

Where is the cable going?

The route was chosen after consultation with key stakeholders such as London Borough of Hillingdon, London Borough of Harrow, and Transport for London (TfL) to help minimise disruption to traffic on the local road network. UK Power Networks undertake this type work all over the country and have the experience to deliver it as quickly and efficiently as possible.

A number of routes were considered before this had been chosen including one route alongside the Piccadilly and Metropolitan track.

However any cabling alongside a railway line needed to be easily accessible to UK Power Networks and the tube route was not possible due to:

- UK Power Networks not being able to get 24 hour, seven day a week emergency access
- All of UK Power Networks engineers needed to undergo specialist training and accreditation to work trackside which was impractical
- It was not possible to guarantee the ability to work uninterrupted over an 8-12 hour shift to repair the cable
- A number of bridges and other pinch points proved very difficult to lay the cable
- The tube network would have to be stopped in the event of an emergency repair

Based on the above constraints a route running the length of the line was discounted. This was supported by a TfL review that was produced at the request of London Borough of Hillingdon.

The original option proposed in the HS2 Hybrid Bill was a Scottish and Southern Energy supply located approximately 4km south west of West Ruislip station. This option was based on tapping onto a nearby high voltage power line and would have required a new large transformer substation located within the Colne Valley nature reserve to change the voltage down from 66kV to 33kV.

However, HS2 was not able to formally secure this supply and develop the scheme further until we had been granted Royal Assent in 2017. In the meantime the available electrical power capacity from this location was secured by another customer. This meant that an alternative supply was required with the only viable one being the UK Power Networks supply via the North Harrow substation which has subsequently been progressed by HS2.

All joint bay works have now been completed.