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## Secretariat memorandum

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### Update on London TravelWatch's response to the HS2 Hybrid Bill

#### 1 Purpose of report

- 1.1 To provide a background summary for members on the progress of the HS2 Hybrid Bill, and London TravelWatch's involvement to date. A further verbal update will be provided by Stephen Locke at the meeting following his appearance at the HS2 Select Committee on 7 December 2015.

#### 2 Background

- 2.1 The Hybrid Bill was submitted by Government in November 2013, in order to establish the powers needed to construct the High Speed 2 network. These plans have been updated by the Promoter with a series of Additional Provisions and Supplementary Environmental Statements.
- 2.2 London TravelWatch lodged a petition against the Hybrid Bill, based on the injurious effect that would be suffered by passengers in the London area if the Hybrid Bill, as originally deposited, would be granted powers.
- 2.3 Our petition was lodged based around three substantive areas:
- The effect on passengers caused by the onward dispersal of HS2 passengers from Euston;
  - The missed opportunities for interchange at Old Oak Common; and
  - The removal of the statutory railway closure process

#### 3 Euston

- 3.1 Our petition called for HS2 to amend their plans to include a single level at Euston such that the HS2 platforms, Classic platforms, the bus station and the public realm all be at the same level without steps in between. We also called for additional entrances, particularly to the East/North-East, to allow greater permeability and quicker walking routes into the station for local residents and interchange. We also called for a link between Euston and Euston Square Underground station to be provided, along with a better interchange with the bus station and highway.

## **4 Old Oak Common**

- 4.1 Our petition called for a deviation of the West London Line to be made so that it could serve Old Oak Common, as well as a link from Crossrail to the West Coast Main Line. We also petitioned for a reversing line to be provided at Old Oak Common to add resilience to the network for times of disruption

## **5 Statutory Closure Process**

- 5.1 The hybrid bill contained a clause that exempted HS2 from the need to undertake the statutory requirements for closures. London TravelWatch petitioned that lines such as South Ruislip to Old Oak Common, which may be severed during the works, should not be exempt from the current requirements.

## **6 Commitments from HS2**

- 6.1 Since lodging our petition, HS2 Ltd have amended some of their proposals, and have further committed to change the Bill to remove some of our concerns.
- 6.2 The proposals for Euston station now include significantly better permeability, but still without an entrance/exit to the North-East/East quadrant (for Somers Town and King's Cross St. Pancras), and the entrance/exit to Eversholt Street to the East would still maintain the existing level difference. This is due to the HS2 works not changing the facilities provided by the current Network Rail station, which forms the North-East/East barrier.
- 6.3 The proposals for the interchange from the new HS2 terminal at Euston and the London Underground stations at Euston and Euston Square, along with the bus station and highways, are now improved and would be welcomed.
- 6.4 The proposals for Old Oak Common have not been amended as we called for. Transport for London have withdrawn their objection to the separate stations on the West London Line and North London Line, which was the main element in our objection. The operational flexibility provided at Old Oak Common should be adequate without our previous calls for a reversing facility at Old Oak Common as this should now be possible within the existing plans.
- 6.5 Since we lodged our petition against the proposed exemption from the Statutory Closure Process, we have found that this is actually wider reaching than feared. The plans would allow HS2 Ltd to summarily close any line in order to construct or operate HS2, without any formal consultation process. There is ambiguity in whether this is until the opening of HS2, or in perpetuity, but either is unacceptable. We have received a commitment that HS2 Ltd would consult with London TravelWatch, but not as a formal consultation process.

## **7 Recommendations**

- 7.1 London TravelWatch maintains our petition against the HS2 Hybrid Bill, as our substantive concerns have not yet been addressed.

- 7.2 London TravelWatch amends the petition to reflect the changes in the proposal, adding our concerns that the redevelopment of the Network Rail elements of Euston station must be planned alongside the HS2 station and fully integrated, and removing our comments regarding the resolved concerns about the wider interchange at Euston, and the turnback facility at Old Oak Common.

## **8 Equalities and inclusion implications**

- 8.1 There are no equalities or inclusion implications arising from this report.

## **9 Legal powers**

- 9.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).

## **10 Financial implications**

- 10.1 There is no financial implication for London TravelWatch as a result of this report.