



**West London Orbital
Strategic Narrative (October 2021)**

Purpose of document

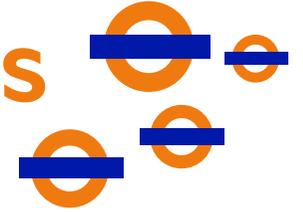
Transport for London, as London's strategic transport authority, and the West London Alliance - an alliance of seven west London boroughs; LB Barnet; LB Brent; LB Ealing; LB Hammersmith and Fulham; LB Harrow; LB Hillingdon; and LB Hounslow - have worked in cooperation to build the case for the proposed West London Orbital.

This document outlines the high-level 'strategic narrative' for the West London Orbital, a proposed overground rail link in west London. It aims to summarise ongoing feasibility work and technical assessments within the wider west London context. This is a working document and will continue to be updated at appropriate points, to reflect the latest available outputs.

The proposals described are merely indicative at this stage, and based on the studies completed to date. They reflect initial thoughts on what a transport intervention might look like; further development continues to refine current proposals. All proposals will be subject to full consultation with the public and relevant stakeholders in due course before any final decisions are made.



The West London Orbital in numbers



Up to

15,800
new homes
supported



Serving up to

21 stations
including
4 new
stations



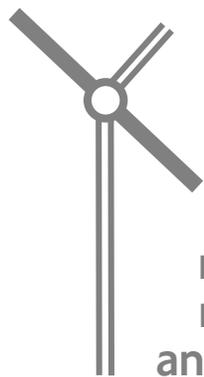
Taking just

37 minutes
to travel from
end to end



Serving a route over

18.5km long



Connecting to

10
new and existing
rail, underground
and overground lines

Carrying up to

11.9 million
passengers a
year



Running through

4 West
London
Boroughs



Contents

- 1. [Introduction](#)
- 2. [West London Orbital Overground proposal](#)
 - 2.1 [Scheme objectives](#)
- 3. [Strategic context](#)
 - 3.1 [Supporting sustainable growth](#)
 - 3.2 [COVID-19 recovery](#)
 - 3.3 [West London's communities](#)
 - 3.4 [Supporting new homes for west London](#)
 - 3.5 [West London's economy and access to jobs](#)
 - 3.6 [Access to education and cultural infrastructure](#)
 - 3.7 [Access to blue and green spaces](#)
 - 3.8 [Air quality](#)
 - 3.9 [Road congestion](#)
 - 3.10 [Delivering collaborative objectives](#)
- 4. **Public transport benefits**
 - 4.1 [Interchange connections](#)
 - 4.2 [Benefits to journey times](#)
 - 4.3 [Changes in demand and unquantified benefits](#)
- 5. [Funding pillars](#)
- 6. [Next steps](#)
- Appendix A:
[Station Development](#)

List of abbreviations

AAP	Area Action Plan	PTAL	Public Transport Accessibility Level
BAME	Black, Asian and minority ethnic	SIL	Strategic Industrial Land
CIL	Community Infrastructure Levy	SPD	Supplementary Planning Document
DfT	Department for Transport	SPG	Supplementary Planning Guidance
EiP	Examination in Public	TfL	Transport for London
GDP	Gross Domestic Product	WLA	West London Alliance
GIGL	Greenspace Information for Greater London	WLO	West London Orbital
GLA	Greater London Authority		
GRIP	Governance for Railway Investment Projects		
GVA	Gross Value Added		
HS2	High Speed 2		
IMD	Indices of multiple deprivation		
LB	London Borough		
LPA	Local Planning Authority		
LSOA	Lower Super Output Area		
LTDS	London Travel Demand Survey		
MHCLG	Ministry of Housing, Communities & Local Government		
MTS	Mayor's Transport Strategy		
NP	Neighbourhood Plan		
OA	Opportunity Area		
OAPF	Opportunity Area Planning Framework		
OPDC	Old Oak & Park Royal Development Corporation		

List of figures

- Figure 1 Indicative West London Orbital routing
- Figure 2 Proposed WLO route and connections
- Figure 3 Projected population growth along the WLO route
- Figure 4 Opportunity Areas along the WLO corridor
- Figure 5 TfL's six potential COVID recovery scenarios outlined for London
- Figure 6 Percentage change in total trip origins - early COVID-19 recovery scenario
- Figure 7 Comparison of ethnicity in west London compared to England average
- Figure 8 West London's most deprived communities (highest 20%) and Public Transport Accessibility Levels
- Figure 9 Focus areas for regeneration along the WLO route, based upon the 20% most deprived LSOAs
- Figure 10 Indices of Multiple Deprivation by LSOA
- Figure 11 Education, Skills and Training Deprivation by LSOA
- Figure 12 Barriers to Housing and Services Deprivation in west London (2019)
- Figure 13 20 year growth in employment age population and jobs in west London (2020-2040)
- Figure 14 Employment density, opportunity area and strategic development areas
- Figure 15 Workplace Zone Classifications along the WLO route
- Figure 16 IMD 2019 Employment Deprivation along WLO route
- Figure 17 Strategic cultural venues along the WLO route
- Figure 18 Strategic key points of interest along the WLO route
- Figure 19 Current areas classified as 'Deficient in Access to District Parks' by GiGL
- Figure 20 Map of key green and blue spaces to be served by the WLO
- Figure 21 Nitrogen Oxide (NO₂) levels along the WLO route
- Figure 22 Current Air Quality Focus Areas along the WLO route
- Figure 23 North-south road links and congestion in west London
- Figure 24 Typical road congestion along the A406 (North Circular), A4000 and intersecting radial routes shown alongside proposed West London Orbital rail link
- Figure 25 Current orbital London Overground route (Gospel Oak to Barking) and proposed WLO route
- Figure 26 The West London Orbital as outlined in the Mayor's Transport Strategy
- Figure 27 Local plans and SPDs along the WLO route]
- Figure 28 The WLO in context with inter-regional development corridors
- Figure 29 Improvements in journey times to/from Brent Cross
- Figure 30 Map of improvements in journey times to/from Old Oak Common

List of tables

<i>Table 1</i>	Sustainable mode share (public transport, walking and cycling) by west London borough
<i>Table 2</i>	Housing delivery targets in west London by Local Planning Authority
<i>Table 3</i>	Jobs accessible within 50 minutes of potential WLO stations (thousands)
<i>Table 4</i>	Alignment of the West London Orbital to key MTS proposals and policies
<i>Table 5</i>	Interface between the proposed WLO with Local Plans along the route
<i>Table 6</i>	Alignment of the West London Orbital to key national policy objectives
<i>Table 7</i>	Rail and Underground interchange opportunities along the WLO route
<i>Table 8</i>	Example point to point journey time savings which would be delivered by the WLO
<i>Table 9</i>	Forecast change in passenger boardings by mode (2031 AM peak period)

I. Introduction

As outlined in the Mayor's Transport Strategy (MTS), Transport for London (TfL), in partnership with the West London Alliance (WLA), is proposing a new public transport scheme to connect growth areas in west London known as the 'West London Orbital' (WLO).

MTS Proposal 88:

*The Mayor, through TfL, the West London Alliance boroughs and Network Rail, will work towards the delivery of a new London Overground 'West London Orbital' line connecting Hounslow with Cricklewood and Hendon via Old Oak, Neasden and Brent Cross."*¹

More than half of London's population live in Outer London, which includes six out of the seven WLA boroughs. At present these boroughs have a smaller sustainable mode share - trips made by walking, cycling or public transport - compared with Inner and Central London. Since 2009, rail journey stages in London have increased by 45.7 per cent¹, due largely to the rebranding and opening of

numerous London Overground services by TfL which includes several key orbital rail routes such as the North London Line. By 2019 rail travel in the capital accounted for 11 per cent of all daily journey stages in London², and only 5.5 per cent of journey stages in the WLA boroughs.

Within the WLA boroughs, around 60 per cent of trips are currently made by walking, cycling and public transport. In order to achieve the Mayor's Transport Strategy (MTS) mode shift target, this will need to rise to 75 per cent in the context of 1 million additional trips being made every day by Londoners.

70 per cent of car trips are short enough to feasibly be switched to walking, cycling or public transport, but such a switch is dependent on new or more appealing alternatives being provided. Providing an attractive public transport alternative for trips currently made by car will be crucial to achieving these aims.

This means improving links to, and between, outer London town centres and ensuring new developments are connected to employment

and education opportunities in a way that reduces the need to travel by car. Most importantly it relies on providing attractive transport options for all journey types, not just those to/from central London.

Despite the challenges laid out by the COVID-19 pandemic, delivering new homes and jobs for Londoners remains a key priority for London, and providing sustainable transport options is vital in avoiding the potential negative impacts faced by Londoners as a result of a car-based recovery.

Upgrading existing and under-utilised infrastructure, a core objective of many London Overground projects, provides both a cost and time efficient means of providing the infrastructure needed to support a sustainable future for London.

1. [Mayor's Transport Strategy](#) (p.230)
2. [Travel in London report 12](#) (p.39)
3. [Travel in London report 13](#) (p.57)

Identified as an indicative transport scheme in the London Plan⁴, the WLO is a proposed orbital rail link running from Hounslow in southwest London to Hendon/Brent Cross/Cricklewood/West Hampstead in the northwest.

The route would fill a missing orbital link in North and West London, supporting the development of new jobs and homes, and connecting to town centres, employment hubs and existing and future transport links to London Underground, London Overground, Elizabeth Line, National Rail and High Speed 2 interchanges.

The WLO would also act as a catalyst for economic development, unlocking the potential of many town centres along the proposed route. Improving public transport accessibility would have a wide range of benefits such as improving access to jobs and opportunities, supporting housing growth, and instilling a sense of place and belonging to new and established communities surrounding stations along the route.

TfL and the WLA are currently working to assess a full range of options that could enable sustainable growth, improve connectivity and increase public transport capacity in west London.

This document sets out the strategic narrative which has informed the development of future proposals so far.

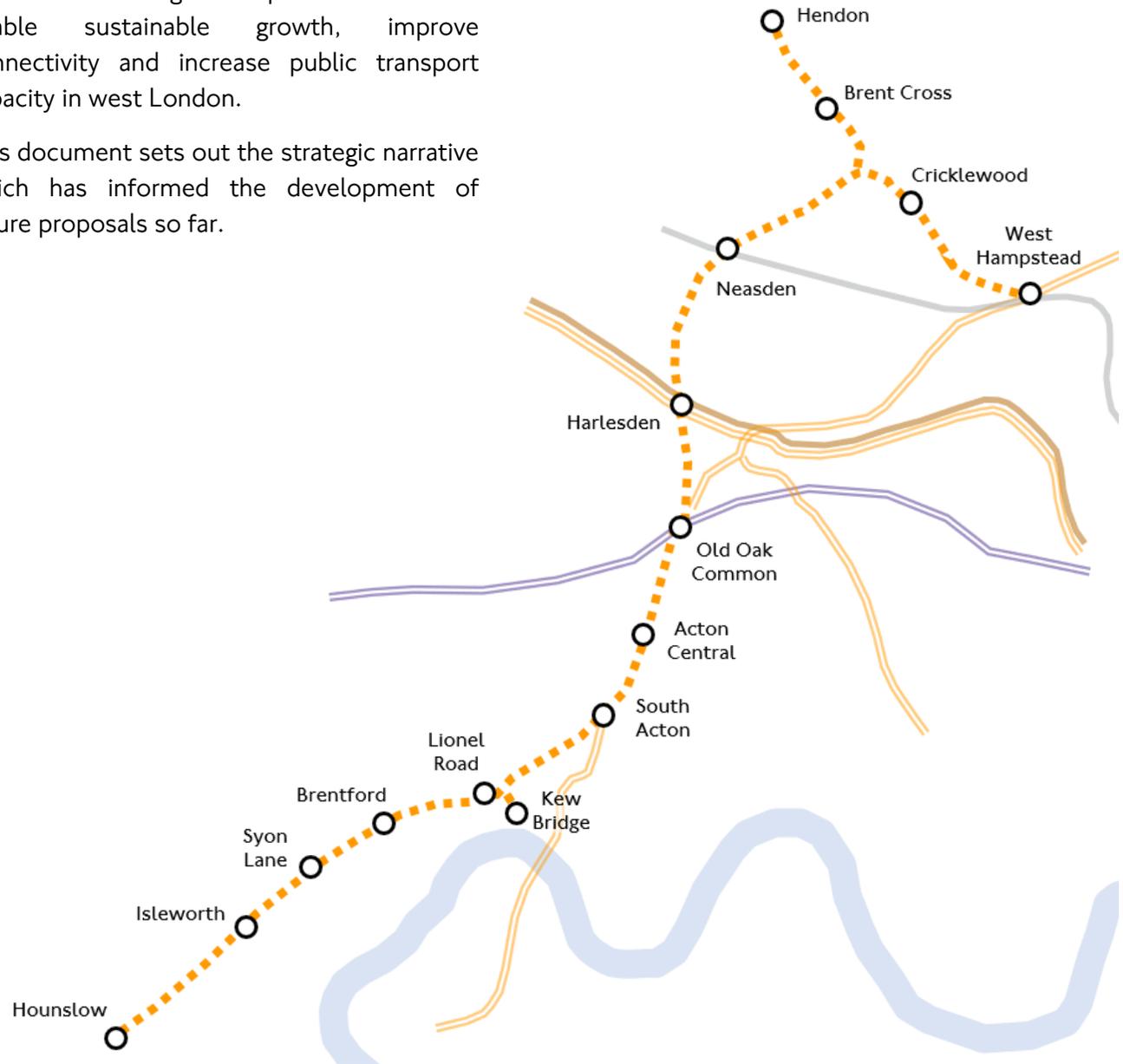


Figure 1: Indicative West London Orbital routing

4. [London Plan \(2021\)](#) (p.409)

2. The West London Orbital Overground proposal

The proposals for the West London Orbital aim to link Hendon/Brent Cross/Cricklewood/West Hampstead in northwest London to Hounslow in west London. The fully accessible London Overground line would provide 10 new unique interchanges with new and existing rail and underground links in west London.

The northern stations would provide various interchanges with Thameslink services, the Jubilee Line and existing London Overground services on the North London Line. Interchange with the Bakerloo line and London Overground services to Watford Junction would be provided at Harlesden.

At Old Oak Common a future interchange with the Elizabeth Line, HS2 and the nearby Central line at North Acton would be possible. Further interchanges would be available with South Western Railway services at stations along the southern end of the route, as well as additional interchanges with existing London Overground services at the Acton stations.

Current proposals are subject to feasibility testing and may change as potential delivery and operating consents are explored in greater detail.

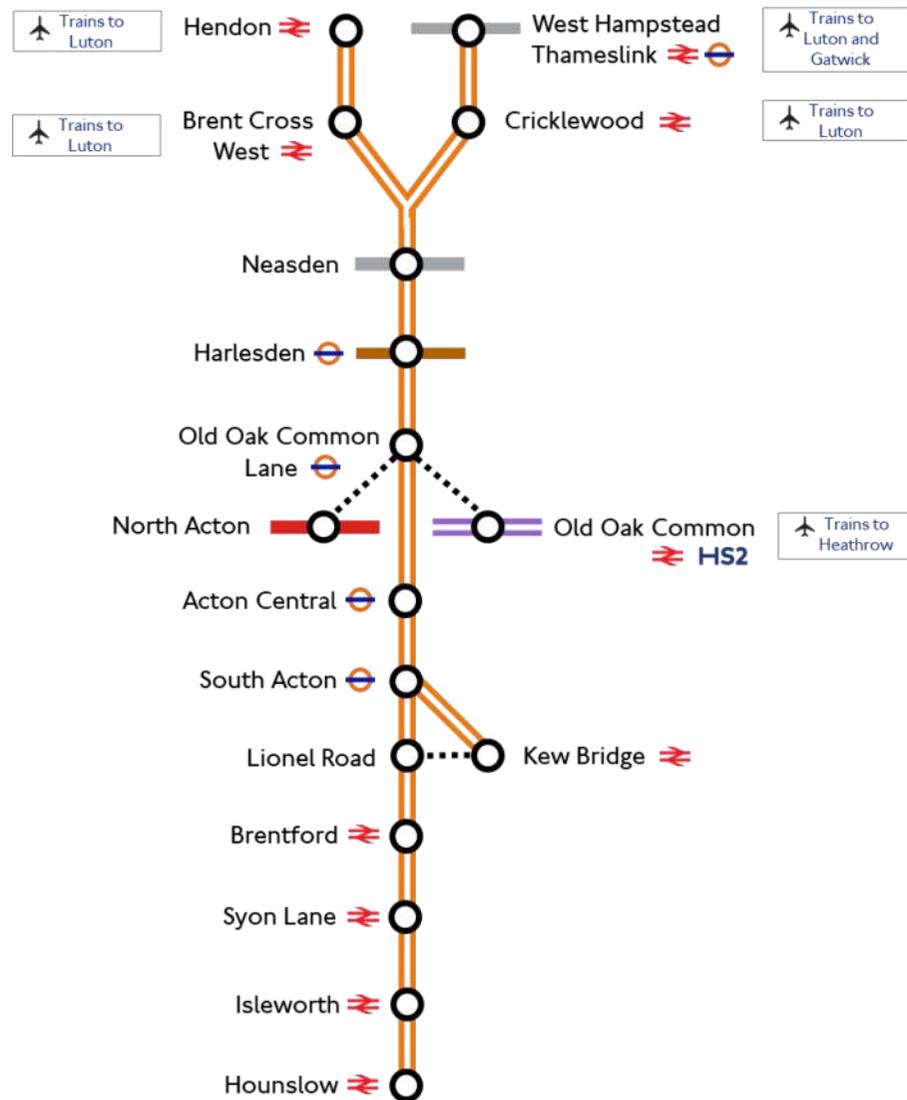


Figure 2: Proposed WLO route and connections

2.1 Scheme objectives

The objectives of the WLO scheme were developed to be consistent with and help realise relevant national, London wide, sub-regional and local policies. Working with the GLA, the relevant London boroughs, OPDC, WLA and Network Rail, the following objectives for the WLO have been adopted:

a) Orbital transport connectivity

Enhance orbital public transport connectivity to and between major trip attractors in west and north west London (e.g. town centres and Opportunity Areas at Old Oak/Park Royal, Burnt Oak/Colindale, Brent Cross/Cricklewood and the Great West Corridor) to support mode shift towards active, efficient and sustainable modes of transport, and west and north west London's continued economic growth and competitiveness.

b) New homes and jobs

Enable and optimise the delivery of new homes and jobs in west and north west London in line with the principles of 'Good Growth'.

c) Public transport capacity

Enhance public transport capacity in west and north west London to relieve pressure on existing corridors and ensure the resilience of the public transport network as population and the economy grows.

d) Wider economic, environmental and social benefits

Reduce social, economic and spatial inequalities and widen access to jobs, town centres and local amenities, enhance local environmental quality and help tackle the causes and consequences of climate change.



The WLO has four key objectives for improving public transport connectivity and enabling new homes in London

3. Strategic Context

The continuing success of London's economy is reliant on making the city work better for everyone. This includes providing good public transport connections and public spaces that enable access to jobs, shops and local services, and good quality affordable homes in places where people want to live. This will become ever more pertinent in the aftermath of the COVID-19 pandemic. The combination of population and employment growth means accessible and efficient public transport capacity is needed and affordable, well-connected homes must be built.

This needs to take place within the context of environmental challenges, most notably tackling London's poor air quality and regional and local commitments on carbon reduction, both supported by the London boroughs. In order to sustain its success in the face of these challenges, London must become a city where public transport, alongside walking and cycling, becomes the most appealing and practical choice for the daily journeys of many more Londoners.

Delivering 'Good Growth' is a common principle across all of London and is key to building a sustainable, equitable and prosperous city for all.



Delivering new homes and sustainable transport options remains a key priority for London

Setting out the strategic context of the WLO, this section looks at current transport and demographic characteristics of west London, showing how the new Hendon-Hounslow London Overground service would work to overcome the key challenges faced by people working, living and travelling through the area.

The WLO responds to the strategic challenges that are faced by west London including access to housing and jobs, addressing environmental challenges and reducing social inequalities

3.1 Supporting sustainable growth

In order to accommodate London's long-term population growth, the London Plan concludes that to address the projected growth in households, the Capital needs to deliver 66,000 new homes every year between now and 2041.

Whilst the COVID-19 pandemic may see the rate of growth in London slow somewhat, the capital still faces a huge challenge in delivering new homes for existing, future and latent demand.

New homes need to be delivered sustainably. This means ensuring that people living in new housing in central, inner and outer London have travel options other than to drive to the shops, to schools, to work, or for leisure. Supporting sustainable growth is critical to ensuring London becomes a city where walking, cycling and using public transport is the norm, not just in the city centre but in the outer boroughs.

The London Plan and Local Planning Authority (LPA) local plans also recognise the need to significantly increase housing delivery to meet the Capital's needs.

This is a pressing issue for all of London but particularly in outer London where 63 per cent of London's population growth to 2041

is expected and 55 per cent of London's new homes need to be delivered. Population growth is expected across outer London, with notable pressures experienced by LB Barnet and LB Hounslow in west and north west London.

Sustainable growth is not just linked to housing growth. The WLO will also provide a significant contribution in building climate resilience into our capital by using existing infrastructure. The WLO is integral to delivering on all three pillars of sustainability for the west London region.

The WLO is key to supporting and delivering all three aspects of sustainable growth; environmental, social and economic

ENVIRONMENTAL

By facilitating and encouraging mode shift, reducing emissions, private car use, and improving air quality and reducing carbon impact

SOCIAL

By serving west London's diverse and deprived communities and providing an affordable and accessible alternative to car use

ECONOMIC

By connecting west London's existing and emerging employment hubs and supporting the growth of economic activity in the subregion

Supporting 15,800 new homes



Sustainable mode share

Borough	Observed			Trajectory	
	2012/13- 2014/15	2013/14 - 2015/16	2014/15 - 2016/17	2021	2041
Barnet	50%	52%	55%	59%	72%
Brent	62%	62%	65%	66%	78%
Ealing	62%	62%	63%	63%	76%
Hammersmith & Fulham	75%	78%	81%	82%	89%
Harrow	48%	48%	48%	50%	64%
Hillingdon	43%	41%	43%	44%	56%
Hounslow	55%	53%	56%	59%	71%

Table 1: Sustainable mode share (public transport, walking and cycling) by west London borough

Source: TfL Strategic Analysis, LTDS (2018), data for 2014/15-2016/17 and TfL strategic models (consistent with MTS evidence base (2018) Note: Mode share by borough residents based on average daily trips



Housing delivery

Local Planning Authority	London Plan housing target
Barnet	23,640
Brent	23,250
Ealing	21,570
Hammersmith & Fulham	16,090
Harrow	8,020
Hillingdon	10,830
Hounslow	17,820
OPDC	14,090
Total (per annum)	13,531
20 year total	270,620

Table 2: Housing delivery targets in west London by Local Planning Authority

Source: London Plan (2021)

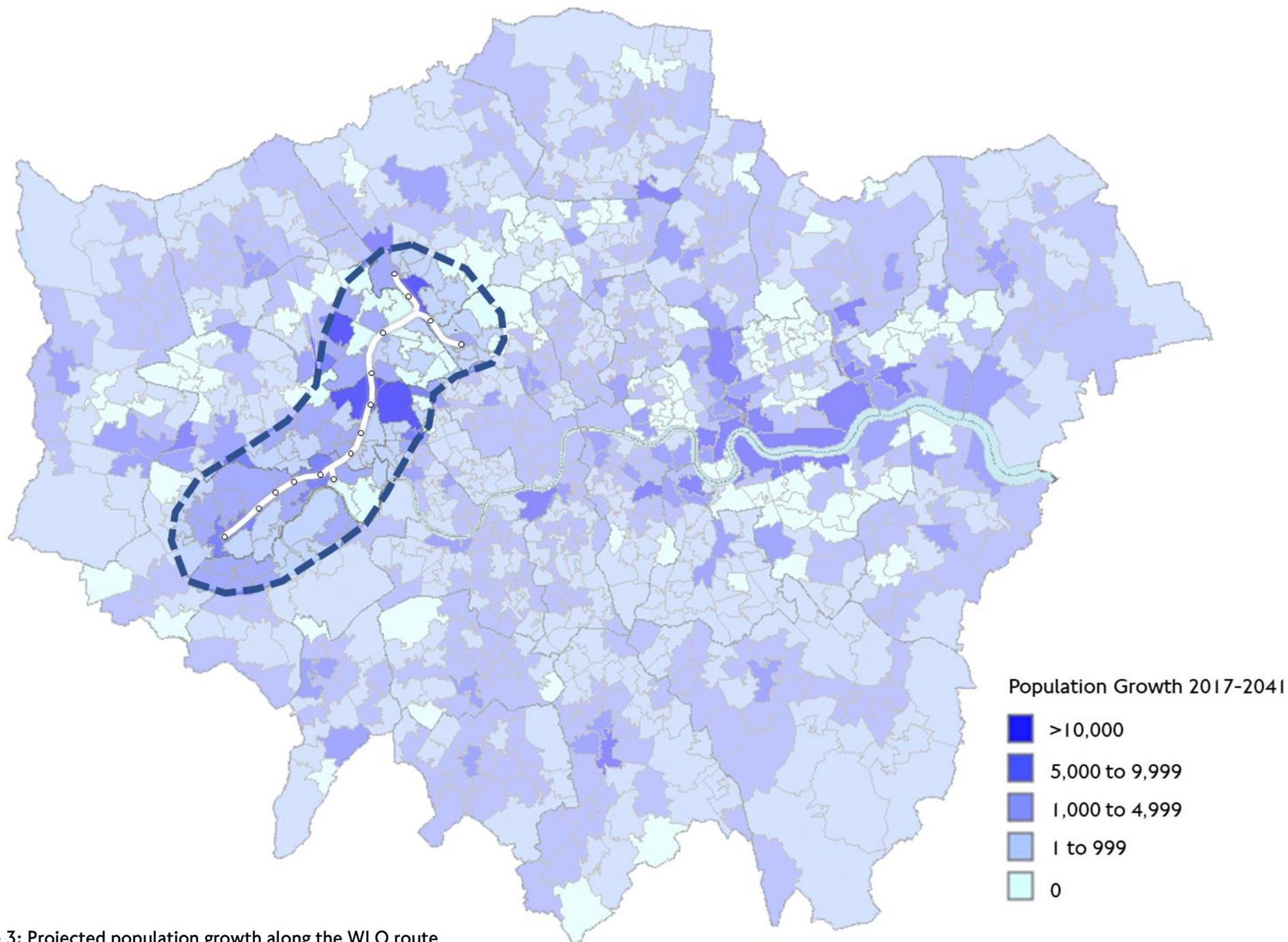


Figure 3: Projected population growth along the WLO route

Along with east London, the WLA boroughs are home to a large amount of London's housing growth

Source: Greater London Authority (GLA), 2016 based central trend housing-led population projections (2017), © Crown copyright and database rights 2019 Ordnance Survey 100035971

Opportunity Areas

A large number of the development sites served by the West London Orbital are located in or adjoining to some of London's largest Opportunity Areas (OAs) which the scheme will serve. Additionally, Brent Cross and Old Oak High Street are scheduled for new 'metropolitan centre' and 'major centre' status respectively.

In total the WLO will provide additional public transport capacity and connectivity to:

Brent Cross / Cricklewood Opportunity Area

26,000 new jobs and 9,500 new homes at Cricklewood, Hendon and Brent Cross West stations

Wembley Opportunity Area

13,500 new jobs and 14,000 new homes at Neasden station

Old Oak / Park Royal Opportunity Area

65,000 new jobs and 25,500 new homes at Harlesden and Old Oak Common stations

Great West Corridor Opportunity Area

14,000 new jobs and 7,500 new homes at Lionel Road, Kew Bridge and Brentford stations

Heathrow Opportunity Area

11,000 new jobs and 13,000 new homes at Hounslow and Isleworth stations

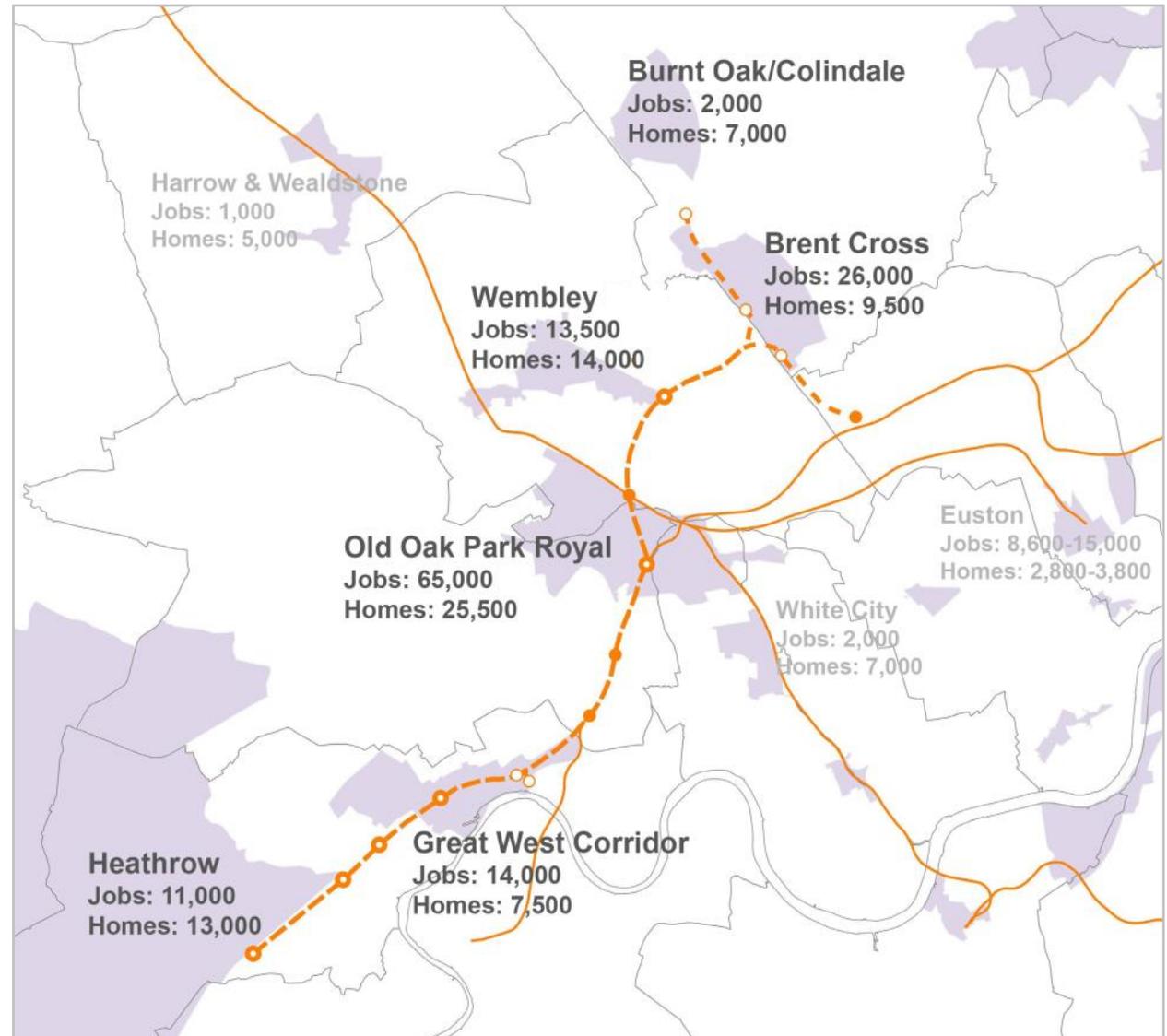


Figure 4: Opportunity Areas along the WLO corridor

Source: London Plan 2021

3.2 COVID-19 recovery

As with most major cities, the effects of the COVID-19 global pandemic pose an enormous challenge to London, and the exact nature and extent of these impacts is still unknown. Nevertheless, although the pace of growth of London will clearly be affected, a substantial increase in population is still expected between now and 2041.

The October 2020 central estimate for recovery forecasts that London's population will increase from 8.9 million today to 9.5 million by 2030. Local travel in the suburbs is expected to increase in the medium term, with fewer people travelling to and from central London. Until any alternative assumptions are confirmed, pre-pandemic growth assumptions and demand forecasting have been used in this document.

This therefore assumes that the growth originally forecast will still take place, but the timing of it is uncertain.

Recent trends, both during lockdowns and in periods with looser restrictions have shown that orbital/suburban travel has shown some of the most resilient demand in London. After the first national lockdown, orbital journeys outside of central London recovered quicker due to an increased proportion of trips taking

place at a more local level. In north west London there was increased travel to destinations in the early stages of recovery (see [Figure 6](#)).

Providing both orbital connections and interchanges to radial services result in the WLO being a robust, transformational infrastructure project for west London, potentially even within the context of COVID-19. As part of TfL's preliminary COVID recovery scenario planning, the WLO performs well on 4 out of 5 of the future scenarios for London.

Due in part to the diverse demand profile of these trips, the WLO proposal, which focuses on local orbital connectivity presents a sustainable solution to many of west London's current and future transport needs as demand patterns start to adapt and resettle in light of the pandemic.

TfL's Financial Sustainability Plan⁵ recognises the strategic importance of the WLO network extension. It also identifies how third party funding is vital in achieving the jointly shared sustainable transport vision. Initial analysis on early COVID-19 recovery scenarios undertaken by TfL show that travel demand in outer London to be some of the most buoyant.



London's COVID recovery must be based upon sustainable transport options for all Londoners

With a focus on orbital connections, the WLO responds to the changing ridership demand profiles of a post-pandemic city

5. [TfL Financial Sustainability Plan](#) (2021)

London's COVID recovery scenarios

Scenario	Description
1) Return to business as usual	A London which has bounced back from the crisis and looks relatively similar to expectations pre-pandemic
2) Agglomeration x3	An expanding London, where virus related changes to the economy enhance its global competitive advantage
3) Low-carbon localism	A smaller but more sustainable London, which has been impacted significantly by the virus and becomes more local as a result
4) Remote revolution	A successful but quite different city, where technology has changed how people live, work and travel
5) London declines	A lower growth London, having to cope with the fallout from the virus and a diminished status in the UK and the wider world
6) Hybrid (+/-)	A combination of the outcomes currently thought to be most probable from the scenarios explained above, incorporating changes to working patterns and behaviours. The Hybrid scenario is flexed with +/- variants to reflect the impact of demand of other assumptions in this plan

Figure 5: TfL's six potential COVID recovery scenarios outlined for London

The passenger demand scenarios follow the five possible future city planning scenarios which show long term demand to 2031, plus an additional hybrid model.

The West London Orbital responds to predicted demand patterns in every scenario except Scenario 5 (London declines, in which all travel demand declines). This is further evidenced by robust demand for orbital localised travel observed in west London as demand recovered after the first wave of the COVID-19 pandemic.

Source: TfL Financial Sustainability Plan (January 2021)

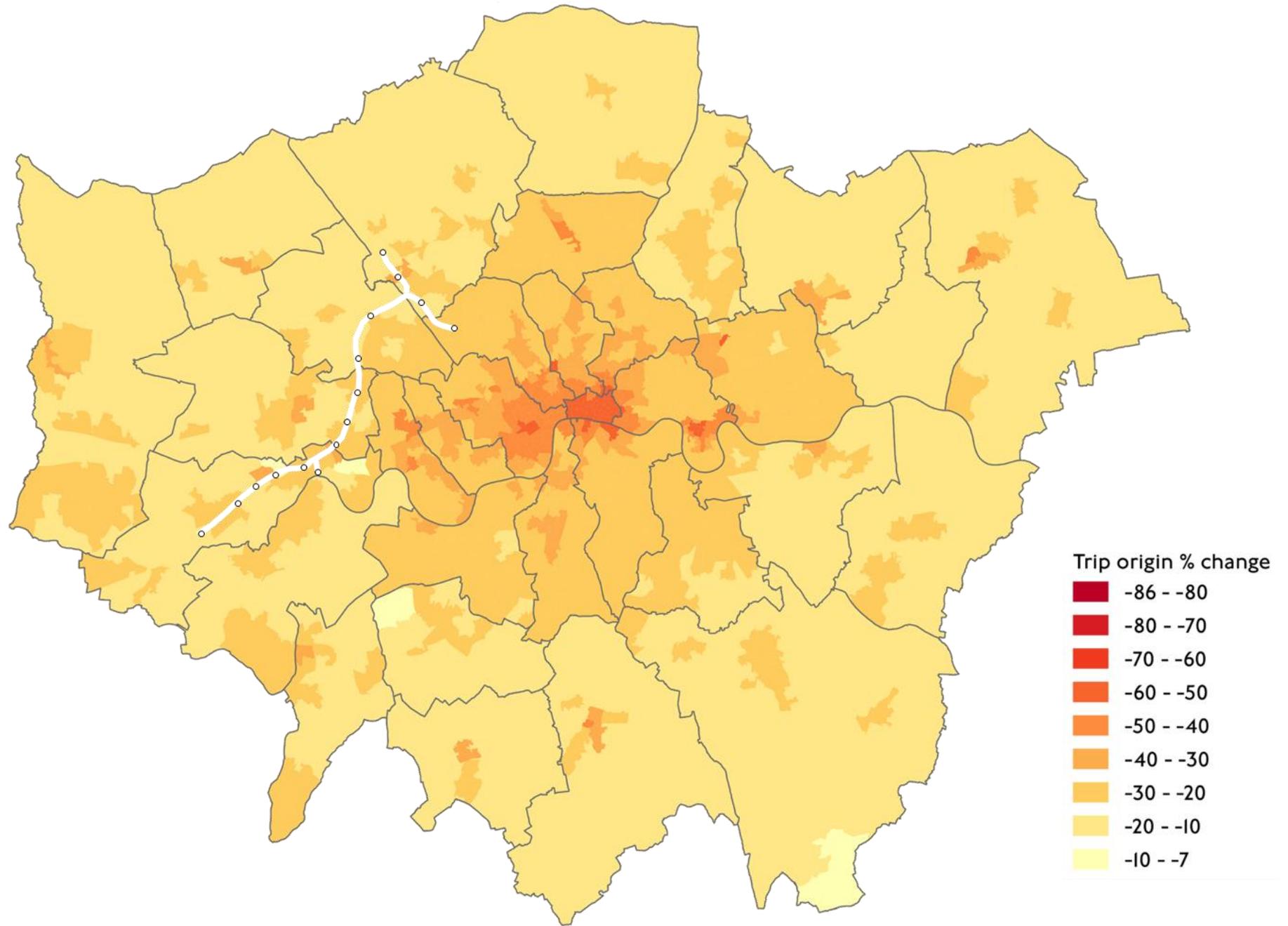


Figure 6: Percentage change in total trip origins - early COVID-19 recovery scenario
 Demand along the WLO corridor remains at around 80% of pre-COVID predicted demand levels
 Source: TfL Strategic Analysis, City Planning

3.3 West London's communities

The West London Orbital route passes through some of London's most socially and ethnically diverse neighbourhoods, including areas with high levels of deprivation. Reaching and connecting these communities by providing increased sustainable and accessible transport links is a key objective of the WLO scheme.

West London is home to over two million people and one million jobs. It is the country's second largest economy, with clusters of key sectors like tech and pharma – it contributes 4% of national GVA.

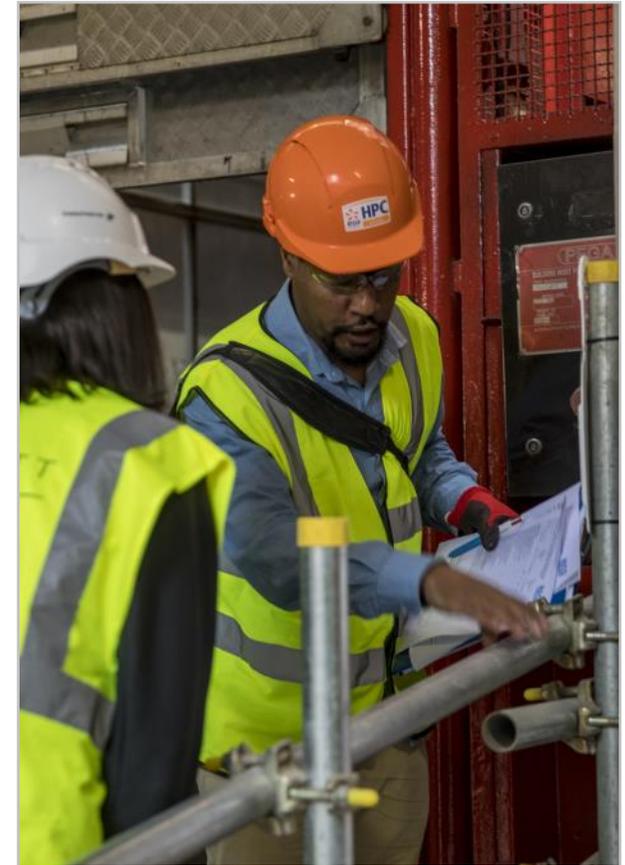
Four out of the seven boroughs which make up the West London Alliance have a majority non-white ethnic population. In several areas of LB Brent and LB Hounslow BAME groups make up over 70% of residents. The WLO scheme would serve many of these communities, particularly in the areas to the north of Hounslow and around Harlesden and Neasden.

Whilst there are clearly areas of affluence in West London, the proposed route of the WLO

also passes through areas with some of the highest levels of deprivation in London, and within the UK as a whole.⁶

Several areas along the proposed WLO also face challenges for residents in accessing education, skills and training. There also exist notable pockets of high levels of unemployment. Despite the high provision of cultural, economic and social opportunities within west London, many Londoners in the area are unable to access such opportunities, due in part to poor orbital public transport connections.

The WLO would provide a large increase in affordable transport options to some of London's most diverse and deprived communities



The communities that would be served by the WLO are some of the most diverse in London

6. WLO Economic Development Narrative (Steer, 2020, p. 11)

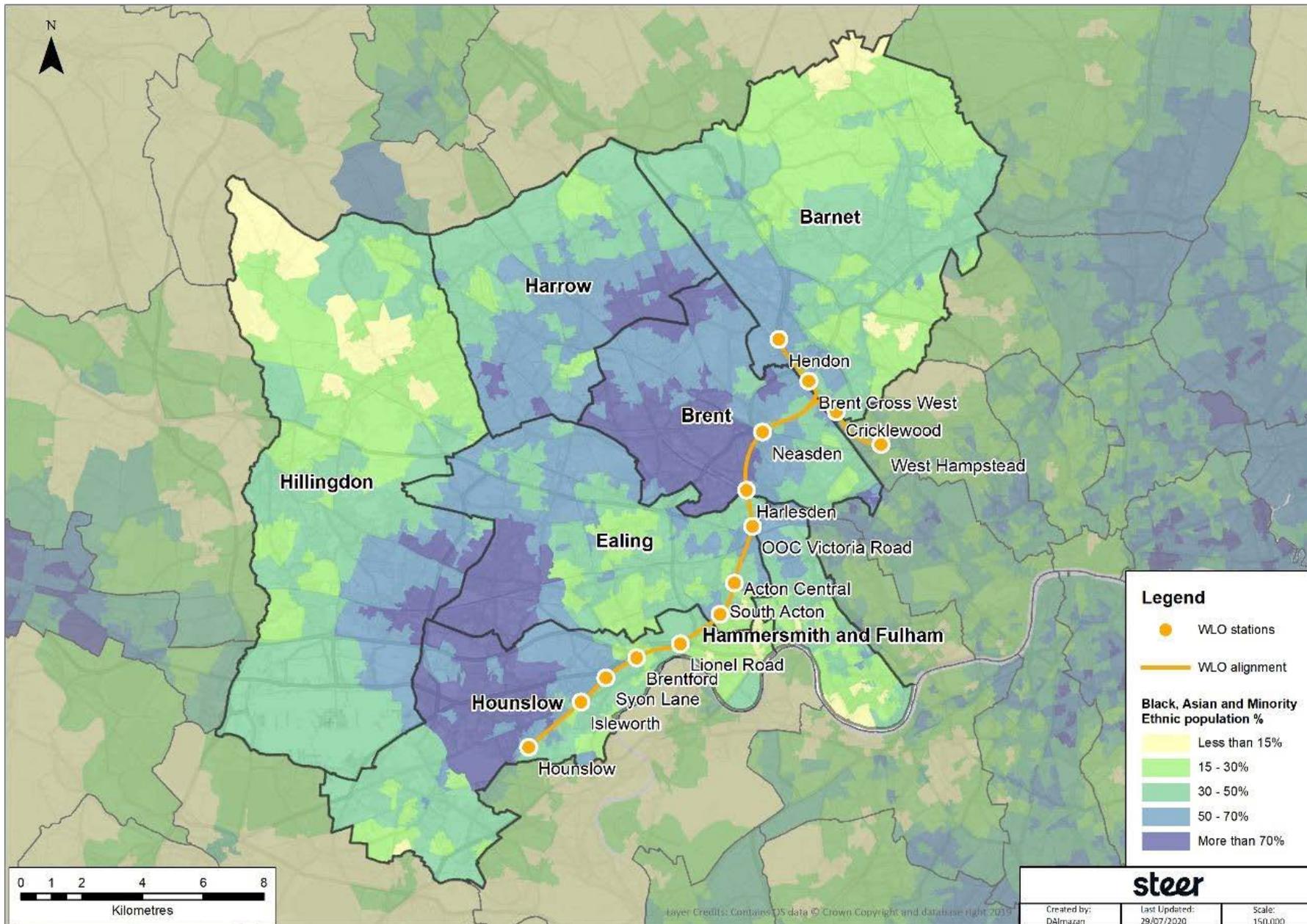


Figure 7: Black, Asian and Minority Ethnic population in west London

The WLO will serve one of the most ethnically diverse places in both London and the UK as a whole

Source: Steer (WLO Economic Narrative, 2020)

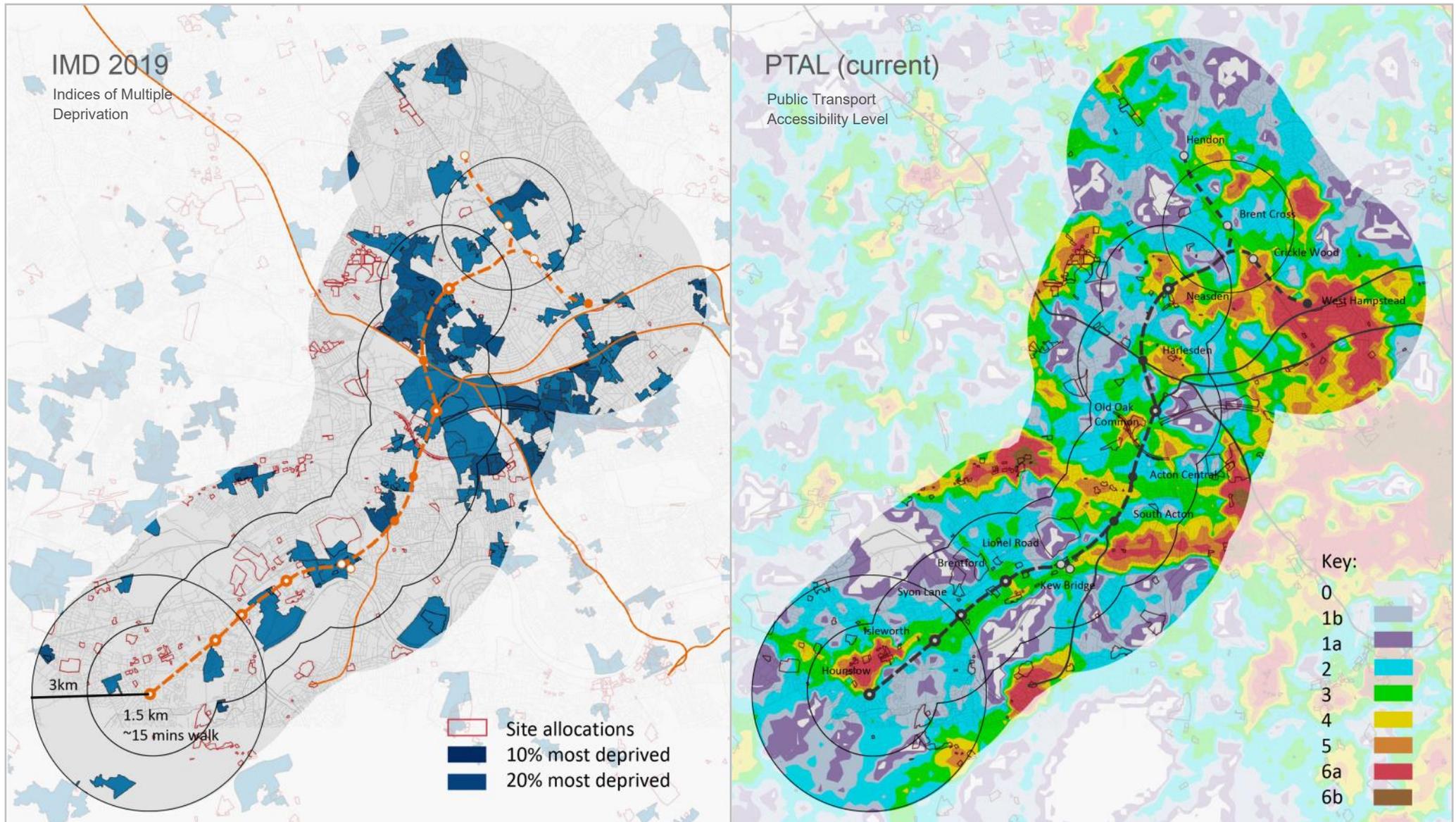


Figure 8: West London’s most deprived communities (highest 20%) and Public Transport Accessibility Levels (0 = lowest, 6b = highest)

Many of west London’s most deprived communities would be within the catchment of the proposed WLO, providing a step-change in access to local education and employment opportunities, alongside supporting the delivery of affordable housing.

Source: Indices of Multiple Deprivation, MHCLG (2019)

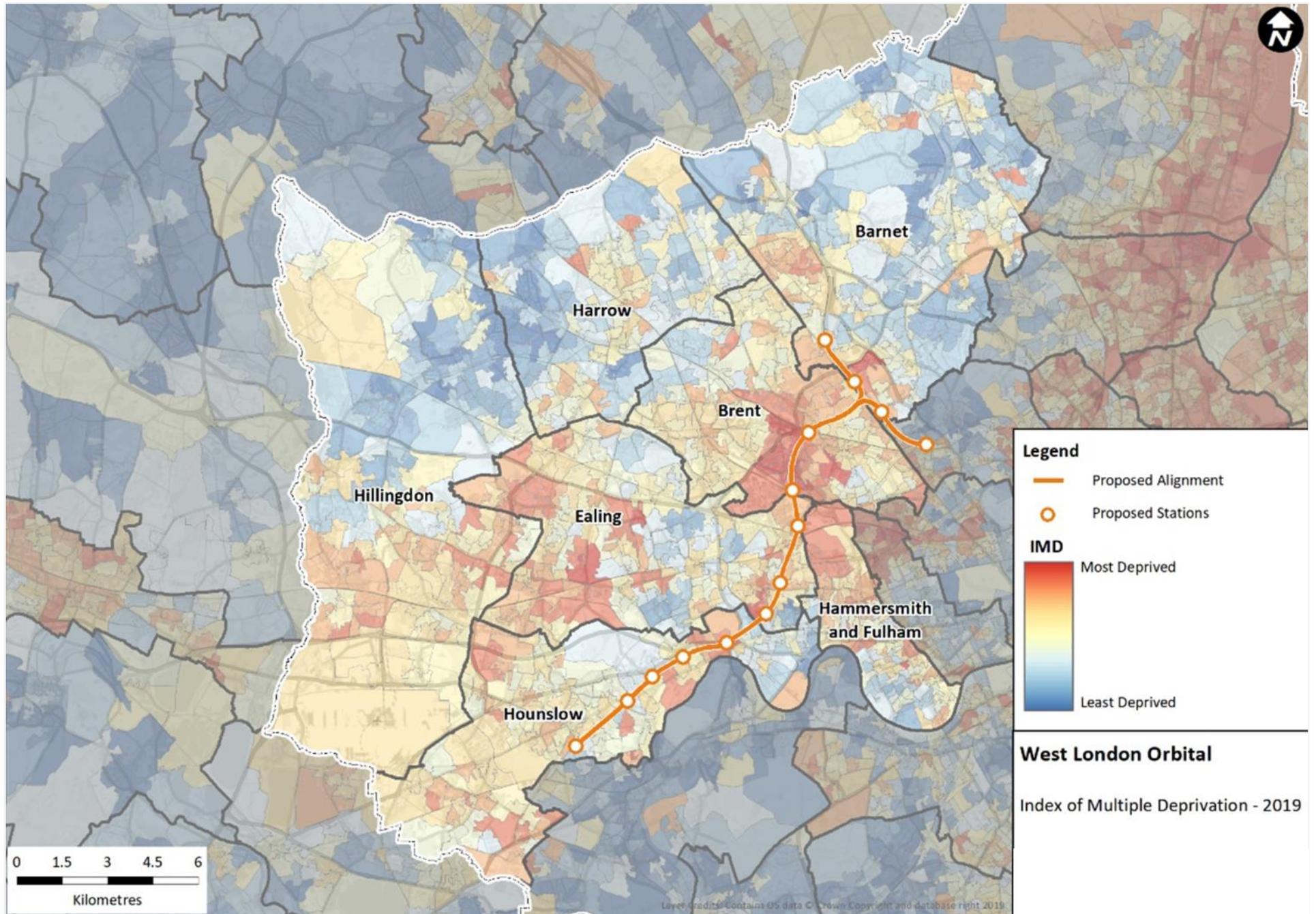


Figure 9: Indices of Multiple Deprivation by LSOA

Source: Steer (WLO Economic Narrative, 2020)

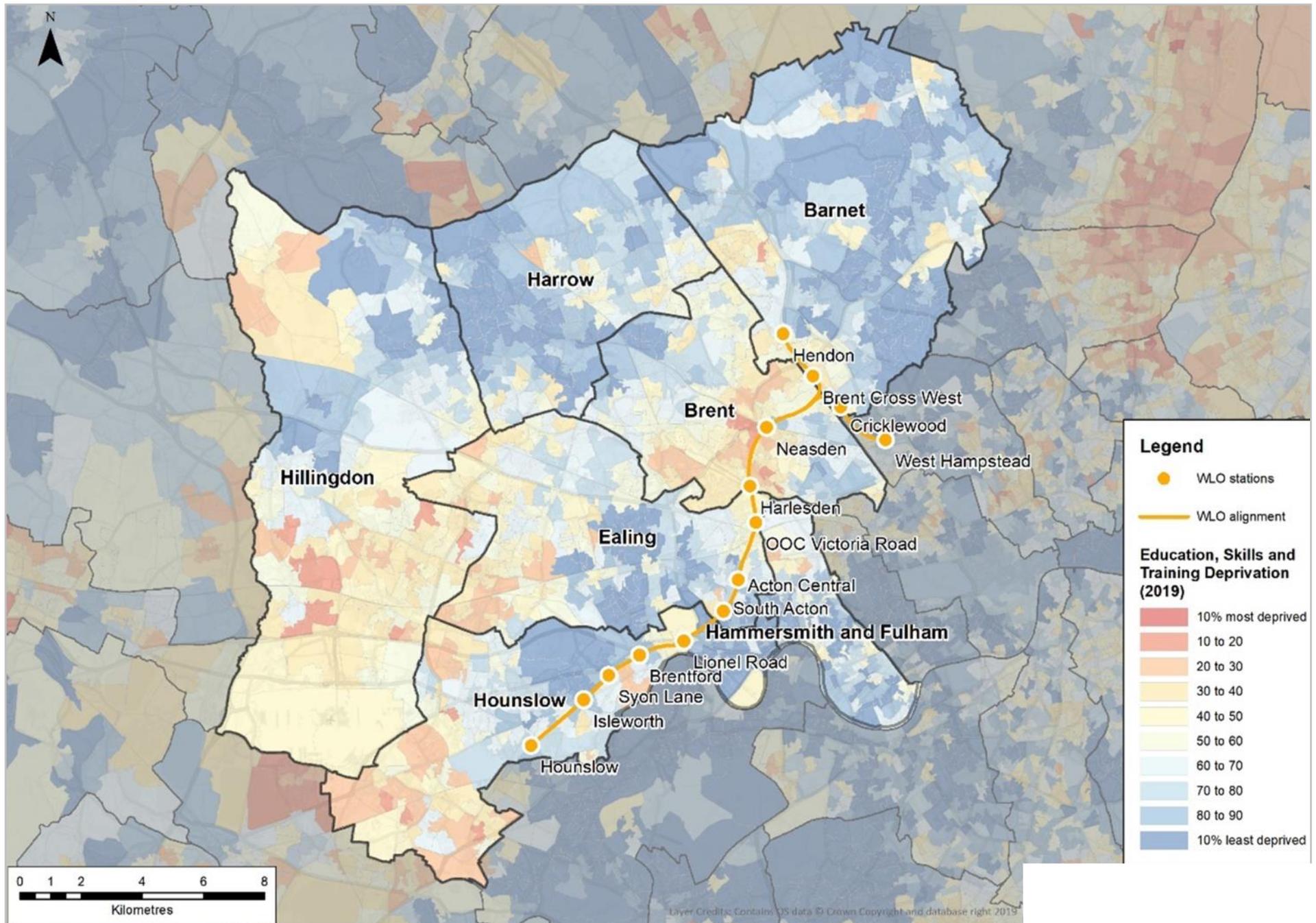


Figure 10: Education, Skills and Training Deprivation by LSOA

Source: Steer (WLO Economic Narrative, 2020)

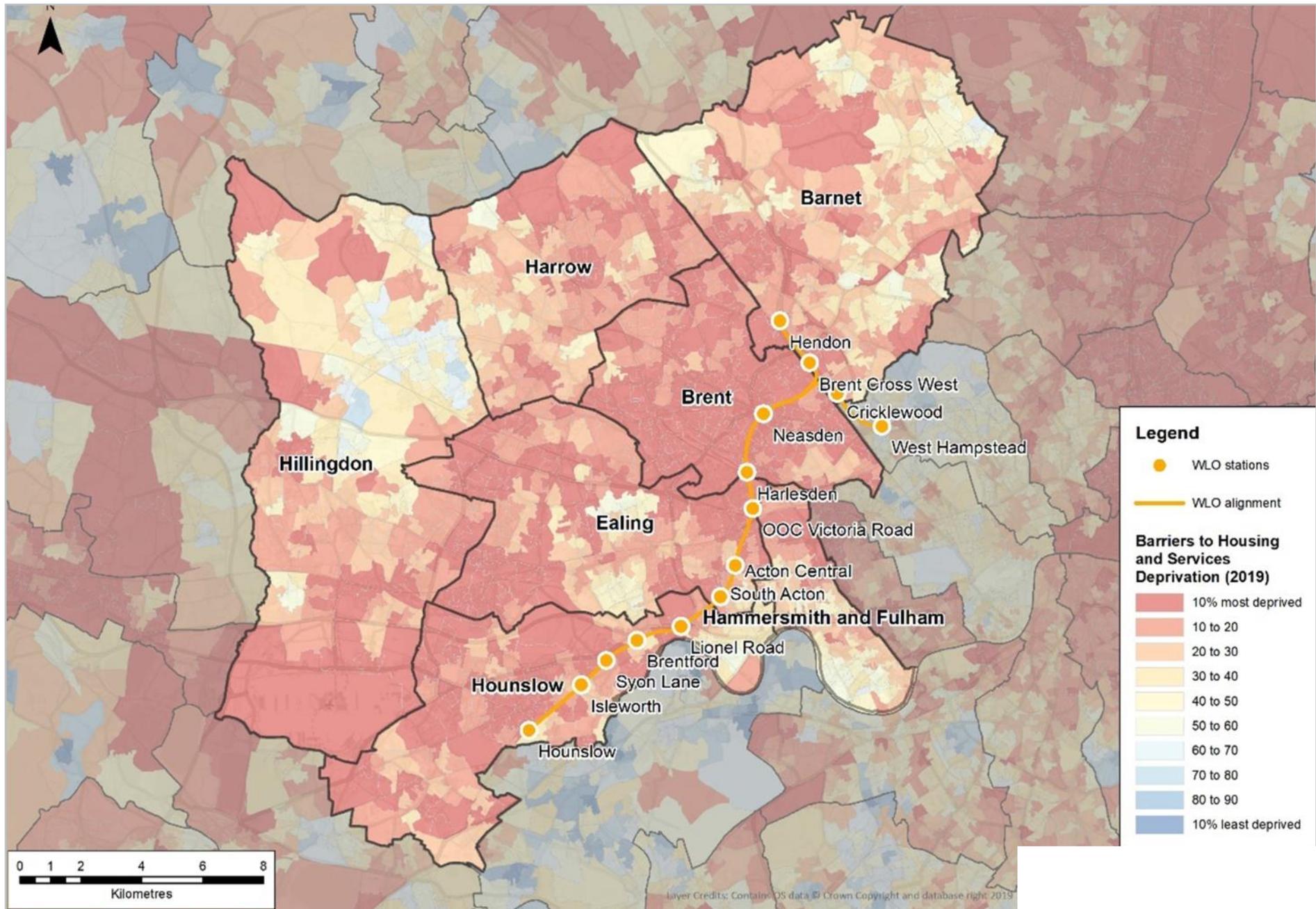


Figure 11: Barriers to Housing and Services Deprivation in west London (2019)

Many communities in west London are currently in the 10% most deprived in accessing housing and services

Source: Steer (WLO Economic Narrative, 2020)

3.4 Delivering new homes for west London

Providing adequate and accessible housing for all Londoners is a key objective of both the Mayor and the London boroughs. The four boroughs along the West London Orbital route (LB Barnet, LB Brent, LB Ealing and LB Hounslow) are projected to see population growth of between 112,000 and 175,000 in the period to 2041. These four boroughs collectively account for 14.5 per cent of London's forecast population growth.

The London Plan (2021) proposes ambitious housing delivery targets for west and north west London for the four boroughs and the Old Oak and Park Royal Development Corporation (OPDC). These five Local Planning Authorities continue to work to maximise housing delivery, and the London Plan envisages at least 100,000 new homes to be delivered along the route by the end of the 2020s⁷:

- LB Barnet – 46,000;
- LB Brent – 45,440;
- LB Ealing – 21,570;
- LB Hounslow – 26,715; and
- OPDC – 14,090.

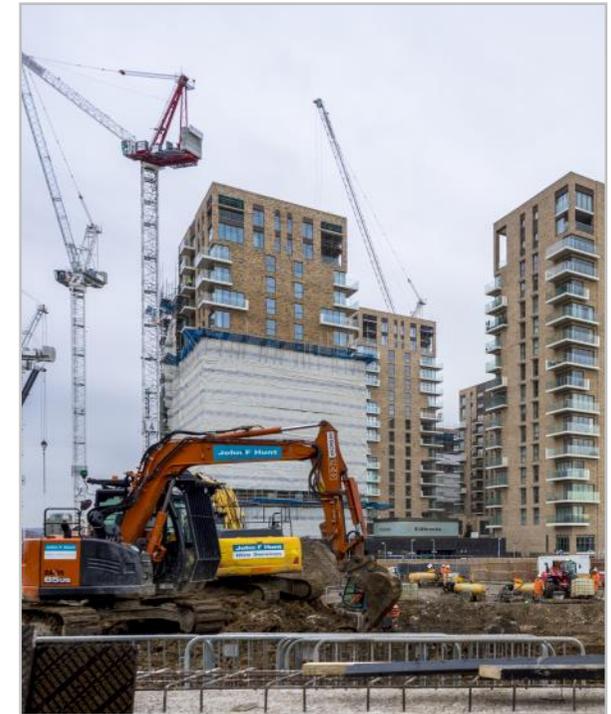
The current local planning process is also expected to see this scale of housing delivery continue well into the 2030s.

In partnership with the London boroughs, 30 Housing Zones have been designated as part of the Mayor's Housing Strategy. A total of £600 million in funding has been made available for the construction of 75,000 new homes in these zones; the programme will also provide 150,000 associated jobs. There are designated Housing Zones at Wembley (2,840 new homes) and Hounslow Town Centre (3,900 new homes).

At present many of these strategic growth areas are poorly connected to each other, creating a barrier to accessing most of the services, employment, and leisure opportunities in neighbouring areas, despite the relatively short distances between them. Failure to address this in the long term is likely to constrain growth, either due to new developments adding to traffic congestion, or sites becoming less attractive to developers due to poor connectivity.

Deprivation in access to housing and services is concentrated in several areas along the WLO route. Providing sustainable and affordable housing growth relies on maintaining and improving a well-connected local and sub-regional transport network that works for the diverse needs and travel patterns of those who live and work in the west London sub-region.

7. [London Plan \(2021\)](#) p.163



The West London Orbital has the potential to support the delivery of thousands of new homes in west London

The WLO would support up to 15,800 new homes in west London, and improve transport connectivity to thousands more additional jobs and homes along the route

3.5 West London's economy and access to jobs

West and north west London is the UK's second largest economic powerhouse. West London is also home to major employment clusters including Park Royal, the Great West Corridor's 'Golden Mile', and Heathrow (the UK's most important point of entry for goods and passengers arriving by air).

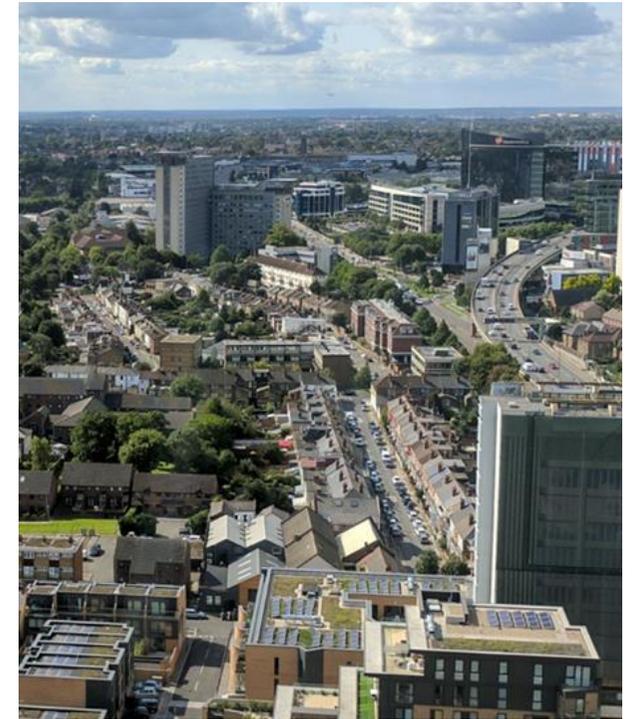
West and north west London is the most significant economic region outside of central London, contributing 20 per cent to London's Gross Domestic Product (GDP) and having the highest productivity per worker out of any London sub-region. West London's employment clusters are home to agglomerations of major industries, including transport, logistics, pharma and media. The region acts as the UK's global gateway through Heathrow and will become London's gateway to the north via HS2 at Old Oak Common.

The Park Royal/A40/Heathrow corridor has high demand for industrial land use, driven by warehousing and logistics, and airport-related activities. The London Industrial Land Demand study notes that LB Brent and LB Ealing have some of the highest levels of net demand for industrial land in London. These boroughs have a high concentration of Strategic Industrial Land (SIL).

This land is critical to the effective functioning of London's economy, while also providing diverse employment opportunities for residents. These include a range of workspaces for artists/makers and for growth sectors such as film, tech and life sciences. Also supported are incubators and other affordable spaces.

West and north west London is also a region with significant growth potential, with the sub-region being promoted as an innovation district based on its strengths in media, ICT and clean technology. Some of London's most strategically important Opportunity Areas (OAs), including Old Oak/Park Royal which will experience transformational change over the next decade, are in the sub-region. In total eight of London's OAs are in west and north west London (Brent Cross/Cricklewood, Burnt Oak/Colindale, Great West Corridor, Harrow & Wealdstone, Old Oak/Park Royal, Southall, Wembley and White City). The regeneration of Old Oak/Park Royal is expected to bring 65,000 new jobs to the area, a further 27,000 new jobs are also expected to be created at Brent Cross.

The WLO will help build the foundations for this, and is expected to deliver an estimated £16 million each year in benefits from supporting a more productive local economy⁸.



Along the WLO route is London's 'Golden Mile', part of the Great West Corridor Opportunity Area which will see the creation of over 14,000 new jobs

By linking areas of high unemployment to new hubs of job creation, the WLO will be pivotal in providing sustainable and affordable access to thousands of jobs in west London

8. Steer (WLO Economic Narrative, 2020)

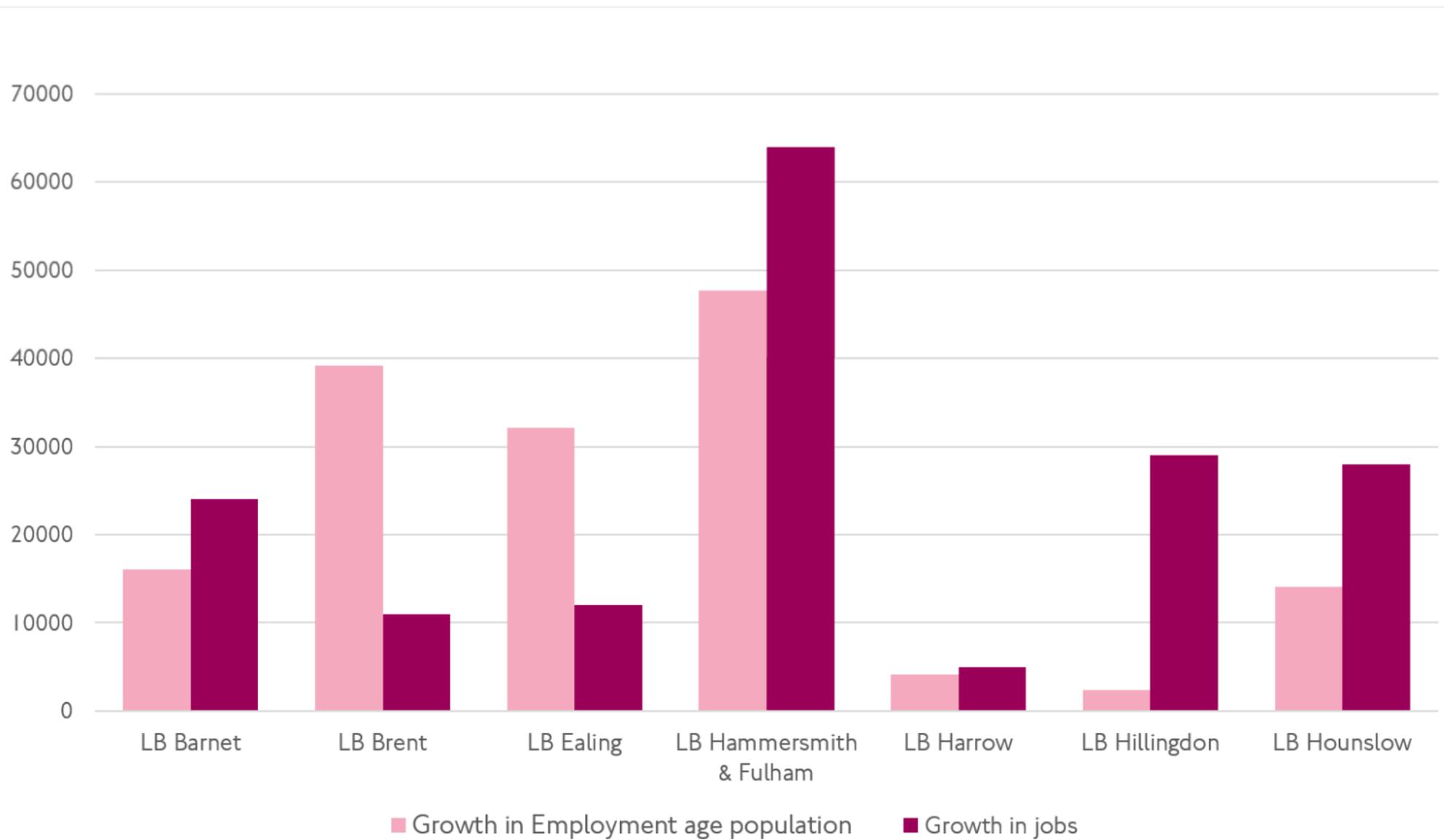


Figure 12. 20 year growth in employment age population and jobs in west London (2020-2040)

Orbital connectivity will be key in connecting future employees with employment across the west London boroughs

Source: WLA

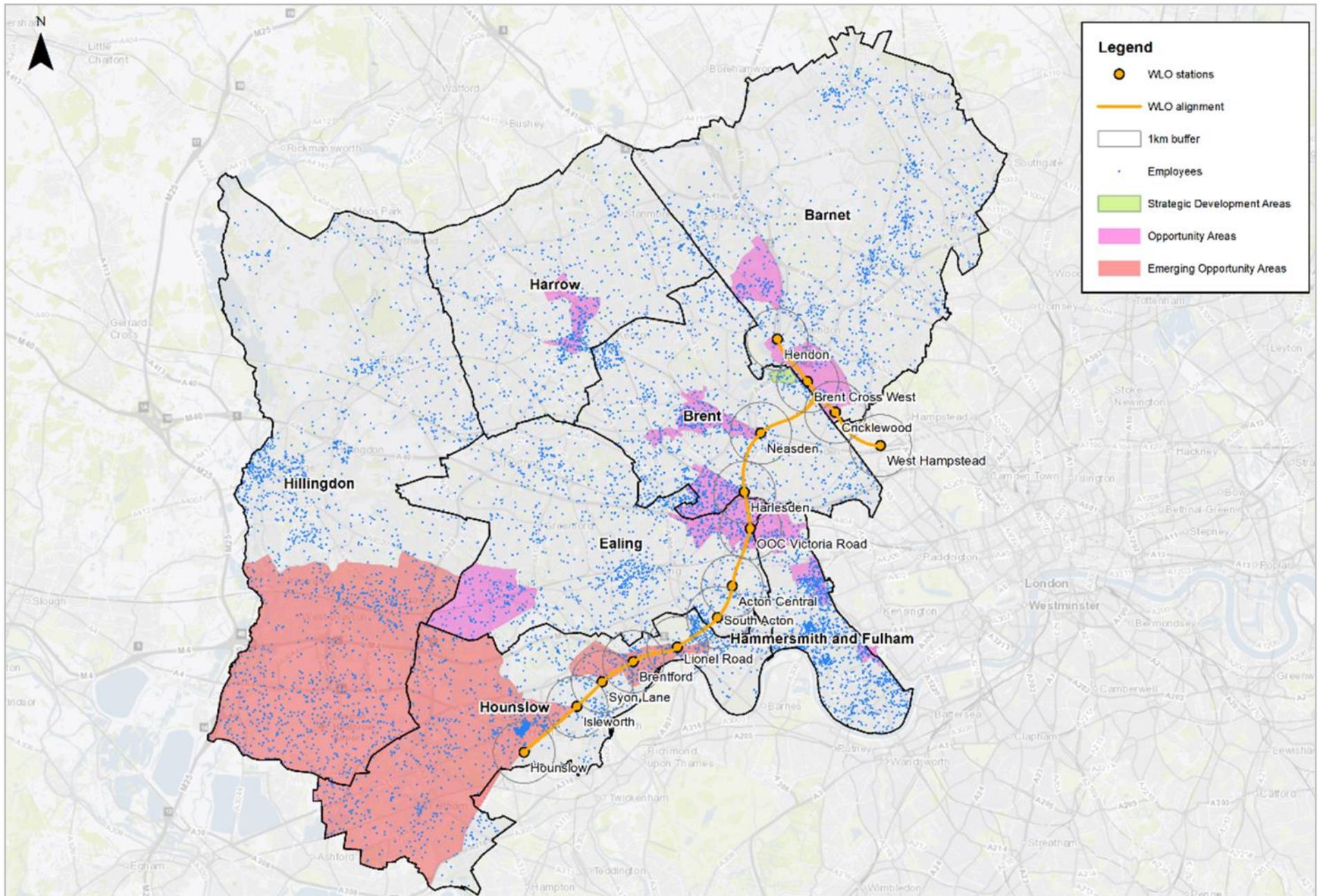


Figure 13. Employment density, opportunity area and strategic development areas

The West London Orbital would provide a public transport corridor between strategic development and opportunity areas in west London.

Source: GLA (2018) and ONS - one dot represents 100 employees

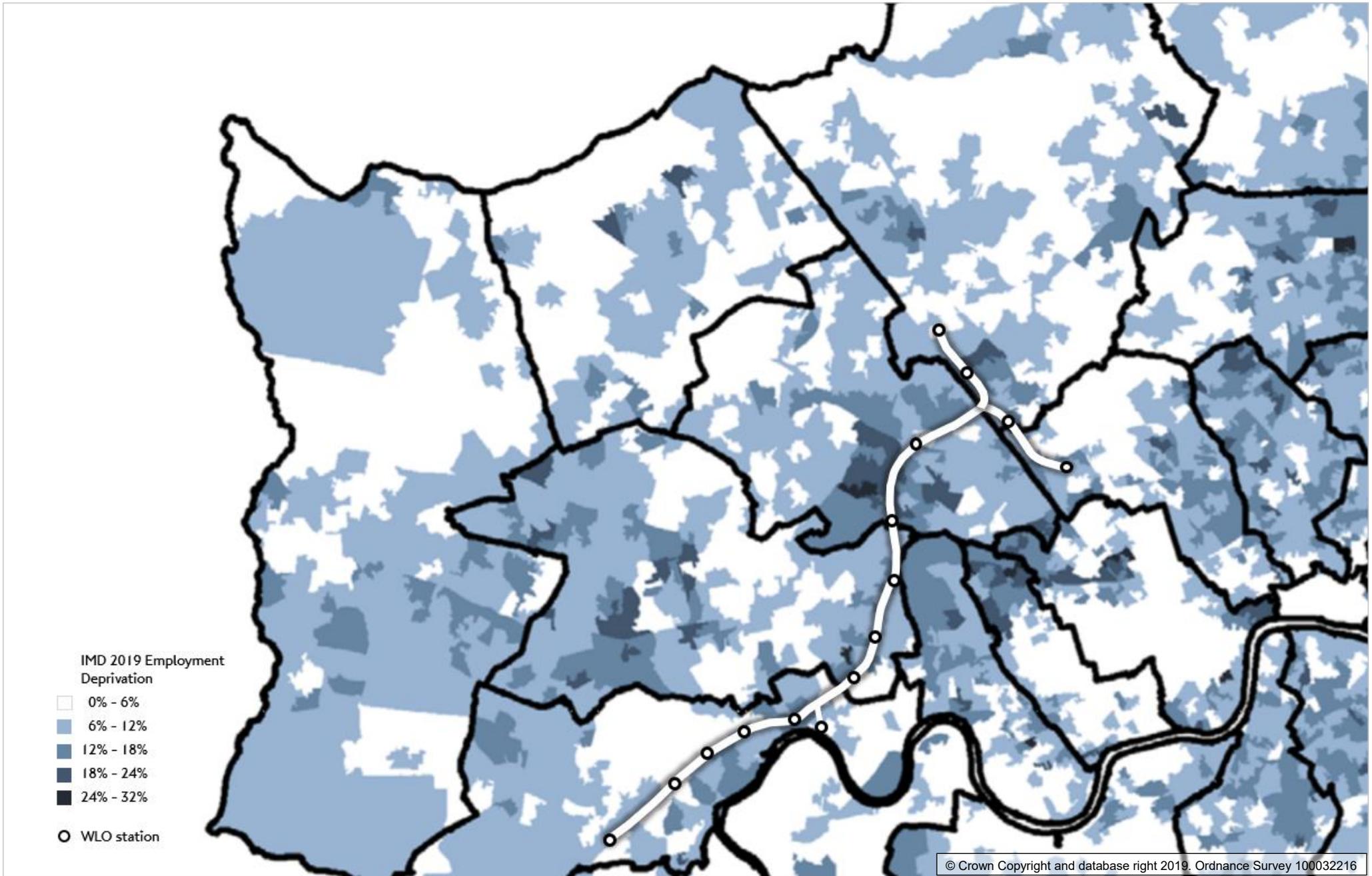


Figure 14: IMD 2019 Employment Deprivation along WLO route
The WLO passes through several areas of extremely high Employment Deprivation
Source: *Indices of Multiple Deprivation, MHCLG (2019)*



Jobs accessible within 50 minutes

Station	Without WLO	With WLO	Increase
Hounslow	537	592	10.3%
Isleworth	588	654	11.2%
Syon Lane	1,041	1,835	76.2%
Brentford	1,271	1,985	56.2%
Lionel Road	1,406	1,907	35.7%
Kew Bridge	1,941	2,188	12.7%
South Acton	2,585	2,923	13.1%
Acton Central	2,260	3,213	42.2%
Old Oak Common Lane	2,854	3,147	10.3%
Harlesden	2,638	2,660	0.8%
Neasden	2,198	2,199	0.0%
Brent Cross West	1,694	1,796	6.0%
Hendon	2,153	2,251	4.6%
Cricklewood	2,841	2,850	0.3%
West Hampstead Thameslink	4,012	4,030	0.5%
TOTAL	30,019	34,230	14.0%

Table 3: Jobs accessible within 50 minutes of potential WLO stations (thousands)

Source: TfL, analysis using 2031 forecast employment

3.6 Access to education and cultural infrastructure

The west London boroughs are home to substantial cultural and education opportunities, yet a large number of people, from both nearby and further afield, struggle to make the most of this offering due - in part - to the poor orbital public transport connections between and within the west London boroughs.

West London is hugely diverse, including both leafy suburbs and some of the most deprived neighbourhoods in the country. It is home to shopping centres of regional importance including Brent Cross and White City and fifty town centres ranging from Ealing and Harrow to Acton and Brentford and key employment centres like Heathrow, the Great West Road and Hammersmith. Its people speak over 140 languages. Its cultural heritage includes Neasden Temple, Syon Park, and the vibrant Caribbean culture of Harlesden.

The WLO would connect residents and visitors to diverse destinations directly along the route of the WLO such as Brentford Community Stadium, Waterman's Art Centre, Neasden Temple, College of North West London, and the Brent Cross Shopping centre.

The WLO would also provide improved public transport interchange options to key locations on existing radial tube and rail lines such as Wembley



From the home of reggae's introduction to the UK, to the Waterman's Arts Centre, west London is full of diverse and vibrant communities from all walks of life

Stadium, the University of West London (15 minute walk from Ealing Broadway station), the University of Westminster (12 minute walk from Kenton station).

The WLO would also run through LB Hounslow's newly designated Great West Creative Enterprise Zone, to support artists, makers and creative businesses in targeted areas across London.

The WLO would vastly improve access to educational and cultural opportunities for all across the west London boroughs

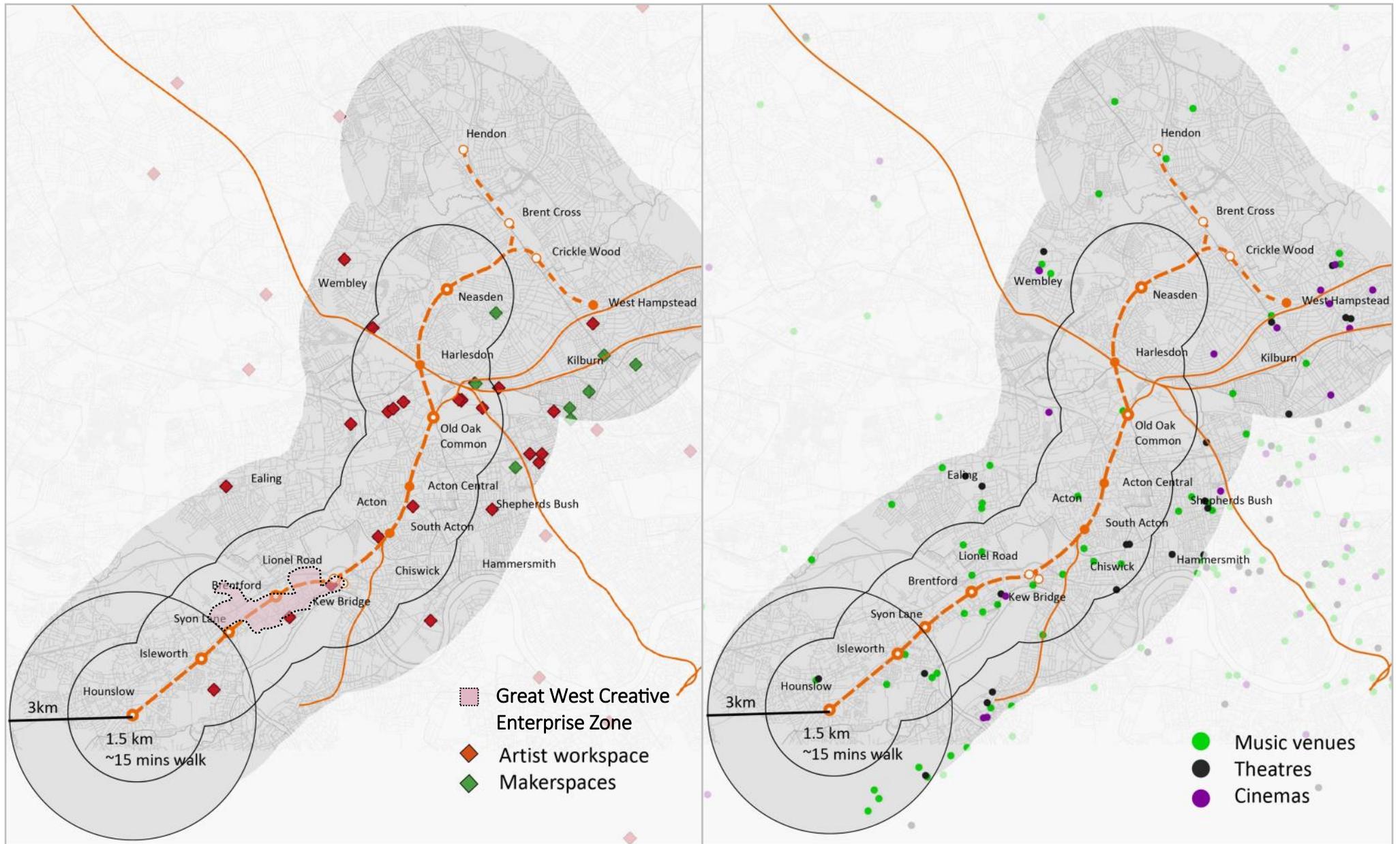


Figure 15: Strategic cultural venues and infrastructure along the WLO route

The WLO would provide a series of public transport connections to and from west London's strategic cultural venues, including via new interchange options to hubs such as Wembley

Source: GLA

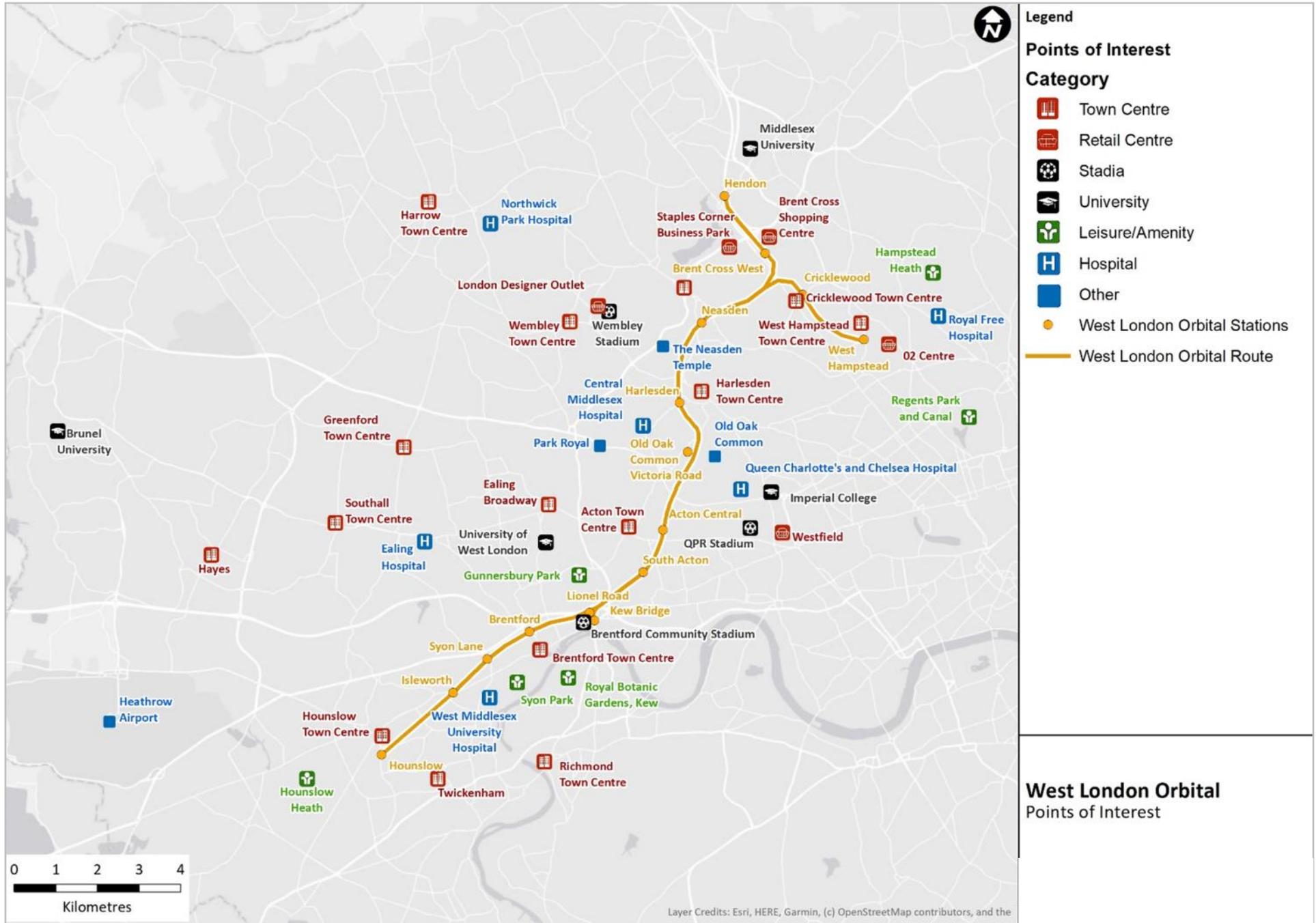


Figure 16: Strategic key points of interest along the WLO route

3.7 Access to blue and green spaces

The COVID-19 pandemic has reminded us all of the importance of access to parks, water and open spaces. The proposed route of the WLO passes through large parts of west London which have are identified as having a deficiency in access to district parks by London's Greenspace Information Centre (GIGL)⁹.

Yet, whilst many areas have insufficient access to green and blue infrastructure, the WLO also provide accessible and affordable connections to key green spaces such as Gladstone Park, Syon Park, Welsh Harp and Wormwood Scrubs, as well as access to the amenities of the Grand Union Canal Towpath and the Thames Path. For many west London residents, the WLO would provide a step change in accessing invaluable local amenity spaces, by providing a direct and affordable means of access to green and blue infrastructure; the importance of which has only intensified as a result of the COVID-19 pandemic.

9. The GIGL classifies access to a 'district park' as being within 1.2km of large areas of open space that provide a landscape setting with a variety of natural features providing a wide range of activities, including outdoor sports facilities and playing fields, children's play for different age groups and informal recreation pursuits, minimum 20 hectares in size)

For more information see:

<https://www.gigl.org.uk/open-spaces/public-open-space-categories/>

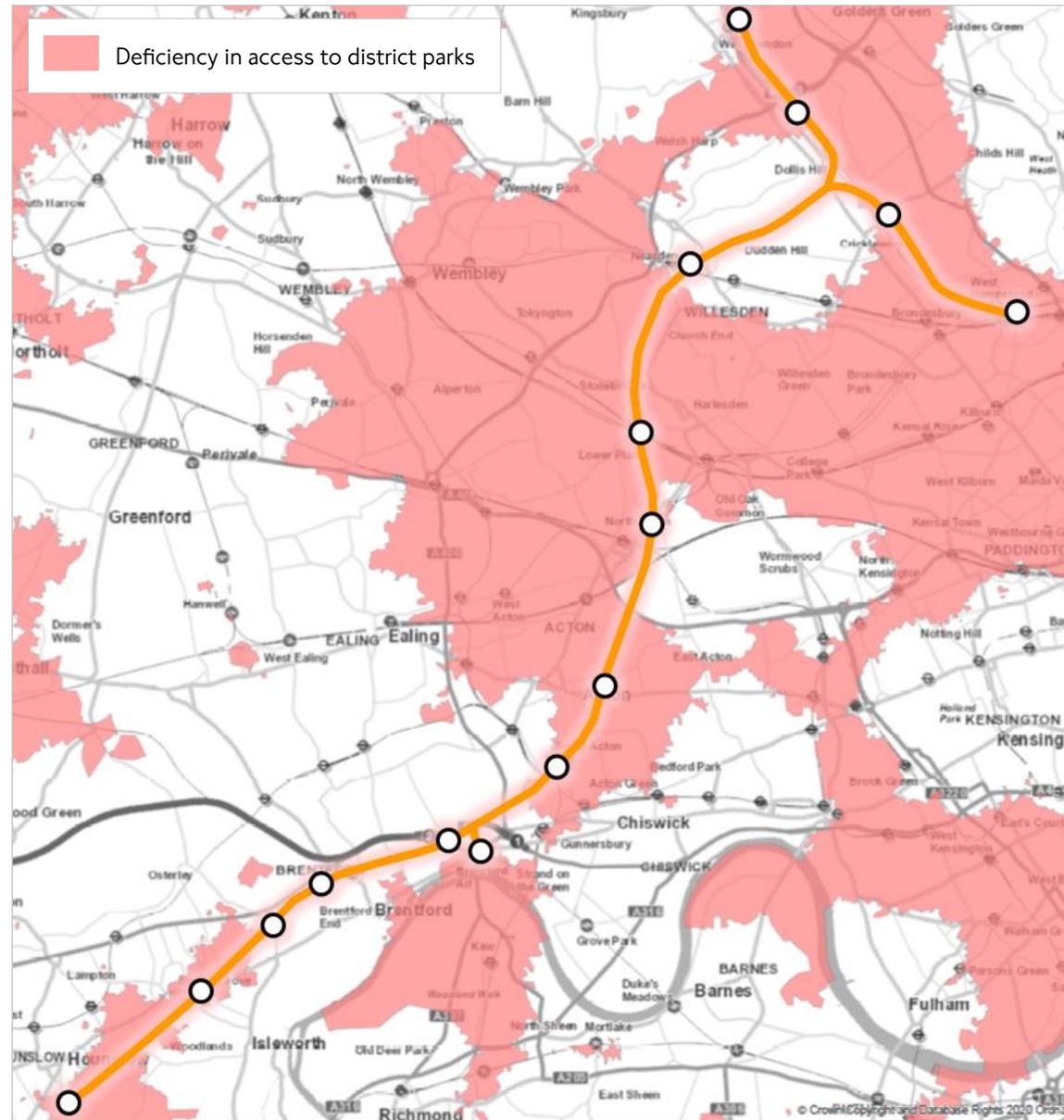


Figure 17: Current areas classified as 'Deficient in Access to District Parks' by GIGL

Source: TfL Surface Playbook and Greenspace Information for Greater London CIC (GiGL)



Station	Green/blue space and distance from station
Syon Lane	Syon Park (500m)
Brentford	Boston Manor Park and Grand Union Canal (700m)
Lionel Road	Gunnersbury Park (200m)
Kew Bridge	River Thames and Kew Green (300m)
Acton Central	Acton Park (50m)
Old Oak Common Lane	Wormwood Scrubs (400m)
Harlesden	Grand Union Canal (300m)
Neasden	Gladstone Park (500m)
Hendon	Welsh Harp Open Space (500m)



Figure 18: Map of key green and blue spaces to be served by the WLO

NB: Places not freely accessible to public (ie. privately owned or fee-charging) have not been shown

3.8 Air Quality

Poor air quality is one of the greatest challenges that London currently faces, including west London. Air quality is a priority objective of the Mayor and the west London Boroughs. In particular, the North Circular (A406), the Great West Road (A4) and the M4 are significant sources of air pollution. Even away from major roads, a large area along the proposed WLO route has air quality that fails to meet annual objectives.

The London Environment Strategy aims for London to have the best air quality of any major world city by 2050, going beyond the legal requirements to protect human health and minimise inequalities. Improving air quality also offers an opportunity to address climate change in the capital. The WLO will help the Mayor's air quality objectives, as set out in London Air Quality Strategy.

Much of the poor air quality in London is linked to private car use. This is not only during periods of high pollution, but every day. Dependence on cars also has negative health, congestion, business, and community impacts.

By providing a convenient and accessible alternative to driving, using electric or battery trains, the WLO would contribute to improving air quality and reducing emissions in West London.

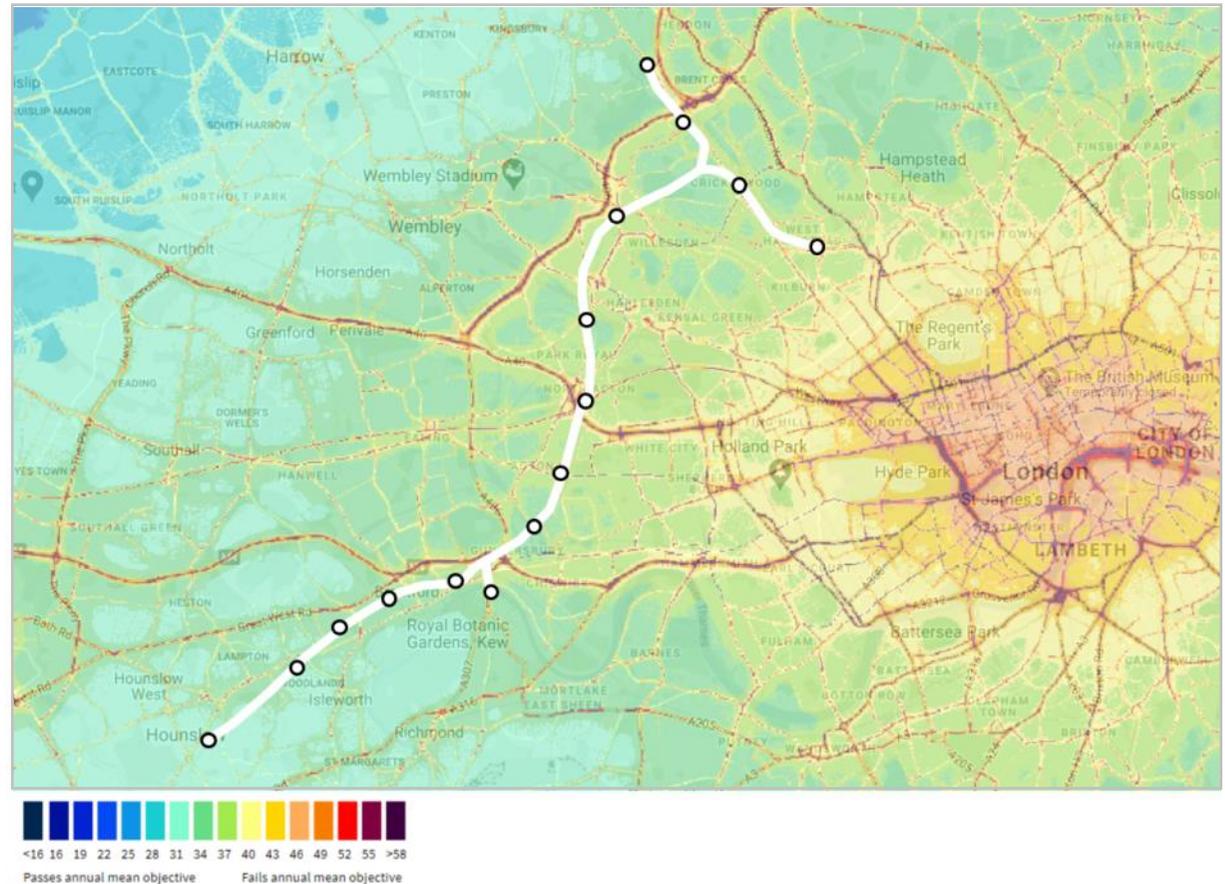


Figure 19: Nitrogen Oxide (NO2) levels along the WLO route

“Reduce emissions from London’s road transport network by phasing out fossil fuelled vehicles, prioritising action on diesel, and enabling Londoners to switch to more sustainable forms of transport”

Mayor’s Environment Strategy policy 4.2.1

3.9 Road congestion

Due to poor orbital connectivity, many north-south movements in north west London must be made by car, even for relatively short journeys. This leads to high levels of congestion, particularly where there are gaps in the public transport network.

There are only five orbital road corridors crossing the railway between Willesden Junction and Harrow, a distance of 8 km. Between them these routes must cater for over 200,000 motor vehicle movements every day. The limited number of orbital routes creates bottlenecks with high levels of delay around the North Circular and A5, and in Harlesden in the interpeak period (10:00-16:00 on weekdays). Congestion on these strategic routes is and will be an increasing burden on business.

Further south, average delay is significant in Acton and between the Chiswick Roundabout and Kew Bridge, adding to journey times for trips between LB Hounslow and the central and northern parts of the sub-region. The A406 North Circular road between Chiswick Roundabout and Hanger Lane is known for being one of the most congested in the UK.

With over 11 million daily trips by 2031, the WLO would be a catalyst for relieving road congestion in west London, providing a practical and accessible alternative to driving

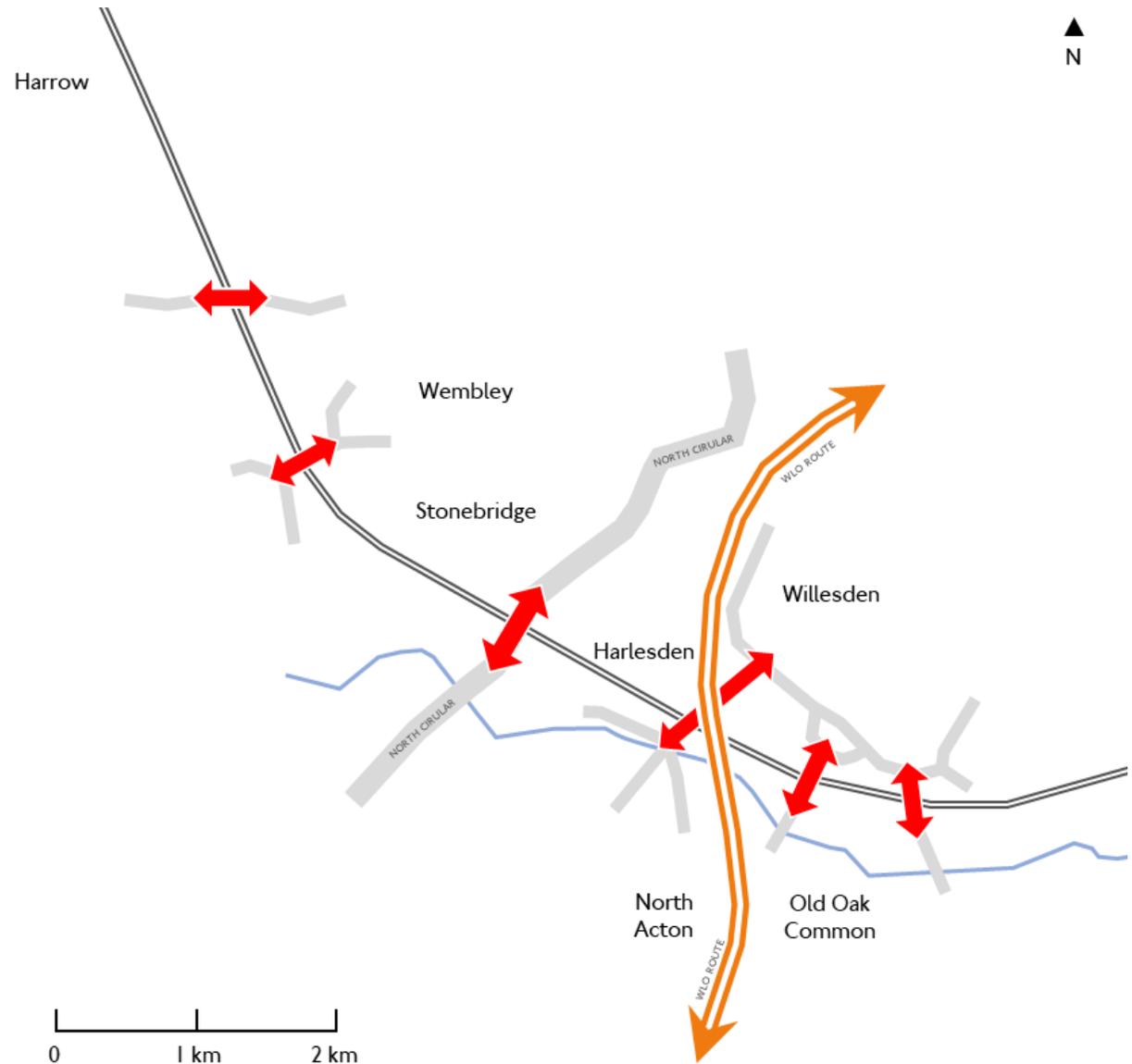


Figure 20: Limited orbital road links leads to congestion in west London

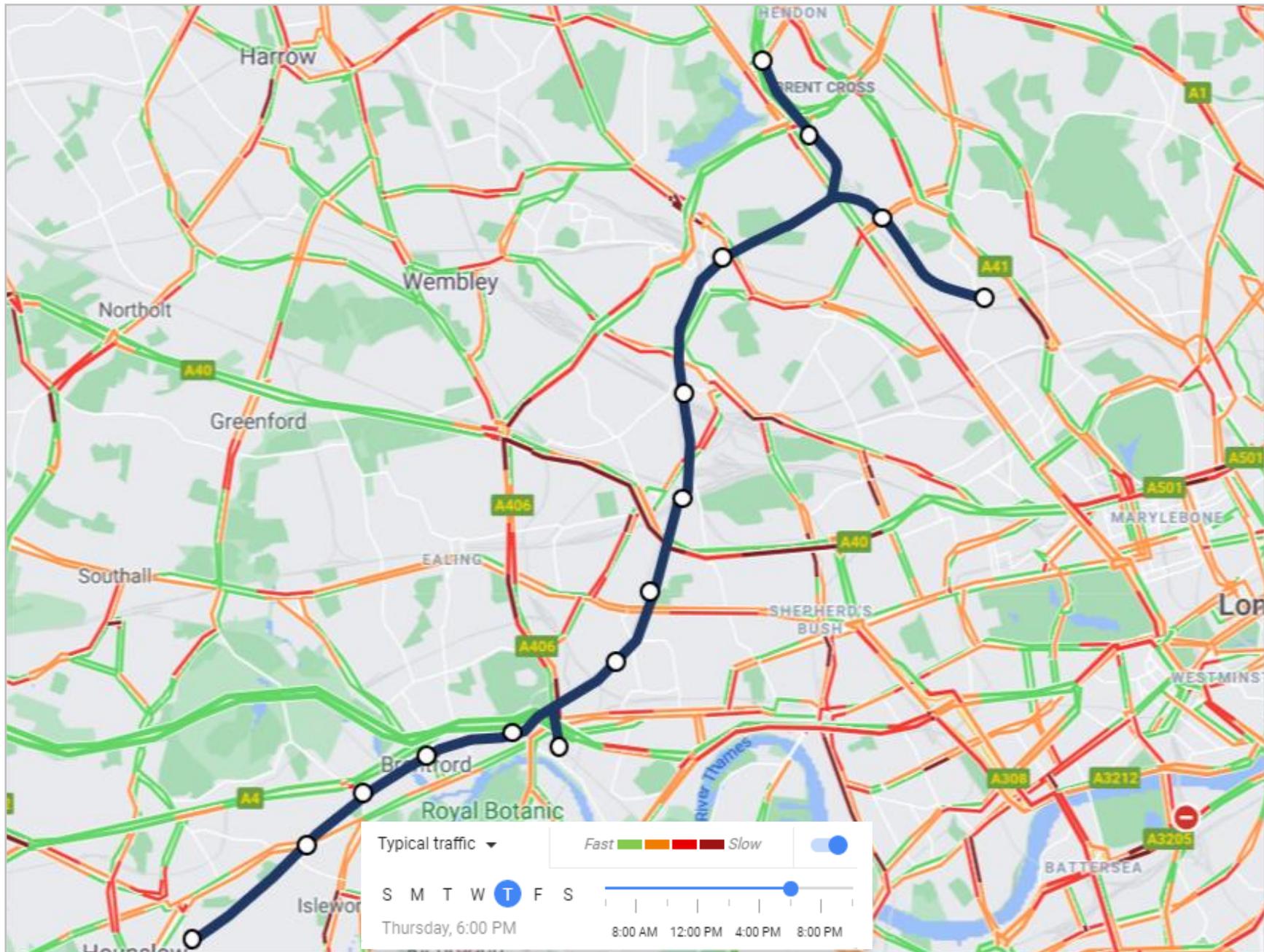


Figure 21: Typical road congestion along the A406 (North Circular), A4000 and intersecting radial routes shown alongside proposed West London Orbital rail link

Source: Google Maps

Increasing orbital public transport connections to improve congestion and air quality

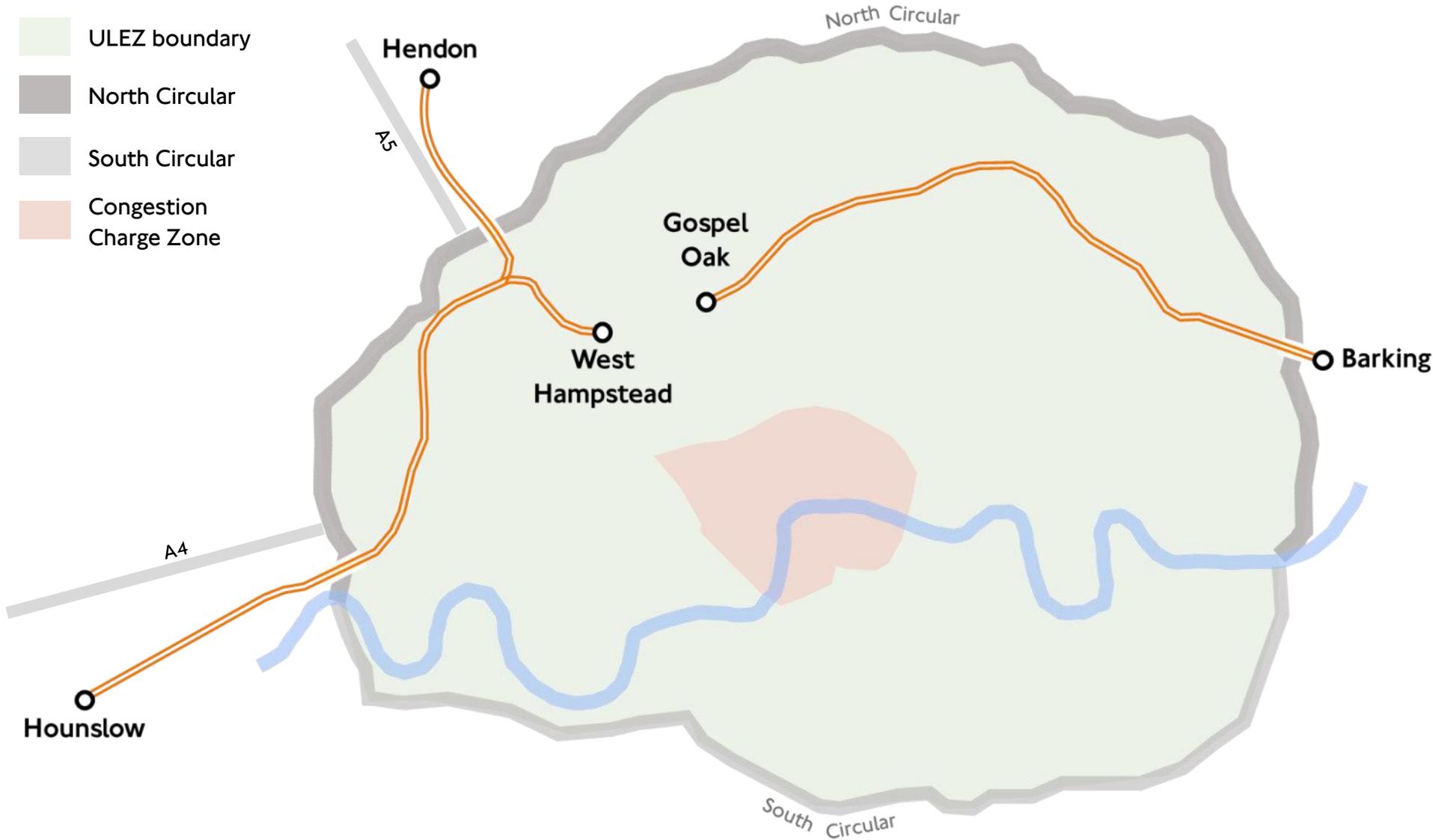


Figure 22: Current orbital London Overground route (Gospel Oak to Barking) and proposed WLO route
Similar to the existing Gospel Oak to Barking London Overground line, the WLO would provide sustainable alternative route to the North Circular orbital road, supporting sustainable mode shift and other TfL initiatives focussed on reducing congestion and improving air quality

3.10 Delivering collaborative objectives

London-wide objectives

The West London Orbital aligns key policy objectives at London-wide, localised and national levels.

As the strategic plan for transport in London, the Mayor's Transport Strategy (MTS) supports the delivery of the outcomes of the London Plan and sits alongside the Mayor's Environment Strategy in ensuring that future of London is as sustainable as possible.

The latest version of the MTS was adopted in March 2018 and its overarching aim is to achieve 80 per cent of Londoners' trips on foot, by bicycle or public transport by 2041. To support this vision, there are three key themes to the strategy:

- Healthy streets and healthy people;
- A good public transport experience; and
- New homes and jobs.

The WLO would support delivery of many of the policies and proposals in the MTS outlined on the following page, as well as supporting the Good Growth objectives of the London Plan, most notably:

- Building strong and inclusive communities;
- Making the best use of land;
- Delivering the homes Londoners need; and
- Growing a good economy.

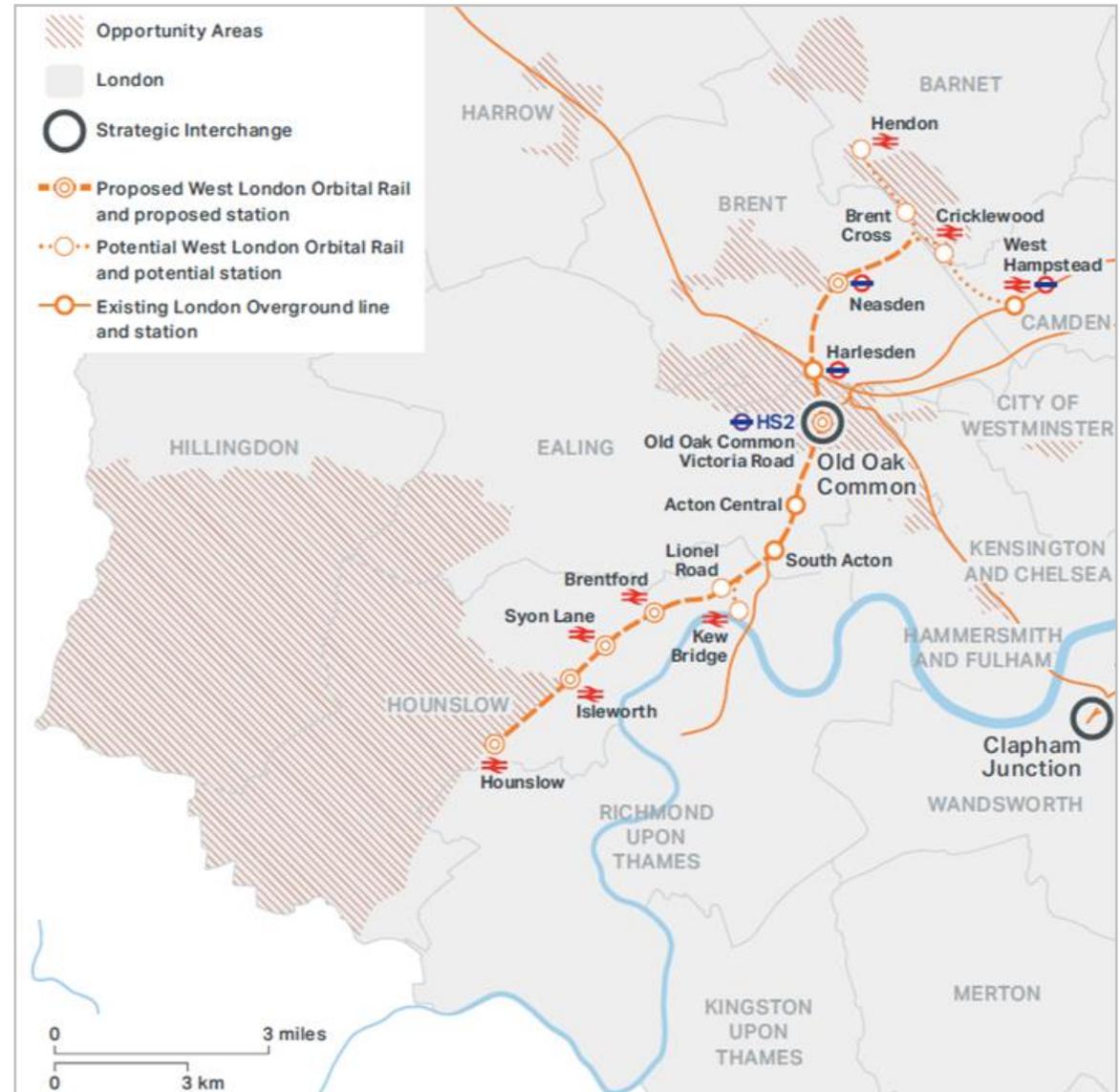


Figure 23: The West London Orbital as outlined in the Mayor's Transport Strategy

MTS Policy or proposal	Description	Alignment of the WLO scheme
Proposal 88	The Mayor, through TfL, the West London Alliance boroughs and Network Rail, will work towards the delivery of a new London Overground 'West London Orbital' line connecting Hounslow with Cricklewood and Hendon via Old Oak, Neasden and Brent Cross	The WLO scheme is a proposal in its own right.
Proposal 67	The Mayor, through TfL, will work to encourage the development and integration of inner and outer London rail services and multi-modal interchange hubs to create 'mini-radial' public transport links to town centres and to provide improved 'orbital' public transport connectivity	The WLO scheme supports the emerging strategic interchange at Old Oak, providing interchange between orbital services, radial services to central London and high-frequency local bus services.
Policy 21	<p>The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to:</p> <ul style="list-style-type: none"> a) Create high-density, mixed-use places, and b) Support growth potential in underdeveloped parts of the city 	The WLO scheme could support the delivery of many new homes and jobs along its route in line with Good Growth.
Policy 1	The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041	The WLO scheme improves public transport connectivity in west London, enabling more trips to be made by active, efficient and sustainable modes.

Table 4: Alignment of the West London Orbital to key MTS proposals and policies

West London objectives

At a west London level there is a strong case for improving orbital public transport and encouraging more sustainable travel for the London boroughs which form part of the West London Alliance. Across the sub-region large scale transport infrastructure investment is seen as key to enabling further long and short-term investment opportunities¹⁰.

By 2040 it is projected that there will be over a quarter of a million more west London residents, more than 170,000 additional households and over 90,000 more jobs.

Much of this growth will be located in west London's eleven designated Opportunity Areas. Four of these, Brent Cross/Cricklewood, Old Oak/Park Royal, the Great West Corridor, and Wembley, have a combined potential for at least 56,500 new homes and workspace for 118,500 jobs. will be directly linked by the WLO. Colindale/Burnt Oak, Harrow and Wealdstone, Hayes, Heathrow and Southall, have potential for at least 38,000 homes and

18,000 jobs. These would be linked by accessible interchanges to the WLO.

To deliver the aims set out by the various Opportunity Areas in the west London subregion, various local plans are currently under consultation and public examination. The WLO is key to supporting the sustainable delivery of new jobs and homes in all of the west London boroughs.

Delivery of more homes is a key priority. West London boroughs have plans to deliver 100,000 homes by 2030. The WLO will help support their delivery across the area and leveraging in additional land value which can be tapped to support much-needed affordable housing.

West London boroughs are taking urgent action to address the causes and consequences of climate change and to improve the quality of the local environment. Currently the area is heavily dependent on movement by road,

leading to high levels of carbon emissions, air pollution and noise.

Providing a sustainable public transport to link major growth opportunities will provide West London with a centre of gravity that it currently lacks, transforming its potential as a sub-region that meets local needs and contributes to the success of London and the UK as a whole.



10. [Winning in the new economy](#) (West London Alliance, 2020)

Local Plans *(timings subject to change)*

LB Barnet	Reg 19, Summer 2021
LB Brent	EIP in progress, 2021 adoption
LB Ealing	Reg 18 - Summer 2022
LB Hounslow	Reg 18 - Autumn 2021
OPDC	EIP in progress, 2021 adoption

Supplementary plans

1. [Colindale AAP, 2010](#)
[Colindale Station SPD, 2019](#)
2. [North Finchley SPD, 2018](#)
3. [South Kilburn SPD, 2017](#)
4. [Wembley Area AAP, 2015](#)
5. [Sudbury Town NP, 2015](#)
6. [Old Oak & Park Royal OAPF, 2015](#)
7. [Southall Gateway SPD, 2015](#)
[Southall OAPF, 2014](#)
8. [Great West Corridor & West of the Borough Local Plan, submitted 2020](#)
9. [Mill Hill East AAP, 2009](#)
10. [Brent Cross Cricklewood SPG, 2005](#)
11. [Neasden Station Growth Area SPG, 2021](#)

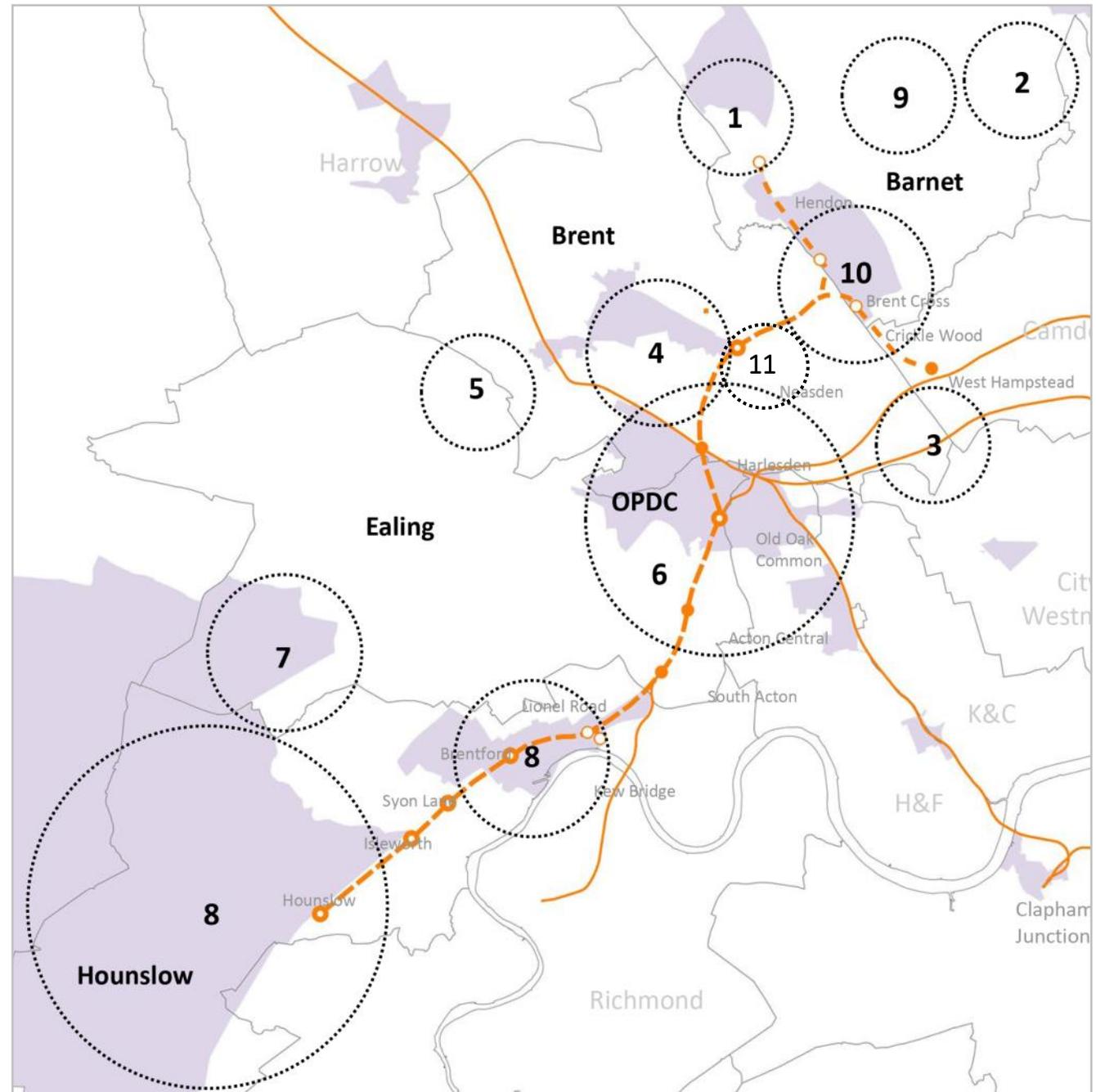


Figure 24: Local plans and SPDs along the WLO route

Source: GLA

Local Plan policy document	Interface with WLO scheme
Barnet Draft Local Plan (Regulation 19 consultation) (2021)	<ul style="list-style-type: none"> - The WLO scheme would directly serve Hendon, Brent Cross West and Cricklewood, supporting growth in these areas. - The WLO will support the delivery of substantial numbers of new homes and jobs along its route and the A5 corridor in line with Good Growth. - The WLO provides improved public transport connectivity which will contribute towards mode shift in west and north west London, leading to air quality benefits.
Ealing Local Plan (Development Strategy)	<ul style="list-style-type: none"> - The WLO will provide a new orbital public transport route between south west London and north west London
Great West Corridor Local Plan Review (Submission Version) (2020)	<ul style="list-style-type: none"> - The WLO scheme would directly serve the Great West Corridor including a potential new station at Lionel Road
Hounslow Local Plan 2015-2030 (2015)	<ul style="list-style-type: none"> - The WLO will provide a new public transport connection between Hounslow and north west London via Old Oak Common, serving Isleworth, Syon Lane and Brentford
OPDC Local Plan (Second Regulation 19 consultation) (2018)	<ul style="list-style-type: none"> - The WLO scheme would directly serve Old Oak Common including a potential new station.
Brent Local Plan (currently at Examination)	<ul style="list-style-type: none"> - The WLO will significantly improve public transport accessibility in the vicinity of Staples Corner and Neasden station - Overarching 'East Place' policy in Local Plan: 'safeguard land for the West London Orbital route and associated infrastructure' - Policy BEGA1A Neasden Stations Growth Area: the area around the existing Neasden underground station and a potential West London Orbital station will be transformed. Potential to deliver around 2000 homes, co-location of industrial and other commercial floorspace

Table 5: Interface between the proposed WLO with Local Plans along the route

National and inter-regional objectives

Alongside the delivery of key MTS objectives, the WLO also supports the development of 'growth corridors' identified for the wider southeast England, providing a strategic connection between the High Speed 2/Thameslink corridor to the north, and the Elizabeth Line corridor to the west.

Hubs along these corridors such as Luton, St Albans and Reading will also benefit significantly from decreased journey times and increased access to jobs and talent.

The UK Government has a commitment to deliver 300,000 new homes a year, with particular emphasis on stepping up delivery in already built-up areas in order to ensure re-use of brownfield land and protect green spaces, make the best use of infrastructure and reduce the need for unnecessary high-carbon travel. In particular, it has urged an ambitious approach to housing delivery in London.

The WLO would bring transport benefits to areas the Government has identified as providing over 10% of the overall national target for homes.

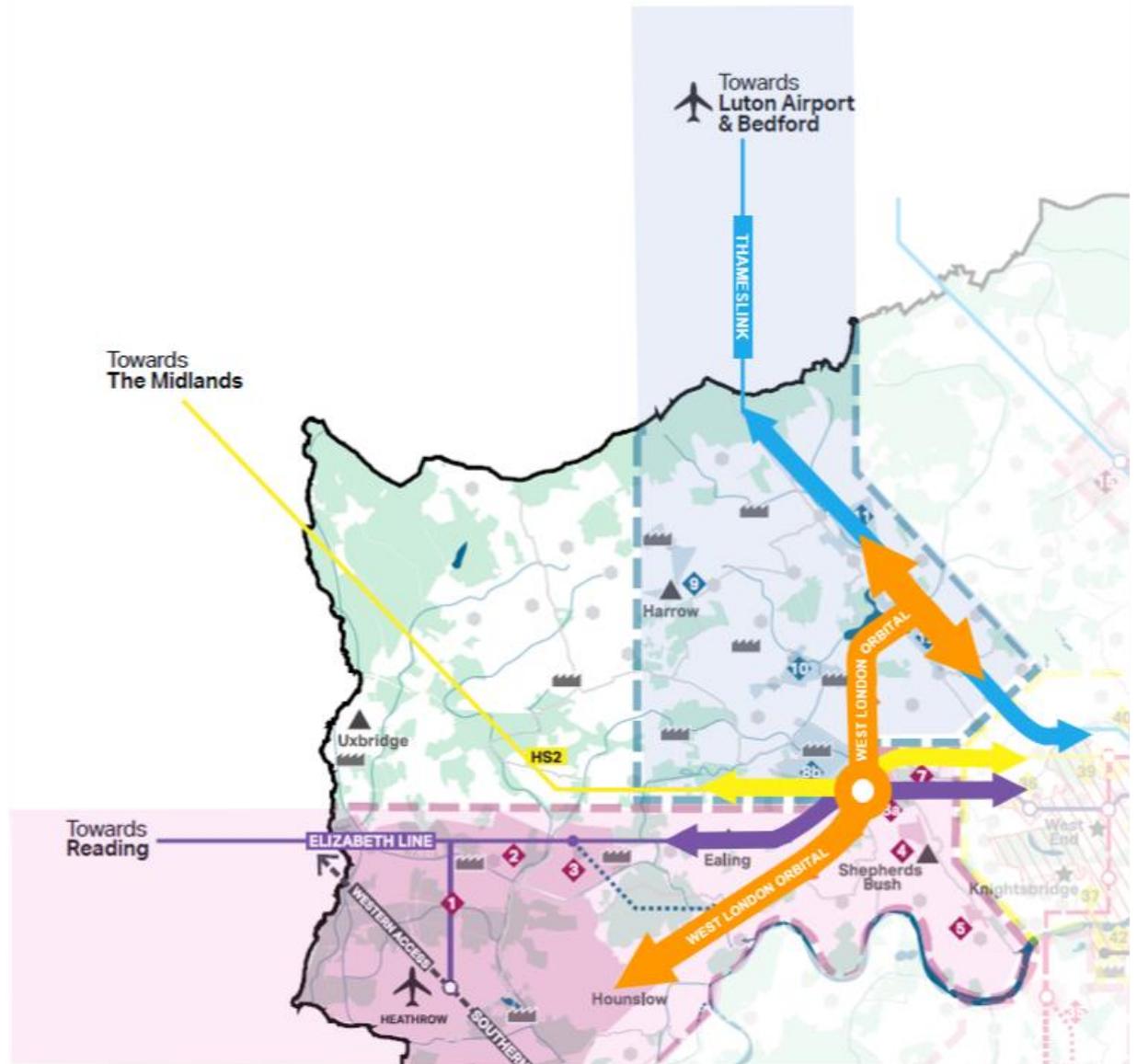


Figure 25: The WLO in context with inter-regional development corridors (Elizabeth Line growth corridor in pink, Thameslink growth corridor in blue)

Source: London Plan (background map)

National framework	Relevant policy/proposal	Alignment of the WLO scheme
National Planning Policy Framework (2021)	“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.” (Paragraph 103)	The WLO will have a positive impact on air quality by encouraging and stimulating mode share away from private cars to public transport. It will also enable the kind of managed approach to growth supported by the NPPF.
National Infrastructure Assessment (2018)	"More investment in public transport, alongside the promotion of safe cycling and walking, is the only way that cities can increase their infrastructure capacity to support growth" (page 73)	The WLO supports growth by investing in public transport.
Transport Investment Strategy – Moving Britain Ahead' (2017)	Sets out the priorities and approach for future transport investment decisions and explains how transport investment can deliver a stronger, fairer Britain. It sets the following priorities for transport investment which are all highly relevant to the aspirations of the WLO scheme: <ul style="list-style-type: none"> - create a more reliable, less congested and better-connected transport network that works for the users who rely on it; - build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities; - enhance our global competitiveness by making Britain a more attractive place to trade and invest; and - support the creation of new housing. 	The WLO responds to growth priorities in west London, particularly orbital connections between new homes, jobs and education opportunities. The WLO also supports the creation of over 15,000 new homes.
Levelling up Fund Prospectus (2021)	“The Government’s approach to “levelling up” recognises that investment in local transport networks can revitalise local economies by boosting growth, improving connectivity and making places healthier, greener and more attractive places to live and work, with potential to play a pivotal role in enhancing local places and efforts to level up – tackling economic differences between different parts of the UK”.	The WLO will help link places with high levels of deprivation with those where new jobs and other opportunities are planned, contributing to reducing social, economic and spatial inequalities, widening access to good jobs and other opportunities, improving local environmental quality and helping ensure the people and places it will serve realise their full potential and contribute to national prosperity.

Table 6: Alignment of the West London Orbital to key national policy objectives

4. Public transport benefits

The West London Orbital would bring a range of benefits to west London and the surrounding area, offering a step change in connectivity across the west and north west London boroughs directly served, as well as those served via interchange. Substantial improvements in public transport journey time would be delivered, bringing many more jobs within a reasonable commuting distance for communities along the route (an increase of as much as 76 per cent for some stations).

The delivery of a number of additional homes would also be supported by the WLO scheme, making a substantial difference to addressing housing shortfalls in the boroughs served.

TfL and the WLA will continue to assess the wider additional social and economic benefits supported by the WLO as the scheme is developed further.



Substantial social and economic benefits would be delivered by the West London Orbital



The WLO would provide a step change in orbital public transport connectivity for the west London sub-region and its surrounding areas. Significant journey time savings would cater to existing demand currently seen through private car use

4.1 Increased interchange connections

The West London Orbital would greatly improve both radial and orbital connectivity across a large part of west and northwest London. In total, 22 new interchange opportunities would be created between the WLO, existing Overground, Underground, and National Rail services, as well as future connections with the Elizabeth Line and High Speed 2.

This step change increase in connectivity brought about by the WLO is one of the core drivers of the substantial journey time savings for the large parts of west London and the surrounding areas.



Line	Number of interchanges	Location(s)
South Western 	6	Hounslow, Isleworth, Syon Lane, Brentford, Lionel Road, Kew Bridge
Thameslink 	4	Hendon, Brent Cross West, Cricklewood, West Hampstead Thameslink
London Overground (North London Line) 	4	Old Oak Common, Acton Central, North Acton, West Hampstead
London Overground (Watford DC Line) 	1	Harlesden
Jubilee Line 	2	West Hampstead, Neasden
Bakerloo Line 	1	Harlesden
Central Line 	1	North Acton/Old Oak Common Lane
Elizabeth Line 	1	Old Oak Common
High Speed 2 	1	Old Oak Common
Great Western 	1	Old Oak Common

Table 7: Rail and Underground interchange opportunities along the WLO route

4.2 Benefits to journey times

The WLO scheme would bridge the public transport connectivity gap between north and west London. The route would provide a direct link between Old Oak/Park Royal and the Brent Cross/Cricklewood area, with journey times of 12-15 minutes, compared to at least 23-35 minutes by public transport at present depending on the precise trip origin and destination. The service would provide a reliable alternative to travelling by car on the congested road network in the area.

The scale of journey time savings, presented in Table 8, shows the significant change in generalised journey times as part of the scheme.

The WLO would have a transformational effect in reducing orbital journey times in west and northwest London. For example, the number of people within a 1-hour travel time of Old Oak would increase by 30%, or half a million people from 1.7 million to 2.2 million, providing improved access to 55,000 new jobs to be created in the OPDC area.

The WLO will also provide improved journey times to around the redeveloped Brent Cross area with around 25,000 new jobs, particularly notable for those living further along the route in west London.



The WLO will have a significant impact on improving journey times across west and northwest London

Capitalising upon the opening of the Elizabeth Line and the numerous interchange opportunities along the route, the WLO would see a significant decrease in orbital journey times across west London and the surrounding areas including to Heathrow and Luton airports



Journey time savings

Journey	Without WLO			With WLO (8 tph)			Saving
	Route	Time	Changes	Route	Time	Changes	
Brent Cross to Ealing	Brent Cross West – West Hampstead – Bond Street – Ealing Broadway	55 mins	2	Brent Cross West – Old Oak – Ealing Broadway	31 mins	1	24 mins
Hounslow to Wembley	Hounslow – Kew Bridge – Gunnersbury (via bus) – Willesden Junction – Wembley Central	64 mins	3	Hounslow – Harlesden – Wembley Central	47 mins	1	17 mins
Hounslow to West End	Hounslow – Waterloo – Tottenham Court Road	62 mins	1	Hounslow – Old Oak – Tottenham Court Road	50 mins	1	12 mins
Neasden to Heathrow	Neasden – Bond Street – Heathrow*	70 mins	1	Neasden – Old Oak – Heathrow*	45 mins	1	25 mins

Table 8: Example point to point journey time savings which would be delivered by the WLO

**based upon the Elizabeth Line being operational*

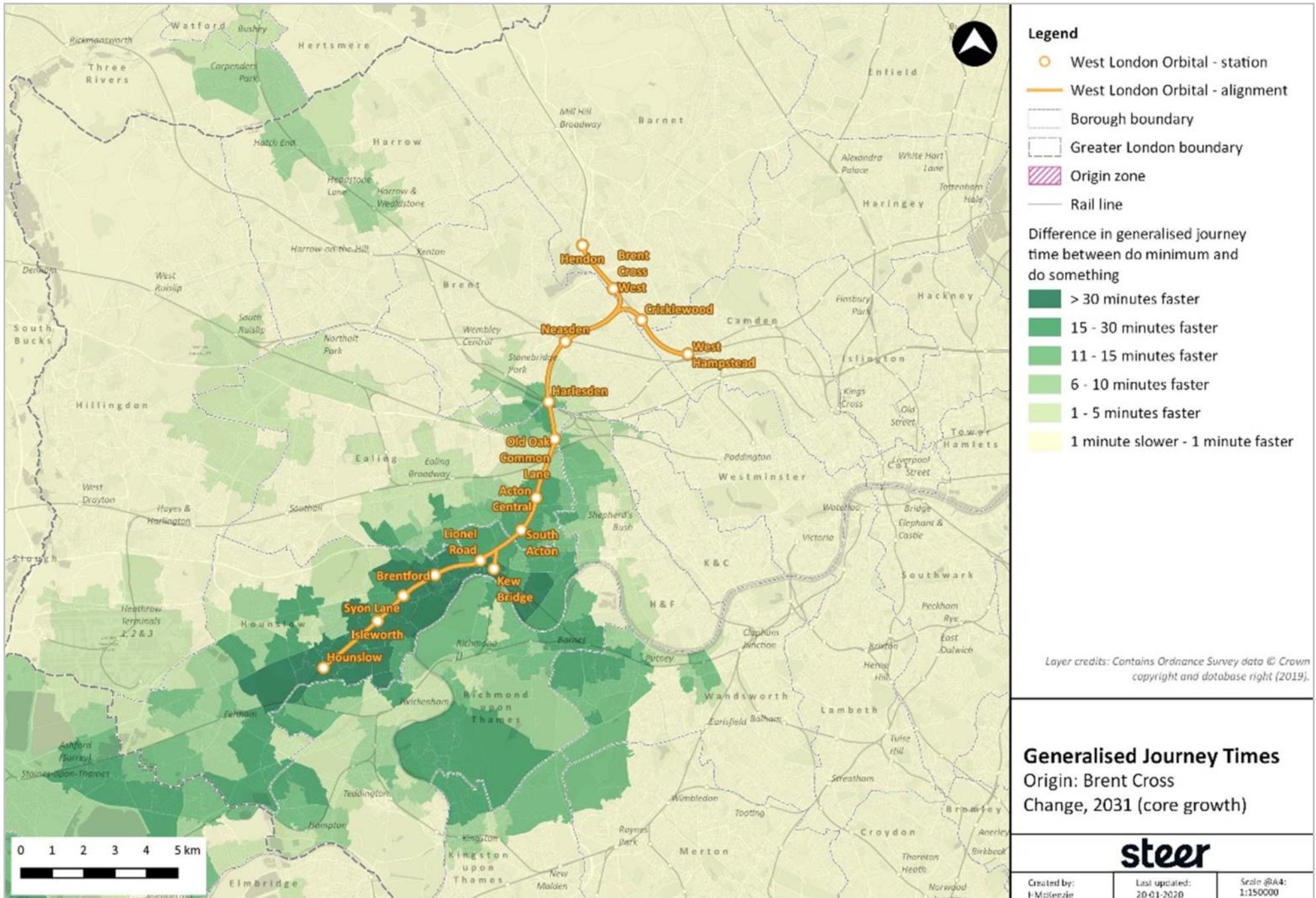


Figure 26: Map of improvements in journey times to/from Brent Cross

Source: WLO Economic Development Narrative (Steer)

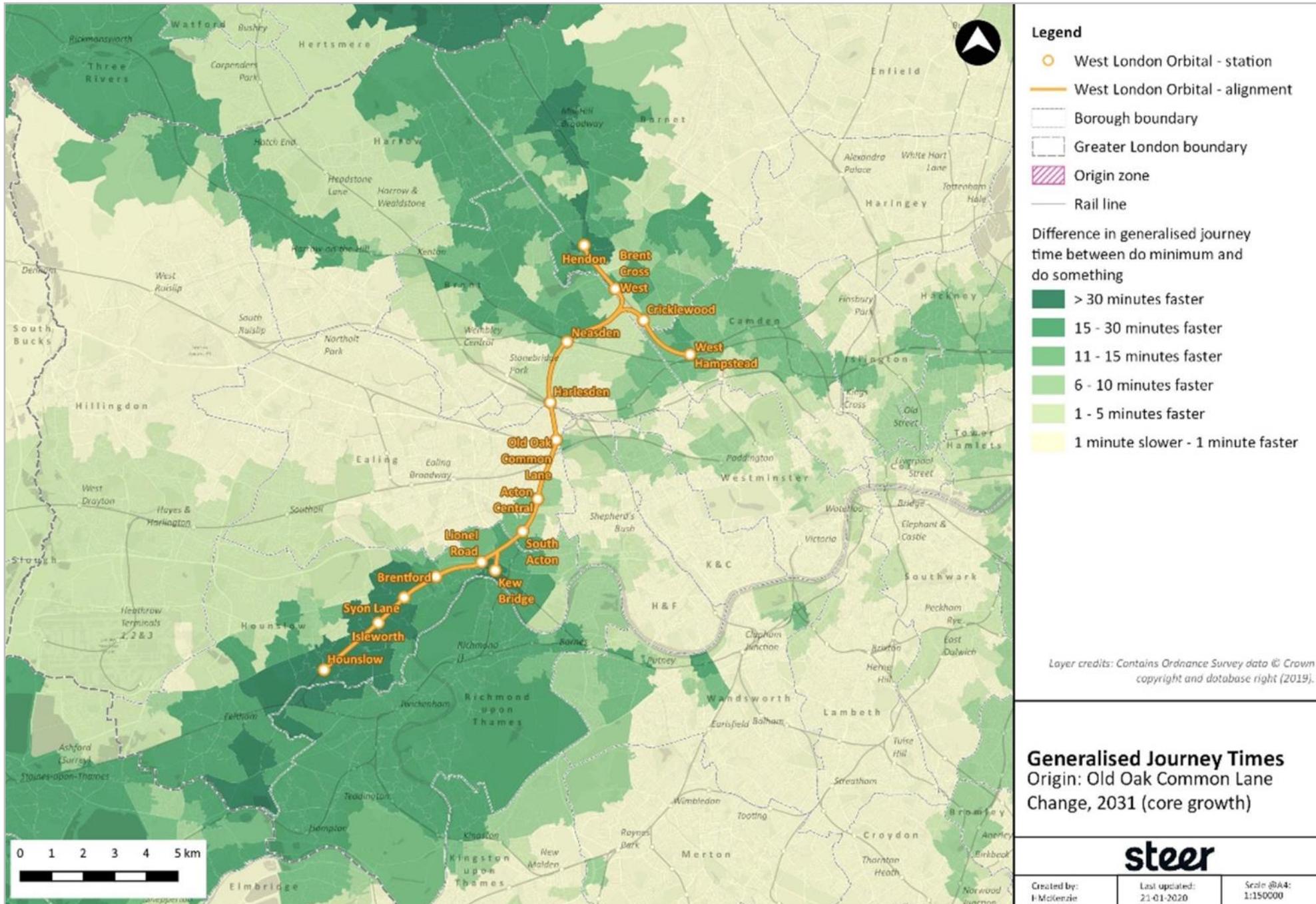


Figure 27: Map of improvements in journey times to/from Old Oak Common

Source: WLO Economic Development Narrative (Steer)

4.3 Changes to demand and unquantified benefits

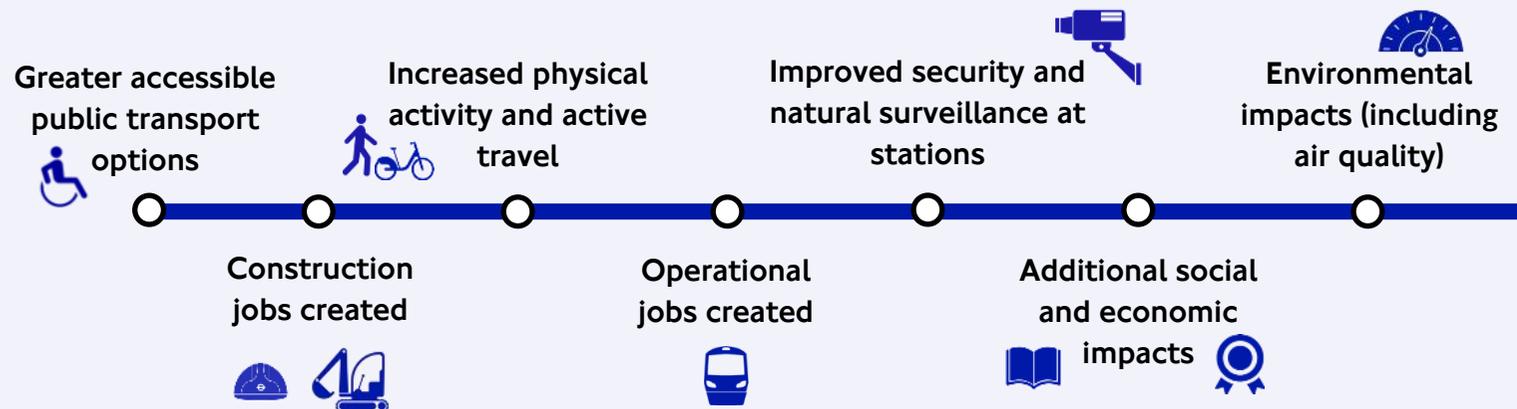


Modelled changes in Public Transport demand

Mode / service	Without WLO	Change from Do Minimum	
		8 tph	4 tph
WLO	N/A	+11,056	+7,870
Other rail	1,874,284	+9,750	+6,669
LU	2,129,172	-2,558	-1,649
Buses	1,562,061	-4,109	-3,001
TOTAL	5,565,517	+14,139	+9,889

Table 9: Forecast change in passenger boardings by mode (2031 AM peak period)

Other unquantified benefits also include...



5. Funding pillars

In line with the various local, London, and national policy objectives, TfL is committed to developing the case for the WLO as part of the long term delivery of the MTS.

In current prices the WLO is expected to cost between £430m and £610m, based upon the current assumptions about the scope of infrastructure required (scheme costs will continue to be updated as this scope is confirmed).

TfL and the WLA are working together to identify a range of funding mechanisms which could be used to secure funding for the scheme fitting into three main areas:

1. Developer contributions
2. Government grant funding
3. Other additional sources

TfL and the WLA will continue to work with various partners to explore and secure a multi stream funding model for the proposed WLO as the feasibility scheme, and its benefits, are explored in greater detail in the run up to a Transport and Works Act Order submission – the means of securing consent for the scheme

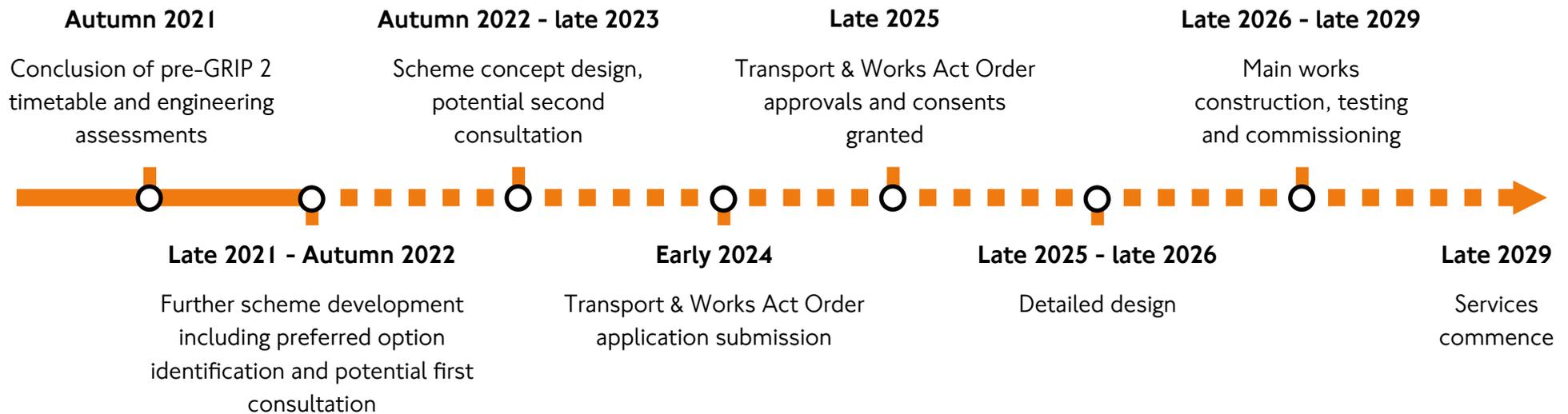


The three core funding areas being investigated for development and delivery of the WLO

By taking a pragmatic and adaptable approach to the case making process, the West London Orbital presents an opportunity to explore a multi-streamed funding approach taking into account the depth and breadth of the cumulative benefits of the scheme

6. Next steps

TfL and the WLA will continue to work closely to develop the WLO. Subject to relevant approvals, and the securing of funding, an indicative scheme timeline is presented below:



Appendix A:

Station development

In some locations a new station will need to be built for the WLO, in others this new London Overground line would serve the existing stations with appropriate alterations.

Each station along the West London Orbital route fits in within its the local planning context and serves a unique set of communities. Around some stations, such as Neasden or Lionel Road there is large scale change happening in the local area and the WLO would be at the heart of that. In other locations such as Acton Central the WLO will fit in with a well established town centre and thriving community.

As part of the WLO proposals, TfL - working alongside the WLA and the west London boroughs - will look to respond to the local context and look for opportunities to work alongside developers and other local communities to deliver the changes needed to support the delivery of the WLO and maximise the benefits it will bring.



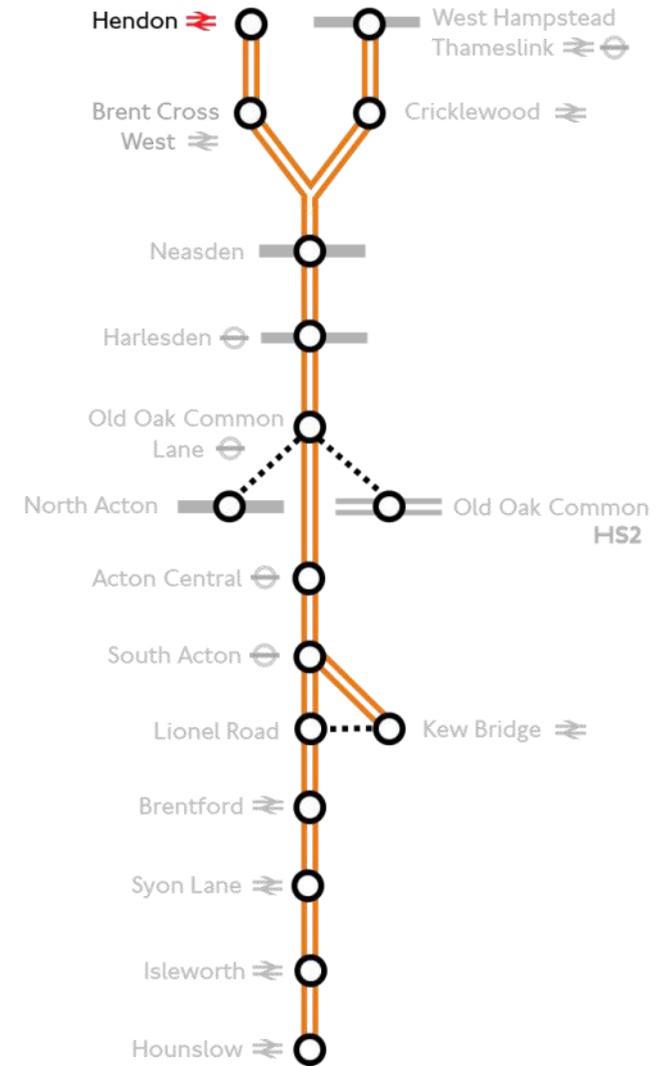
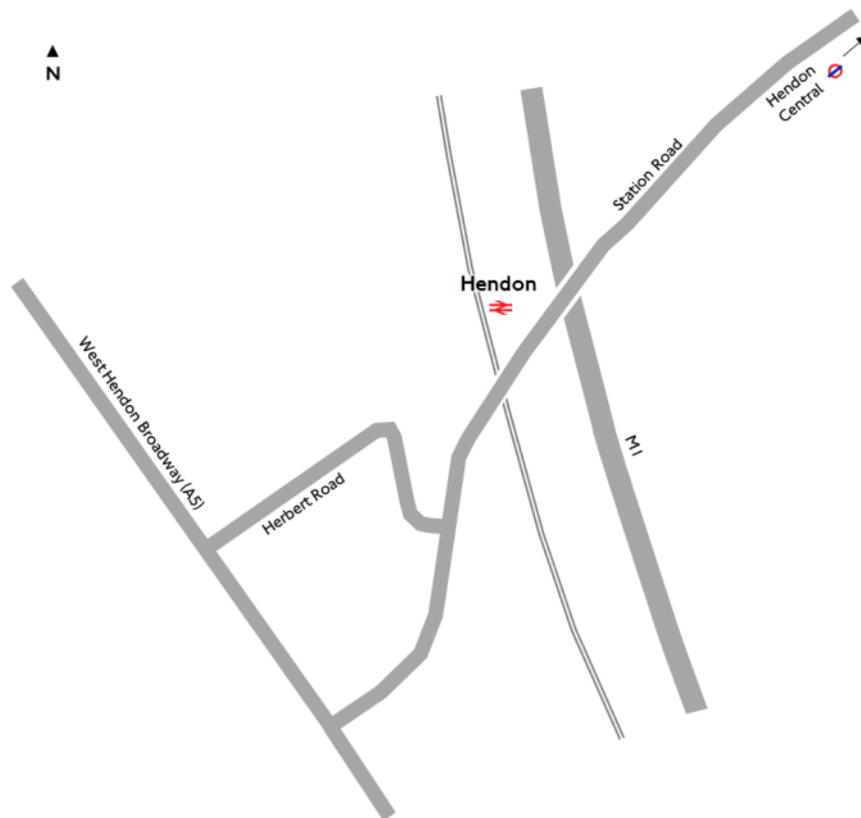
Hendon

 Hendon (Thameslink)

 Hendon Central (Northern Line)

Supporting growth opportunities along the A5 corridor as well as the delivery of LB Barnet's local planning framework for The Burroughs and Middlesex University, the WLO would serve Hendon Rail Station by using the current freight lines on the western side of Hendon National Rail station. The current passenger footbridge would need to be extended to serve the existing freight platforms. The station would provide interchange to existing suburban Thameslink services including to Luton Airport.

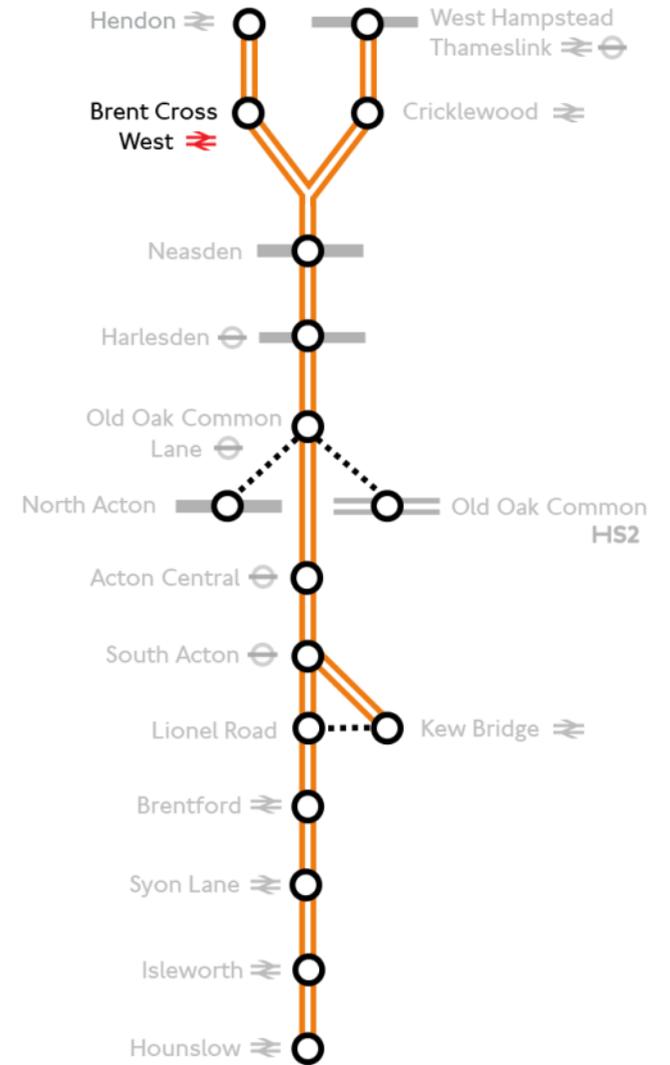
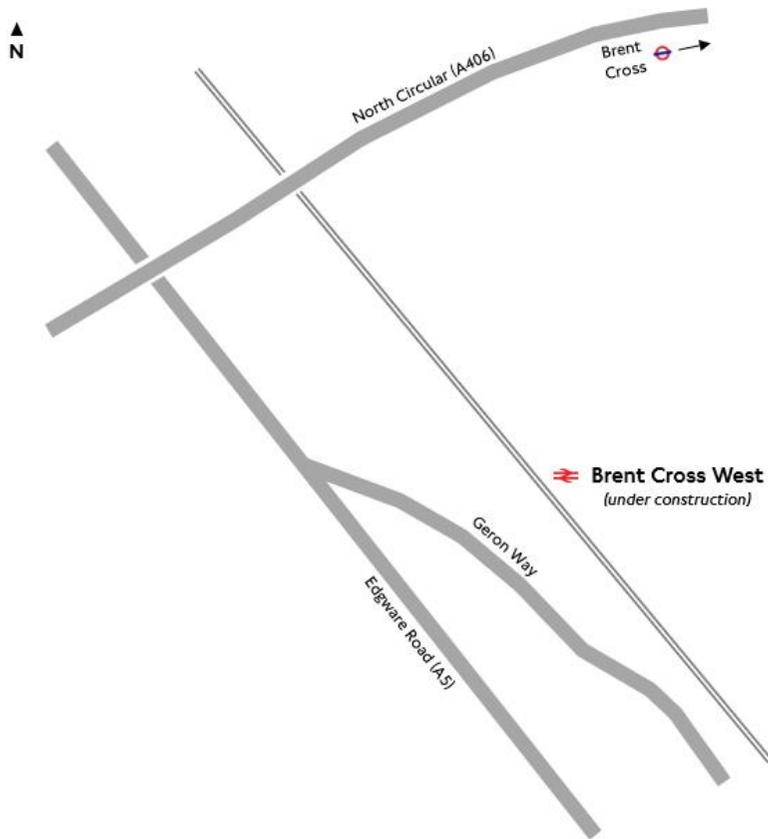
Hendon Central (Northern Line) is also around a 12-15 minute walk away.



Brent Cross West

 Brent Cross West (Thameslink)

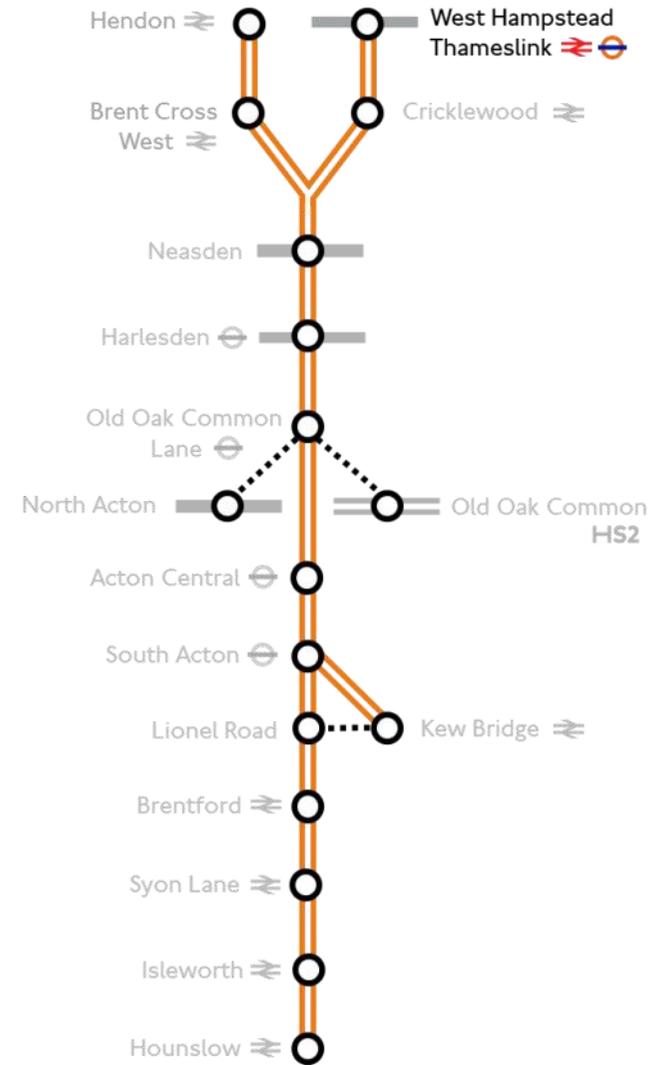
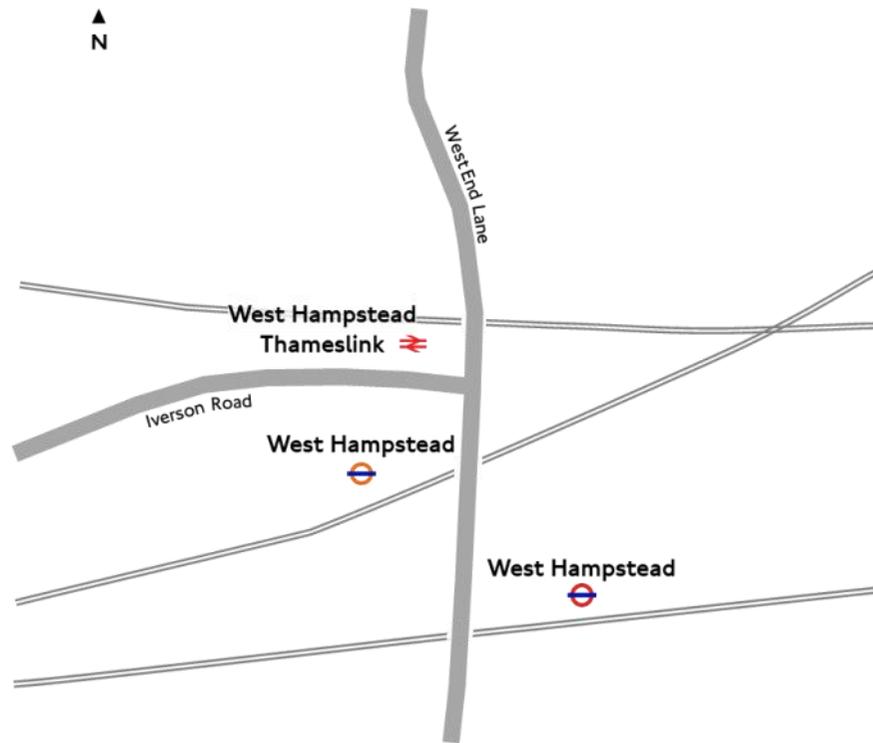
Supporting the delivery of the wider Brent Cross area's regeneration masterplan, the WLO would serve the new Brent Cross West rail station which is currently under construction as a new station on the Thameslink route. Provision for WLO platforms is provided for as part of the new station's current blueprint. The WLO platforms would be on the western side of the station to make use of the current freight lines at this location.



West Hampstead

-  West Hampstead (Thameslink)
-  West Hampstead (Jubilee Line)
-  West Hampstead (North London Line)

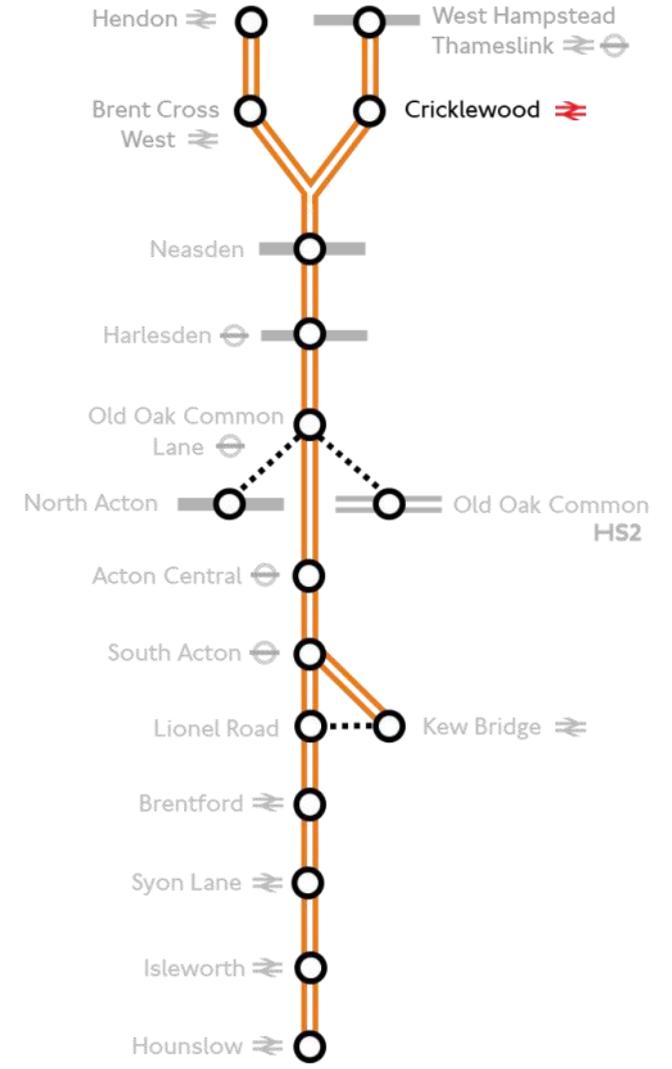
The West Hampstead stations provide an on-street interchange between London Overground, London Underground (Jubilee Line) and National Rail (Thameslink services). The area to the east of West End Lane, including the O2 shopping centre, is currently at the initial stage of development proposals to deliver a large number of new homes and retail units. The WLO platforms would be accommodated on the southern side of the current National Rail station, providing a step-free in-station interchange with Thameslink services to Luton and Gatwick airports and the Brighton-Bedford intercity mainline.



Cricklewood

 Cricklewood (Thameslink)

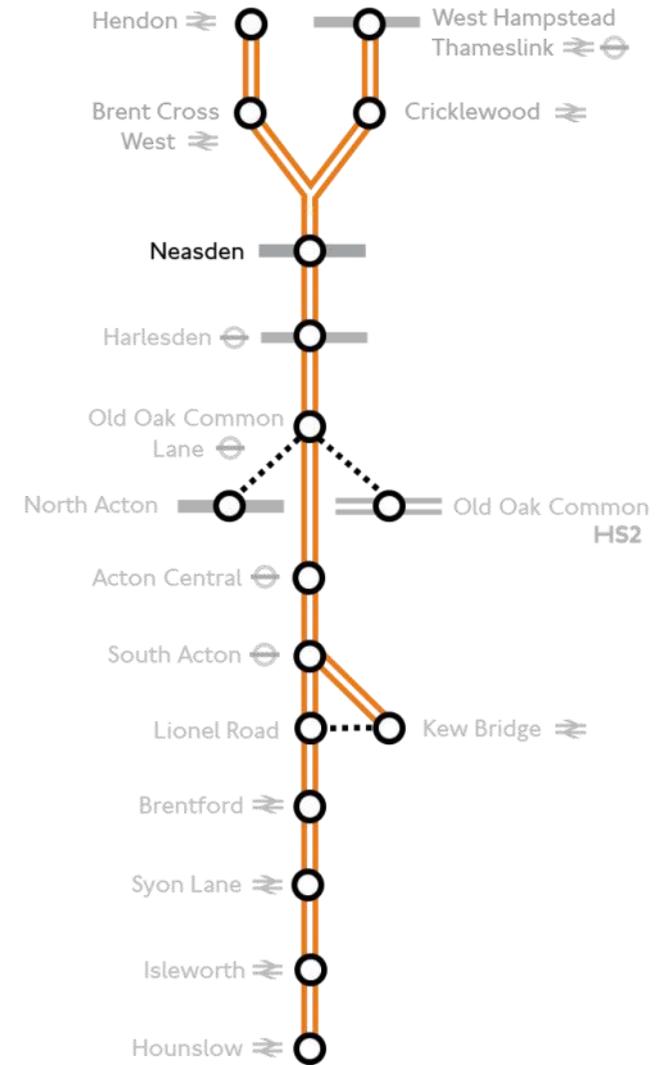
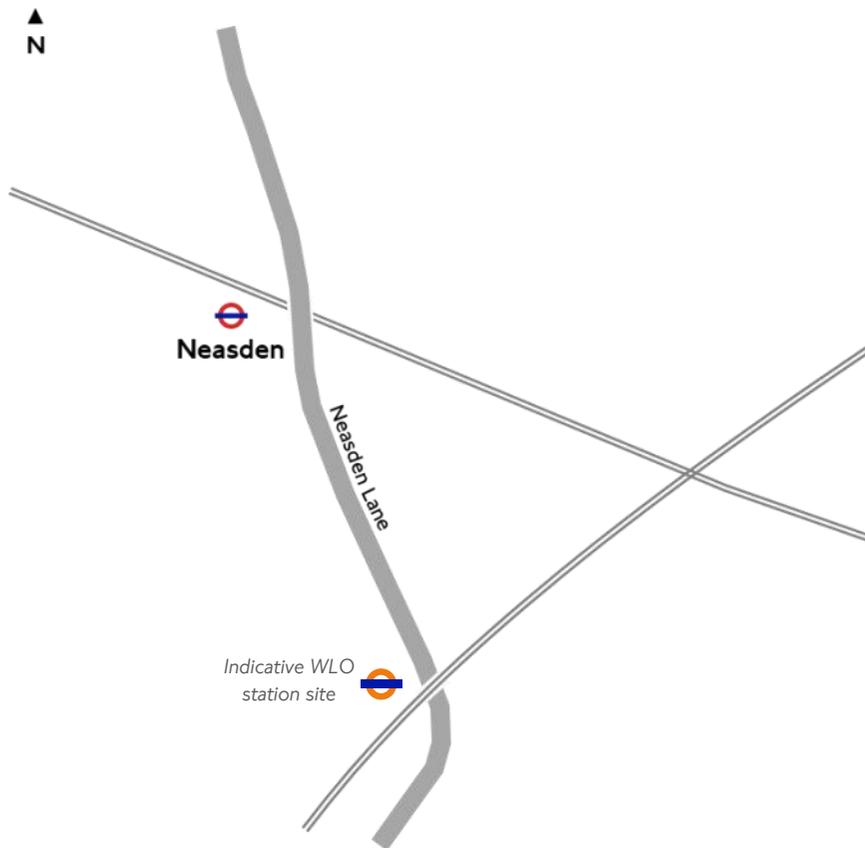
Due in part to its proximity to Brent Cross, both the eastern (LB Barnet) and western (LB Brent) sides of the A5 corridor in Cricklewood are expected to see a significant amount of development and densification, including the large B&Q site directly to the west of the existing National Rail station. The WLO would serve Cricklewood Station by using the current freight platforms on the western side of existing passenger platforms. The current passenger foot tunnel would need to be extended to serve the new WLO platforms. The station would provide interchange to existing suburban Thameslink services, including Luton Airport.



Neasden

— Neasden (Jubilee Line)

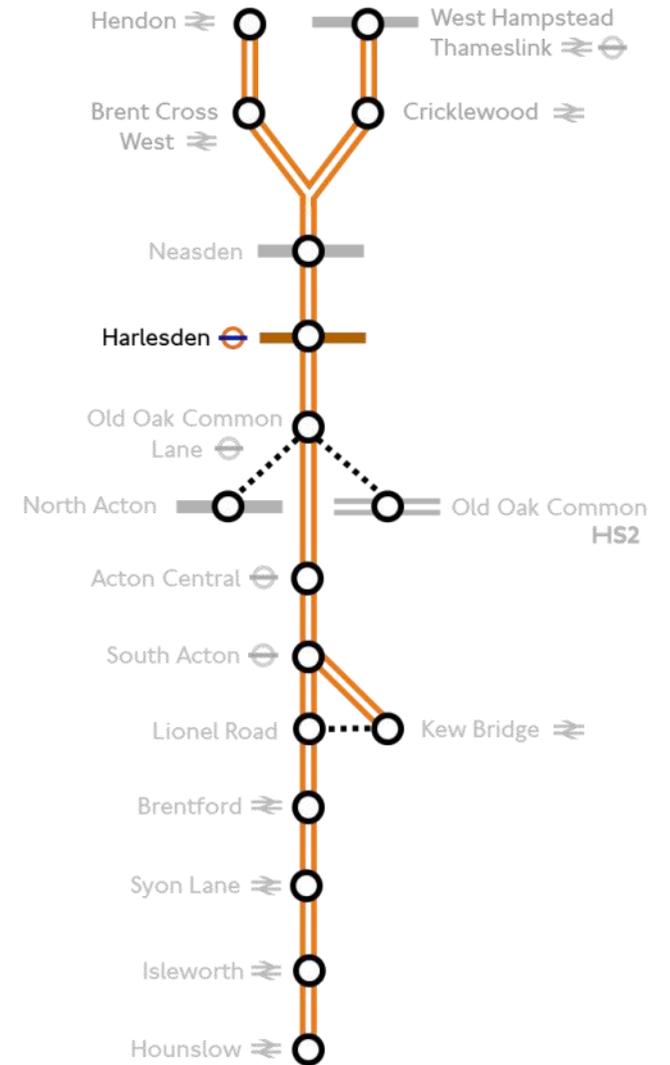
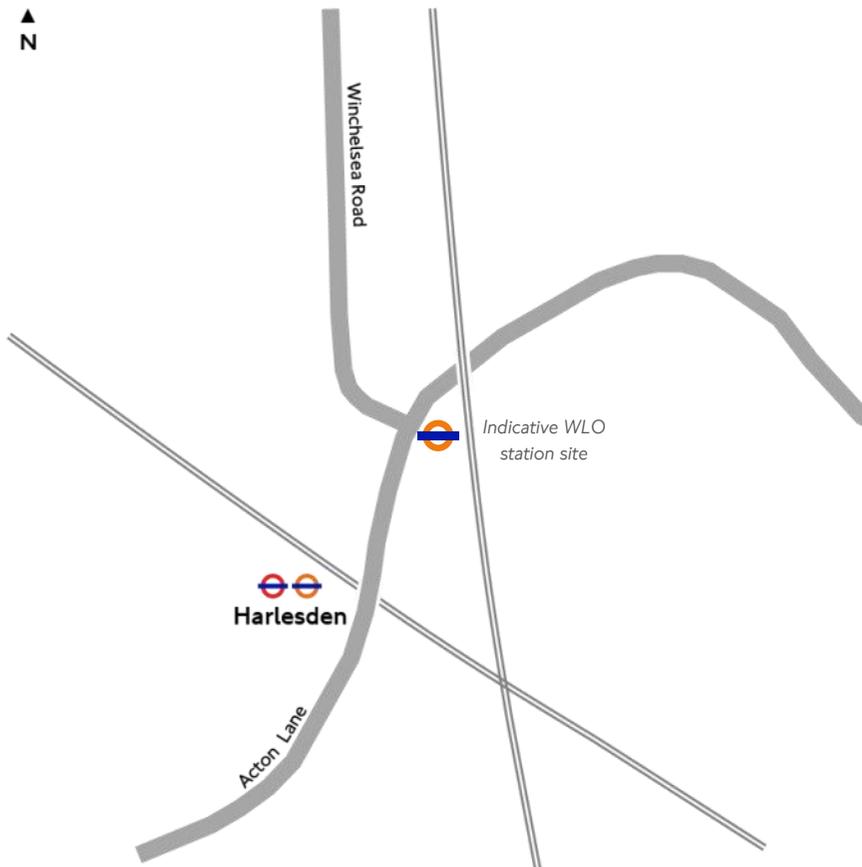
The area around Neasden Underground station is a designated Growth Area. The vision for the growth area in LB Brent's local plan is for mixed use regeneration, including co-location of industrial uses to support business growth and jobs, with the potential for at least 2,000 new homes, including new affordable homes. At Neasden, the WLO would see a new station built with access to Neasden Lane and out of station interchange to the Jubilee Line.



Harlesden

-  Harlesden (Jubilee Line)
-  Harlesden (Watford DC Line)

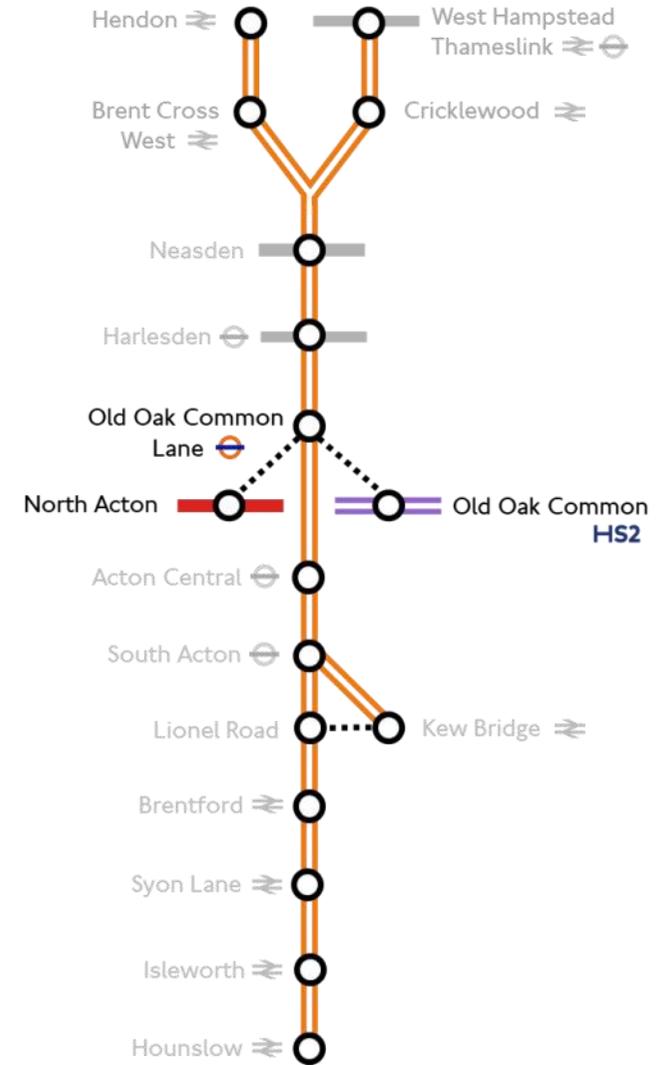
Located in LB Brent, the area around Harlesden station has been designated for the delivery of almost 800 new homes in the Harlesden Neighbourhood Plan. Known for its rich multicultural shops, restaurants and music scene, the area also adjoins the Old Oak regeneration area. Harlesden station is currently serviced by the Bakerloo Line and the London Overground (Watford Junction to Euston). The WLO would see a new station built with access to Acton Lane and on-street interchange to Bakerloo Line and London Overground services at the existing Harlesden station.



Old Oak Common Lane

- HS2** Old Oak Common (HS2)
-  Old Oak Common (Elizabeth Line)
-   North Acton (Central Line)

Located in LB Ealing, Old Oak Common is also the heart of the Old Oak Park Royal Opportunity Area. It will see Elizabeth Line and HS2 services stop at the new Old Oak Common station to the east of Old Oak Common Lane. Large scale redevelopment is planned for the majority of this area, accommodating thousands of new homes and jobs. The WLO would serve Old Oak Common at a new station located between Victoria Road and Old Oak Common Lane. This would provide on-street interchange with HS2 and Elizabeth Line services at the new Old Oak Common station, just 200m away, as well as Central Line services at nearby North Acton (a short 5-10min walk).



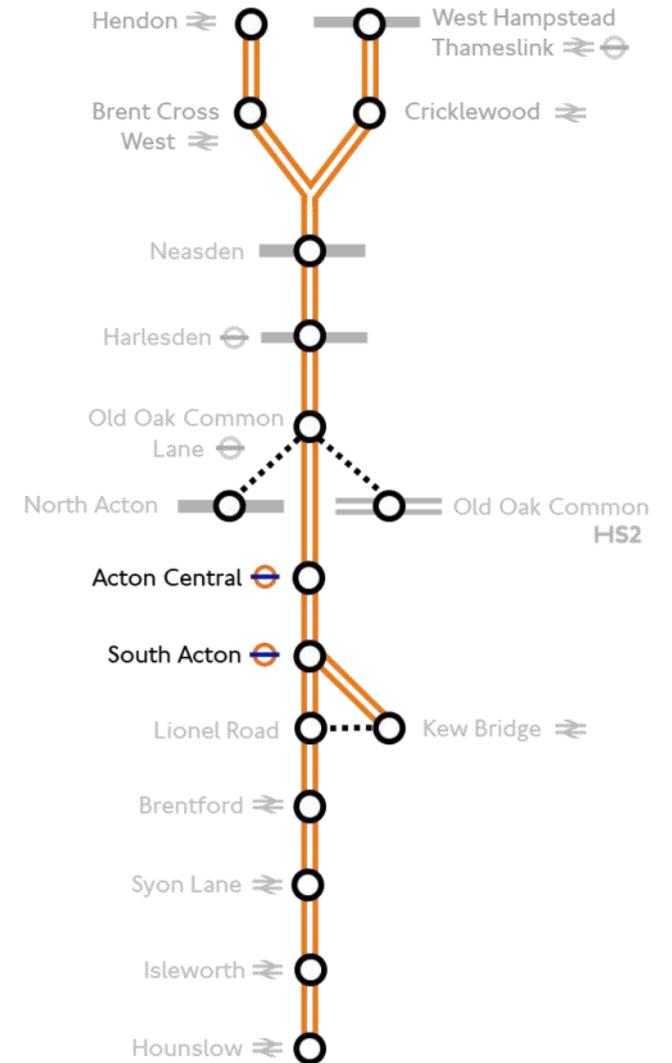
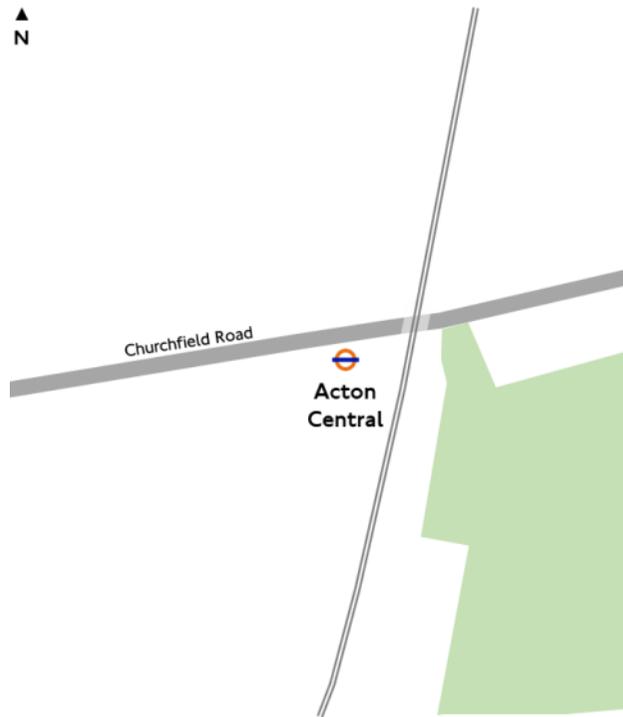
Acton Central

 Acton Central (North London Line)

As gateways to Acton town centre and Chiswick Business Park, Acton Central and South Acton are both currently London Overground stations on the North London Line (Stratford-Richmond branch). South Acton also serves the Acton Gardens regeneration area which, once completed, will deliver a total of 2,350 new homes for the borough. WLO services would serve these stations using the existing infrastructure and providing in-station interchange between London Overground services. The WLO would also support the delivery of a number of developments in the area identified by LB Ealing in local planning documents.

South Acton

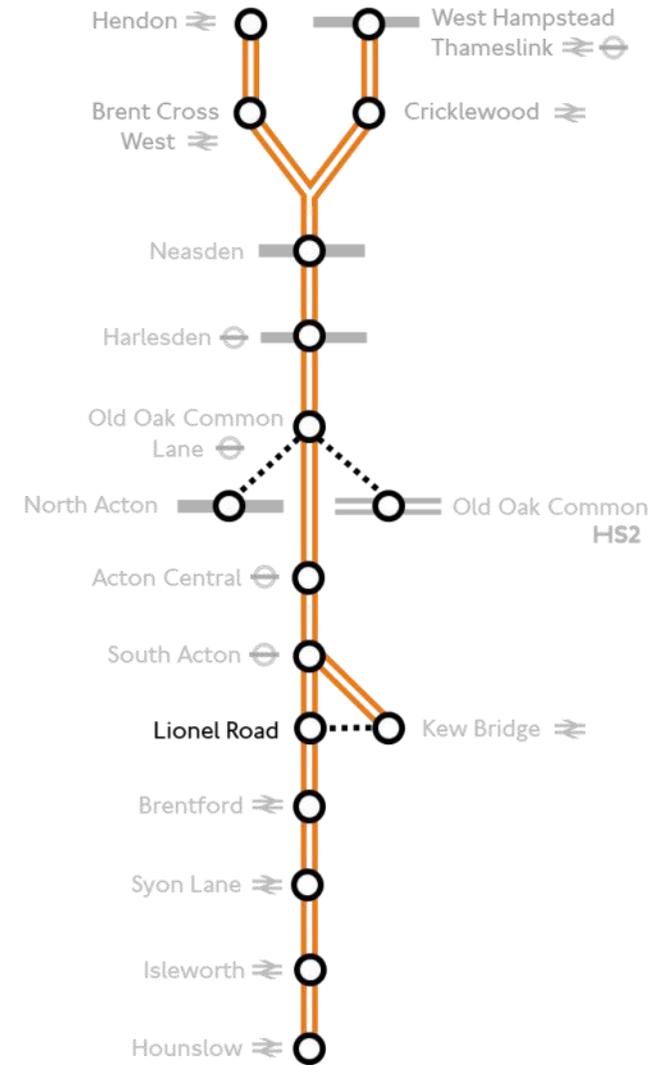
 South Acton (North London Line)



Lionel Road

 Kew Bridge (South Western)

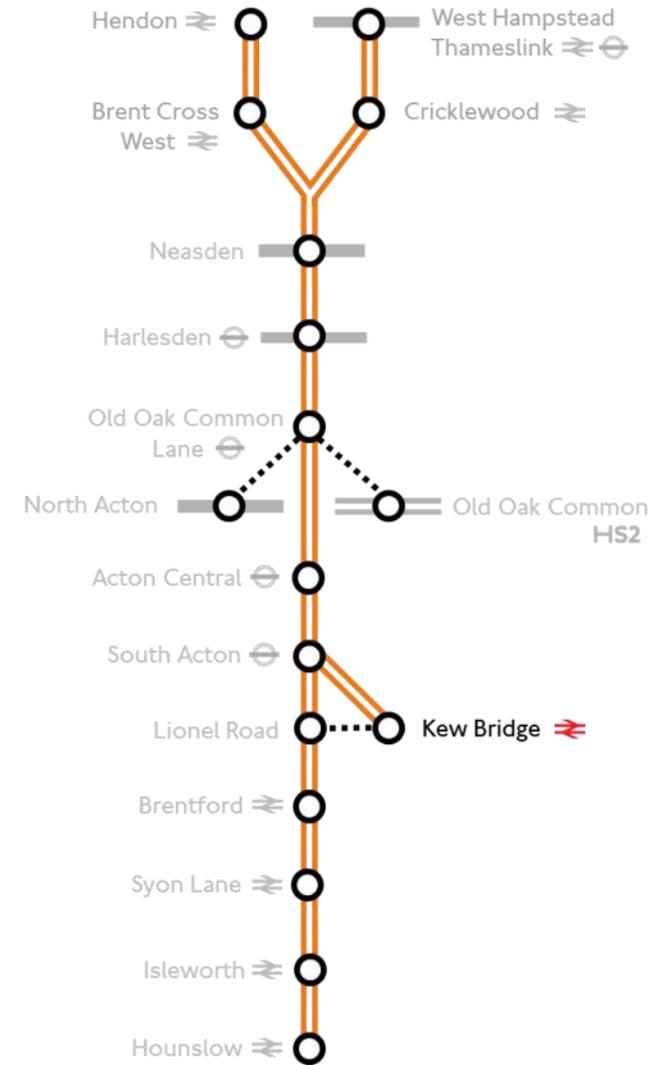
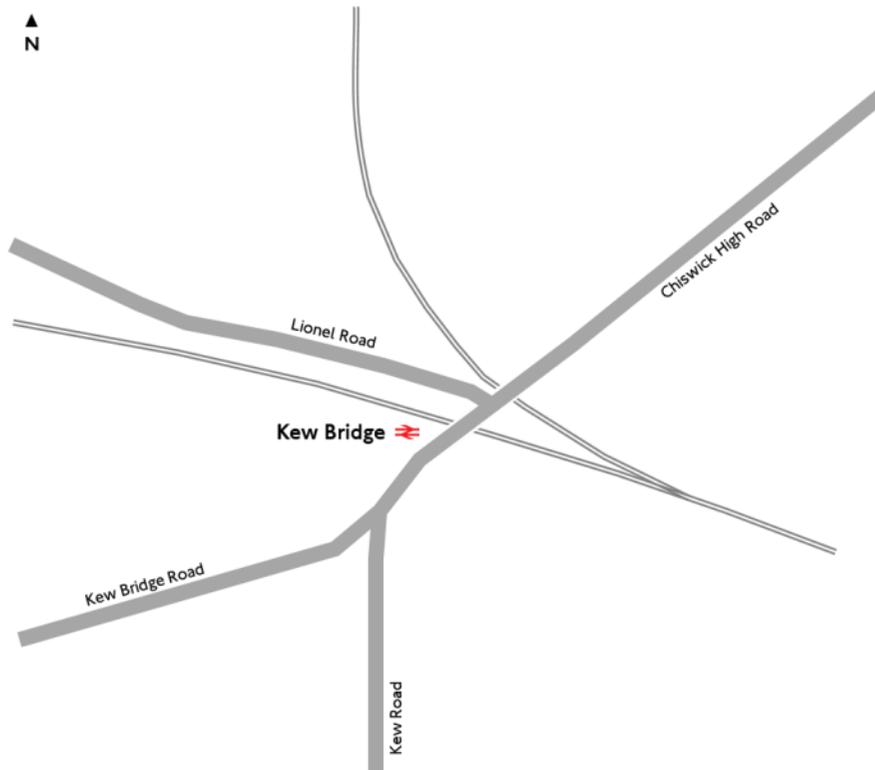
Part of the Great West Corridor Opportunity Area, Lionel Road would be a brand new station on the network serving the large-scale development taking place in the area around the Great West Road and new Brentford Community Stadium. The new station would be accessed from Lionel Road South, and through the development site to the north of the existing railway line. The new station would also be a 3-5 min (300m) walk from Kew Bridge National Rail station which would offer on-street interchange to additional South Western suburban services between London Waterloo and Surrey.



Kew Bridge

 Kew Bridge (South Western)

Kew Bridge is currently served by South Western Railway services running between London Waterloo and Surrey. Supporting new developments to the north and west of the existing station, the WLO would serve Kew Bridge through the provision of new platforms at the existing station. In-station interchange to existing South Western services would be facilitated, as well as on-street interchange to the new Lionel Road station adding increased choice in WLO frequency for passengers in the local area.



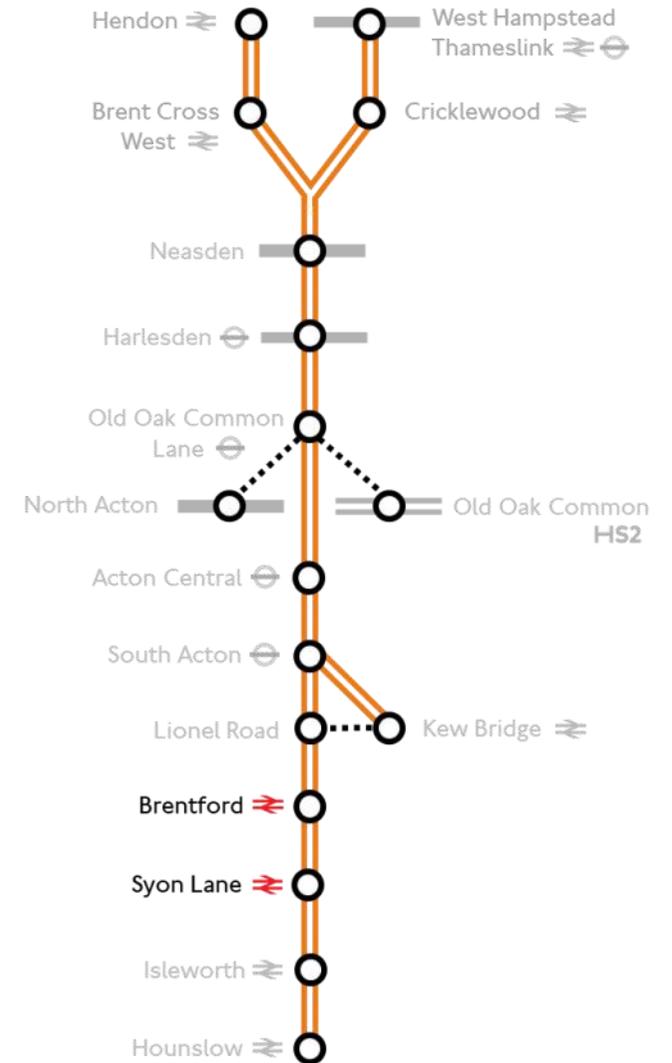
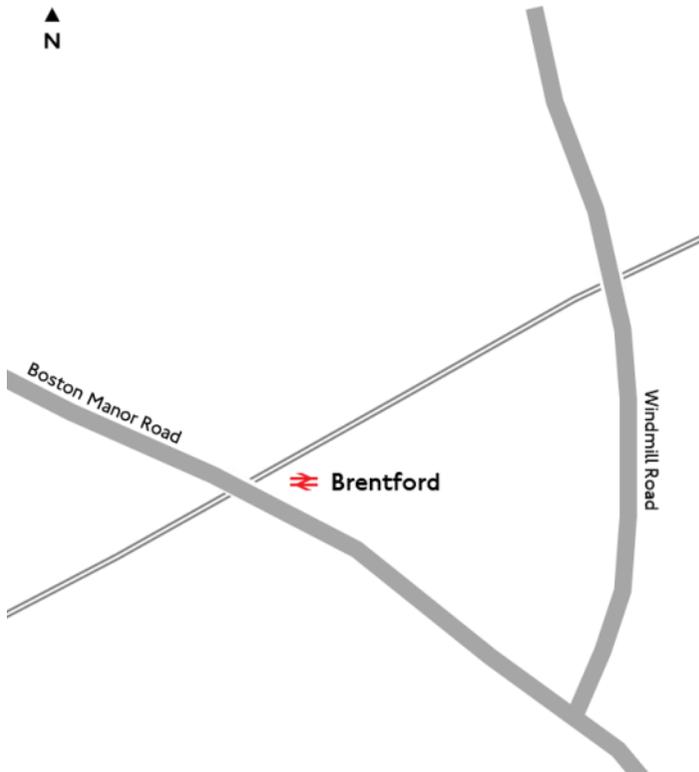
Brentford

 Brentford (South Western)

Brentford and Syon Lane are both located within LB Hounslow's Great West Corridor spatial plan. At Brentford station the area to the north is home to several potential development sites. At Syon Lane, several large developments are also planned immediately to the north of the station around Gillette Corner. These stations both serve key local employers in the area such as GSK and Sky. The WLO would serve the existing National Rail stations at Brentford and Syon Lane using current platform infrastructure, also providing in-station interchange with suburban South West rail services that currently call at these stations. The WLO would support developments in the vicinity of the two stations.

Syon Lane

 Syon Lane (South Western)



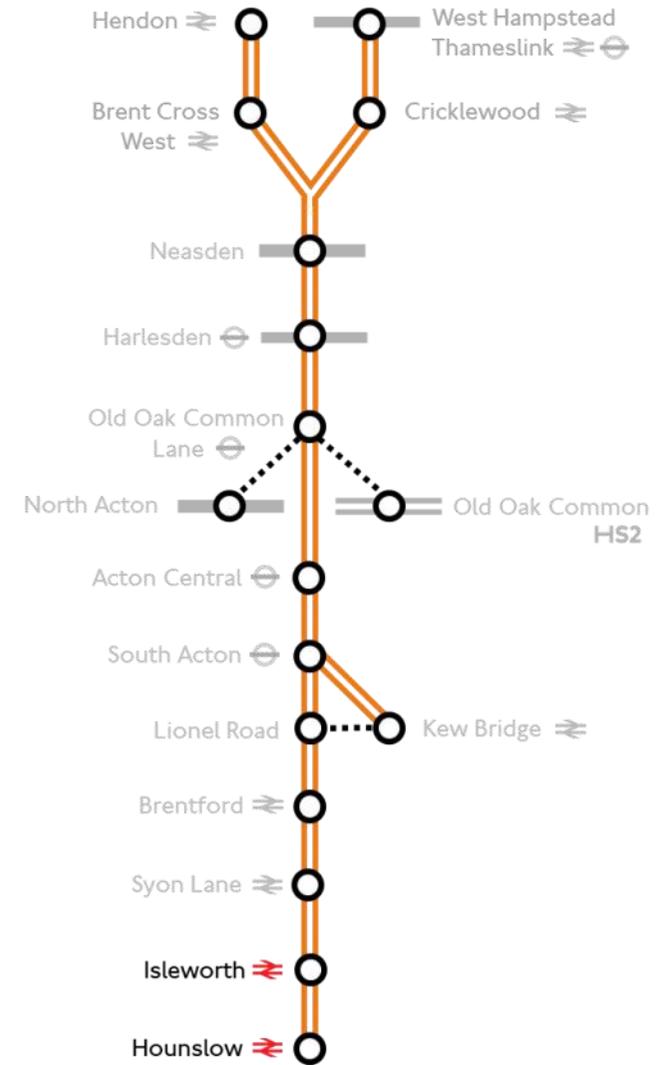
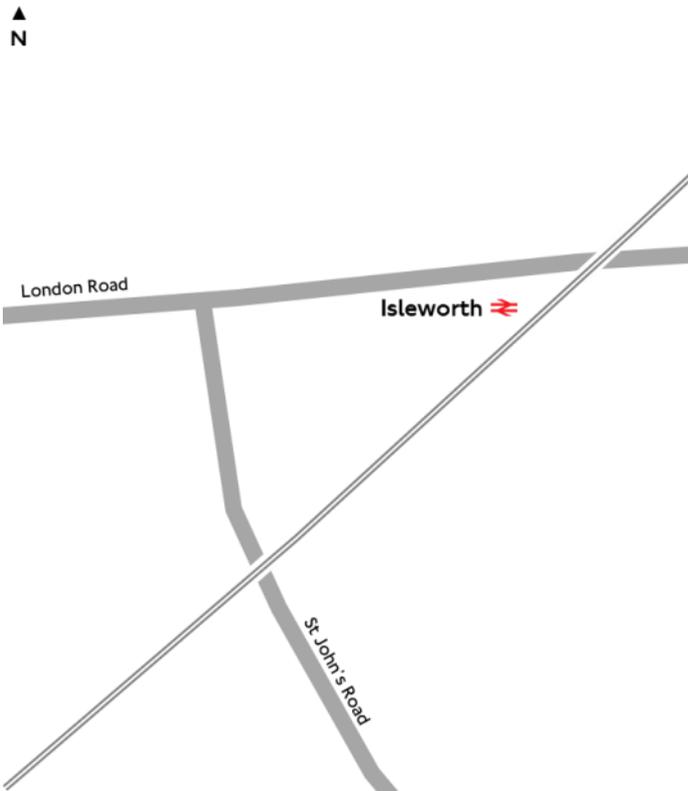
Isleworth

 Isleworth (South Western)

Hounslow

 Hounslow (South Western)

Hounslow is the largest town centre in LB Hounslow and is served by Hounslow station. The area is currently part of a regeneration programme including enhancing the links to sustainable transport, particularly Hounslow rail and Hounslow Central tube stations. The WLO would serve Isleworth rail station using the existing platforms also served by South Western trains, also providing in-station interchange with these services. Hounslow station, also served by South Western trains, would be the southern terminus of the WLO. The WLO would support a number of identified development sites within walking distance of both Hounslow and Isleworth stations.





Projects, Consents &
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