

Freepost RSLX-UCGZ-UKSS



High Speed Rail Consultation
PO Box 59528
London
SE21 9AX

16 April 2011

Dear Sirs,

I write on behalf of West London Business (WLB) in response to the consultation on High Speed Rail 2. We appreciate the opportunity to contribute.

WLB is the Chamber of Commerce for West London, centring on the boroughs of Brent, Ealing, Hammersmith and Fulham, Harrow, Hillingdon and Hounslow. We represent many of the blue-chips located in West London, along with some 600 other businesses. I enclose a list of board members for your reference.

As well as providing a diverse event programme and services for our members, we work in the West London Partnership with our borough colleagues, promoting West London as a business location and providing the sub-region with strategic leadership on such issues as transport, skills, development, housing and the environment.

Transport issues are always foremost on our members' agenda and we have in recent years collaborated closely with Transport for London in producing their latest sub-regional report. Business concerns focus on the high degree of worsening traffic congestion, lack of orbital public transport connections, and generally insufficient investment in the infrastructure in West London. As a result we have been firm supporters of the concept of an orbital underground link, binding the radial routes.

With this background in mind, we are supportive of HS2, and wish it to benefit West London fully.

WLB notes that it is proposed that the initial stage of HS2 will include provision for a future spur to serve Heathrow. Further details of this spur are due to be prepared by HS2 Ltd by the end of 2011. WLB looks forward to seeing these details.

Meanwhile, the proposed interchange between HS2 and Crossrail at Old Oak Common will have a crucial role in the future transport network for West London. It is in relation to this that we are now writing.

Although West London is well served by radial (east-west) public transport, there are no orbital (north-south) rail links that have interchanges with these radials. This is in contrast to east London, where the recently completed London Overground link from Islington to West Croydon provides an orbital with reasonable connectivity with radials. In south London, Clapham Junction provides an interchange between many of the radial lines south of the river.

In recognition of this orbital deficiency, TfL's recently published West London Transport Strategy includes the proposal that a north-south rail service through Old

Oak Common should be provided, to assist distribution of HS2 trips across West London. This is illustrated at figure 2.9 (copy attached). We note that TfL is (or will be) making the case to HS2 Ltd that this extra connectivity should be incorporated as part of Phase 1 of HS2 (page 47 of West London Transport Strategy).

WLB strongly support the principle of this concept, but stress that the usefulness of the north-south connection will be greatly dependent on the extent to which it interchanges with the other radial lines it crosses. If really good interchanges are provided with fast transfer times, this will avoid the need for many people in west London to travel via central London when using HS2. This will significantly improve the economic performance of HS2.

The interchange between HS2 and Crossrail on its own will not achieve the necessary connection with West London, except to a few places such as Ealing Broadway, Southall and Heathrow. This is because Crossrail has no interchanges with north-south rail lines.

During the last decade WLB has developed a concept for an entirely new north-south rail line in West London, which would operate in a similar way to the Docklands Light Railway and the new Copenhagen Metro. Because trains would be driverless, they could be very frequent and have short rolling stock, thus minimising station size and cost. Because this concept was conceived before the HS2 proposals, the interchange point with Crossrail was assumed to be Ealing Broadway rather than Old Oak Common. A copy of the technical report and summary by Capita Symonds (“West London Orbital 2008 Update”) are enclosed, together with a sheet explaining the concept.

WLB believes that there is an urgent need for the design of the north-south connection(s) through Old Oak Common to be developed as soon as possible. The urgency for this study arises from the fact that it could have a significant effect on the layout of the Old Oak Common interchange. The investigation should include:

- A worked-up version of the plan shown on WLTS page 11, which makes use of existing surface lines.
- A re-worked version of the WLO concept using an entirely new line, taking into account the new role of Old Oak Common. It may be that once the implications of providing new interchanges with the various radials including HS2 and Crossrail are taken into account, a tunnelled or partially tunnelled solution will emerge as the front runner.

To summarise WLB's comments on Old Oak Common:

- The usefulness of the Old Oak Common interchange will be much greater if it is connected to an orbital north-south rail service;
- Such an orbital must have interchanges with each radial line it crosses;

- Further work is needed to see which type of solution should be adopted, and to ascertain the effect this will have on the layout of Old Oak Common interchange;
- WLB support TfL's view that this extra connectivity should be incorporated as part of Phase 1 of HS2.

I trust these views can be taken into account. We would be very happy to discuss them further and request that we set up a meeting to facilitate this.

Meanwhile, call me if any questions arise.

Sincerely yours,

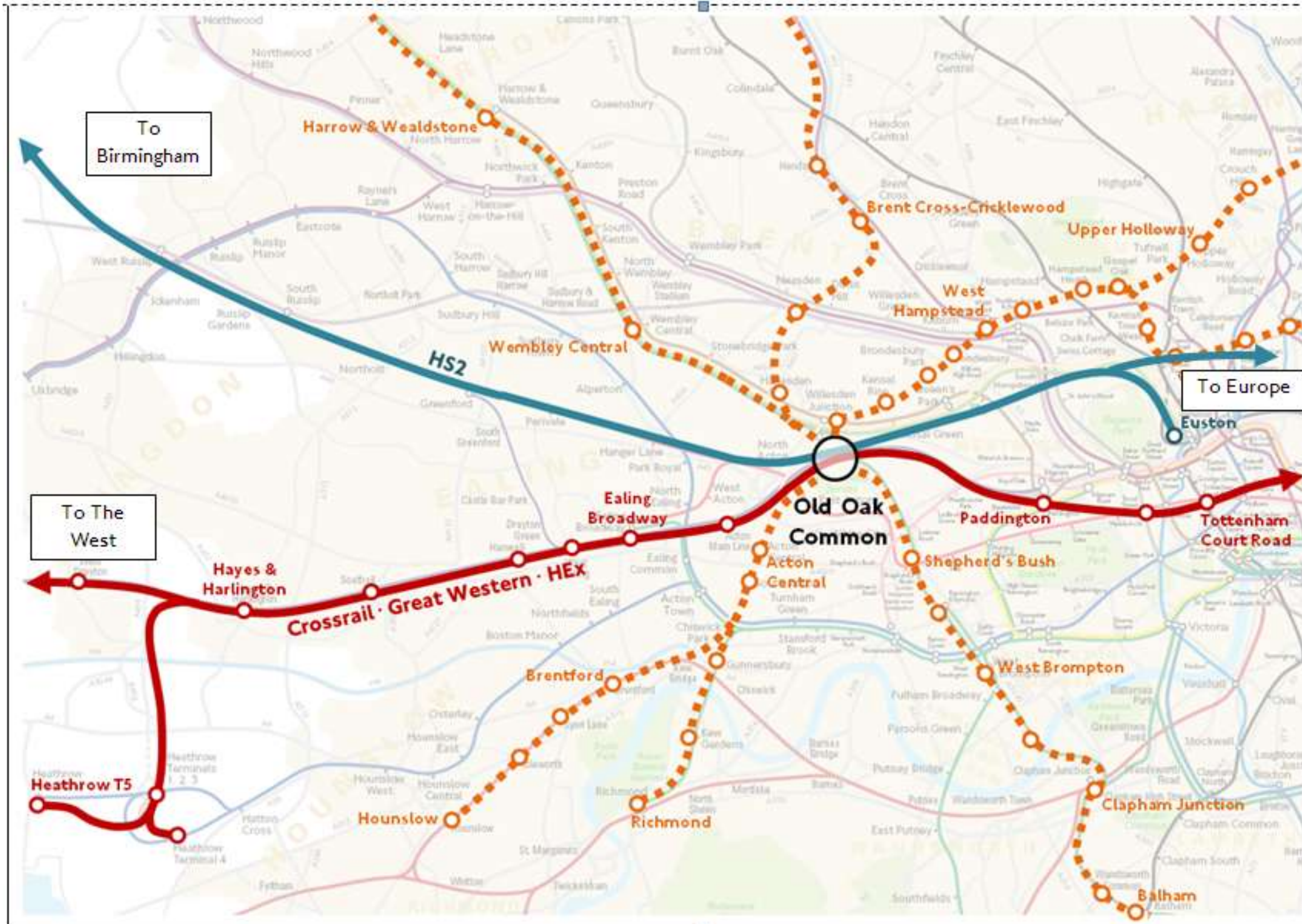
A handwritten signature in black ink, appearing to read 'Frank Wingate', with a large, stylized flourish at the end.

Frank Wingate
Chief Executive
West London Business

2.2 Improving transport connectivity

Spotlight: HS2 Station and Interchange at Old Oak Common

Figure 2.9: Potential for Old Oak Common station to act as a strategic interchange



WLO concept:

- Short driverless trains
- High frequency service
- Small stations

immediately next to existing stations on 20 radial lines

- Hence short time for changing between trains

- Minimal disruption to existing services – no additional stops

- Entirely new-build in tunnel, hence reduce cost uncertainty

KEEP IT SIMPLE

MAXIMISE CONNECTIVITY

