



West London Line Group



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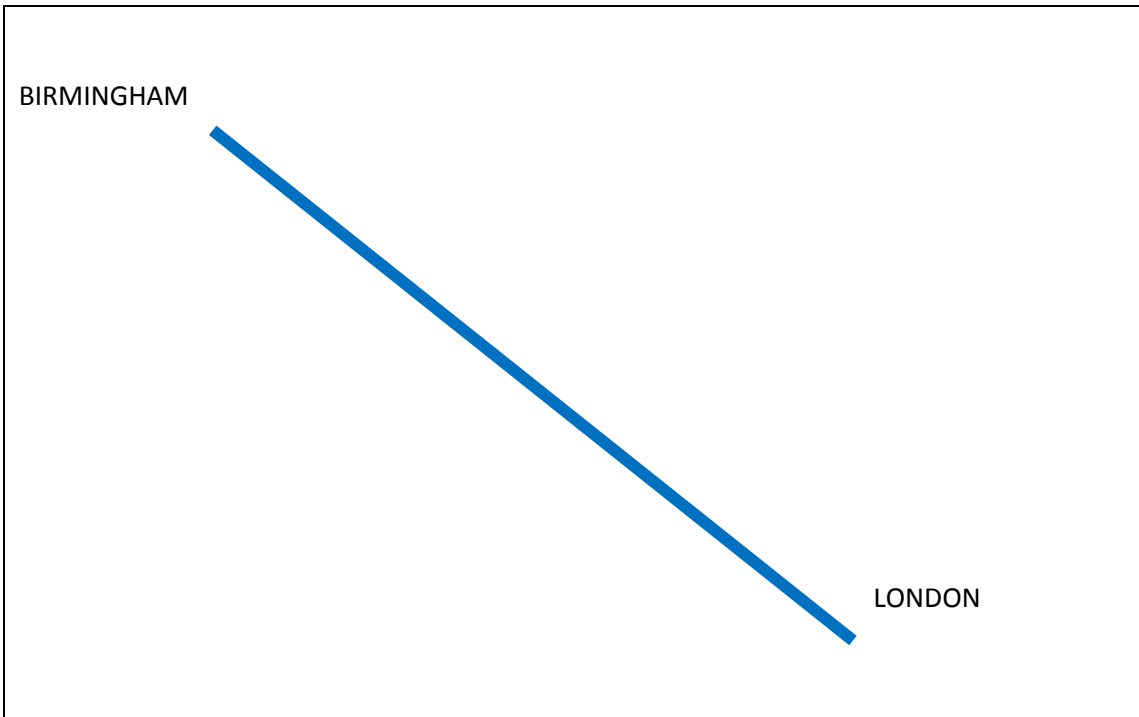
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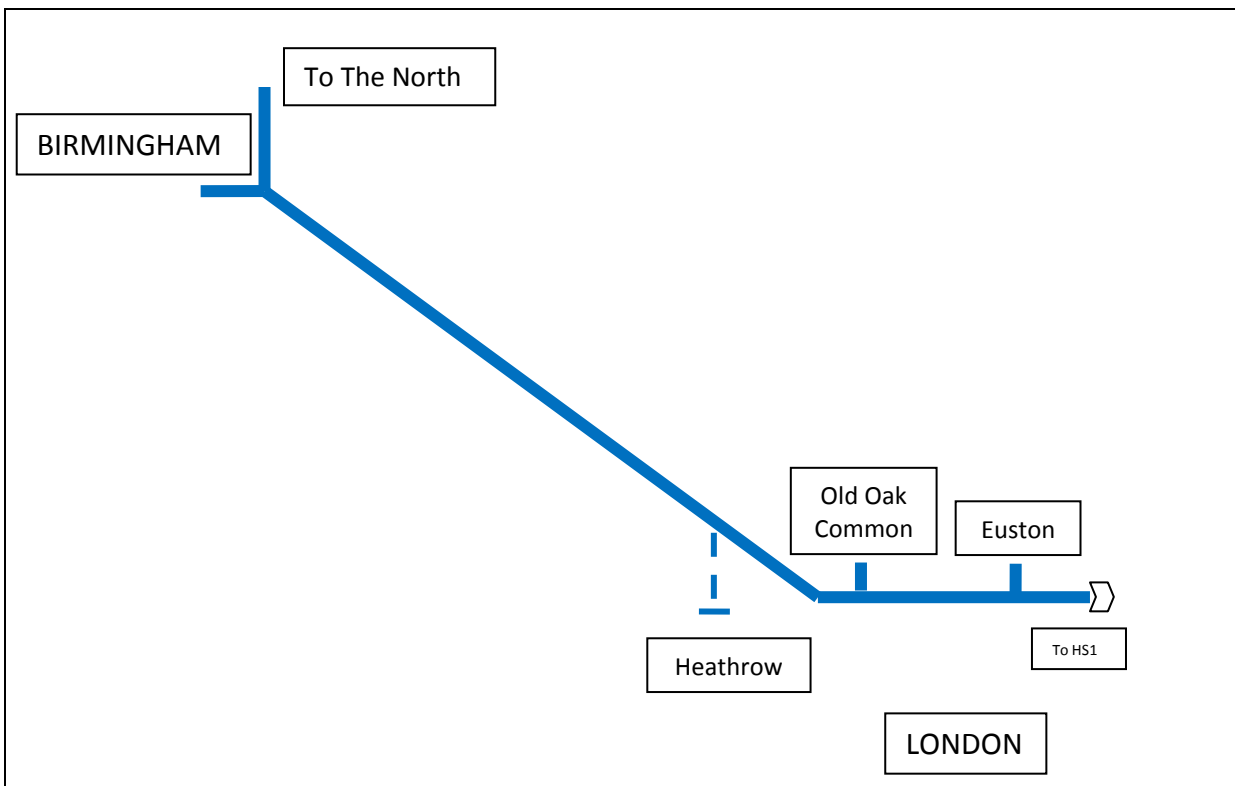
RECOMMENDATIONS FOR HS2, CROSSRAIL AND OLD OAK COMMON INTERCHANGE

DECEMBER 2013

1. High Speed London – Birmingham



2. HS2 London - Birmingham



3. Key HS2 design parameters

Opportunities for HS2 to be brought closer to more people through more stations and better connections

Needs to be adequately engineered with:-

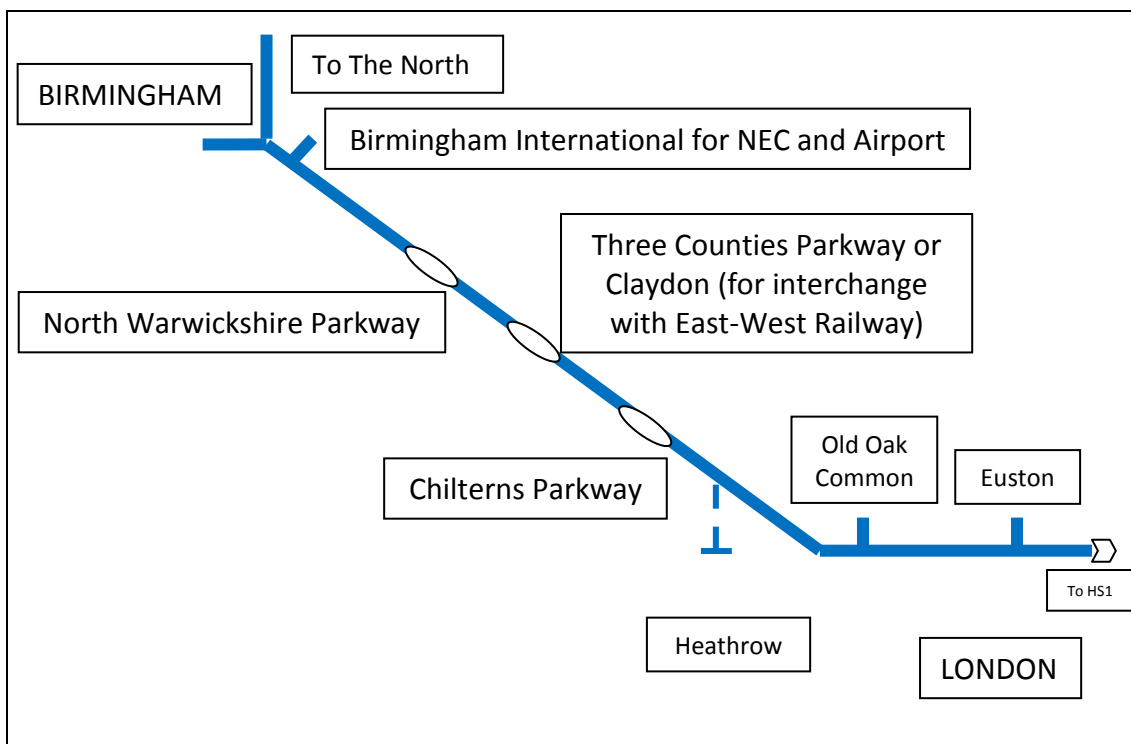
- Adequate spacing between running tracks;
- Frequent crossovers; and
- Bi-directional signaling

All the above to be provided throughout to allow single-line working on both lines during periods of disruption

All HS2 infrastructure, including tunnels, over- and under-bridges, should be able to accommodate Double-Decker passenger and Continental gauge freight trains, even though the latter may not form a large part of HS2's daylight market

Double-Decker trains could be shorter than single-decker trains, needing less landtake for structures, stations, depots, loops and sidings

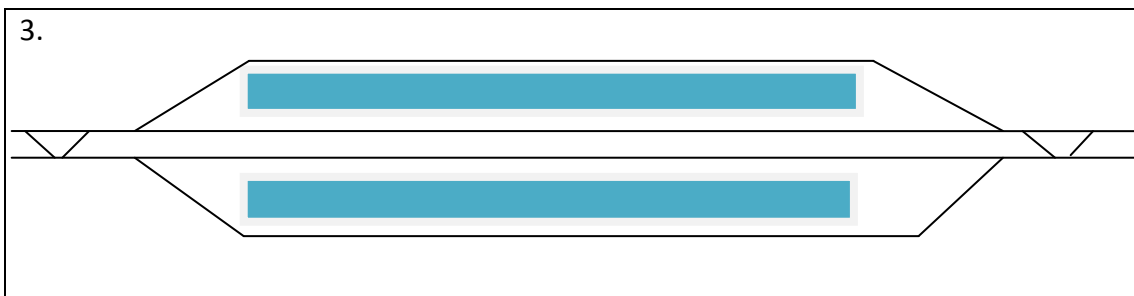
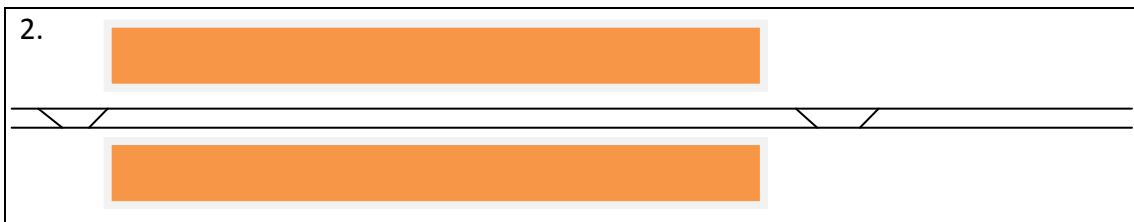
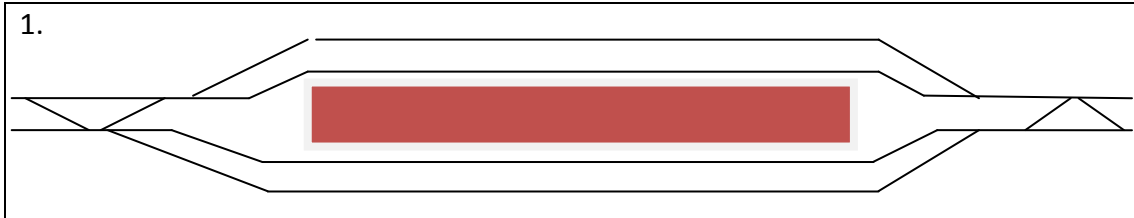
4. Suggested HS2 Parkway Stations



Each HS2 train 'cycle' would have one Old Oak Common – Birmingham International non-stop, with each of the rest also stopping at a different Parkway station.

5. Options for platform arrangements for HS2 Parkway stations

Passive provision for the three Parkway stations should be made now with passing loops installed from the outset to allow for construction of their future platforms



Options 1 and 3 above offer greater capacity to meet operational demand

6. Populations served

Birmingham 2,086,000	London 8,294,000	Total 10,380,000
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Main centres within 15 minutes drive time of an HS2 Intermediate station					
Solihull 207,000	Coventry 316,900	Rugby 95,700*			
Kenilworth 23,200	Royal Leamington Spa 49,500				
	Warwick 30,100		Daventry 25,000*	Northampton 212,100	
	Stratford-upon-Avon 25,500				
	Banbury 43,100*	Brackley 14,500*	Buckingham 12,000	Bletchley 15,300	Milton Keynes 189,300
		Bicester 28,700			
	Oxford 145,000			Aylesbury 74,700	
Original Total 10,380,000 100%	Areas Above 1,318,300 13%			Revised Total 11,698,300 113%	

Many of the most prosperous areas outside London, but some pockets of deprivation and areas of low economic activity

Strong commuter demand for London and Birmingham

Swifter access to airports by rail

Opportunities to ease road networks

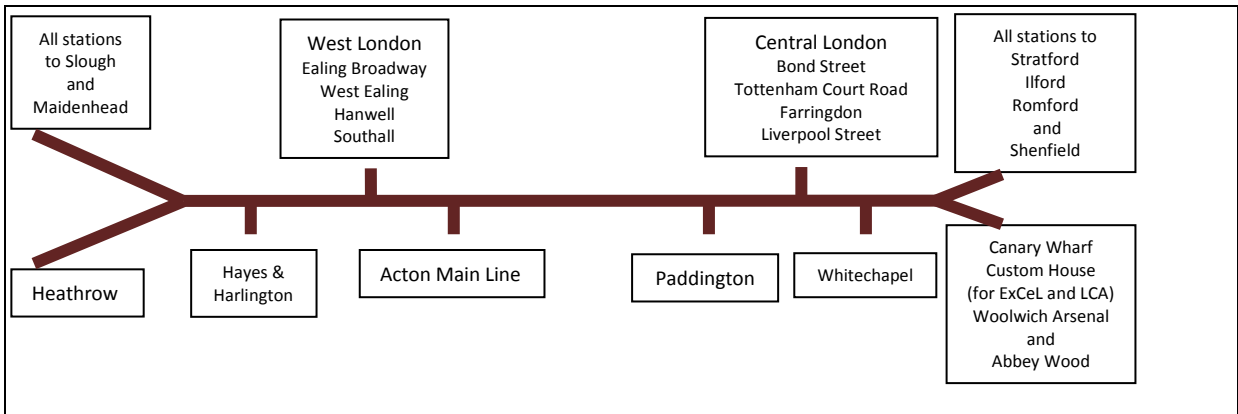
Opportunities for sensitive development

Opportunities for local decisions on stations with guidance from Government

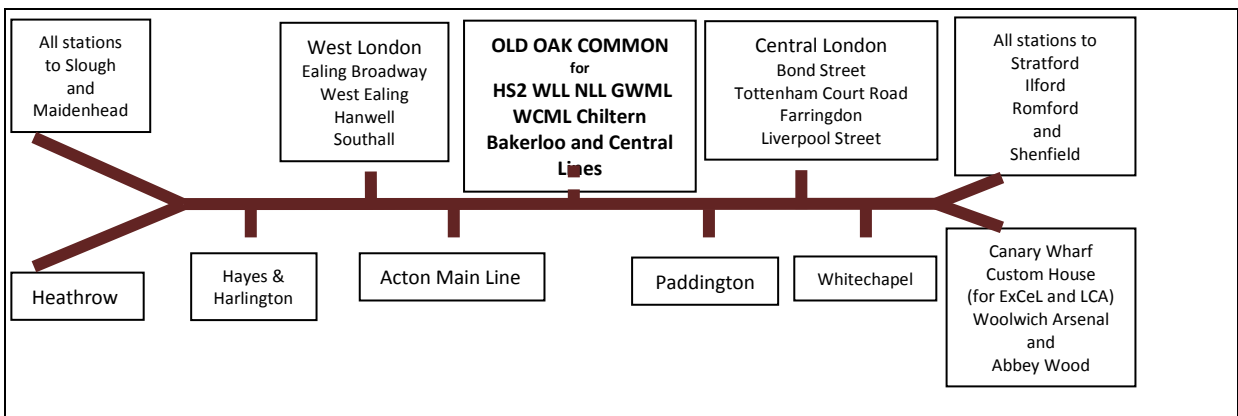
These benefits to counterbalance perceived adverse environmental impacts

Bringing the benefits of High Speed rail closer to those who will be paying for it

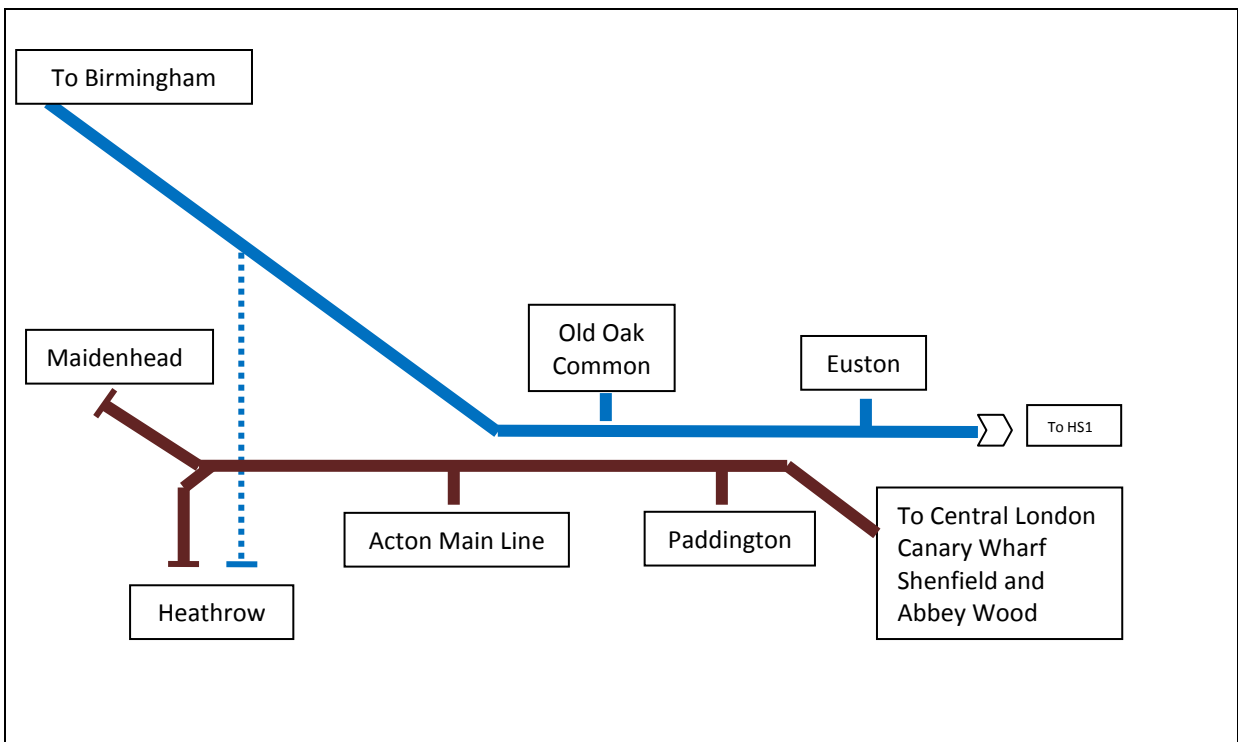
7. Crossrail excluding Old Oak Common



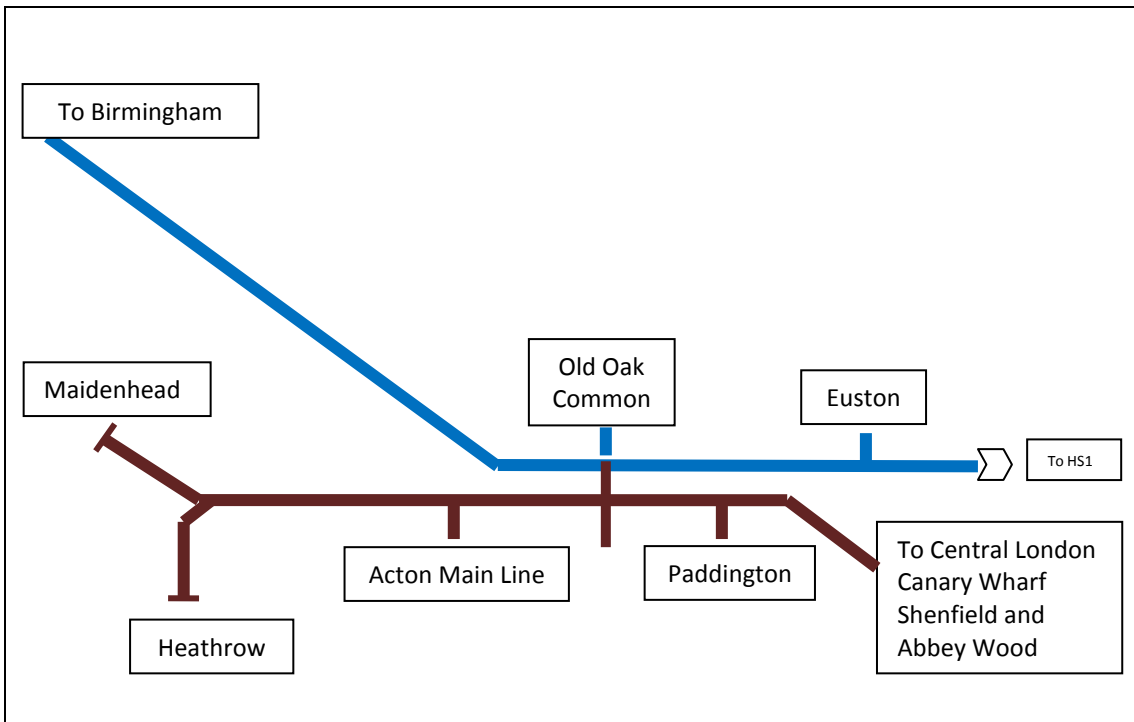
8. Crossrail including Old Oak Common



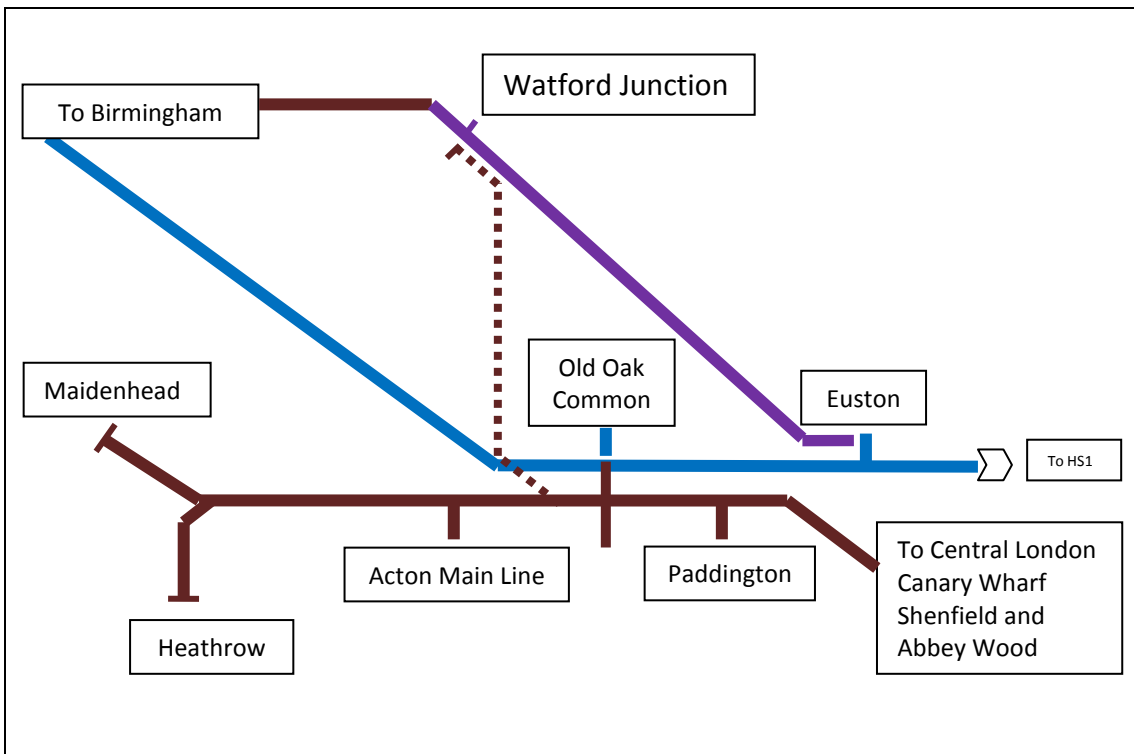
9. Present Plans for HS2 and Crossrail at Old Oak Common



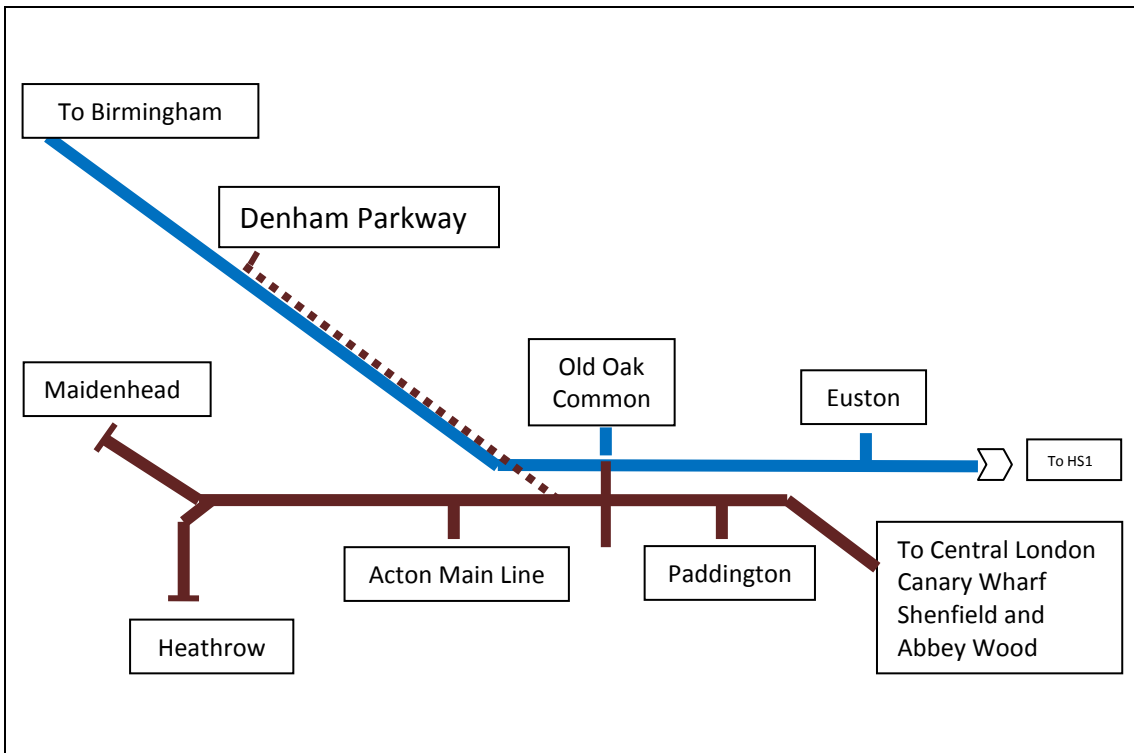
10. Connecting HS2 and Crossrail at Old Oak Common



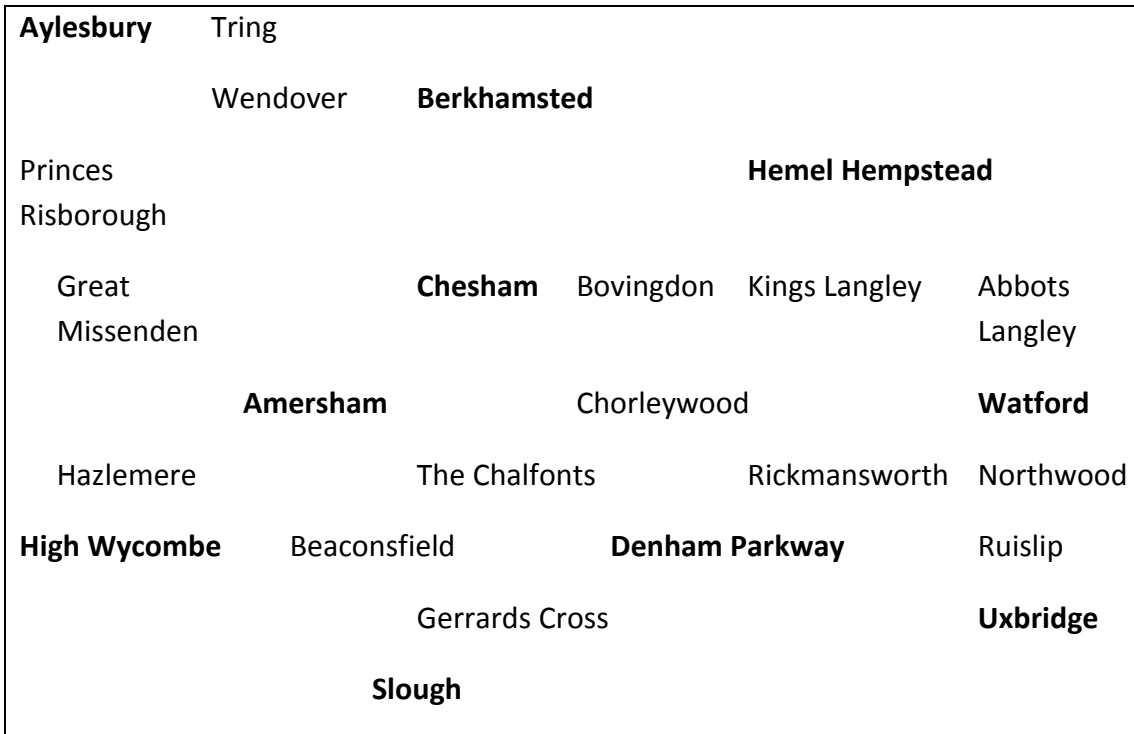
11. Crossrail extended to Watford Junction



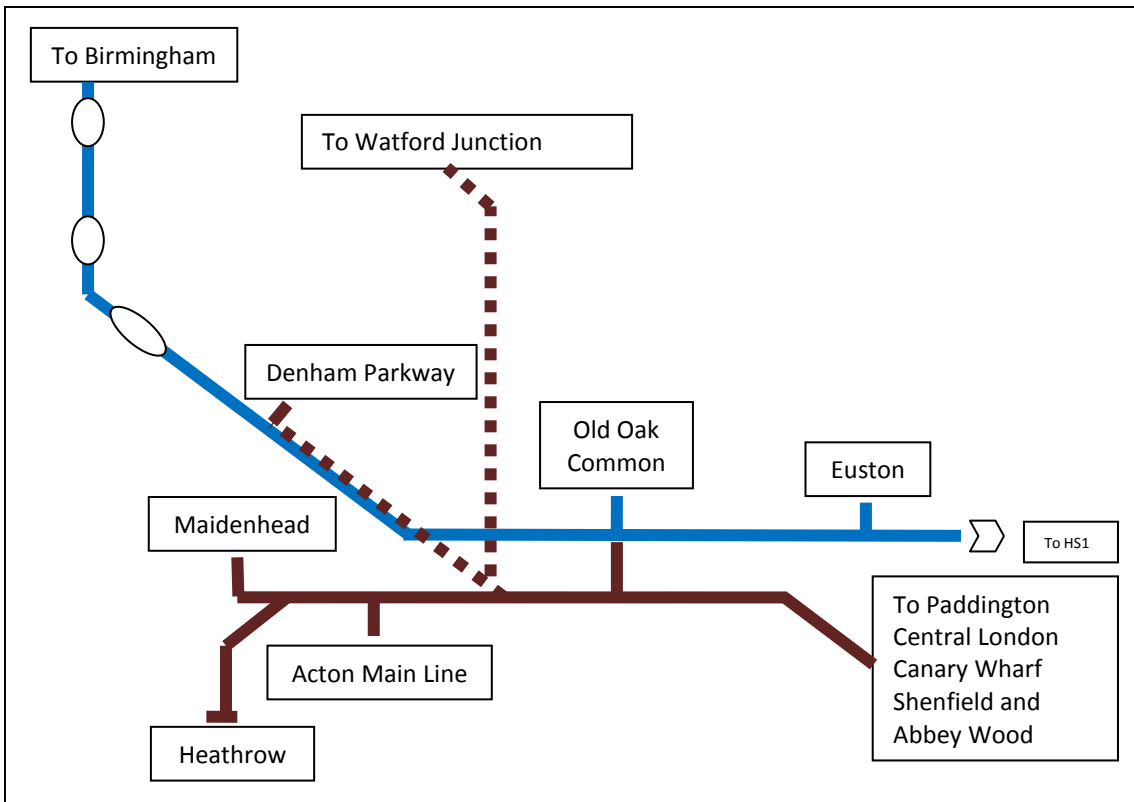
12. Crossrail extended to Denham Parkway



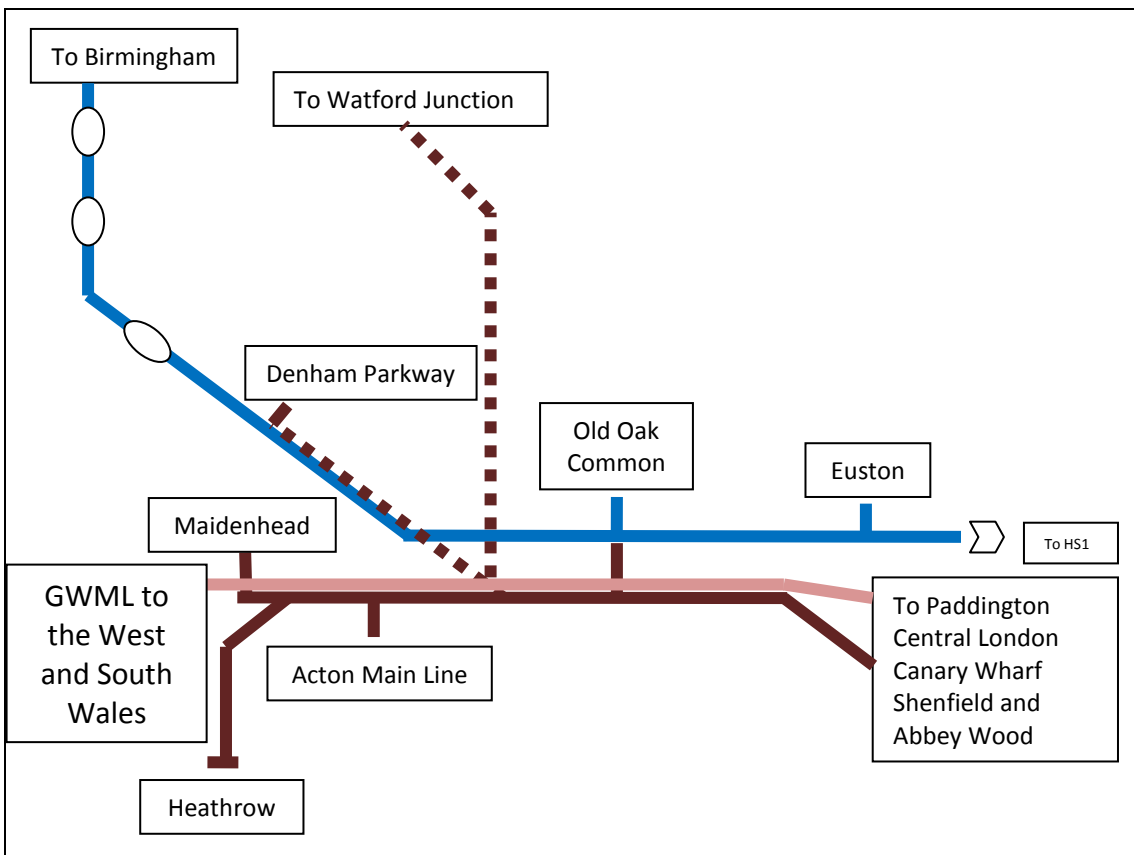
13. Main centres within possible 20 minutes drive time of Denham Parkway



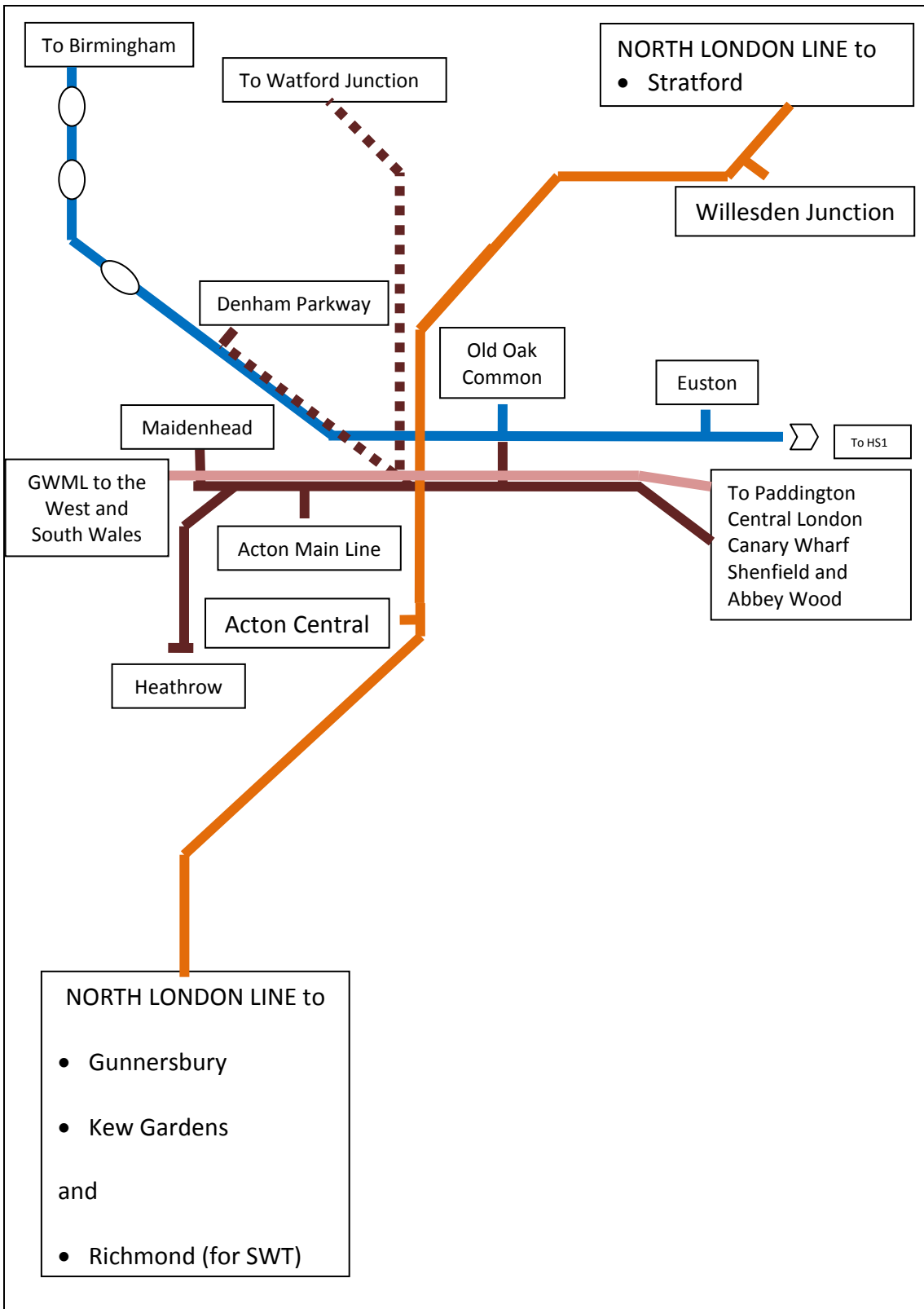
14. Crossrail extended to Watford Junction and Denham Parkway



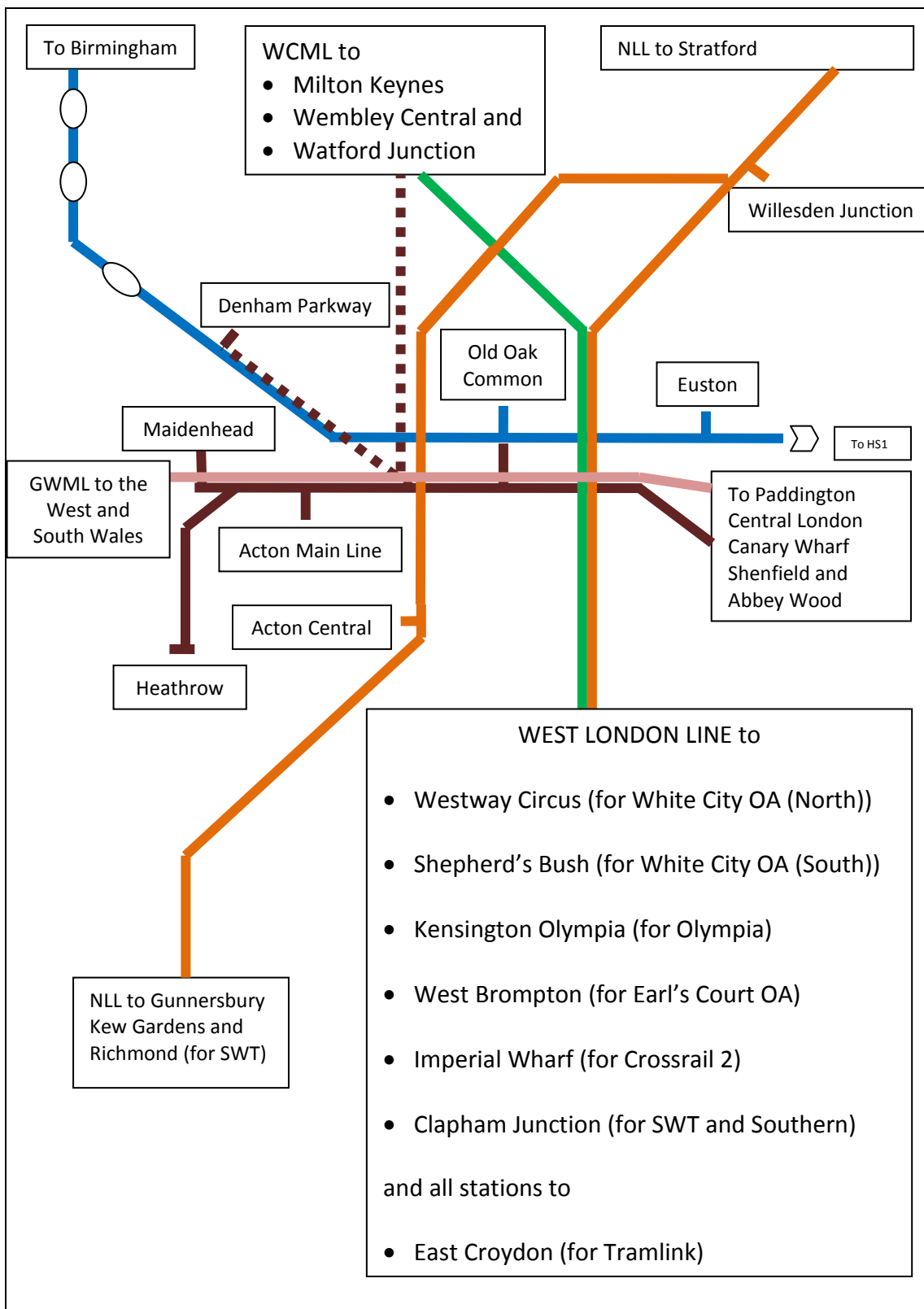
15. Crossrail, HS2 and Great Western Main Line



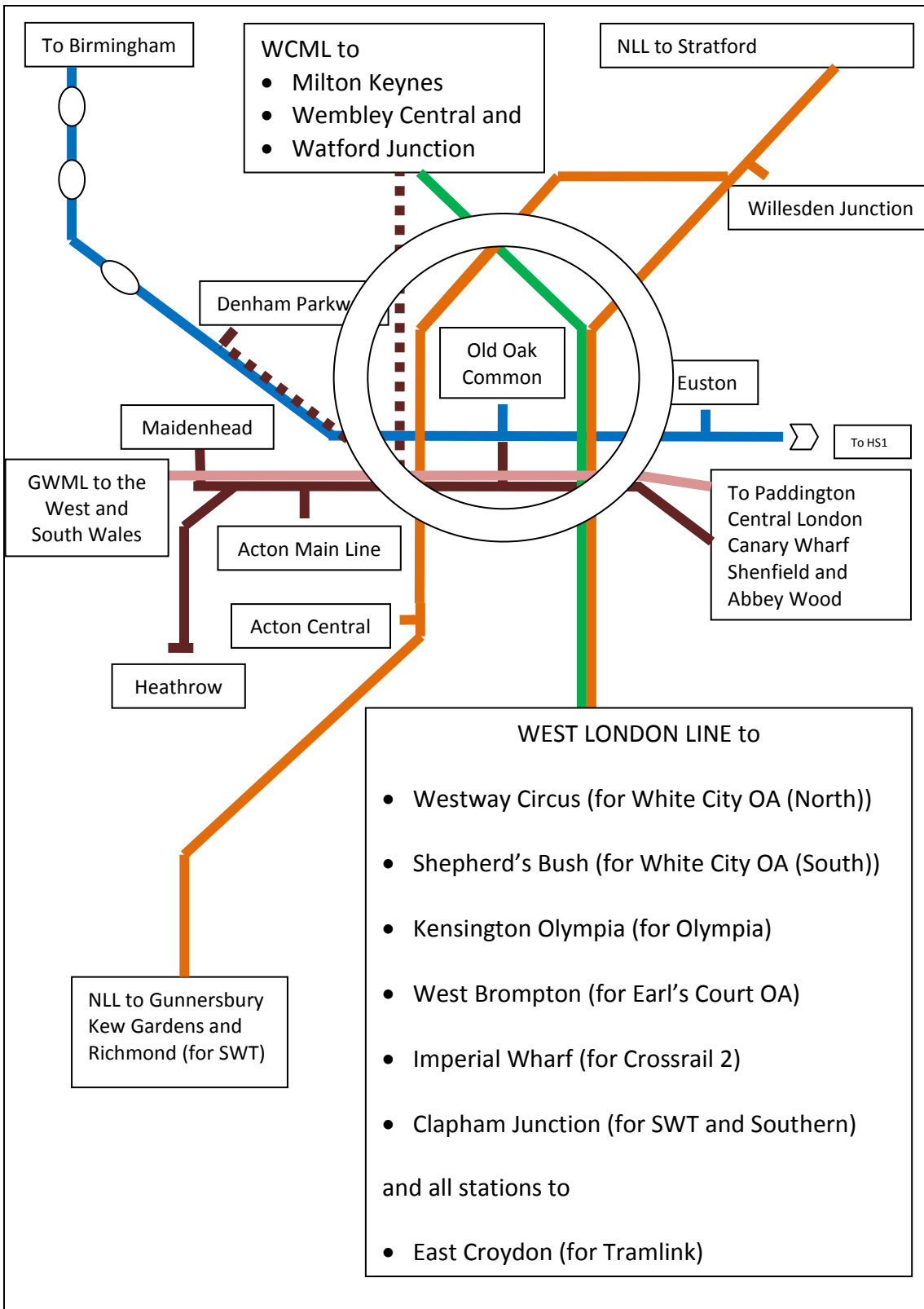
16. Crossrail, HS2, GWML and North London Line



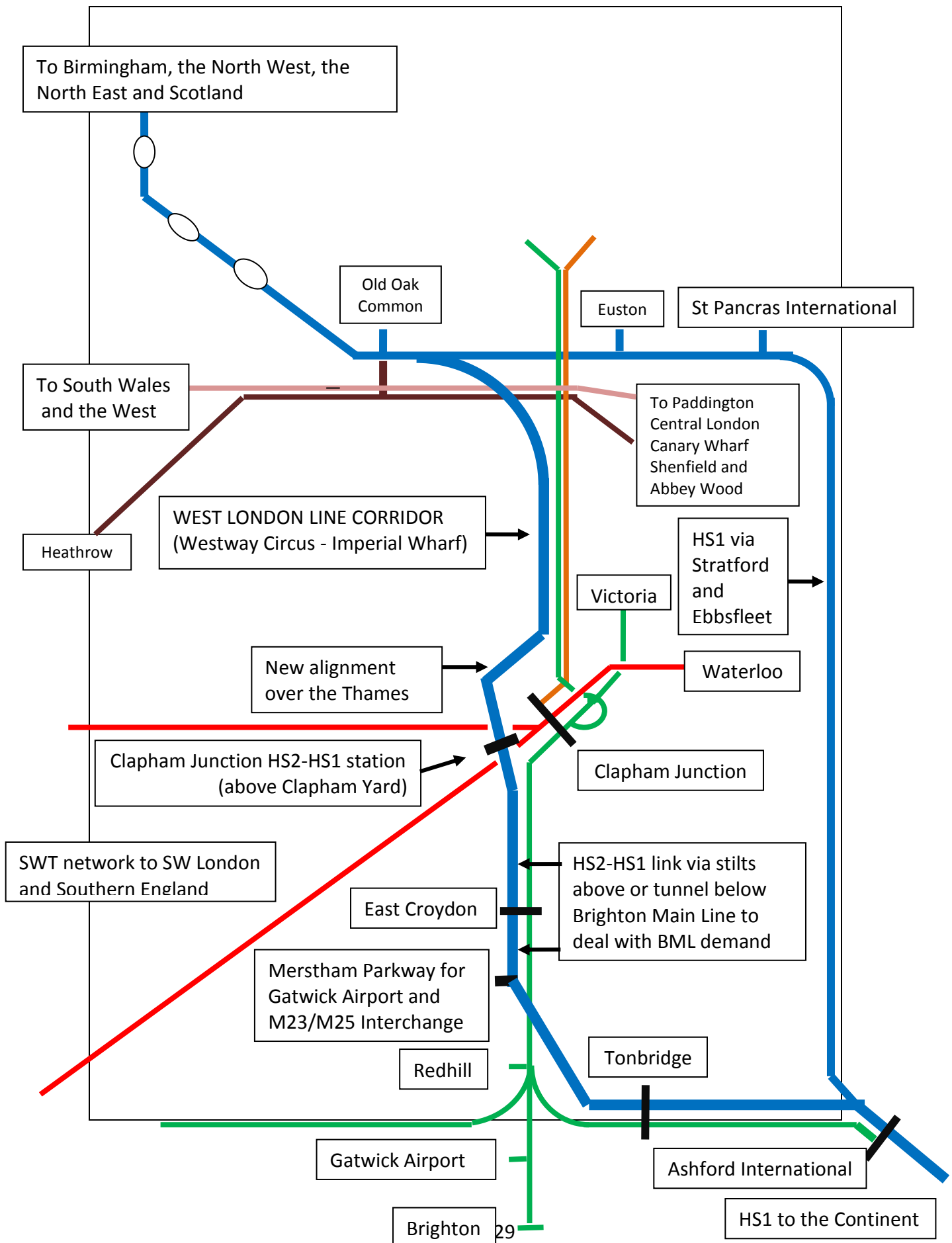
17. Crossrail, HS2, GWML, NLL and West London Line



18. Old Oak Common Interchange (Chiltern, Bakerloo and Central Lines omitted)



19. HS2 – HS1 Link via the West London Line and Merstham Parkway



Summary of Recommendations

- HS2 should proceed, but become more positively relevant for potential users both along its length and for those wishing to connect with it.
- HS2 needs to be adequately engineered with:-
 - Sufficient spacing between running tracks;
 - Frequent crossovers; and
 - Bi-directional signaling

All the above must be provided throughout to allow single-line working on both lines during periods of disruption.

- All HS2 infrastructure, including tunnels, over- and under-bridges, should be able to accommodate Double-Decker passenger and Continental gauge freight trains, even though the latter may not form a large part of HS2's daylight market.
- Double-Decker trains could be shorter than single-decker trains, needing fewer vehicles and less landtake for structures, stations, depots, loops and sidings.
- As well as Birmingham International and Old Oak Common, three area Parkway stations are recommended. Each HS2 train 'cycle' would have one Old Oak Common – Birmingham International non-stop, with each of the rest also stopping at a different Parkway station.
- Passive provision for the three Parkway stations should be made now with passing loops installed from the outset to allow for future construction of their platforms
- All three Parkway stations would bring HS2 to another 13% of potential users above the combined populations of London and Birmingham.
- Many of these are in the most prosperous areas outside London, although some of these areas have pockets of deprivation and low economic activity. From and within these areas there would be:-
 - Strong commuter demand for London and Birmingham
 - Swifter access to airports by rail
 - Opportunities to ease road networks
 - Opportunities for sensitive development
 - Opportunities for local decisions on stations with guidance from Government
 - Benefits to counterbalance perceived adverse environmental impacts upon those who will be paying for HS2
- HS2 needs to have interchange at Old Oak Common with Crossrail and other rail and tube lines

- An HS2/Crossrail station at Old Oak Common – with interlaced platforms for cross-platform interchange between the two networks – may obviate the need and cost of HS2 reaching Heathrow
- A Crossrail Parkway station on the HS2 axis at Denham would provide fast direct services from a large Herts/Bucks catchment to Central London and Docklands and relief on WCML and GWML and tube connections.
- Old Oak Common would become a true transport hub when good connections are provided between all of HS2, Crossrail, GWML, North London Line, West London Line (with its 2 Opportunity Areas and links to Clapham Junction), Bakerloo and Central Lines to their cumulative mutual benefit
- Direct trains should run from HS2 to HS1 via the West London Line, Clapham Junction, the Brighton Main Line corridor (via stilts above or tunnel below the BML to deal with its capacity problems), Merstham Parkway (for Gatwick and M23/M25 junction) and Tonbridge. This would provide an alternative through HS2 – HS1 link that would:
 - deal with service disruption; and
 - bring more areas of the UK (primarily SW London and southern England) within easier reach of both the international and domestic High Speed networks.

MLB

11 December 2013