



Transport for London  
TfL HS2 Interface Lead  
Sponsor

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FREEPOST HS2 AP4 CONSULTATION

22 December 2015

Dear Sir / Madam,

**High Speed Rail (London - West Midlands) Bill (the Hybrid Bill)  
Response to the Supplementary Environmental Statement deposited with  
Additional Provision 4**

This letter sets out the response of Transport for London (TfL) and the Greater London Authority (GLA) to HS2 Ltd's Supplementary Environmental Statement (SES) which updates the earlier Environmental Statement to the Hybrid Bill and also relates to the fourth Additional Provision to the Hybrid Bill (AP4) deposited on 12 October 2015.

TfL, and the GLA have been working closely with HS2 Ltd to develop some aspects of the designs for the HS2 scheme within London, however there are still areas in the AP4 and the accompanying SES where concerns remain. These can be summarised as the following:

1. *Additional land for the provision of a haul road through Uxbridge Golf Course*
2. *Provision for a passing loop on the Wycombe Line near Greenford Station*
3. *Passive Provision for Kensal Portobello Station and access to the Crossrail Depot*
4. *Direct access from the west to the LUL depot at West Ruislip*

## **1. Additional land for the provision of a haul road through Uxbridge Golf Course**

- 1.1 As stated in our petition to AP2, TfL and the GLA consider the number of construction vehicle movements generated by HS2 Ltd's proposals to be unacceptably high. This still remains our position and we are still seeking a substantial reduction in the amount of material transported by road or deposited as 'sustainable placement'. The haul road through Uxbridge Golf Course does not address this point. That is why we have obtained a commitment from HS2 Ltd to undertake a study to fully explore all the options to maximise the use of rail in Hillingdon and reduce the amount of material transported by road and sustainably placed locally.
- 1.2 TfL has many concerns with the AP4 proposal for a haul road joining at the Swakeleys Roundabout, a key junction on the Transport for London Road Network (TLRN). As well as doing nothing to reduce vehicle movements, there are the following key issues:
- The haul road will generate considerable construction activity itself and will damage sensitive wetland areas
  - The highway assessment undertaken to date has not included a robust, industry-standard modelling process and so TfL considers the highway impacts to not be fully understood
  - The haul road will require layout changes to Swakeleys Roundabout. TfL is concerned that these changes will adversely impact upon junction performance and vulnerable road user safety.
- 1.3 As such, TfL are seeking for the haul road to be considered and assessed as part of the recently agreed assurance between the DfT and TfL on 7 December 2015 for a study to reduce HGV movements in the Ickenham area of Hillingdon, which is due to be completed and agreed in May 2016.

## **2. Provision for a passing loop on the Wycombe Line near Greenford Station**

- 2.1 The existing Network Rail ANL single line parallel to the Central Line at Greenford is to be moved north to provide space for two 500 metre sidings to allow trains going from the West Ruislip railhead onto the GWML to be regulated.
- 2.2 None of the drawings provided in the SES documentation show the actual track design or layout proposed by HS2 Ltd. The consultation drawings only show that additional land is required, making it difficult to fully assess what is being proposed. TfL would like HS2 Ltd to provide detailed technical layout drawings of the proposed works.
- 2.3 TfL would also like confirmation from HS2 Ltd that the proposed works can be undertaken without adversely impacting the local road network. The two new passing loops are shown to be installed on existing railway infrastructure that crosses Greenford Road and Oldfeld Road North. If impacts are likely to result from the work, TfL would like to understand the mitigation measures that HS2 Ltd proposes to implement.

2.4 TfL also expects HS2 Ltd to install the additional sidings without adversely impacting Central Line operations.

### **3. Passive Provision for Kensal Portobello Station and access to the Crossrail Depot**

3.1 TfL would like HS2 Ltd to show that the Limits of Deviation being sought for the HS2 works do not preclude any of the options that TfL and the Royal Borough of Kensington and Chelsea have produced for the Crossrail Depot access and potential Kensal Portobello Station.

### **4. Direct access from the west to the LUL depot at West Ruislip**

4.1 TfL would like HS2 Ltd to provide the scope of work for the new connections and draft signalling scheme plans as early as possible so that TfL, along with Network Rail, can review the plans and agree the scope for the signalling scheme before it becomes too late to change. The final signalling scheme will determine the length of trains that can enter and exit TfL's West Ruislip depot to both the east and west and is critical to TfL's need for safe, effective and economic connections to the national rail network.

4.2 TfL expects that the works to install the new connections will not restrict main line access to the depot outside strictly limited periods, and that the timing of such closures will be discussed and agreed with TfL.

4.3 Lastly, TfL expects HS2 Ltd to engage with LB Hillingdon and local residents to determine if the changes to the depot's rail access require any mitigation measures, for example noise barriers.

Yours faithfully



Michael Colella

TfL HS2 Interface Lead Sponsor