



March 2014

## **SUGGESTED LAYOUT and SERVICES FOR OLD OAK COMMON FOR WEST LONDON LINE, NORTH LONDON LINE, GREAT WESTERN MAIN LINE, CROSSRAIL and HS2 plus WEST COAST MAIN LINE and MIDLAND MAIN LINE**

There is a lack of detailed and complete information in Network Rail's London & South East Route Utilisation Strategy regarding demand on the West London Line and others in the area that would arise from an interchange with the Great Western Main Line (GWML), Crossrail and High Speed 2 (HS2) at Old Oak Common that would also be integrated with the regeneration proposals in this area. We have therefore set out below our suggested revisions to TfL's proposed Option A for the layout for the Old Oak Common interchange.

- Our suggestions should accommodate anticipated increased rail demand arising generally, from growth on the WLL, WLL and other lines' connections with Crossrail/GWML and HS2, and the need to produce a Premier Interchange that is 'future-proofed' until at least 2080.
- We believe these suggestions are workable and provide better rail capacities and integration, with lesser impacts on residents and ecological areas, and with no sprawl.
- Our suggested curves are no tighter than elsewhere in Option A; ideally these should be eased to minimise 'wheel squeal' and running times.
- The feasibility of our suggestions in terms of gradients and height clearances for running tracks would need to be checked.

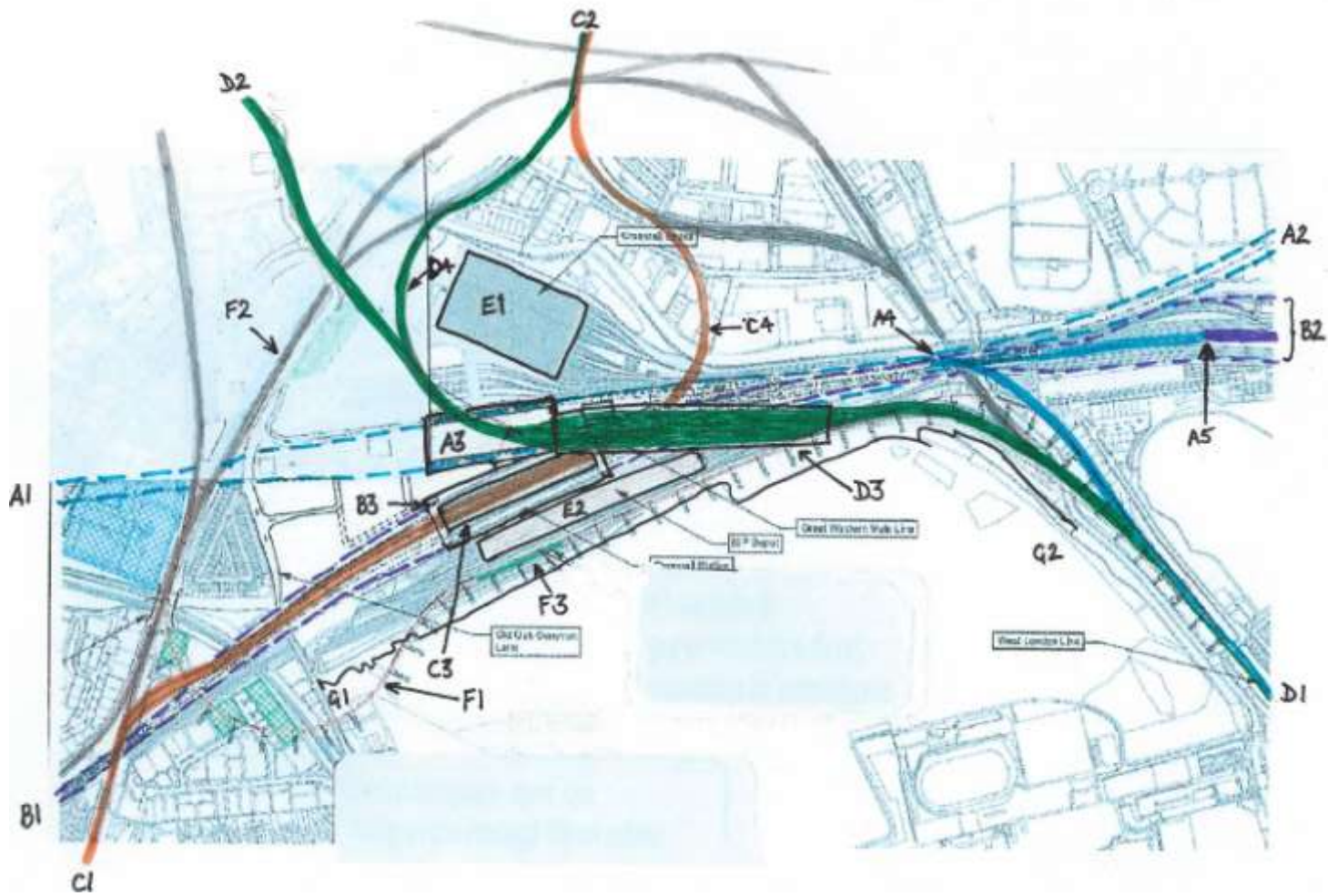
The HS2 and Crossrail/GWML platforms are unchanged, although we would urge that the HS2 platforms are elevated to reduce vertical interchange distances between them and other lines (and presumably the spoil to be removed for the HS2 station box): this elevation should also ease our suggested connections between the HS2 tracks and those of Crossrail and the WLL.

We have suggested inverting the southern approaches to Willesden Junction of the WLL and North London Line (NLL) by putting them on different axes across the site, with each running roughly east-west above the platforms for HS2 (lowest level 1) and Crossrail/GWML (level 2) to Mitre Bridge and Acton Wells Junction respectively.

We have shown the NLL platforms (level 3) directly above the Crossrail/GWML platforms and crossed by the WLL at level 4, so that the WLL would be able to clear the bulk of the Crossrail depot with minimal or no impact on the latter, although there may be other reasons why the NLL should cross above the WLL. In either case, we suggest that, to minimise adverse environmental impacts, the complex is 'tree screened' along the north of Wormwood Scrubs.

We have suggested – as an absolute minimum – a four 12-car platform layout for the WLL station box (level 4) and a twin/island 10- or 12-car layout for the NLL platforms (level 3) directly above the station box for the GWML/Crossrail. Immediately west of the WLL station box, there would be a new viaduct to allow Southern and South West Trains to reach, via the Dudding Hill Line, the West Coast Main Line and the Midland Main Line respectively.

Suggested layout for Old Oak Common



Key

A	HS2 (Light Blue)	E	Depots
A1 – A2	Alignment of HS2	E1	Crossrail Depot
A3	HS2 station box (Level 1)	E2	IEP Depot
A4	HS2-WLL Junction (Old Oak Common – Westway Circus)		
A5	HS2-Crossrail Junction (Denham Parkway – Paddington)		
B	Crossrail (Purple)	F	Facilities no longer needed
B1 – B2	Alignment of Crossrail	F1	Proposed WLL diversion no longer needed
B3	Crossrail station box (Level 2) surmounted by NLL platforms (Level 3)	F2 and F3	Proposed stations no longer needed
C	NLL (Orange)	G	Mitigation Measures
C1 – C2	Diverted route of NLL (Level 3) between Acton Wells and Willesden Junction	G1 – G2	Proposed line of tree-screening
C3	NLL twin/island 10-car platforms (Level 3) over Crossrail station box (Level 2)		
C4	Curve to be eased if possible		
D	WLL (Green)		
D1 – C2	Diverted route of WLL (Level 4) between Westway Circus and Willesden Junction		Other items
D1 – D2	Diverted route of WLL (Level 4) between Westway Circus and WCML and MML via Dudding Hill Line		All other existing railway lines to remain in situ.
D3	WLL four 12-car platforms (Level 4) over HS2 (Level 1), Crossrail (Level 2) and NLL (Level 3)		
D4	Curve to be eased if possible		

## Suggested train service patterns at Old Oak Common

We envisage an intensive set of services to and from the WLL and NLL platforms in order that:

- i. the new regeneration and opportunity areas in the immediate environs are properly served with minimal impact on the existing environment arising from the station;
- ii. the WLL and NLL can fully serve Old Oak Common to meet the interchange demands here of GWML, Crossrail and HS2;
- iii. pressure is lessened on the five tube lines at Euston/Euston Square and on other parts of the Underground;
- iv. by changing at Old Oak Common an almost infinite number of routes can be taken between many different parts of this country, facilitating a modal shift from roads such as the M25; and
- v. there would be improved access for Londoners and others to UK airports, with direct trains to Heathrow, Gatwick, Luton, Stansted and Birmingham.

## Suggested train services at Old Oak Common

<p><b>WLL</b></p> <ul style="list-style-type: none"> <li>• Clapham Junction – OOC – Stratford (10-car 4tph) [London Overground]</li> <li>• Brighton/Gatwick – OOC – Milton Keynes (12-car 2tph) [Southern]</li> <li>• High Wycombe – OOC – Clapham High St – SE London/Ebbsfleet (10-car 2tph) [Chiltern/London Overground]</li> <li>• Bedford/Luton – OOC – Clapham Junction – Guildford (10/12-car 2tph) [FCC/SWT]</li> <li>• Northampton – OOC – Clapham Junction (12-car 1tph) [London Midland]</li> <li>• Oxford – OOC – Clapham Junction (12-car 1tph) [FGW]</li> </ul>	<p><b>NLL</b></p> <ul style="list-style-type: none"> <li>• Richmond – OOC – Stratford (10-car 4tph) [London Overground]</li> <li>• Basingstoke/Heathrow – Hounslow – OOC – Stansted (10/12-car 2tph) [Greater Anglia/SWT]</li> </ul>
<p><b>HS2</b></p> <ul style="list-style-type: none"> <li>• Glasgow/Manchester – OOC – Euston</li> <li>• Birmingham – South Midlands – OOC – Euston</li> <li>• Edinburgh/Leeds/Sheffield – Toton (Nott'm/Derby) – OOC – Euston</li> </ul>	<p><b>Crossrail</b></p> <ul style="list-style-type: none"> <li>• Reading/Maidenhead/Heathrow/Denham – OOC – Central London – Shenfield/Abbey Wood/Ebbsfleet</li> </ul>