

Programme Office
c/o Buckinghamshire County Council
County Hall
Walton Street
Aylesbury
HP20 1UA

FREEPOST TFL CONSULTATIONS
consultations@tfl.gov.uk

Wednesday 15th November 2017

Dear Sir,

TWO POTENTIAL NEW LONDON OVERGROUND STATIONS AT OLD OAK - CONSULTATION RESPONSE

England's Economic Heartland

England's Economic Heartland Strategic Alliance established the Strategic Transport Forum in February 2016. Membership of the Strategic Alliance covers the area from Oxfordshire, through Milton Keynes and across to Cambridgeshire, and from Northamptonshire across to Luton.

The Strategic Transport Forum is the emerging Sub-national Transport Body for the Heartland area.

It is the focus for a single conversation on strategic transport issues and maintains the overview of strategic investment priorities. The Forum works closely with the Department for Transport, Highways England and Network Rail, all of whom are members of the Forum.

Strategic Context

The National Infrastructure Commission's (NIC) Interim Report of November 2016 identified the economic potential of the Heartland area as being of national significance to the long term future of the UK economy. The Interim Report identified the value of the Heartland economy (currently £92.5bn per annum) increasing by between £85bn and £163bn over the next 30 years. The Commission identified improved connectivity as being one of two critical issues that needed to be addressed in order to realise that opportunity.

The Government response to the NIC in the Autumn Statement 2016 endorsed the Commission's view as to the national significance of realising the economic potential of the Heartland area.

Transport for London's proposals for Old Oak Common are of strategic significance in that context, providing vital opportunities for connectivity/interchange on a site that is the focus for major economic and housing growth.

Rail connectivity/interchange with Old Oak Common

The Strategic Transport Forum fully supports the principle of the Old Oak Common regeneration proposal, particularly the transport hub and the opportunities for connectivity/interchange improvements.

It is essential that the new rail station and interchange facilities at Old Oak Common support connections that improve connectivity along the Northampton to Old Oak Common axis. This axis is of strategic importance to the Heartland if the area is to realise the economic potential identified by the NIC. The Strategic Transport Forum has set out its support for improved rail access to the growth hub at Old Oak Common/Park Royal as set out by the London Mayor in his draft Transport Strategy.

The strategic case for promoting improved north-south connectivity (in particular along the Northampton – Milton Keynes – Aylesbury – High Wycombe – Old Oak Common corridor) has been set out in the recently published [Network Rail Route Strategy for Chilterns and East West Rail](#). Delivery of East West Rail infrastructure, in combination with the opening of HS2 (providing relief to the current West Coast Main Line), provides the opportunity to improve connectivity along this axis, linking up a number of urban areas that are centres of economic and housing growth.

It is essential the interchange facilities allow for quick and easy access to the wider network of transport services accessible from Old Oak Common in order to meet the needs of the transport users, including : underground; over ground; and buses. The addition of 'chiltern' services to the range of interchange opportunities provided at the Old Oak Common transport hub will significantly increase travel choices for residents and businesses in the Heartland.

The Strategic Transport Forum would welcome the opportunity to work closely with Transport for London as this proposal is taken forward in order to help ensure that the project helps to meet the wider strategic needs of the Heartland region.

Yours sincerely,



Martin Tugwell
Programme Director
England's Economic Heartland Strategic Alliance