lanes plus segregated cycle lanes and pedestrian walkway.*
- 5.2 *The Promoter will require the Nominated Undertaker to engage actively with the GLA, TfL and Network Rail to carry out a study ("the HR Bridge study") to assess proposals for minimising the height increase of the Hampstead Road Bridge as a result of the HS2 works.*
- 5.3 *Upon completion, the HR Bridge study will then be submitted to the EIPB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use reasonable endeavours to incorporate the comments of the EIPB in the final HR Bridge study.*
- 5.4 *The final HR Bridge study will then be submitted to the Promoter for his consideration. The Promoter will then notify the EIPB of his decision in regards to the implementation of the proposals contained within the plan, no later than one month from the date of the plan's submission.*
- 5.5 *In the light of the Promoter's decision, if the GLA and TfL consider that the discharge of their statutory functions requires them to petition in the House of Lords, the Promoter will ensure that this does not affect their membership of the EIPB or ESSRB.*

6.0 Reducing amount of HS2 related construction traffic on the road

HS2 Ltd. recognises that the impact of construction traffic is of particular concern. A critical source of construction movements is the need to remove excavated material from construction sites and deliver construction materials to sites.

The Environmental Statement which accompanied the scheme proposals was based upon moving all excavated material by road, representing a worst case for the purposes of environmental assessment. Nevertheless, there may be opportunities both to reduce the amount of excavated and construction material and for this material to be moved by rail, thereby reducing the amount of construction related traffic on the roads. In order to determine the level of material that could be removed by rail further work is required with rail partners, the LBC, TfL and the GLA.

Furthermore, the Promoter is committed to minimising waste produced during construction.

In this regard the Promoter is willing to offer the following assurances:

6.1. *The Promoter will require the Nominated Undertaker to:*

- 6.1.1. *seek to maximise, in so far as reasonably practicable and within existing Bill powers, the volume of excavated and construction material from the construction of the HS2 Euston Station and approaches to be brought in and removed by rail whilst balancing the wider environmental impacts to the local community and on passenger services.*
- 6.1.2. *In addition to 6.1.1, engage actively with the London Borough of Camden, the Greater London Authority and Transport for London to develop the scoping brief for and a plan that seeks to maximise, in so far as reasonably practicable the volume of excavated and construction material from the construction of the HS2 Euston Station and approaches to be brought in and removed by rail whilst balancing the wider environmental impacts to the local community and on passenger services. This plan, carried out in accordance with the scoping brief, will include consideration of ambitious options that would require, amongst other things, separate planning permissions that may be granted by the London Borough of Camden or the Greater London Authority. The plan will include the identification of targets to measure future progress.*
- 6.1.3. *Upon completion, "the plan" will be submitted to the Euston Integrated Programme Board and the ESSRB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use all reasonable endeavours to incorporate comments from the EIPB and ESSRB into the plan.*
- 6.1.4. *The plan will then be submitted to the Secretary of State for his consideration. The Secretary of State will then notify the EIPB of his decision in regards to implement the proposals contained within the plan, no later than one month from the date of the plans submission.*
- 6.1.5. *In the light of the Promoter's decision, if the GLA and TfL consider that the discharge of their statutory functions requires them to petition in the House of Lords, the Promoter will ensure that this does not affect their membership of the EIPB or ESSRB.*

7.0 TfL assets and operations

7.1 London Underground Euston Station Assets

- 7.1.1 *The Promoter recognises TfL's concerns regarding the through running of services on the Victoria and Northern Line City Branch at Euston Station required for the construction of the HS2 Euston Station works.*
- 7.1.2 *The Promoter will require the Nominated Undertaker to engage actively with TfL to consider all reasonable techniques to avoid the need for through running of services.*
- 7.1.3 *Should the Nominated Undertaker determine there is a specific requirement for through running, then it will submit to the EIPB a report outlining the reasons why there is no reasonable and appropriate alternative. The Promoter will require the Nominated Undertaker to use reasonable all endeavours to incorporate the comments of the EIPB in the final report.*
- 7.1.4 *The report will then be submitted to the Promoter for his consideration. TfL may also submit a report to the Promoter for his consideration. The Promoter will then notify the EIPB if he agrees with the Nominated Undertaker, no later than one month from the date of the plan's submission.*
- 7.1.5 *If the Promoter agrees with the Nominated Undertaker, the Nominated Undertaker will seek TfL's consent to such through-running pursuant to the provisions of the Protective Provisions Agreement.*

7.2 Bus Station

- 7.2.1 *The Promoter recognises TfL's concern for construction traffic using Euston Bus Station for access to the HS2 Works.*
- 7.2.2 *Prior to the commencement of works that would require construction traffic using the Euston Bus Station, the Promoter will require the Nominated Undertaker to engage actively with TfL to consider reasonable measures to avoid the use of the Euston Bus Station for access to the HS2 Works.*
- 7.2.3 *Following the engagement with TfL, should the Nominated Undertaker determine there is a requirement for construction traffic to use Euston Bus Station for access to the HS2 Works, then it will submit to the EIPB a report outlining the reasons why there is no reasonable and appropriate alternative. The Promoter will require the Nominated Undertaker to use all reasonable endeavours to incorporate the comments of the EIPB in the final report.*
- 7.2.4 *The report will then be submitted to the Promoter for his consideration. TfL may also submit a report to the Promoter for his consideration. The Promoter will then notify the EIPB if he agrees with the Nominated Undertaker, no later than one month from the date of the plan's submission.*

7.2.5 *If the Promoter agrees with the Nominated Undertaker that the use of the bus station for construction traffic is reasonably necessary, the Nominated Undertaker will seek TfL's consent pursuant to the provisions of the Protective Provisions Agreement.*

7.3 *Cycle Superhighway*

7.3.1 *The Promoter will require the Nominated Undertaker to engage with TfL and the LBC to carry out a study to assess proposals for reasonable alternatives for the lorry holding facility planned at Park Crescent. Upon completion, the study will then be submitted to the EIPB for comment. This will be no later than May 2016. The Promoter will require the Nominated Undertaker to use reasonable endeavours to incorporate the comments of the EIPB in the final study.*

7.3.2 *The final study will then be submitted to the Promoter for his consideration. The Promoter will then notify the EIPB of his decision in regards to the implementation of the proposals contained within the study, no later than one month from the date of the study's submission.*

8.0 CoCP and Environmental Minimum Requirements

- 8.1 *The Promoter confirms any changes made to the draft Routewide Traffic Management Plan before it is finalised will not lessen the level of environmental protection contained in the current draft.*
- 8.2 *The Promoter will amend the general principles of the Environmental Minimum Requirements to include the following:*
- 8.2.1 *References in any of the documents in the Annexes to specific standards or guidance represents a minimum requirement for the project. This does not preclude consideration of alternative approaches where the standards or guidance become obsolete or are superseded by new standards or guidance.*
- 8.2.2 *Where the Nominated Undertaker proposes to update any part of these documents in response to new guidance or standards it will consult the Planning Forum, the National Environmental Forum or a relevant sub-group of these bodies as appropriate on the wording of such a change.*
- 8.3 *The Promoter will require the Nominated Undertaker to continue to work with TfL and the GLA through the HS2 Planning Forum to develop further the Code of Construction Practice (CoCP) and related documentation to mitigate the impacts of the construction of the HS2 works in Greater London.*
- 8.4 *Areas of the CoCP and associated documents to be considered through the HS2 Planning Forum include provisions relating to:*
- (a) air quality;*
 - (b) the safety of vulnerable road users;*
 - (c) the mechanisms for the amendment of the CoCP over time to reflect changes in standards, legislation and guidance; and*
 - (d) the Route Wide Traffic Management Plan and associated documents.*
- 8.5 *The Promoter will require the Nominated Undertake to ensure that the CoCP and other environmental controls set out in information paper E1 will reflect best practice from other major infrastructure projects (including, in London, any guidance issued by the Mayor).*

9.0 Traffic Impacts around Hillingdon

HS2 Ltd. remains committed to seeking to reduce the impacts of construction through Hillingdon including impacts onto the A40. Building on the report provided to the Select Committee in September 2015, the Promoter is willing to offer the following assurances:

- 9.1 *The Promoter will require the Nominated Undertaker to engage actively with TfL and the London Borough of Hillingdon in developing the preparation of a scoping brief for a study to reduce HGV movements in the Ickenham area of Hillingdon, and in carrying out the study in accordance with the brief. The study would include, but not be limited, to the following proposals:*
- *Maximising, as far as reasonably practicable, the volume of excavated and construction material from the construction of HS2 to be removed by rail so as to reduce the volumes on the road;*
 - *Changes to the gradient of the Cophall cutting to reduce the amount of spoil removal;*
 - *Greater reuse of excavated material locally to reduce the volume of material that has to remove from site;*
 - *Changes to the Harvil Road railhead design and footprint;*
 - *Bringing forward the completion of Harvil Road sidings earlier in the construction programme so as to reduce the volume of material excavated by road; and*
 - *Explore measures to reduce the number of road vehicles associated with workforce travel.*
- 9.3 *The study will seek to set a target reduction in HGV movements compared to AP2. Upon completion of the plan, it will be submitted to TfL, LB of Hillingdon and the Promoter for comment. This will be no later than May 2016.*
- 9.3 *The plan will then be submitted to the Promoter for his consideration who will use all reasonable endeavours to implement the plan, taking into account the safe, economic, efficient and timely delivery of the railway. The Promoter will notify both TfL and LB of Hillingdon to what extent the study will be implemented, no later than one month after the plans submission.*
- 9.4 *If not satisfied with the Promoter's decision, TfL will be able to petition the Lords Select Committee for resolution.*