

Parliamentary stage: House of Commons

Assurance areas

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1. Delivering the Euston vision and working collaboratively

Ass. No.	Assurance summary	Update
1.1	Nominated Undertaker to continue to participate in Euston Strategic Board to manage shared objectives, including integration of HS2 Euston station with other committed or proposed projects, and wider regeneration plans for the area. Terms of reference to continue to include delivery and implementation of EAP.	Delivery of assurance is being met so far, the London Borough of Camden (LB Camden) expects this to continue and this will be monitored throughout HS2 project.
1.2	Promoter to set up Euston Station Strategic Redevelopment Board (ESSRB) and to agree full terms of reference by end of March 2016. Assurance lists key elements of terms of reference.	ESSRB set up, terms of reference agreed. Assurance met.
1.3	Secretary of State to invite LB Camden, Greater London Authority (GLA) and Transport for London (TfL) to be full	LB Camden, GLA and TfL and Network Rail are full members of EIPB. Assurance met.

	members of Euston Integrated Programme Board (EIPB), with NR. Assurance lists key elements of terms of reference.	
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2. Euston station design

Ass. No.	Assurance summary	Update
2.1	HS2 Ltd to design HS2 Euston station having regard to all relevant parts of the Euston Area Plan.	Delivery of assurance met so far, will need to be kept under review as design develops.
2.2	HS2 Ltd to expedite production of detailed design for HS2 Euston station.	Detailed design expected on schedule.
2.3	HS2 Ltd to establish Euston Station Design Panel and agree chairperson and other members with LBC, TfL, GLA and Network Rail.	Euston Station Design Panel established, Chair agreed. Assurance met.
2.4	HS2 Ltd to involve Station Design Panel in design development for HS2 Euston station.	Design panel commented on initial design. Delivery of assurance to be kept under review.
2.5	Involvement of panel must include opportunity to comment on: <ul style="list-style-type: none"> initial design brief. designs for station prior to progression to detailed design stage. detailed design prior to HS2 Ltd seeking approval for design of station under Schedule 16 of HS2 Act. 	Design Panel commented on initial design. Delivery of assurance to be kept under review.
2.6	HS2 Ltd to engage with London Borough of Camden (LB Camden) and Greater London Authority (GLA) on preparation of agendas and content of papers to Design Panel.	Delivery of assurance met so far, will continue to monitor.
2.7	HS2 Ltd to have regard to all comments of panel under 2.5 prior to further progression of the design.	Design Panel commented on initial design. Delivery of assurance to be kept under review.
2.8	HS2 Ltd to incorporate any changes to design where changes are: <ul style="list-style-type: none"> within scope of limits and powers in Act on grounds that planning authority would be entitled to refuse approval under Schedule 16 of the Act relate to integration of station with wider Opportunity Area consistent with other relevant approvals including highways approvals consistent with operational requirements for station. 	Design Panel commented on initial design. Delivery of assurance to be kept under review.

2.9	HS2 Ltd to notify, on request, LB Camden and GLA of full reasons for failing to incorporate any changes suggested by Design Panel under 2.5.	Design Panel commented on initial design. Delivery of assurance to be kept under review.
2.9.1	Station Design Panel will continue until all the HS2 works at or relating to HS2 Euston station are completed.	Delivery of assurance to be monitored throughout HS2 in Camden.
2.10	HS2 Ltd to have regard to design principles set out in the assurance (see assurance letter p. 7-8 for full list).	Delivery of assurance to be monitored.

3. Vent shaft design

Ass. No.	Assurance summary	Update
3.1	Include vent shaft design within the scope of the Design Panel consideration of the design of the Adelaide Road and Alexandra Place vent shaft sites, including provision of active ground floor uses at Alexandra Place vent shaft site and green enhancements at Adelaide Road vent shaft site.	HS2 Ltd will provide an Adelaide Road update in 2018.
3.2	Design for Alexandra Road vent shaft site to actively consider ground floor uses such as shops and Promoter to have reasonable regard for conclusions of design panel and provide written comments where conclusions not taken forward.	Not applicable. Alexandra Road vent shaft no longer required for HS2 scheme.
3.3	Confirmation that London Borough of Camden is planning authority for Alexandra Place and Adelaide Road vent shaft sites and can refuse plans and specifications in accordance with paragraph 2 of Schedule 16 of HS2 Bill.	Not applicable. Alexandra Road vent shaft no longer required for HS2 scheme.

4. Community engagement

Ass. No.	Assurance summary	Update
4.1	HS2 Ltd to carry out public engagement to inform the design development of Euston station. Open engagement with public exhibitions, leaflet drops, interactive online materials and related publicity. Engagement to take place in 2016 and no later than six months following appointment of design team on preferred options for design of Euston station and on a preferred option prior to submission to the planning authority for approval.	Engagement happened in July 2017. HS2 Ltd will organise more engagement activities to inform the design of Euston station.

4.2	HS2 Ltd to engage with London Borough of Camden (LB Camden) on development of a community engagement framework.	LB Camden has been engaged in the development of the Community Engagement Framework.
4.3	Contractors to produce advance information sheets describing works to be carried out; explain expected disruption and measures to minimise or mitigate adverse impact of works.	HS2 Ltd and contractor CSJV provide this advance information
4.4	Information sheets to be circulated at least two weeks before construction works start and be made available online.	Assurance mostly met. Information is sometimes not provided two weeks in advance. Delivery of this assurance is constantly being reviewed.
4.5	Appropriately experienced community engagement personnel to be appointed to manage community relations framework and stakeholder and community relationships. To include: <ul style="list-style-type: none"> • single point of contact for local authorities in the London Borough of Camden (LB Camden) area • named individual points of contact for affected property owners; and • named senior manager accountable for effective implementation of the Code of Construction Practice. 	HS2 Ltd has appointed a team of community engagement professionals to manage community and stakeholder relationships. There is a single point of contact for LB Camden. Affected property owners have a point of contact.
4.6	Broad duties of individuals set out:	See 4.5 above.
4.6.1	<ul style="list-style-type: none"> • being first point of contact for community, business, local authority and other stakeholders 	
4.6.2	<ul style="list-style-type: none"> • managing relationships with the above 	
4.6.3	<ul style="list-style-type: none"> • raising community issues within HS2 Ltd and the Department for Transport for escalation, resolution or clarification 	
4.6.4	<ul style="list-style-type: none"> • monitoring progress of each item raised 	
4.6.5	<ul style="list-style-type: none"> • monitoring implementation of engagement framework 	
4.6.6	<ul style="list-style-type: none"> • attending regular meetings with HS2 Ltd and subcontractors, LB Camden, the community and other stakeholders 	
4.6.7	<ul style="list-style-type: none"> • advising on support to be provided by HS2 Ltd, which will be available to those affected by the works. 	

5. Reducing the amount of HS2 related construction traffic on the road

Ass. No.	Assurance summary	Update
5.1.1	Seek to maximise volume of excavated and construction material from construction of Euston station and approaches, brought in and removed by rail balancing environmental impacts to local community and on passenger services.	Assurance is subject to design work by Main Works Contractor, however HS2 Ltd has established a joint work stream with Network Rail to take account of transport of materials by rail from Euston in Network Rail's planning process.
5.1.2	Develop plan for bringing in and removal of materials by rail.	Assurance is subject to design work by Main Works Contractor, however HS2 Ltd has established a joint work stream with Network Rail to take account of transport of materials by rail from Euston in Network Rail's planning process.
5.1.3	Plan to be submitted to Euston Integrated Programme Board (EIPB) and Euston Station Strategic Redevelopment Board (ESSRB) for comment by May 2016.	This was discharged prior to the House of Lords Select Committee.
5.1.4	Plan to be submitted to Secretary of State for consideration. Secretary of State to notify EIPB of decision not later than one month from date of plan's submission.	This was discharged prior to the House of Lords Select Committee.
5.2	Minimise waste generated from construction activities by:	Nominated Undertaker to begin production following appointment of main works contractors. Need to clarify when waste minimisation will be in operation (date is when Main Works Contractor is appointed) London Borough of Camden officers are seeking an update from HS2 re: waste minimisation plans and operations in line with ass 5.2 (5.2.1-5.2.6) and 5.3. Given our understanding that the Main Works Contractor has been appointed, we would expect the update very soon, by December 2017.
5.2.1	<ul style="list-style-type: none"> Careful storage of materials on site. 	
5.2.2	<ul style="list-style-type: none"> Minimisation of packaging. 	
5.2.3	<ul style="list-style-type: none"> Use of re-suable packaging. 	
5.2.4	<ul style="list-style-type: none"> Application of designing-out waste principles. 	
5.2.5	<ul style="list-style-type: none"> Working towards cut and fill balance re excavation and tunnelling arisings. 	
5.2.6	<ul style="list-style-type: none"> Segregation of construction and demolition materials on site or through use of waste contractor to maximise diversion from landfill via re-use, recycling and recovery. 	
5.3	Identify, measure and record types, quantities and fate of waste generated by way of site waste management plan. Information to be reported to EIPB on periodic basis to allow monitoring of key performance indicators etc.	
5.4	Preparation of construction workforce travel plans, to encourage use of sustainable modes of transport.	These plans will be prepared by the Main Works Contractors as the works sites are established and full plans have been developed for the operation of these sites.
5.5	Objectives include effective management of construction worker traffic and encouragement of car sharing, use of public transport, cycling and walking to work.	These plans will be prepared by the Main Works Contractors as the works sites are established and full plans have been developed for the operation of these sites.

6. Further reducing impacts of construction traffic

Ass. No.	Assurance summary	Update
6.1.1	Impacts of construction traffic mitigated by contractors where reasonably practicable.	This will be reviewed in light of Local Transport Management Plans (LTMP) when they are available, and discussed at the Traffic Liaison Group (TLG).
6.1.2	Preparation of Local Traffic Management Plans (LTMP) in liaison with London Borough of Camden (LB Camden), Transport for London (TfL) and emergency services.	HS2 Ltd will produce and update LTMPs as the construction process develops. During the immediate Enabling Works period, HS2 Ltd will produce LTMPs in accordance with the works packages of the Enabling Works packages. A draft of the first LTMP has been produced for works relating to demolitions in and around National Temperance Hospital, Cardington Street and Cobourg Street and HS2 Ltd is currently undertaking consultation on this (November 2017) and presented the initial draft to recent meetings of the TLG and Community Traffic Working Group
6.1.3	Traffic Liaison Group (TLG) meetings to take place to enable consultation on temporary management programme. TLG meetings will take into account concurrent construction activities from other schemes.	TLG established and meets every month. Community Traffic Working Group also established in Camden.
6.2	All heavy duty vehicles (HDVs – weight greater than 3.5 tonnes) entering London Low Emission Zone to be powered by Euro VI (or lower emission) engines. Explore a) adoption of LB Camden specific requirement benchmark for percentage of contractor ultra low emissions light vehicles below 3.5 tonnes entering worksites and b) London Borough of Camden (LB Camden) specific requirement that all vehicles be powered by Euro VI engines by 2020.	HS2 Ltd is preparing draft reports on how contractors are meeting this assurance. LB Camden is meeting with HS2 Ltd on 14 November to progress this.
6.3	Maintain public access and measures implemented to ensure local community, economy and transport networks can continue to operate effectively.	To be included in Local Transport Management Plan (LTMP) see 6.1.2
6.4	Retain access for pedestrians and cyclists. Site specific measures to be discussed with highway authorities and emergency services through the Traffic Liaison Group (TLG) meetings.	To be included in LTMP see 6.1.2.
6.5.1	HS2 Ltd to produce LTMPs prior to commencement of any works. The assurance sets out what LTMPs should include	See 6.1.2.

	such as access routes, site boundaries, road closures, construction routes etc.	
6.5.2	Sets out what LTMPs should include in relation to lorry management including timing of traffic movements, lorry routes and holding areas.	See 6.1.2.
6.5.3	Lorry routes will be set out in LTMPs and HS2 Ltd will have forward discussions on lorry route applications before submission	See 6.1.2 regarding Local Traffic Management Plans. HS2 Ltd is also undertaking discussions pre-application discussions with LB Camden regarding a proposed lorry route application (under Schedule 17 of the Act) for Large Goods Vehicle movements requiring consent in association with the works described in the draft LTMP referred to in 6.1.2 above.
6.6	Site specific traffic management measures will be produced and updated and discussed with the highways authorities. These will include road traffic management layouts and signage, measures to minimise impact on highway users, retaining access for cyclists and pedestrians, parking control etc (full list included).	Please refer to 6.1.1.
6.7	HS2 Ltd and its contractors to carry out monitoring to ensure compliance with requirements of Code of Construction Practice.	LB Camden is in discussion with HS2 Ltd to clarify the process for this.
6.8	Removal of listed highways from table 3 in schedule 4 to the HS2 Bill.	This relates to a list of highways that were not updated in the HS2 Bill when AP3 and Supplementary Environmental Statement 2 were produced. This has been discharged.
6.9	Preparation and maintenance of Route Management, Improvement and Safety Plan (ROMIS) as set out in the Route Wide Traffic Management Plan. ROMIS will set out construction routes, consider changes to highway to enable use by large goods vehicles and consider measures for safe and free flow of traffic.	Main Works Contractors will need to prepare local Route Management, Improvement and Safety plans (ROMIS) which will be submitted for information alongside lorry routes approvals submission prior to the commencement of main civils works.
6.10	HS2 Ltd to comply with the Construction Logistics for Cyclist Safety and First Operator Recognition System standards as set out in the Route-wide Traffic Management Plan (RTMP).	Subject to ongoing review via Traffic Liaison Group (TLG).
6.11	HS2 Ltd to work with London Borough of Camden (LB Camden) to ensure there is a coordinated approach to traffic management and address local issues as they arise.	Please refer to 6.1.1.
6.12	Refers to assurance being given to Transport for London (TfL) with regard to reducing the number of carriageways	Assurance is subject to the outcome of the railway design work.

	being reprovided in the final design and height of Hampstead Road bridge.	
6.13	HS2 Ltd to work with LB Camden through station design process on taxi arrangements to maximise convenience to station users and minimise adverse impacts on local community. This applies to final design and interim taxi facilities.	An interim taxi working group has been established to consider interim taxi arrangements. Updates to continue to be provided to TLG and the Community Traffic Working Group.
6.14	HS2 Ltd to enter into an Service Level Agreement with LB Camden to address costs in giving highway authority approvals if the level of work requires it, for a dedicated transport officer.	There are ongoing discussions between HS2 Ltd and LB Camden.

7. Skills and employment

Ass. No.	Assurance summary	Update
7.1	HS2 Ltd to actively engage regarding development of a Euston Construction Skills Centre. Subject to agreement of audit of accounts, governance, objectives and performance measures. Secretary of State to make contribution of up to maximum of £4,100,000, towards construction, property costs, fitting out and ongoing running costs.	Funding not in doubt however, London Borough of Camden (LB Camden) officers and HS2 Ltd is to clarify payments schedule and monitoring requirements.
7.2	Objectives to include advice and information on finding work in construction industry local to Euston and provision of training and apprenticeships relevant to HS2 project for people who are out of work or carrying out unskilled work.	Construction Skills Plan produced by LB Camden as requirement for funding.
7.2	On 9th year following opening of centre, Secretary of State will consider further funding for ongoing provision of facility, reviewing whether objectives and performance targets are met, any recommendations from ESSRB and additional funding sources.	For 2026. To be monitored.
7.4	Single payment in full and final settlement. Any unexpended contribution (within 15 years of receipt) to be refunded to Secretary of State with interest.	Expected to be settled within legal agreement. Due by end of year. Money to be tracked to avoid need for any refunds to Secretary of State.
7.5	HS2 Ltd to encourage recruitment of local, disadvantaged or under-represented groups in LB Camden. Agree a target for apprenticeships to connect local people from area to jobs in construction of high speed railway in Camden area.	HS2 Ltd to encourage recruitment of local, disadvantaged or under-represented groups in LB Camden. To agree a target for apprenticeships to connect local people from area to jobs in construction of high speed railway in Camden area.

8. Business mitigation

Ass. No.	Assurance summary	Update
8.1	<p>HS2 Ltd to consult LB Camden on the development of a Business Support Strategy including:</p> <ul style="list-style-type: none"> • engagement with business pre construction • engagement with business during construction • business promotion and marketing • support for businesses that may be affected by HS2 works • wider business support activities. 	<p>HS2 Ltd in process of producing strategy so assurance is being met. Camden officers feel it lacks detail of concrete measures to support businesses, and continue to press for more information.</p>
8.2	<p>Establishment of agency service to assist businesses in London Borough of Camden (LB Camden) to find suitable alternative premises as a result of need to move due to proposed scheme. This will include helping identify property needs, advice on property available, contacts with agents, landowners etc. Commence work at least one year before construction of the main works begins.</p>	<p>Agency established, but need to monitor level of support provided; ongoing.</p>

9. Open space

Ass. No.	Assurance summary	Update
9.1	<p>HS2 Ltd to secure provision of suitable replacement trees to replace same number of lost trees.</p>	<p>LB Camden has received draft tree plan, which is a live document and will continue to be updated. LB Camden has begun planting replacement trees in the vicinity of the impacted areas and has to date planted 88 replacement trees (out of an anticipated eventual shortfall of 150).</p>
9.2	<p>HS2 Ltd to maintain record of number of lost and replacement trees.</p>	<p>See update for 9.1 above.</p>
9.3.1	<p>Where HS2 Ltd cannot replace trees, will invite LB Camden to identify appropriate locations for further replacement trees.</p>	<p>Camden has identified potential tree planting locations across the impacted areas. 88 of these have been successfully planted. There remain 116 untested locations within the HS2 safeguarded area, which cannot be progressed until completion of HS2 enabling works to relocate utilities.</p>
9.3.2	<p>Fund the Council to provide suitable replacement trees.</p>	<p>This is subject to terms of the legal agreement.</p>

9.3.3	With a view to achieving the same number of replacement trees at appropriate locations in LB Camden to replace the number of lost trees.	Replacement trees have been located in the vicinity of impacted areas, notwithstanding the constraints set by outstanding HS2 utilities work. We will continue to test and plant suitable locations as they become available. Overall tree planting will continue to be monitored through the regularly updated Tree Plan.
9.4	HS2 Ltd to undertake regular reviews throughout the design and construction phases and to engage actively with Camden to ensure replacement trees are planted of a size and species appropriate for their locations. Planting of replacement trees should commence as soon as reasonably practicable after Royal Assent.	Further detail of proposed tree planting within the HS2 construction site will be expected in future updates of the Tree Plan, including any opportunities for early planting within the construction area. London Borough of Camden (LB Camden) replacement tree planting commenced in the first planting season following Royal Assent.
9.5	HS2 Ltd to work to preserve the existing tree line around Euston Square Gardens.	Arrangements remain unclear and subject to interim taxi arrangements and utility works.
9.6	Arrangements to be set out in an agreement between Secretary of State and LB Camden.	See update for 9.5 above.
9.7	Secretary of State to enter into agreement with LB Camden to provide for improvements to existing open spaces and play spaces.	See update for 9.5 above.
9.8	HS2 Ltd to fund improvements to following spaces: Munster Square; Hope Gardens; Clarence Gardens; Cumberland Market; Amptill Estate, Lancing Street and Tolmers Square.	Community engagement has commenced across the named sites to establish community needs. This will inform design work and further engagement, prior to implementation.
9.9	HS2 Ltd to provide funding capped at £2 million of which £500,000 is for providing nature conservation enhancements.	See update for 9.8 above.
9.10	Look at opportunities for implementing signage and wayfaring to existing and new open spaces and play areas.	Basic signage provided at St James's Gardens. Further signage and wayfaring expected as construction work increases, but no clear plans in place.
9.11	Look for opportunities to use land under HS2 Ltd's control for temporary open space.	No clear plans in place, though work has started on a Meanwhile Uses Strategy that could incorporate open spaces.
9.12	Hs2 Ltd to take advantage of opportunities to create short term areas of open space and play space on sites that are temporarily not required for construction of works.	No clear plans in place, though work has started on a Meanwhile Uses Strategy that could incorporate open spaces.
9.13	HS2 Ltd to engage with LB Camden over provision of high quality permanent replacement open space and play space.	Initial engagement as part of discussions on RIBA 2 design has taken place. No detailed discussion about quality.
9.14.1	HS2 Ltd to fund improvements to land alongside Langdale Open Space.	See update for 9.5 above. Waiting for the terms of legal agreement to be clarified.
9.15.1	HS2 Ltd to explore decking over a portion of the taxi rank alongside the Northern open space.	Initial discussions on RIBA 2 design suggest that taxi rank may move.

9.16	Financial contribution of a maximum of £3 million towards the cost of developing the following:	To be incorporated into legal agreement.
9.16.1	Green infrastructure and other enhancements of Phoenix Road potentially including a linear park and nature conservation measures.	Feasibility study underway to establish the physical constraints associated with the proposal, prior to commencing community engagement.
9.16.2	Green infrastructure and other enhancements to pedestrianized section of North Gower Street.	Waiting for planning of work to begin when Council will know outcome of meanwhile use of Maria Fidelis School site.
9.17	If, as a result of consultation with community, enhancements are not taken forward, the contribution may be used for similar enhancements in the vicinity including as a minimum enhancing the walking route between Euston station and St Pancras Station.	To be kept under review (subject to consultation with local community).
9.18.1	Payment subject to London Borough of Camden (LB Camden) obtaining any necessary consents.	To be incorporated into legal agreement.
9.18.2	Payment subject to enhancements including a pedestrian route down Phoenix Road to link HS1 and HS2, the parameters to be agreed with HS2 Ltd.	To be incorporated into legal agreement.
9.18.3	Contribution will be single payment in full and final settlement.	To be incorporated into legal agreement.
9.18.4	Payment subject to LB Camden having open for public use the pedestrian and cycle route on or before the opening of HS2 for public traffic.	To be incorporated into legal agreement.
9.18.5	The agreement will include a mechanism for resolving disputes.	To be incorporated into legal agreement.

10. Residential mitigations

Ass. No.	Assurance summary	Update
10.1	HS2 Ltd will develop a construction noise mitigation package for 1,025 affected properties identified in volume 2 of the Supplementary Environmental Statement 2 and Additional Provisions 3 Environmental Statement giving due consideration to ventilation. Measures will be agreed with London Borough of Camden (LB Camden).	1,330 properties have now been identified. Draft measures have been produced but not agreed with LB Camden. HS2 Ltd has not produced a formal document / plan and LB Camden has raised concerns about this. LB Camden would like to see a robust plan that sets out HS2 Ltd's approach on how noise insulation will be delivered.
10.2	Consultation and pre-installation survey works should commence in Spring 2016 to enable installation of noise insulation in line with commitments in 10.3.	This assurance was not met. The matter has been escalated and discussed at Chief Executive level.

10.3	Ventilation will be consistent with specifications in Noise Insulation Regulations and comply with building regulations relating to ventilation. Will also have regard to obligations of landlords to maintain properties in ways which comply with Housing Health & Safety Rating System (HHSRS).	LB Camden is monitoring this.
10.4	Work to ensure that qualifying properties have mitigation installed before commencement of HS2 works that trigger the need for noise insulation.	LB Camden is concerned that this assurance will not be met. Noise insulation might not be in place for all eligible properties by the works that trigger the legal obligation for noise insulation start in early 2018. LB Camden is asking for an update as soon as possible from HS2 Ltd on the works timelines.
10.5	HS2 Ltd to commission independent survey of additional group of properties (sets out geographical bounds). Work to complete surveys before works start.	The independent surveys have been commissioned but not completed.
10.6	If survey identifies need, HS2 Ltd will seek to agree measures which may include improved ventilation. To be installed consistent with Noise Insulation Regulations and comply with any additional requirements of Building Regulations.	Surveys and reports have not yet been completed. Once this has been done, LB Camden will work with HS2 Ltd to ensure that additional requirements are put in place should a need be identified.
10.7	HS2 Ltd will work to ensure those qualifying properties identified through the additional surveys (as at 10.6) have mitigation installed before the commencement of those HS2 works that trigger the need for mitigation.	LB Camden is concerned that this assurance will not be met. Noise insulation might not be in place for all eligible properties by the works that trigger the legal obligation for noise insulation start in early 2018. LB Camden is asking for an update as soon as possible from HS2 Ltd on the works timelines.
10.8	If circumstances change, HS2 Ltd will carry out independent surveys of any additional properties that can demonstrate they are affected by similar circumstances as above.	This is being monitored by LB Camden.
10.9	All costs to be borne by HS2 Ltd.	HS2 Ltd is bearing the costs
10.10	HS2 Ltd will consider special cases such as night workers on a case by case basis. Other premises (e.g. commercial, educational and community) will also be considered.	HS2 Ltd is considering special cases and other premises.
10.11	HS2 Ltd to commission independent evaluation of six ground floor properties fronting on Hampstead Road, in Cartmel.	Evaluation has happened and report has been produced. Initial meeting convened 6 October and a follow-up is due imminently.
10.12	HS2 Ltd to share results of the evaluation on an open and transparent basis.	There has been a meeting between LB Camden and HS2 Ltd to discuss the results of the evaluation.
10.13	Following evaluation work to agree appropriate mitigations, including considering need for permanent or temporary location.	Discussions ongoing between LB Camden and HS2 Ltd

10.14	Further mitigations such as rehousing will be subject to further agreement of terms with LB Camden.	Discussions between LB Camden and HS2 Ltd are ongoing
10.15	HS2 Ltd to undertake meaningful and regular engagement with LB Camden to implement assurances including on:	HS2 Ltd and CSJV engage regularly with Camden Council on implementing assurance 10.15 and all subsidiary assurances therein.
10.15.1	<ul style="list-style-type: none"> Terms of the independent assessment, survey and evaluations to be carried out under 10.1, 10.4 and 10.9. 	HS2 Ltd and CSJV engaged with LB Camden.
10.15.2	<ul style="list-style-type: none"> Details of any acoustic installation or ventilation mitigation and compliance with HHSRS. 	Engagement took place. This will be monitored on an ongoing basis.
10.15.3	<ul style="list-style-type: none"> installation of remedial measures and mitigation under paras 10.5 and 10.6. 	This work is currently ongoing. LB Camden will continue to monitor progress.
10.16	HS2 Ltd to review during the construction period effectiveness of acoustic installation or ventilation.	Noise insulation installation has been significantly delayed. The construction period has not yet begun. Until the noise insulation is in place effectiveness cannot be reviewed. HS2 Ltd will update residents on how this will be done.

11. Effective management of construction sites

Ass. No.	Assurance summary	Update
11.1	HS2 Ltd to engage over opportunities for possible meanwhile uses for vacant or blighted buildings. HS2 Ltd to enable third parties to use facilities for the duration of the opportunity.	No plans in place as yet.
11.2	HS2 Ltd to consider opportunities for joint use of construction sites with other construction projects.	No plans in place as yet.
11.3	HS2 Ltd to maintain permeability while carrying out detailed design of the project.	Awaiting clarification from HS2 Ltd on how work is being taken forward
11.4	HS2 Ltd to coordinate combined activities to reduce combined impact of construction, including coordination of applications for consent under Section 61 of Control of Pollution Act 1974.	<ul style="list-style-type: none"> HS2 Ltd have confirmed that there is a cumulative impact tool in place which tracks the combined activities of all the sites and ensures that the appropriate mitigation is in place. London Borough of Camden (LB Camden) will provide some input based on our Crossrail experience so that the tool is improved as the project progresses. HS2 Ltd have prepared and shared a S61 consent register which is currently being used. LB Camden will provide some input based on our Crossrail experience so that the tool is improved as the project progresses.

12. Schools

Ass. No.	Assurance summary	Update
12.1	The Secretary of State will work with the Secretary of State for Education to seek to minimise delays in consolidation of Maria Fidelis School sites, including quarterly review meetings between senior officials. Regular reports to be provided to LB Camden and Maria Fidelis School.	Review meetings took place to unblock delays in submission of planning application by Education Funding Agency. Application submitted and work proceeding to plan.
12.2	HS2 Ltd to seek measures to reduce impacts on schools including provision of acoustic installations, air handling equipment, high hoardings, no noisy works during examination periods and use of additional lorry control methods and banksmen.	LB Camden is requesting further engagement with schools to reduce impacts. This will be monitored throughout.
12.3	Particular regard to effects on Maria Fidelis School if consolidation of sites has not been completed before construction starts near to the school.	This is of concern to London Borough of Camden (LB Camden). Contractors are engaging directly with the school(s) to ensure impacts can be reduced.
12.4	HS2 Ltd to require contractors to maintain pedestrian access to and from schools during term time and normal operating hours of the schools save for emergency or implementation of traffic and pedestrian measures.	Local Traffic Management Plans (LTMPs) are being produced as work areas come online. Camden expect schools to be directly consulted on the preparation of these, with particular regard to travel to and from schools.
12.5	HS2 Ltd and contractors to consult schools over LTMPs. The LTMPs will develop mechanisms for protecting pupils and other vulnerable road users.	As above.
12.6	HS2 Ltd to continue to consult schools to understand potential impact of the scheme.	LB Camden would like more engagement with Schools and continue to press for this and remind HS2 of their commitments.
12.7	HS2 Ltd to engage with LB Camden and schools to understand impacts and identify measures to mitigate.	Schools engagement framework from HS2 Ltd was updated 23 October 2017.
12.8	HS2 Ltd to engage with LB Camden prior to completion of detailed design of traffic management associated with construction work to reduce as far as possible any disruption on arrival and departure of pupils, staff and others to and from schools.	Traffic management engagement with LB Camden is taking place via Traffic Liaison Group (TLG) meetings. LB Camden officers are regularly raising the need for direct contact with school staff.
12.9	HS2 Ltd to give reasonable advance notice of construction works taking place around schools.	LB Camden would like more engagement with Schools and continue to press for this and remind HS2 Ltd of their commitments. HS2 Ltd is providing information sheets with 'forward looks'.

13. Motorcycle club

Ass. No.	Assurance summary	Update
13.1.1	HS2 Ltd to work with LB Camden to locate suitable alternative facility for Silverdale Motorcycle Club.	LB Camden officers have potential site identified. 'Suitability' needs to be agreed.
13.1.2	HS2 Ltd to fund reasonable costs up to £160,000 of fitting out facility.	LB Camden provided proposal for release of funds following discussions with HS2 Ltd and motorcycle club operational staff.
13.1.3	LB Camden to be able to use £160,000 for other community facilities, should a suitable alternative facility not be found (in that case the £160,000 be set off as appropriate against any claim for compensation made by LB Camden in relation to compulsory acquisition of Silverdale Tenants Hall).	As above. LB Camden is awaiting response from HS2 Ltd. News expected by end of 2017.

14. Escalation of concerns

Ass. No.	Assurance summary	Update
14.1	Where London Borough of Camden (LB Camden) has concerns about HS2 Ltd not doing anything set out in 14.4 it can invoke procedure at 14.3.	To follow escalation procedure as necessary.
14.2	HS2 Ltd and LB Camden use all reasonable endeavours to cooperate.	LB Camden have devised an informal escalation procedure in order to facilitate cooperation.
14.3	LB Camden must notify HS2 Ltd in writing of its concerns and making clear what steps it expects HS2 Ltd to take and when. HS2 Ltd must respond within 28 days in writing setting out what steps it proposes to take in response. If LB Camden dissatisfied with response it can escalate to Director of HS2 Ltd and then to Secretary of State.	Camden will continue to monitor.
14.4	Escalation procedure applies to: community engagement (under para 4.1); any engagement or consultation with LB Camden under any of the assurances; keeping stakeholders informed (under para 4.6.4); attending regular meetings with stakeholders; reporting to Euston Integrated Programme Board about waste under 5.5; production and updating of site specific traffic management measures under 6.6; working with LB Camden to ensure a coordinated approach to traffic management and reviewing plans under 6.11.	As above.

15. Engagement with London Borough of Camden

Ass. No.	Assurance summary	Update
15.1	Engagement shall include the following requirements: See below	N/a, see below.
15.1.1	London Borough of Camden (LB Camden) must be given the opportunity to comment on proposals and make proposals of its own.	LB Camden must receive proposal in advance if they are to have the opportunity to comment. Officers continue to press for information as early as possible.
15.1.2	HS2 Ltd must consider comments by LB Camden.	Regular engagements between LB Camden and HS2 Ltd and contractors where views can be exchanged.
15.1.3	HS2 Ltd must take reasonable steps to provide reasons to LB Camden where it does not agree with any reasonable recommendations of LB Camden.	Camden continue to monitor.

16. London Borough of Camden specific assurance regarding heritage issues

Ass. No.	Assurance summary	Update
16.1	Assurances offered subject to LB Camden obtaining all necessary licenses, consents and permissions.	To be monitored. No difficulties expected in obtaining consents.
16.2	HS2 Ltd to integrate each Asset into the design for the public realm at Euston following completion of the authorised works. For 'Piscator Sculpture' and 'Time Benches' this relates to integrating on Network Rail land owned at Euston, subject to Network Rail consent.	Expected prior to 2026. Discussion should be ongoing before then. LB Camden would expect to begin talks once station designs are more finalised.
16.3	HS2 Ltd to engage with LB Camden, if not possible, to find a suitable alternative location and install the asset at the location.	As above.
16.4	HS2 Ltd to work with LB Camden to find suitable alternative locations for the Memorials in LB Camden and to install the Memorials at their new locations.	As above.
16.5	HS2 Ltd to fund up to £10,000 of Council costs of renovating the Grade 2 listed drinking fountain formerly located at St James's Gardens.	Renovation works to be completed by 2022. LB Camden is looking into tendering for appropriate craftsmen.
16.6	The relocation to be in accordance with provisions of a heritage agreement or in accordance with Schedule 17 of the Bill.	To follow on from the above.