



HS2: Challenges for London

For London TravelWatch
18 March 2014

- 1. Why is London important**
2. Euston Update
3. Old Oak Common Update
4. Mayoral Conditions & Next Steps

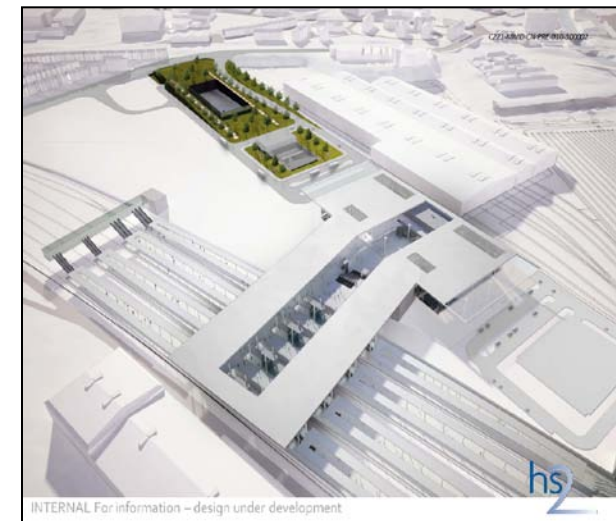
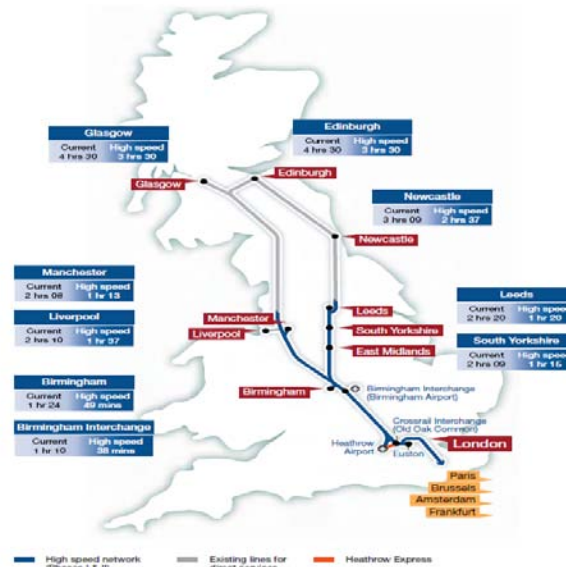
HS2 - Why is London Important?

More than 70% of HS2 trips are forecast to start/finish in London

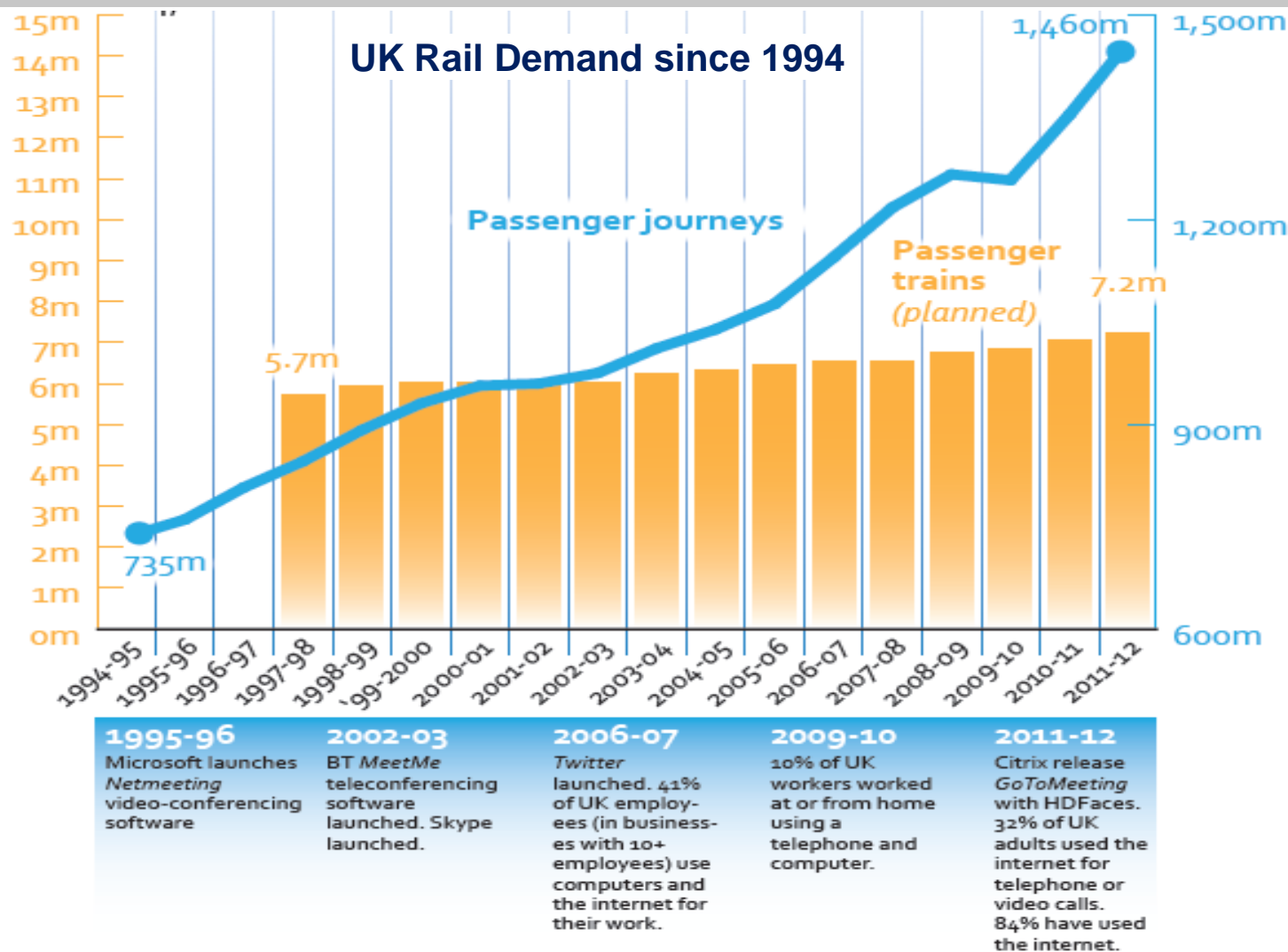
The Mayor is supportive of HS2 (included in Mayor's Transport Strategy), subject to the following issues being addressed:

- **Euston Station dispersal** (including provision for Crossrail 2);
- **Old Oak Common** connected to the whole of London (not just central London);
- A **HS2 – HSI connection** with no adverse impacts (particularly to the Overground); and
- Minimise **environmental impacts** along the route.

TfL is working closely with HS2 Ltd to progress designs and optimise the benefits to London.



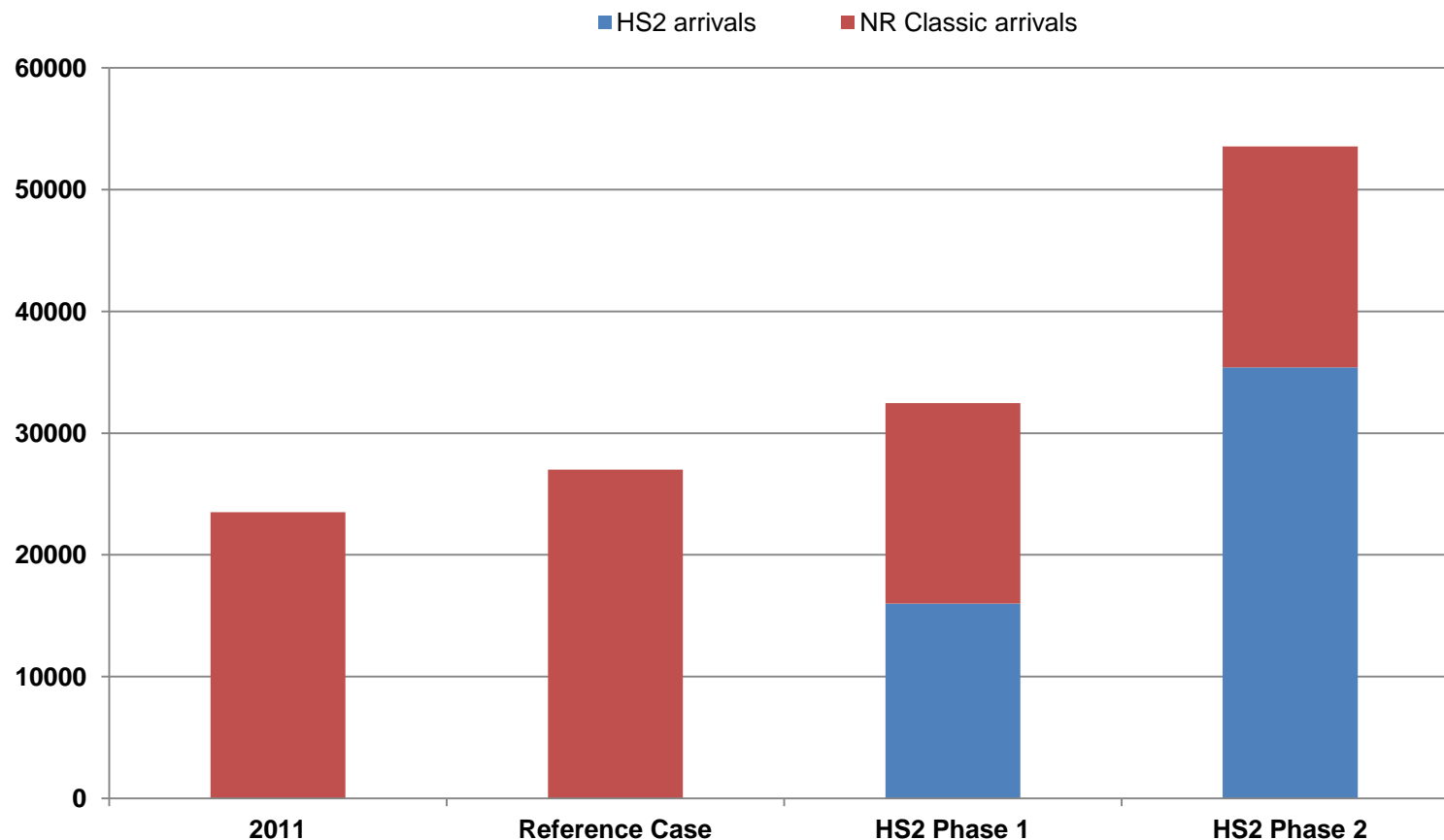
Growth in rail demand despite new technology - expected to continue



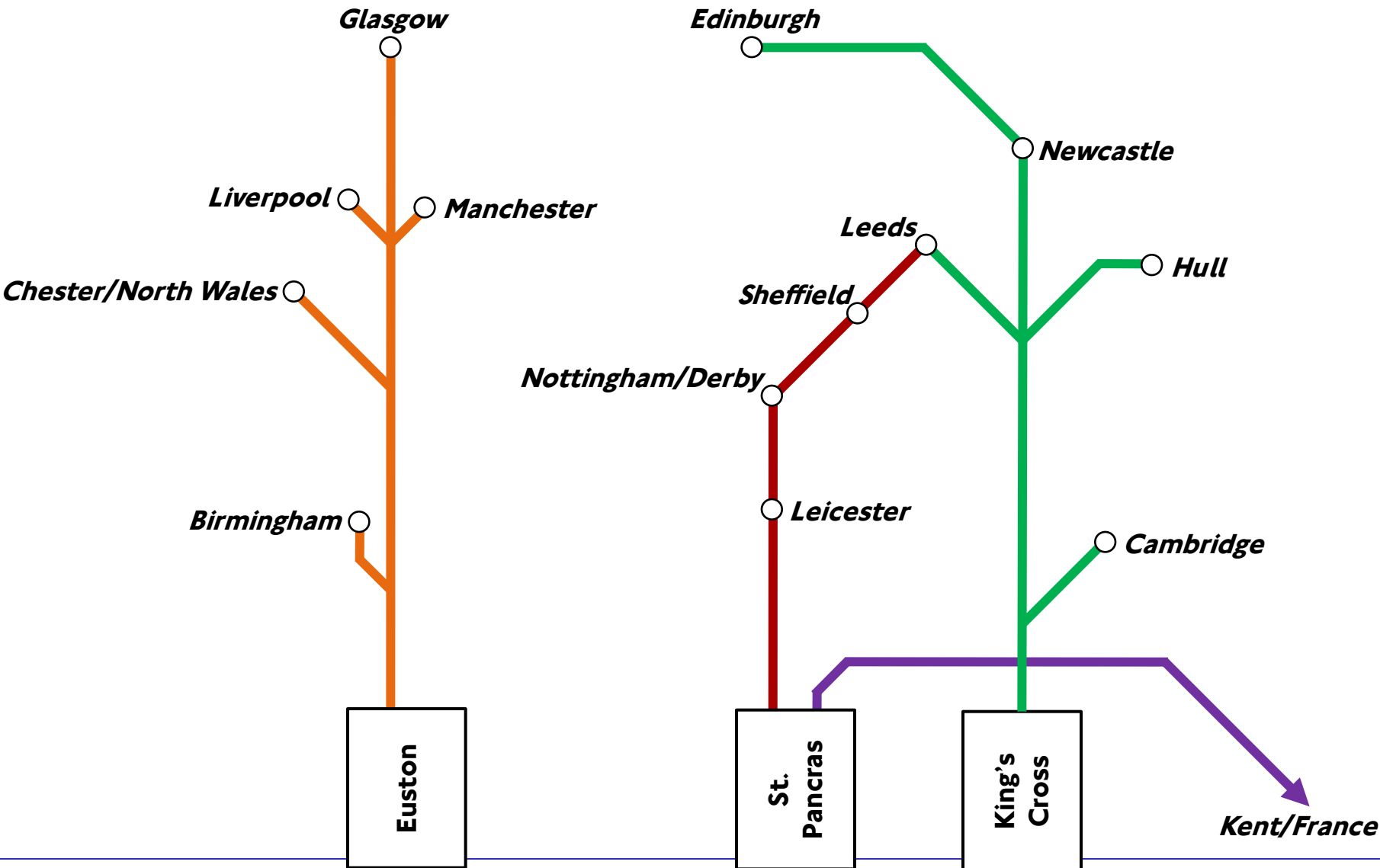
Source: Office of Rail Regulation

2031 Euston National Rail Arrivals (AM Peak 07:00–10:00)

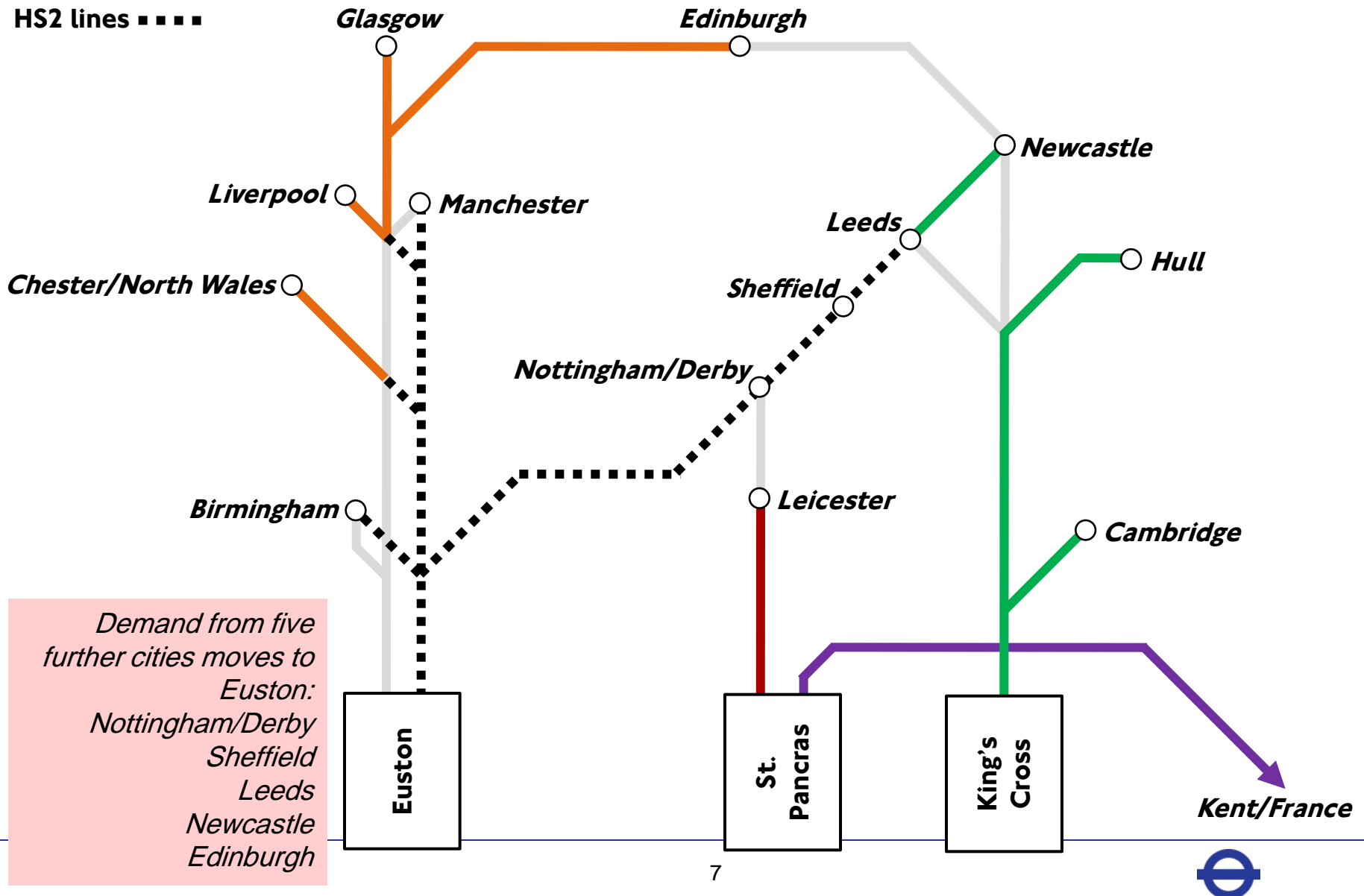
- Nearly three times as many passengers expected to arrive at Euston compared to today
- Successful onward dispersal of passengers will be key to the project's success!



Inter-city services to the North: Current

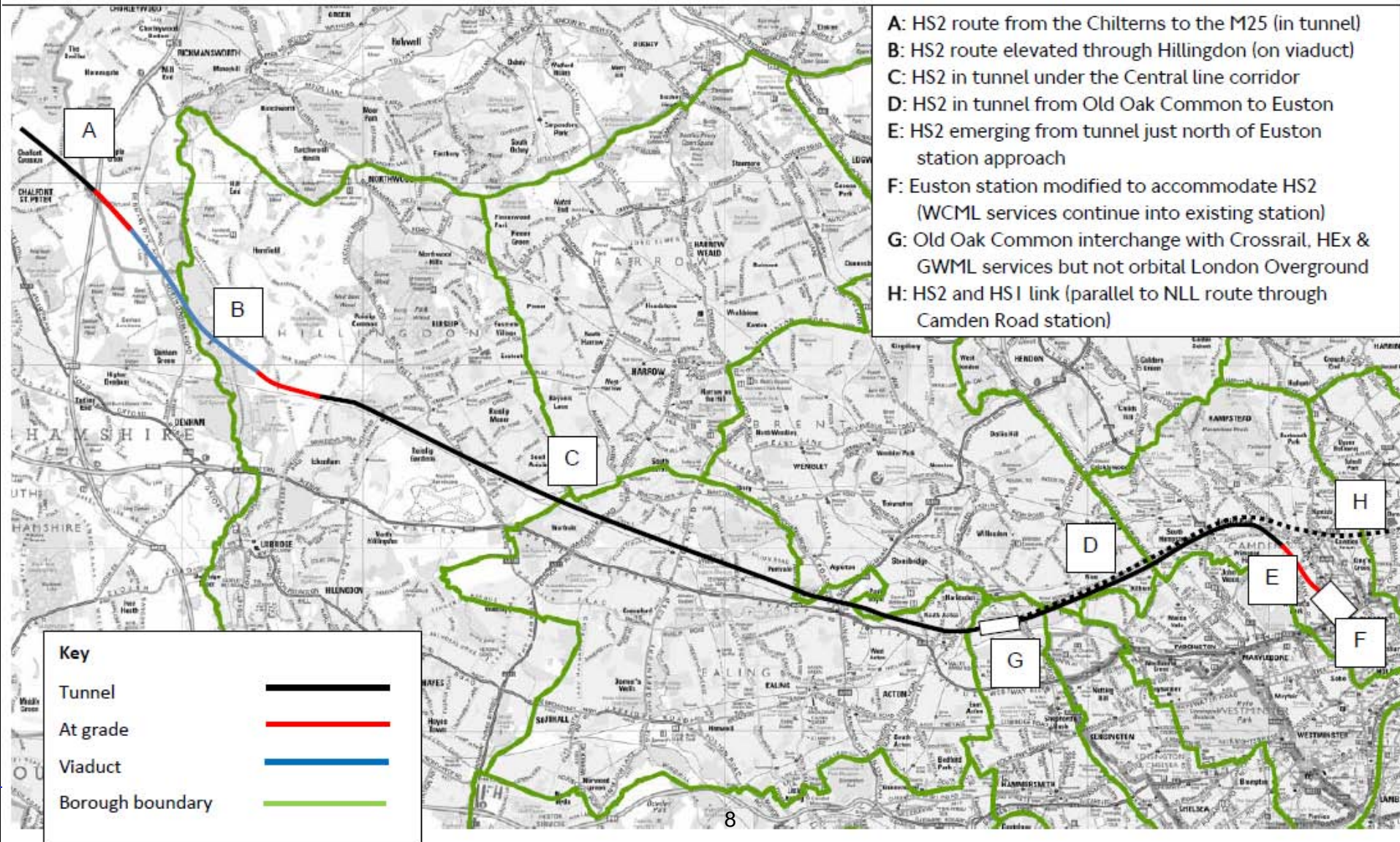


Inter-city services to the North: Post-HS2 Phase 2



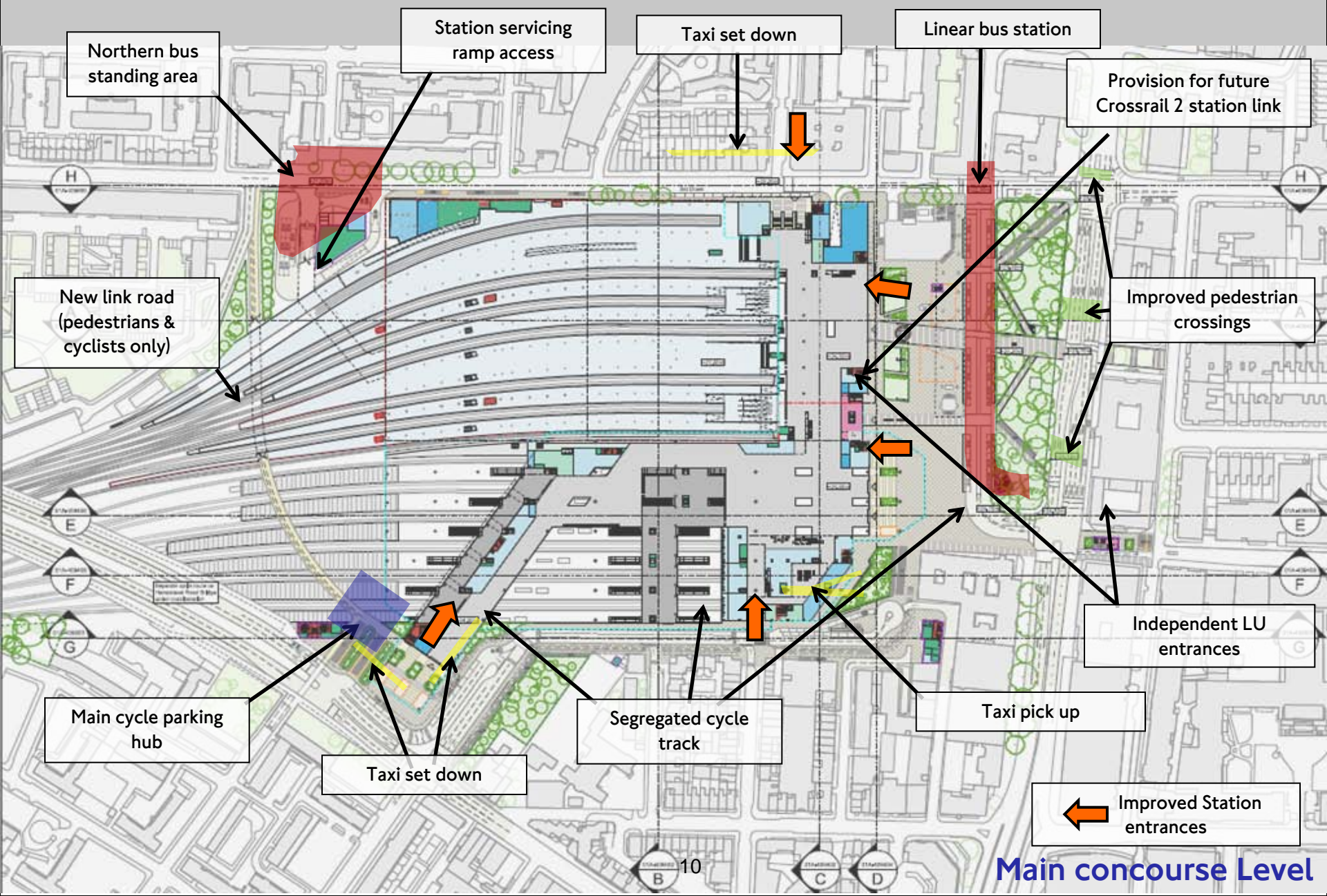
Proposed HS2 alignment through London

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Euston Station – HS2 Hybrid Bill Proposals



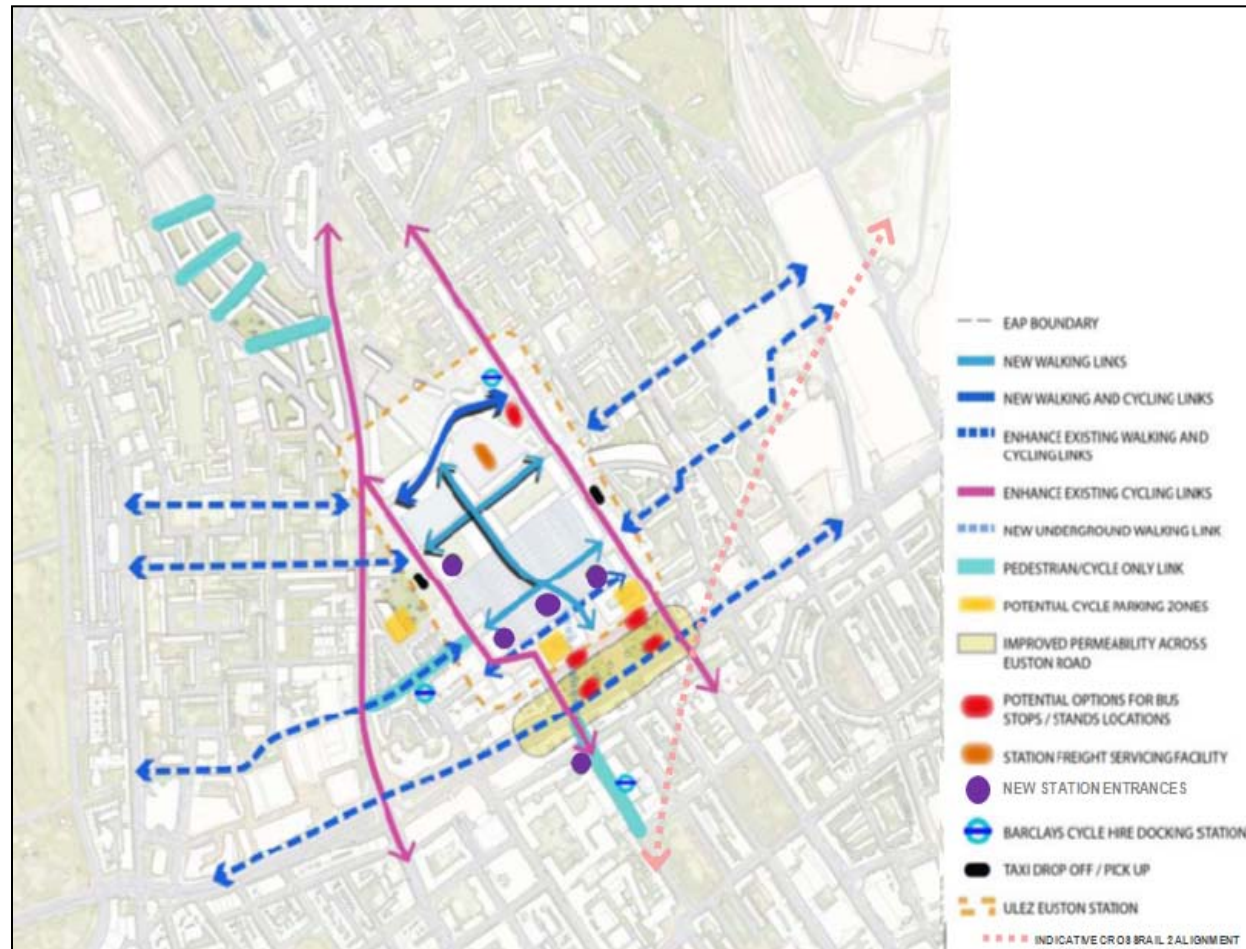
Euston Station – TfL Requirements

- HS2 Ltd Hybrid Bill proposal begins to address the key transport issues;
- The re-development of Kings Cross and St. Pancras sets a clear benchmark in what should be achieved at Euston;
- Need to ensure Euston station proposals are aligned with other TfL priorities, including:
 - Space provision for a Crossrail 2 station;
 - Expanded LU station;
 - New bus & taxi facilities;
 - Step change in walking & cycling facilities & links;
 - New link road across northern edge of station; and
 - Improvements to TLRN road network aligned to Roads Task Force recommendations



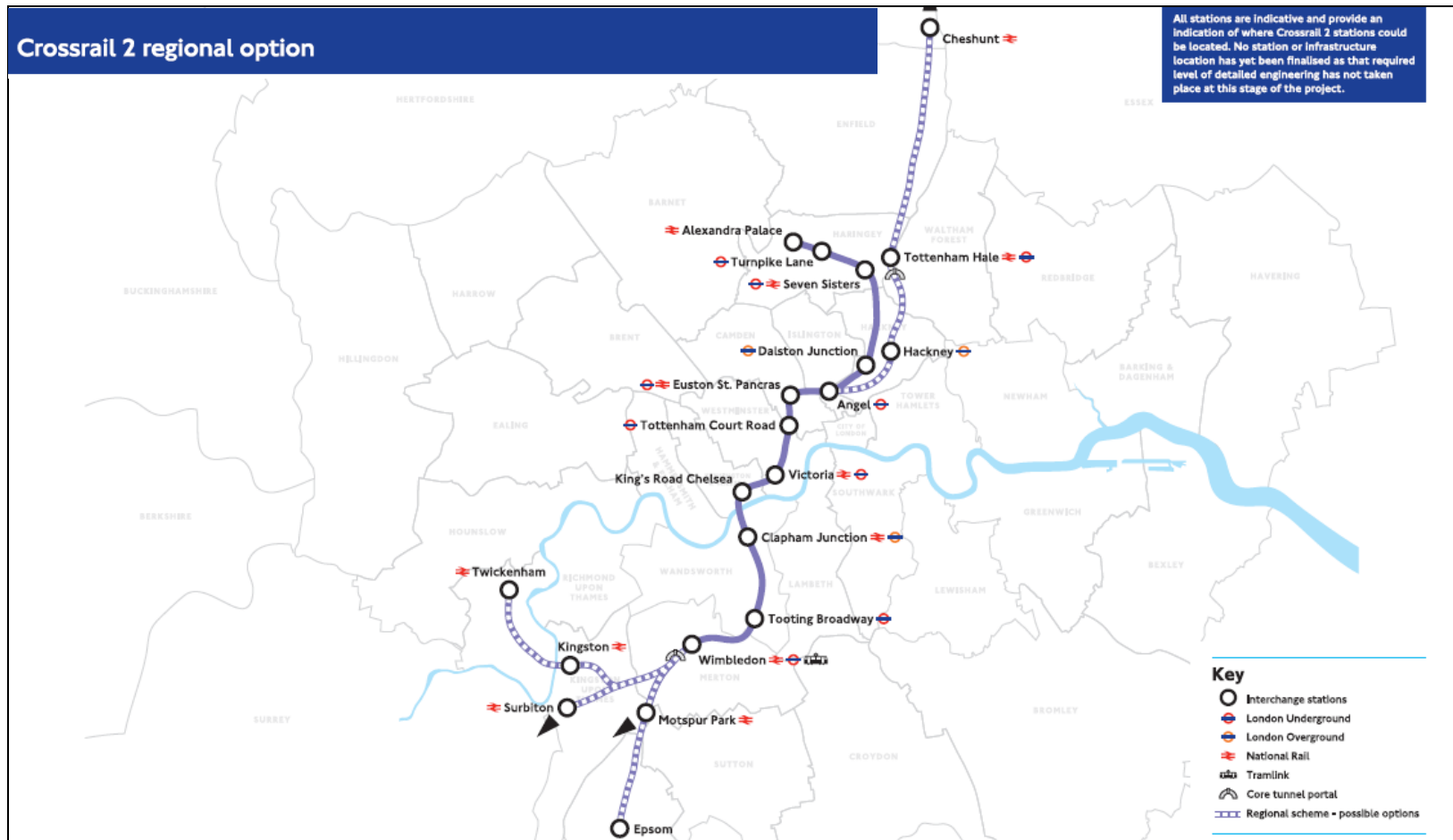
Euston Area Action Plan (EAP)

- Camden is working with the GLA & TfL to develop a strategic plan for Euston considering:
 - Sustainable, mixed-use development to better meet the needs of local community;
 - Increased permeability (E-W and N-S).
 - Affordable housing ;
 - Public realm improvements;
- Development potential of EAP area could be in excess of 10,000 jobs & 3,000 homes
- Public examination expected in Summer 2014
- DfT have instructed HS2 Ltd to consider a more integrated station design aligned to EAP principles – emerging conclusions expected before Hybrid Bill Second Reading



Potential Mitigation - Crossrail 2 at Euston

- Needed for London's growth & addresses a number of rail capacity gaps
- Major benefit to HS2 at Euston - reduces crowding on Victoria Line to manageable levels
- Public consultation summer 2013 leading to application for revised safeguarding by early 2015



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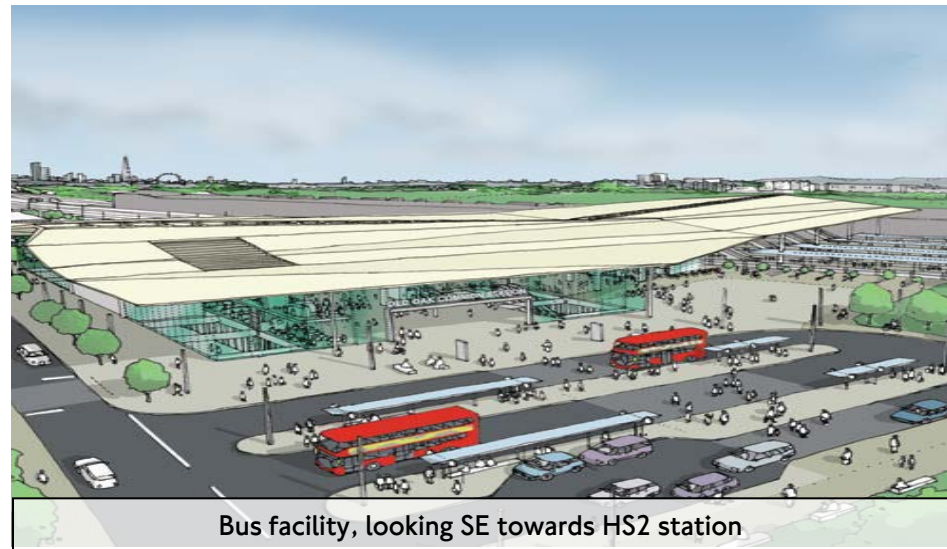
OOC Hybrid Bill Proposals - Visuals



Aerial view of station, looking NE

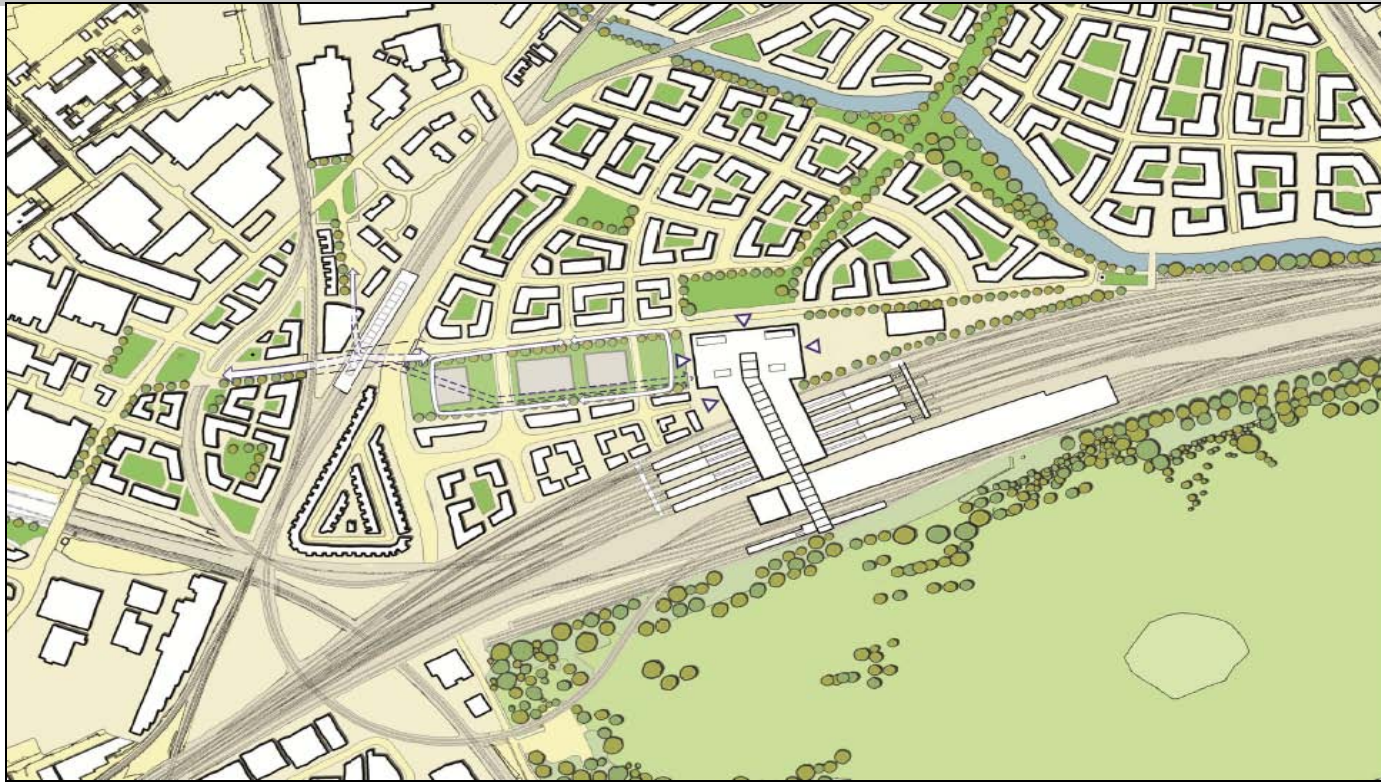


Taxi facility, looking SW towards HS2 station



Bus facility, looking SE towards HS2 station

OOC Opportunity Area Vision



OOC OAPF Vision outlines opportunity to facilitate regeneration – a key HS2 objective:

- Old Oak Vision consultation during 2013 explored c20,000 homes & c90,000 jobs
- HS2 / Crossrail 1 interchange and close proximity to Heathrow - one of the best connected sites in the UK
- Addition of the Overground & Crossrail 1 WCML link would see an additional 20,000 jobs created (and around £1bn in additional development value)

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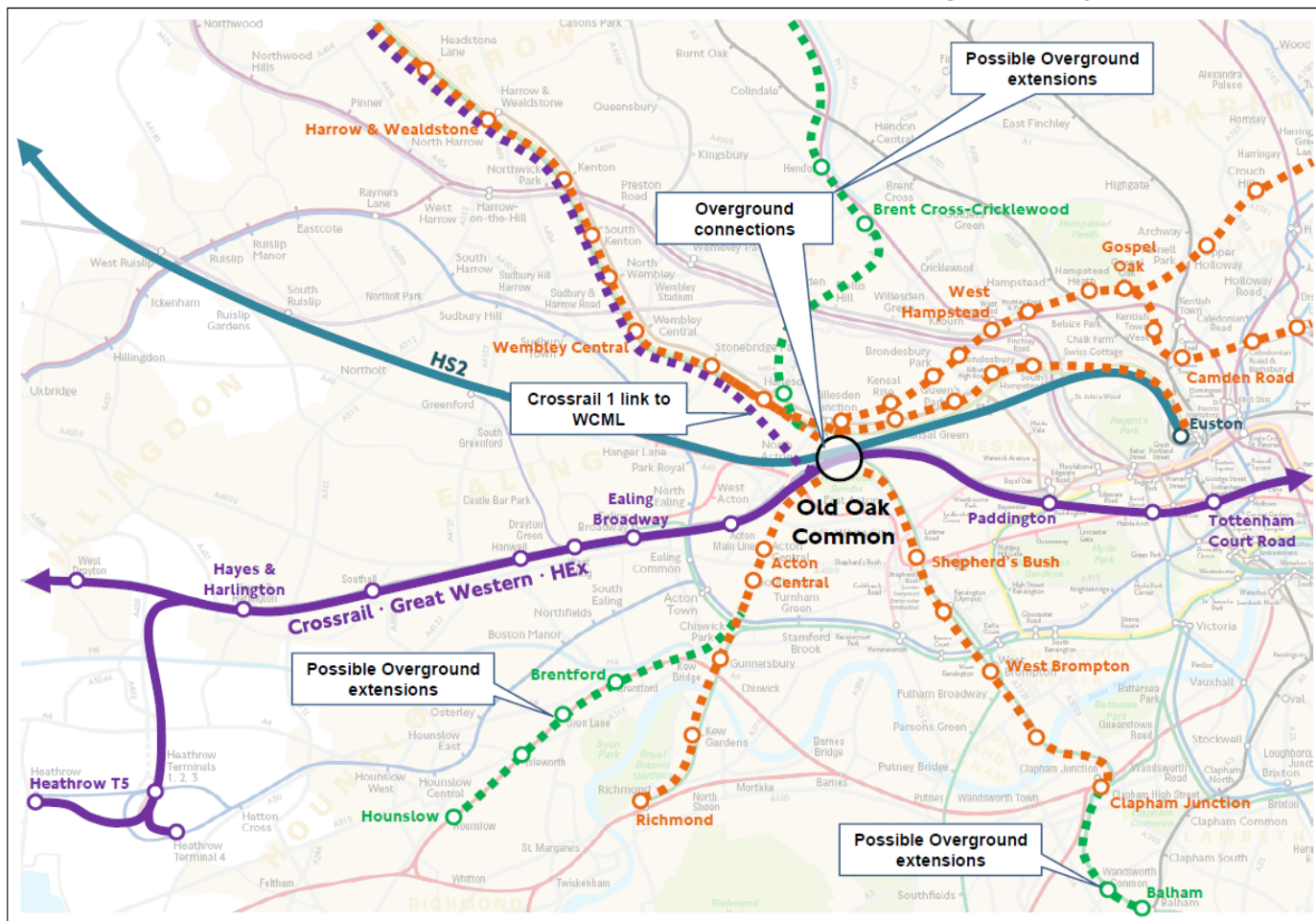
Unresolved Mayoral Conditions

- A number of Mayoral Conditions are not being adequately addressed by HS2 Hybrid Bill plans which the Mayor could potentially petition for:
 - an Overground connection at OOC
 - provision for a Crossrail 1 connection on to the WCML
 - a robust HS2 / HS1 Link that meets future demand *[NB: The Higgins Review has since suggested removing the HS1 from Phase 1 of the project]*
 - a more comprehensive station at Euston with minimal impacts during construction
 - legal Undertakings (including links to OOC HS2 station & cycling)
- TfL are pressing SoS to:
 - Postpone the HS2-HS1 link into Phase 2 but include passive provision for a new segregated link in Phase 1. The link would reduce the construction impacts around Camden and avoid affecting Overground services. A segregated link would also provide flexibility to accommodate the recommendations on the future airport strategy.
 - Use the c£1bn saved on deferring the HS1 link to fund:
 - wider connectivity at OOC by constructing a new Overground station
 - provision for a future Crossrail 1 link to the WCML

OOC Outstanding Issues - Connectivity

TfL & NR are progressing a study into further rail connections at Old Oak Common – emerging options:

- Overground station could lead to a **10% reduction** in HS2 passengers using Euston (BCR > 2.8 to 1)
- Crossrail 1 extension onto WCML could **divert 30% of WCML passengers** away from Euston (BCR >3 to 1)



Current HS2 – HS1 Link Proposal is Suboptimal



- HS2 proposals to rebuild the existing railway through Camden negatively impacts on the Overground
 - Nearly 300% growth on Overground since 2007
 - 70% further growth forecast by 2031
- Instead of rushing a capacity constrained link, a **more robust solution would deliver a fully segregated link (in tunnel)** :
 - Accommodate a **mix of inter-regional and international high speed traffic** as well as serving a new hub airport
 - **Not impact on Overground services**, maintaining current capacity
 - **Provide a long-term solution** which can allow for growth in demand (for both Overground & freight)
- A full segregated, tunnelled option does look feasible and may not cost more than the current Hybrid Bill proposals

HS2 timeline through 2015

