

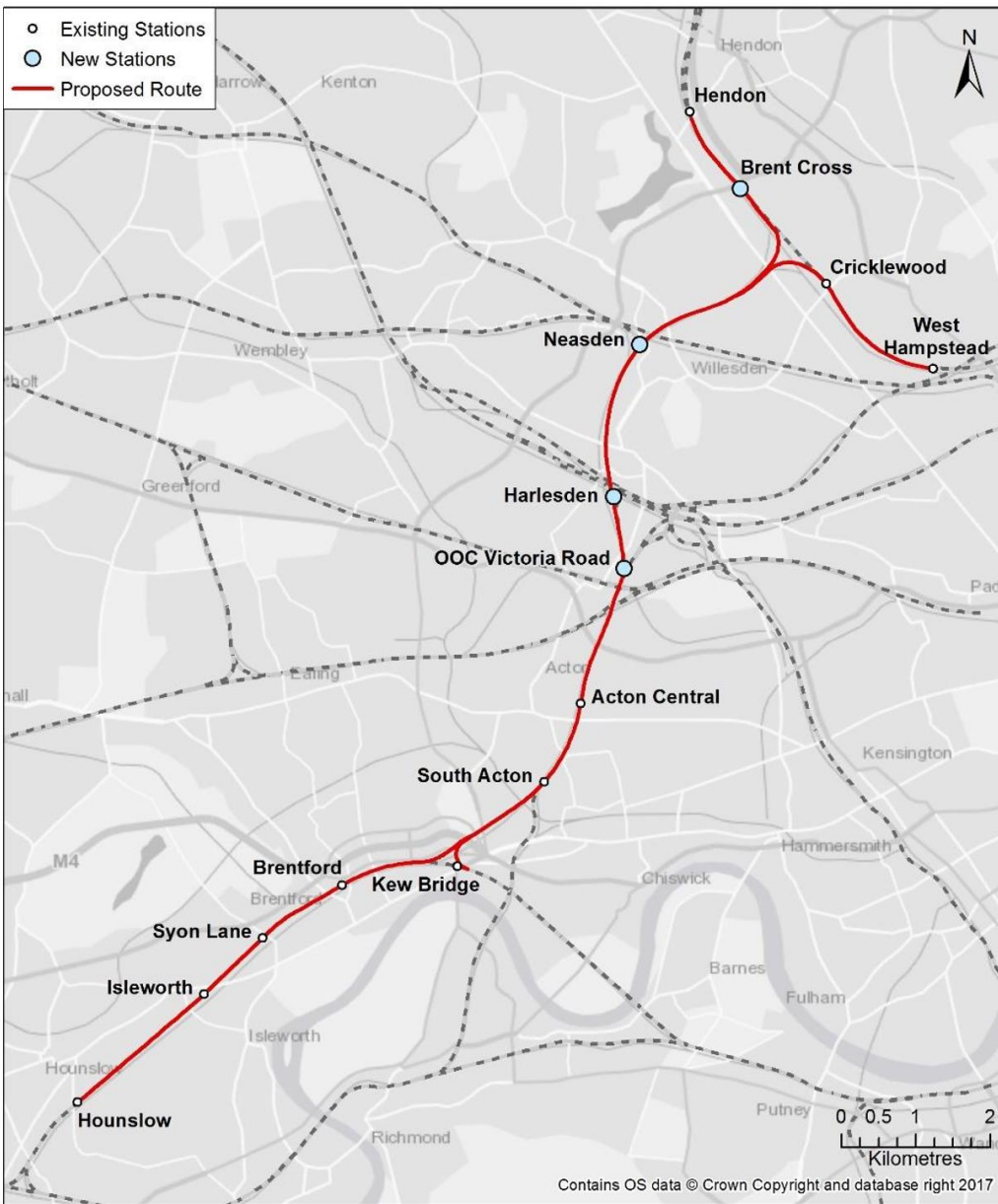
# West London Orbital

*Update, next steps, programme  
plan, delivery*

*February 2018*

1. Recap and scheme overview
2. What's been completed to date
3. Current position
4. What's next if project proceeds (6 months – 5 years)
5. What do we (councils) need to do and when?
6. Key challenges

# 1. Scheme overview



Technically feasible. delivered in two phases:

- 4 trains per hour West Hampstead – Hounslow
- 4 Trains per hour Hendon – Hounslow

Modeled passenger demand by 2041

- 13,000 passengers per AM rush hour
- 14,000 passengers per PM rush hour

## 2. What's been done to date?



- **Political cross-party Mandate**, Economic Prosperity has considered and approved every stage of work to date
- Agreement from leaders **to embed across all local plans**
- 5-Business Case **feasibility study completed** by working group including boroughs, TfL and OPDC
- **High Value for money** scheme with a BCR = 2.2:1 (and is likely to be higher)
- Potential to unlock **c. 20,000 new homes** and a chain of new communities across boroughs
- Responded to MTS and OOC Station consultations
- **Successful tour** of line with leaders, deputy mayor and Network Rail
- Rolling stock options being explored – **Battery powered trains a real option**
- Included in Draft MTS (proposal 83)...



# Rail Tour with Leaders, Network Rail and Deputy Mayor for Transport, 29 September



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# 3. Current position

1. MTS publication March 2018
2. Project governance (Board and Project Team) being established – WLA-led via growth directors
3. Alignment of local government and TfL-led strands of activity

## 4. How might this be delivered?

### Four areas:

1. Rail project (TfL led, significant council involvement)
2. Reeneration and place-making (council led)
3. Funding development for preparatory planning (jointly led)
4. Engagement and consultation (jointly led)

overseen by a cross-organisation programme board, delivery led by a cross-agency delivery team





## 6. What do councils now need to consider/do?

1. Continue to **embed into Local Plans**, via chief planners and our cabinets/committees
2. Work with GLA to **secure MCIL contribution and/or HIF 2** funding when announced later in 2018.
3. Incorporate into **Corporate Plans and MTFS**
4. Commence **work on land assembly** along the line – to be led by consultants via funding study (match funding from TfL being sought)
5. Be ready to contribute **strategic input** (officer time) via WLO Board and project group
6. Prepare our planning and transport functions for WLO-related applications and activity



## 7. Key Risks

- Identifying funding for scheme development and construction (CIL, MCIL, TfL, GLA, DfT, Planning Delivery Fund, HIF 2 etc)
- Level crossings at Bollo Lane
- Busy rail junction at Acton Wells
- Reducing any operating subsidy that is a characteristic of orbital infrastructure that does not cut across fare zones.

All have possible solutions – no show-stoppers identified to date

# Contact

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