

High Speed Two (HS2) Limited
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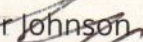
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Your ref: BJ/CGR
Our ref: MP-18-099 / 9973sep11\TM\spv

The Rt Hon Boris Johnson MP

Member of Parliament for Uxbridge and South Ruislip
House of Commons
London
SW1A 0AA

24 September 2018

Dear ~~Mr Johnson~~ 

Re: Uxbridge and South Ruislip - Impact of HS2 Project

Thank you for your letter of 30 August regarding HS2 in your constituency. I recognise that HS2 will mean disruption for some of your constituents and that those affected understandably feel strongly about the impacts on their community.

I would like to assure you that we take the impact HS2 will have seriously and we are working closely with your constituents to try and address their concerns and build constructive relationships. However, I am sorry to hear that there is concern over the progress being made and I appreciate you raising this with me as further feedback will be helpful for us to be aware of. We do constantly review how we work and look at ways to improve our communications with the community from the feedback we receive.

In regards to the power supply for the Tunnel Boring Machine, a connection offer was requested and subsequently provided by SSE in late 2016. However, this could not be formally accepted until the project had obtained Royal Assent in 2017. Unfortunately, in the meantime we were informed that another company had applied for, and then taken the available capacity at the SSE connection. This meant that the initial proposal for the power supply was no longer available.

Through engaging closely with SSE and UKPN we undertook a number of further studies on alternative solutions. We have also investigated the option of running the power supply along the Piccadilly and Metropolitan lines via several meetings with Transport for London (TfL). However, one of UKPNs key requirements is for 24/7 unimpeded emergency access to the cable route and this presented a number of challenges when investigating a rail based route including, third party land access rights needing to be obtained, and constraints around working close to the railway.