



28 April 2004

## WLLG CALLS FOR HS2 TO BRING MORE BENEFITS FOR MORE CONSTITUENTS ACROSS THE COUNTRY

### HS2 – WITH NEW STATIONS AND IMPROVED LINKS AT OLD OAK COMMON – IS NEEDED TO:-

- Increase public engagement and support for High Speed Rail (HSR) in the UK
- Augment capacity on the UK's premier rail corridors for 2080 – and beyond
- Bring Domestic and International HSR (HS1 and HS2) closer to more people in the Chilterns, South Midlands, London, Devon, Dorset, Hampshire and Sussex
- Link High Speed Rail with Heathrow, Gatwick, Luton, Stansted and Birmingham airports
- Underpin regeneration in three West London Opportunity Areas and other key locations
- Secure modal shift to rail, reduce car pollution and ease pressures on the M25 and the tube

### **WLLG URGES ALL MPs TO SUPPORT THE HYBRID BILL, MODIFIED TO INCLUDE:-**

- Chiltern Ridge, Claydon (for East-West Rail) and North Warwickshire Parkway stations, each to be served by a different train between non-stop trains in each HS2 cycle, thereby increasing the present HS2 catchment by 13% and providing direct access to HS2 for many concerned parties along its route. These three stations should be built either in Phase One or later, in line with regional priorities and using central and/or local funding.
- An extension to Crossrail via HS2 axis to Denham Parkway to provide key South Chilterns catchments with fast, direct services to the West End, City and Docklands.
- A new HS2 to HS1 link via the West London Line (WLL), Clapham Junction, East Croydon, Merstham Parkway (for M23/M25 interchange and Gatwick), Tonbridge and Ashford.
- An integrated, equitable and 'future-proofed' design of Old Oak Common (OOC) to:-
  - Ensure closest interlocking of all four sets of platforms, the Crossrail and IEP depots, with minimal impact on journey times, local residential amenity and ecology;
  - Optimise interchange benefits for all HS2, Crossrail, Great Western, North and West London Line users;
  - Ease impacts on joining, leaving and through passengers on five cross-London tubes at Euston;
  - Ease access between the HS2/Crossrail nexus and three West London Opportunity Areas and their residential hinterlands;
  - Accommodate new rail services, e.g.,
    - Woking – OOC – NLL – Stansted/Cambridge
    - WCML/GWML – OOC – WLL – Clapham Junction
    - Guildford – OOC – MML – Luton/Bedford
    - Heathrow – OOC – WLL – SE London/Kent
  - Capitalise on HS2 link to Birmingham International to ease London air travel demands;
  - 'Future-proof' this hub – to at least 2080 – with sufficient 12-car local platforms and circulation spaces. Old Oak Common will quickly become an unextendable station (to be built over and surrounded by new development), yet, given recent experience elsewhere (e.g., Alloa, South Wales Valley Lines, and London Overground's East London Line Extension to Clapham Junction), it is likely to be faced with actual demands far higher than presently forecast. **Its proper layout at the outset is crucial.**