



West London Line Group



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18 September 2017

Rt Hon Chris Grayling
Secretary of State
Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Dear Secretary of State

HS2, Old Oak Common, Grenfell Tower and related areas

I am writing in response to Mr Bateson's letter dated 22 August 2017 and following Greg Hands' letter dated 21 August 2017 to Paul Maynard.

We welcome the assurance that the Department shares the principle of our ambition to maximise the positive impact of HS2 across London and beyond and look for positive reactions on our suggested links between the West London Line and HS2 and the Elizabeth Line.

We would like to see this made manifest in the development of plans (we would suggest along the lines of our proposals), principally to ensure that interchange and other connections at Old Oak Common:-

- (i) Maximise the success of HS2, the Elizabeth Line, the OPDC, local rail services and nearby Opportunity Areas;
- (ii) Improve access to, and interchange between, all of these, especially HS2 and the OPDC Area;
- (iii) Meet the needs of an ever-growing rail user base for the best part of the next century;
- (iv) Improve modal shift and reduce road congestion across the south-east;
- (v) Fully comply with HS2's own Guiding Principles and fully support the Local Plans of key local authorities;
- (vi) Overcome any unwelcome reception from London TravelWatch and Transport Focus and within the international arenas of high-profile rail and regeneration projects;

We have re-iterated our proposals on pages 3 to 6 below. We believe that none of these is excessive in terms of 'mission creep'. With minimal additional investment in planning effort, cost and time, all four are relevant to, commensurate with and fit within the plans for HS2, Elizabeth Line, the OPDC area and its hinterlands and EastWest Rail. Moreover, our proposals will enhance the mutual benefits between all these initiatives as well as between the HS2 corridor and other areas across the UK and Europe. We have, in the aftermath of the Grenfell Tower fire, added a fifth, which we believe would be an appropriate way for the rail industry to respond to this tragedy (see page 5).

It is regrettable to learn from Mr Bateson's letter that despite the length of time our proposals have been with the Department – and the wide range of the benefits to be gained from their implementation – the Department seems not to have yet investigated them to any significant degree.

However, we hope that it will do so now, and that discussions will continue between this Group and the Department, as promised by the Department to the Grand Committee of the House of Lords.

In view of the fact that the letter indicates that we have not been fully explicit on our proposals as we should have been, we have laid these out again on pages 3 to 6 below and we would very much welcome visiting the Department again as soon as possible to ensure that there are no misunderstandings on these.

In the light of the 13 reasons on pages 7 to 9 below, we believe the Department should pursue further face-to-face meetings with ourselves and should consider these proposals in detail.

We had hoped that officials within the Department and/or their contacts in other organisations would have incorporated these issues while producing an integrated set of solutions for the Government, DfT, DCLG, GLA, TfL, OPDC and others in the immediate area and farther afield for their mutual benefit.

We sincerely hope that it is not too late for this to be done. Indeed, there would now appear to be an excellent opportunity for this, given the passing of the HS2 Act, the imminent opening of the Elizabeth Line, start of work on HS2 and development of the OPDC Local Plan and associated activity. We would urge that minds are focussed on ensuring that the Old Oak Common HS2 station, while celebrating the arrival of the UK's first all-domestic High Speed network, will also provide a world-class transportation Hub for up to 15 different sets of rail services. This Hub will prove a 'step-change' in direct and interconnecting rail travel options across North-West London. This would offer, inter alia, direct rail access for HS2 and Heathrow users to and from a far wider range of rail destinations and origination points. These new travel options would also ease pressure on London termini and intervening Underground lines, as well as on roads across southern England.

To offer a direct comparison of the presently planned 9 sets of services with the 15 sets that we are proposing, we have set out all these out on pages 10 to 13.

We would therefore welcome meeting you and/or your colleagues again in the near future to progress these discussions. We continue to wish the Department all success with HS2 and its integration with its various environments and associated projects.

We look forward to hearing from you.

Yours sincerely

Mark Balaam
Chairman

The West London Line Group urges all recipients of this letter to support our proposals below for Old Oak Common and HS2 and communicate this to colleagues within Central and Local Government, plus the rail, regeneration and engineering sectors. If you would like any further information or discussion on these proposals, please contact us and/or go to our website at www.westlondonlinegroup.uk

The West London Line Group's four proposals for Old Oak Common and HS2 are:-

1. To link HS2 east of Old Oak Common with the West London Line to:-

- a. Provide a double railhead/through route for movements of materiel during HS2's construction to reduce lorry traffic in NW London, along the HS2 corridor and elsewhere; and
- b. Allow (once HS2 is open) 'classic-compatible' trains to reach areas south of the Thames for:-
 - i. times of un/planned disruption at Euston;
 - ii. meeting growing demand for cross-Thames, orbital and trans-city rail routes;
 - iii. service expansion to HS1 via South London and centres across the South-East, e.g., Gatwick and Brighton;
 - iv. 'one-change' journeys between HS2 and at least 80% of stations between Exeter and Ramsgate – thereby reducing pressure on roads in the South and Midlands and pressure on Euston, other London termini and the Underground lines between them);
 - v. ensuring that HS2-HS1 passengers (many with luggage and young and/or less-mobile companions) do not have to alight from one train, undergo a 13-minute, 1 kilometre open-air walk via the Euston Road between Euston and St Pancras International, then find and board a second train; and
 - vi. other rail movements.

2. To provide on top of the HS2 station box at Old Oak Common a raft of platforms for local and inter-regional services, surmounted by a conference/exhibition/performance space, to:-

- a. Provide a 'materials transfer' facility for the build-out of HS2 and the OPDC area;
- b. Create a significant increase in the number of options for proximate and clement interchange with HS2, the Elizabeth Line (and thus Heathrow), the GWML and each other, thereby increasing their appeal, utility and financial performance;
- c. Ease pressures on Euston, HS2 and the Elizabeth Line, particularly between 2026 (when some in the rail industry expect HS2 and the Elizabeth Line to be full and other parts of the Underground 'inoperable') and 2083 (50th Anniversary of the planned completion of HS2 Phase 2), by offering other rail options available through the above improvements in interchange at Old Oak Common;
- d. Improve access to HS2 to enhance its relevance and use, especially by those travelling between areas of Southern England south of the Thames and the Midlands/the North, thereby encouraging reduced road congestion in the South, the Midlands and farther north;
- e. Enhance HS2's acceptability among south England's taxpayers who will be paying a considerable share of its costs while not having direct access to it and more likely to use their cars instead to travel north, thereby undermining HS2's utility and financial performance while continuing to clog road systems parallel to it;

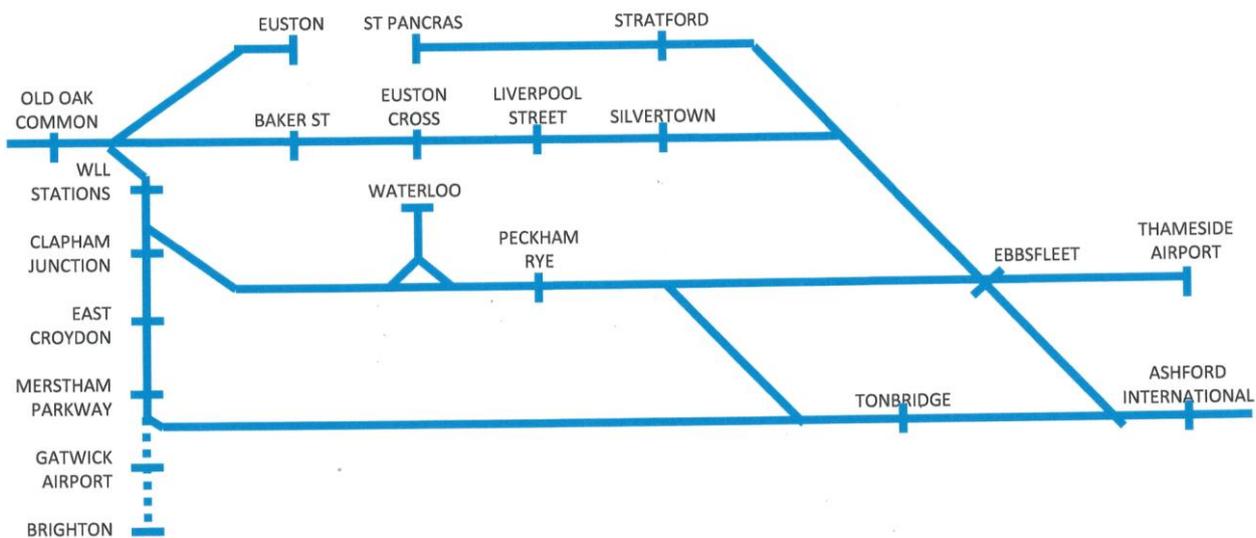
- f. Improve access from far and wide to the heart of the OPDC area (one of the largest regeneration areas in Europe with 24,000 new homes and 55,000 new jobs) to underpin its success as London's new business district and residential quarter;
- g. Meet latent demand for cross-city and orbital rail via North West London, as indicated by such initiatives as Thameslink (est 1988), Rugby/Milton Keynes – Croydon/Gatwick/Brighton (est 1997), London Overground (est 2007) and similar cross-centre schemes in other UK cities. In particular, new links between Old Oak Common and South East London should ease road congestion on the Earl's Court One-Way System/Chelsea Embankment.
- h. Establish a new multi-purpose centre over the Hub, which gives the centre unparalleled rail connectivity;
- i. Create all the above without encroaching on developable OPDC area land;
- j. Inspire and demonstrate UK engineering ingenuity in rail and regeneration;
- k. Replicate/Surpass the rail and regeneration successes of similar hubs elsewhere on the HS2 network; and
- l. Avoid the triple worldwide disappointment at Old Oak Common of:-
 - (i) the Elizabeth Line depot taking up a large portion of land in the heart of the OPDC area but with foundations that cannot support development on top of it;
 - (ii) the sub-optimal Hub with interchange between only four sets of services; and
 - (iii) the 650-metre open-air walkway likely to replicate two wind-funnels joined by a mid-air canal crossing for all those travelling from Clapham Junction and the West London Line heading for HS2 or Heathrow and vice versa.

3. To open up to four intermediate 'way-stations' between Old Oak Common and Birmingham, within the broad line of route as established in the HS2 Act, with each planned to be served by one train an hour in each direction, to:-

- a. Allow at least 2 non-stop HS2 trains per hour between Old Oak Common and UK Central;
- b. Ensure all other HS2 trains stop at only one 'way-station' each to minimise their extra journey times and to keep these attractive still to main London-Birmingham flows;
- c. Allow access to HS2 (southwards and northwards) to local populations, particularly those adversely affected by its construction;
- d. Grow HS2's market by 13% with the inclusion of Chiltern, South Midlands and West Midlands catchments;
- e. Encourage modal shift to enhance HS2's acceptability, use and financial performance while easing road congestion along the HS2 corridor;
- f. Allow access between HS2 and centres served by EastWest Rail (e.g., Oxford, Milton Keynes, Bedford) by building a 'way-station' interchange at Claydon; and
- g. Allow other relevant parties to finance the 'way-station/s' they wish to see with (post-Hansford) competitively-priced infrastructure, with or without DfT/HS2 funding.

4. To start to plan now for an underground eastwards extension of HS2 to be opened by 2040 – by when demand for rail/HS2 should have increased to justify it. Our present proposal is that this would run from Old Oak Common to Baker Street/Marylebone, Euston Cross, Liverpool Street, Silvertown, Ebbsfleet and a putative Thameside Airport. The extension would:-
- Build on HSR’s “success through interchange”;
 - Build on growing experience of similar cross-London projects (Thameslink, ELLX, Crossrail 1 and 2);
 - Provide a second option for an HS2-HS1 link – but now via key central London nodes;
 - Provide Interchange between HS2/HS1 and all Underground Lines (except the District);
 - Provide East Anglia with access to HS2/HS1 via Liverpool Street; and
 - Provide direct HS2/HS1 access to Docklands O2, ExCeL, London City Airport and the new conurbation planned at Ebbsfleet, plus a putative Thameside Airport in Kent, Essex or on the river between them.

Implementation of all these proposals would result in the following network map for HS2 and HS1 in London and the South East by 2040.



Westway Circus : A fifth proposal – directly related to HS2 and Old Oak Common – and now Grenfell

Particularly given the aftermath of the Grenfell Tower fire, the Group also urges a new station on the West London Line at Westway Circus to help rebuild the area and community, to improve the local transport infrastructure and to serve local residents, as well as educational, business, sporting and medical establishments nearby. In addition to the Grenfell Tower, its catchments include the White City Opportunity Area, the BBC TV Centre and nearby sites, the new western campus for Imperial College, the Westway Sports Centre, Hammersmith and St Charles’s Hospitals and businesses and social organisations under the Westway as far east as Portobello Road.

For further comments about the Grenfell Tower fire, please see the last paragraph of this section.

Westway Circus would be 2km south of Old Oak Common or Hythe Road and 1km north of Shepherd’s Bush. Given these distances, the nature of the intervening environments, the four varied quadrants and the pressures on

Shepherd's Bush WLL station, it would be reasonable to site a station here and not load the responsibility for its catchments onto Hythe Road station that has to support the regeneration of a large and discrete part of the OPDC area. With a pedestrian/cycle underpass in line with local transport objectives to link its hinterlands presently cut off from each other by the WLL, Westway Circus would significantly improve its catchments' poor PTAL ratings.

It would be very close to Wood Lane (H&C) station, which has had the greatest numbers of passengers of all stations opened in the last decade, yet Westway Circus would offer a plethora of different destinations, including easy interchanges to reach even more areas.

Westway Circus would benefit from frequent London Overground and Southern WLL trains to and from Clapham Junction (SWR, Southern, East London Line), Imperial Wharf, West Brompton (District), Kensington Olympia, Shepherd's Bush (Central), Old Oak Common and Willesden Junction (Bakerloo, intermediate London Overground stations to Watford Junction and Richmond).

Direct London Overground trains would link Westway Circus to all intermediate stations to Stratford via the North London Line, with interchanges at West Hampstead (Jubilee and Thameslink), Camden Road (for Camden Town), Gospel Oak (for stations to Barking), Highbury & Islington (Victoria and East London Line) and Hackney Central (for Hackney Downs).

Direct Southern WLL trains also serve centres such as Milton Keynes (WCML), Watford (St Albans), Harrow, Wembley, Balham (Northern), and East Croydon.

Moreover, under the four proposals for Old Oak Common above, the present WLL London Overground and Southern trains would be augmented by (i) Chiltern-South East services, (ii) Hounslow – MML services, (iii) Guildford –MML services, and possibly (iv) HS2 'classic-compatible' trains (see page 12).

Given all the above, a new station at Westway Circus would be an outstanding positive demonstration of practical support to those affected by the Grenfell Tower disaster by improving access (i) to job opportunities and (ii) between former occupiers of the Tower who have moved away, not just to Olympia (two WLL stations away), but also to places farther afield.

Reasons why the Department for Transport should continue discussions with the West London Line Group on the latter's proposals for HS2 and Old Oak Common.

- (i) The West London Line Group is the rail passenger support group most closely concerned with the Old Oak Common area. Andrew Slaughter, MP (whose Hammersmith constituency contains Old Oak Common and has the West London Line on the whole of its eastern boundary), repeatedly urged the previous Secretary of State for Transport during the House of Commons debates to look seriously at our proposals.
- (ii) HS2 produced a plan of the Group's proposals in October 2014 to show their technical feasibility.
- (iii) The Group has come a long way with these proposals, with them having been considered in full, with no substantiated repudiation, by many involved in the HS2 Parliamentary processes. At the end of these proceedings, the Department promised the Grand Committee of the House of Lords that there will be continuing discussions with us on our proposals. Since then we have only given one presentation to two DfT officials, with minimal discussion, and with the only follow-up being Mr Bateson's letter.
- (iv) As a result of the success of our campaigning over the past two decades, our Group has evolved into a 'think-tank', focussing on our four proposals (an HS2-WLL link; the Old Oak Common raft; up to four HS2 'way-stations'; our suggestion that planning should start for HS2's Eastward extension). We believe we are uniquely situated in terms of location, experience and vision to pursue these for the benefit of many thousands of present and future West London Line users over the next ten years and for many other rail and tube travellers across London, the UK and the Continent for decades ahead.
- (v) We believe that, given the continuing developments in rail construction, materials and project funding, our proposals are feasible in their own right and will aid the building of HS2 and the OPDC area. Once implemented, they will meet the needs of many more rail users than presently envisaged, with many more HS2 and/or 'classic' network rail journey options through North-West London, thereby reducing pressure on the capital's rail termini and the Underground lines between them, for many years to come.
- (vi) We also believe that their implementation will, at minimal cost and disruption, mean that the taxpayers of the southern half of the country bounded by Dorset, Warwickshire and Kent will have the access to HS2 that they deserve from their contribution to this £56bn expenditure of public money, rather be cut off from it. There is the strong possibility of a significant lack of engagement with HS2 by this large affluent population, which could result in a serious undermining of HS2's business case and financial performance, with unnecessary numbers of car users, unable to access HS2 easily, continuing to clog up many roads and motorways across the South and Midlands, and with others adding to pressures on the London Underground.
- (vii) We also believe that the Department cannot yet regard the sub-optimal interchange at Old Oak Common as of a 'world-class' standard. The main Hub will be served by only four rail arteries, two of which will be full in 2026 – well before the opening of later sections of HS2. Our proposals will allow interchange between 15 sets of rail services in the main Hub building (see attached), as well as providing one of the best-connected meeting/exhibition/performance facilities in the world.
- (viii) While HS2 proclaims that the success of High Speed Rail lies in its ability to interchange with other transport systems. HS2's Fourth Guiding Principle for developing HS2 is that **HS2 must be well integrated with other transport networks so door-to-door journeys are as fast and convenient as possible**, yet it is not looking for this to be achieved in full at Old Oak Common. However, this should be sought in order to meet both their own and the OPDC's objectives, as well as the ever-growing demand for rail travel, particularly here where minimal extra input can result in enormous benefits in terms of connectivity and economic performance.
- (ix) We believe that interchanging between the UK's largest rail nexus (Clapham Junction), its main international airport (Heathrow) and its new domestic High Speed Rail network (HS2) should not involve a 650-metre open-air all-weather boulevard that crosses high above a canal to a (yet unfunded) station that needs to fulfil local regeneration needs and is incapable of substantial later enlargement. Such a link is likely to be judged to be

well below international standards in terms of high-profile rail and regeneration projects. It is extremely disappointing that this is the best that is being planned by the responsible authorities in the United Kingdom (the cradle of the world's railway systems) to be opened in ten years' time for an indefinite period thereafter.

- (x) We urge that our proposals are taken forward under the Department's 'One-Rail' initiative on opportunities for greater integration between the HS2 and the 'classic' networks. The HS2-WLL link, the 'raft' at Old Oak Common and interchange with EastWest Rail at Claydon should all be prime candidates for development under this initiative at the southern end of HS2.
- (xi) We believe that the Department has not yet provided sufficient in-depth rationale for the position it is taking on each of our proposals. Furthermore, there are some important areas of our thinking on which our proposals are based on which it has not yet responded.
- (xii) In particular, as the Department has stated that it has not yet assessed our proposals and their benefits, we fail to see how it can definitively judge the costs of our proposals as 'prohibitive'. Although the costs may be significant, they should be a very small percentage of the large contingency within HS2 Phase 1 Budget (£56bn), let alone the total HS2 cost. This contingency should not just be to cover unforeseen problem areas, but also to take advantage of opportunities to enhance the final HS2 product. Moreover, only a portion of these costs need be allocated to HS2, as many of them relate more closely to the existing 'classic' network.
- (xiii) The sentiments expressed by OPDC in the extracts of an article in Rail Technology Magazine dated 20.07.17 "A potential benchmark for engineering quality and architectural design" [Source: RTM Jun/Jul 17] in which Victoria Hills, chief executive officer at the Old Oak and Park Royal Development Corporation (OPDC), gave an update on the work to create a super hub station at Old Oak and Park Royal.

*"Since last year we have learnt that this new station, with capacity for 250,000 passengers a day when it opens in 2026, is, according to HS2, the largest sub-surface station to have ever been built in the UK. It will also be the largest new-build station for over a century, and with both comes much excitement about the future design of the station. This is a key focus of our work and one that I'll come onto. **The new station has become somewhat of a magnet for considering wider rail connectivity such as linkages to the Chiltern Line and the Dudding Hill Line. A whole list of previously retired and shelved rail schemes are now worthy of greater consideration in this 'game changer' station that requires a 'no stone unturned' approach on the art of the possible when it comes to future rail connectivity.** ...[our emboldening]*

The West London Line Group trusts that greater consideration will also be given to its proposals (not least because they pre-date both those above and the London Borough of Hounslow's aspirations of reaching Old Oak Common). The Group's first two proposals are (i) to link HS2 to the West London Line and (ii) create a raft of platforms above the HS2 station box to connect through services from the Chiltern Line, Dudding Hill Line (for the Midland Main Line and the West Coast Main Line) and the North London Line to the WLL. This would provide new through links from the Midlands to South London and Southern England and avoid the overheads of terminating trains here.

The article continues,

*"With just nine years until the station opens, HS2 is rightly pushing ahead with station design briefs and engineering contracts. We want to ensure that the 'super hub' station built at the heart of Old Oak and Park Royal is indeed a beating heart and a catalyst for regeneration, that not only meets the needs of those who interchange at the station but of those who live and work in west London. **Such***

major infrastructure projects require a 'leap of faith' by local residents and businesses that living through years of major construction works will be worth it." [our emboldening]

The West London Line Group urges HM Treasury, DCLG, DfT, HS2, Network Rail, TfL (Elizabeth Line, London Overground and London Underground), the selected station designers and the SCS JV to have a similar leap of faith in terms of sanctioning the minimal extra design effort and costs (in relation to the overall HS2, 'classic' rail and TfL budgets over the next decade) inherent in our proposals. These proposals aim to:-

- (i) improve access between HS2 and communities across southern England, thereby strengthening its acceptability, utility and financial performance, instead of increasing congestion on the road networks in the South, the Midlands and farther North;
- (ii) accommodate passenger demands for up to the next 50 years;
- (iii) ease pressures on Euston, the Elizabeth Line, other London termini and the Underground between them;
- (iv) establish many new direct and connecting rail journey options across North-West London and farther afield, including improved access for the southern halves of the country and its capital to HS2 and Heathrow;
- (v) ensure that the outcomes arising from the transport and regeneration inputs planned for the OPDC and surrounding Opportunity Areas reflect the expected successes of other HS2 hubs in the Midlands and the North;
- (vi) avoid unwelcome local and international reactions to the 650-metre open-air canal crossing between Hythe Road and the Old Oak Common Hub to be suffered by all those travelling between the UK's largest rail nexus (Clapham Junction) and its new domestic high speed rail system (HS2) and main international airport (Heathrow).

(xiv) Given that others are already changing their plans as the development of HS2 and Old Oak Common come forward, we are also ready to be flexible over our proposals in the face of fair objection and considered comment.

Nine Present/Proposed and 15 Possible Rail Services in Old Oak Common area with (i) a 6- or 8-Platform Raft above HS2 Station Box and (ii) an HS2 – WLL Link

HUB0 – HS2 Underground Platforms at Old Oak Common Hub
HUB1 – Elizabeth Line and GWML Surface Platforms at Old Oak Common Hub
HUB2 – LO, Sn/GTR, Chiltern, SWR/AGA ‘Raft’ Platforms at Old Oak Common Hub
OOCL – Old Oak Common Lane (NLL) station
HR – Hythe Road (WLL) Station

<u>Nine Present/Proposed Rail Services in Old Oak Common area</u>	
<u>Services [trains per hour]</u>	<u>Notes</u>
1. <u>HS2</u> Birmingham – HUB0 – Euston [6] 2. <u>Elizabeth Line</u> Reading/Heathrow – HUB1 – Paddington – West End – City – Docklands – Shenfield/Abbey Wood [12] 3. <u>GWML</u> South West/South Wales/Hereford– HUB1 – Paddington [6] 4. <u>GWML</u> Reading/Thames Valley– HUB1 – Paddington [6]	Only 4 rail arteries to be connected via the Old Oak Common Hub
5. <u>LO</u> Richmond – OOCL – NLL – Stratford [4]	Fifth rail artery via Old Oak Common Lane station
6. <u>LO</u> Clapham Junction – WLL – HR – NLL – Stratford [2]	650-metre open-air walkway that crosses a canal. Proposed link between the UK’s largest rail nexus (Clapham Junction) and its new domestic high speed rail system (HS2) and main international airport (Heathrow).
7. <u>Sn/GTR</u> Brighton – Gatwick – East Croydon – Clapham Junction – WLL – Watford Junction – Milton Keynes – Birmingham [2]	There are no plans for these trains to serve the OPDC area, one of the largest regeneration sites in NW Europe, to be linked with several major centres across South London, Herts and Bucks. While this could be achieved by re-opening the Low Level platforms at Willesden Junction, these trains would still not serve the main Hub.
8. <u>LO/SWT</u> Hounslow – OOCL – Dudding Hill Line – <i>MML</i> – Luton [4]	Assumed service building on (i) LB Hounslow’s aspiration to link the Hounslow area to Old Oak Common and (ii) local moves to establish passenger services on the Dudding Hill Line routed towards Luton if MML train paths can be secured.
9. <u>Chiltern</u> High Wycombe – HUB1 [4]	To meet Chiltern Railways’ aspirations to link the Chiltern Main Line to Old Oak Common.

<u>15 Possible Rail Services in Old Oak Common area with (i) a 6- or 8-Platform Raft above HS2 Station Box and (ii) an HS2 – WLL Link</u>	
<u>Services [trains per hour]</u>	<u>Notes</u>
1. <u>HS2</u> Birmingham – HUB0 – Euston [6] 2. <u>Elizabeth Line</u> Reading/Heathrow – HUB1 – Paddington – West End – City – Docklands – Shenfield/Abbey Wood [12] 3. <u>GWML</u> South West/South Wales/ Hereford– HUB1 – Paddington [6] 4. <u>GWML</u> Reading/Thames Valley– HUB1 – Paddington [6]	No change to Services 1 to 4 above.
5. <u>LO</u> Richmond – OOCL – NLL – Stratford [4]	No change to Service 5 above.
6. <u>LO</u> Clapham Junction – WLL – HR – NLL – Stratford [2]	No change to Service 6 above. Hythe Road station will be needed to support North East segment of the OPDC area.
7. <u>LO</u> Clapham Junction – WLL – HUB2 – NLL – Stratford [2]	In addition to Service 6 above. This will give a direct, proximate and clement link between Clapham Junction, other WLL stations (including Westway Circus) and the Old Oak Common main Hub.
8. <u>Sn/GTR</u> Brighton – Gatwick – East Croydon – Clapham Junction – WLL – HUB2 – Watford Junction – Milton Keynes – Birmingham [2]	As Service 7 above – amended. All these trains will link the OPDC area, with several major centres across South London, Herts and Bucks. Relief afforded to WCML by HS2 would allow these services to give direct access between the main Old Oak Common Hub and stations between Wembley Central and Coventry, without re-opening the Low Level platforms at Willesden Junction.
9. <u>SWR/AGA</u> Basingstoke – Hounslow – OOCL – NLL – Stansted [4]	New Proposed Service. This is the restitution of the Hants-North London-East Anglia service, but now serving more stations including Old Oak Common Lane and Willesden Junction. We suggest that the eastern terminal now is Stansted so that the OPCD area can also be linked to this airport, giving passengers west of here a direct or one-change rail connection avoiding Central London.

<p>10. <u>LO/SWR</u> Hounslow – OOCL – Dudding Hill Line – <i>MML – Luton</i> [4]</p>	<p>As Service 8 above</p> <p>Assumed service building on (i) LB Hounslow’s aspiration to link the Hounslow area to Old Oak Common and (ii) local moves to establish passenger services on Dudding Hill Line with routing towards Luton if MML train paths can be secured.</p>
<p>11. <u>Chiltern</u> High Wycombe – HUB2 – WLL – Clapham High St – Lewisham – Dartford – Ebbsfleet [4]</p>	<p>Service 9 above – extended.</p> <p>To meet Chiltern Railways’ aspirations to link Chiltern Main Line to Old Oak Common and to establish West – South East links, offering new connections between South East London and Heathrow/HS2/GWML avoiding Central London</p>
<p>12. <u>SWR</u> Guildford/Woking – Surbiton – Clapham Junction – WLL – HUB2 – Dudding Hill Line – MML – Luton – Bedford [4]</p>	<p>New Proposed Service.</p> <p>To link South West London with Old Oak Common Hub and with semi-fast links towards Bedford, depending on availability of MML paths</p>
<p>13. <u>HS2</u> Birmingham – HUB0 – WLL – Clapham Junction – East Croydon – Gatwick/Merstham – Tonbridge – Ashford – HS1 [1 every 2 hours]</p> <p>14. <u>HS2</u> Birmingham – HUB0 – WLL – (Waterloo International) – Peckham Rye – Ebbsfleet – Ashford – HS1 [1 every 2 hours]</p>	<p>New Proposed Services.</p> <p>To expand the reach of HS2 so that:-</p> <ul style="list-style-type: none"> (i) HS2 passengers wanting to access the HS1 network can do so by direct trains or by a simple same-platform interchange at Ebbsfleet or Ashford, thereby avoiding the 13-minute 1 kilometre open-air walk between Euston and St Pancras stations between alighting and boarding different trains; (ii) HS2 passengers can reach key nodes south of the Thames, particularly Gatwick; (iii) HS2 passengers can use these nodes to complete cross-London journeys without having to do so via Central London, when between them enable access, with one or no change, to a minimum of 80% of all rail stations between Exeter and Ramsgate.
<p>15. <u>HS2</u> Birmingham – HUB0 – Baker Street – Euston Cross – Liverpool Street – Silvertown – Ebbsfleet – Thameside Airport [6]</p>	<p>Next to be Planned.</p> <p>To ensure that HS2 reaches:-</p> <ul style="list-style-type: none"> (i) all Underground Lines (except the District); (ii) all lines across east and north-east London; (iii) all lines into East Anglia;

	<p>(iv) the key traffic nodes of</p> <ul style="list-style-type: none">a. Docklands;b. the O2;c. ExCeL;d. London City Airport;e. HS1 and the projected new city at Ebbsfleet; andf. a putative Thameside Airport, be this in Kent, Essex or on the river between them.
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