

The West London Orbital: Connecting West London



CONNECTED COMMUNITIES IN THE WORLD'S MOST
CONNECTED PLACE, TODAY AND TOMORROW

One of the Mayor's 'top three' next generation major transport projects for London, the West London Orbital (WLO) would connect key growth areas in West London, help realise the benefits of HS2 and improve access to economic opportunities for hundreds of thousands of residents.

West London context

West London Alliance (WLA), the partnership of the seven West London boroughs, has a shared vision for West London as the world's most connected place. The partnership is working closely with Transport for London (TfL) to develop the WLO. By making better use of existing infrastructure, the WLO would deliver a host of benefits: catalysing and accelerating new housing and jobs; linking areas of deprivation with work and leisure opportunities; relieving congestion; improving the environment and helping to unleash West London's economic potential.

West London's economy is worth £70bn, larger than Birmingham and Manchester combined.

82,000

82,000 projected population growth by 2041 in wards along the WLO route, an increase of 20% compared to London average of 8%.

150,000

150,000 new jobs targeted across the capital through the London Growth Plan, including in the high-growth sectors rapidly expanding in West London.

37%

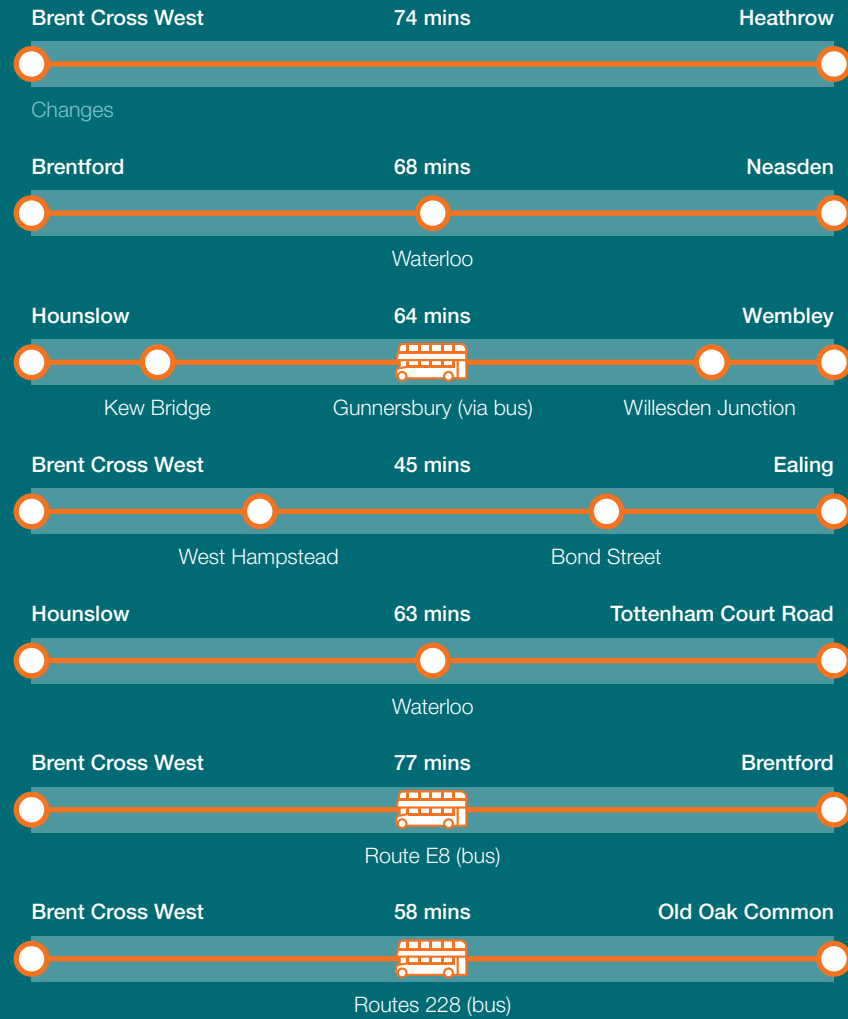
37% of projected WLO trips from Brent would start in areas with some of the highest deprivation in the country – the WLO would serve many areas amongst the 10% and 20% most deprived nationally.

6.5%

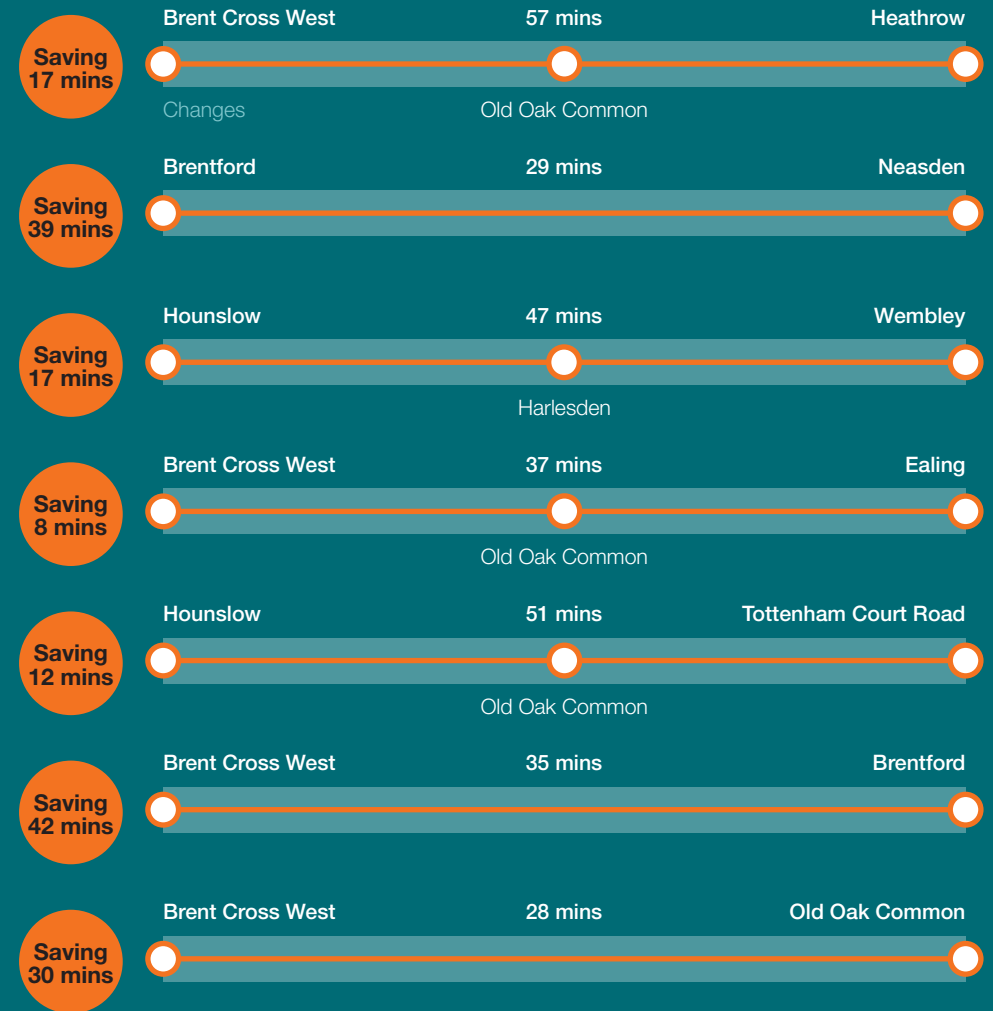
Unemployment levels across the WLO host boroughs currently sit at 6.5%, above the London (5.1%) and England (3.8%) levels.

Journeys

Without WLO



With WLO



Indicative journey time savings.

The Route

The WLO would run from Hendon in the north to Hounslow in the south, through Brent Cross, Harlesden and Neasden, Old Oak Common, Acton and Brentford.



The Headlines

14

Serving up to
14 stations...

4

...including four
new stations

450,000

More people could access
Old Oak Common within
an hour

11,400

New jobs
supported



Increased public
transport capacity

15,800

New homes
supported



Orbital transport
connectivity



Estimated CO₂
savings worth
98,000 trees
a year

Connecting lives and livelihoods

Much of West London has excellent radial transport connectivity into and out of central London, but poor orbital connections, particularly by public transport. This reduces residents' choices and quality of life, entrenching inequality and negative environmental impacts.

The WLO would connect residents with town centres and Opportunity Areas including Old Oak / Park Royal, Burnt Oak / Colindale, Brent Cross / Cricklewood and the Great West Corridor. It would support access to work, education, leisure and wellbeing, enabling around 450,000 more people to reach Old Oak Common within an hour; approximately 233,000 more to reach Brentford's GTech Community Stadium; 96,000 more to reach Brent Cross West; and thousands more to reach West London's healthcare facilities and green spaces. With the WLO, 197,000 West London residents would be able to reach at least one new further education institution within just 43 minutes' travel time.



29 minutes from Brentford to Neasden
57% time saving on current travel time



450,000
more people would be able to reach Old Oak Common within an hour, connecting to HS2 and the Elizabeth Line



Supporting homes, jobs and productivity

The house-price-to-earnings ratio in the WLO host boroughs is amongst the highest in the country at 14.9 and higher than the London average. Meanwhile, London's productivity has stagnated since the pandemic relative to other areas of the country, with West London experiencing a fall in productivity. Experience from London and elsewhere demonstrates how investing in connectivity can support homes, jobs and productivity.

In the short-term, improved transport connectivity would help bring new workers into the labour market and relocate workers to the more productive employment sites in West London. In the long-term, increased access to employment has the potential to change land use, enabling the boroughs to support a greater capacity for jobs and homes.



Tackling congestion and pollution

Traffic congestion and air pollution are a fact of life for many West Londoners. The A406, North Circular Road, between Chiswick Roundabout and Hanger Lane is one of the most congested routes in the UK. Large areas along the proposed WLO route fail to meet air quality standards, and multiple studies show that poor air quality tends to have a disproportionate impact on residents in more deprived areas.

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.

The WLO's electric or battery-powered trains would provide an accessible, convenient and clean alternative to car travel, which could help residents of the WLO host boroughs to avoid 650,000+ car trips per year. As well as cleaner air, switching from vehicle trips to the WLO could save 883 tonnes of carbon emissions per year – equivalent to the carbon storage potential of 98,000 trees.

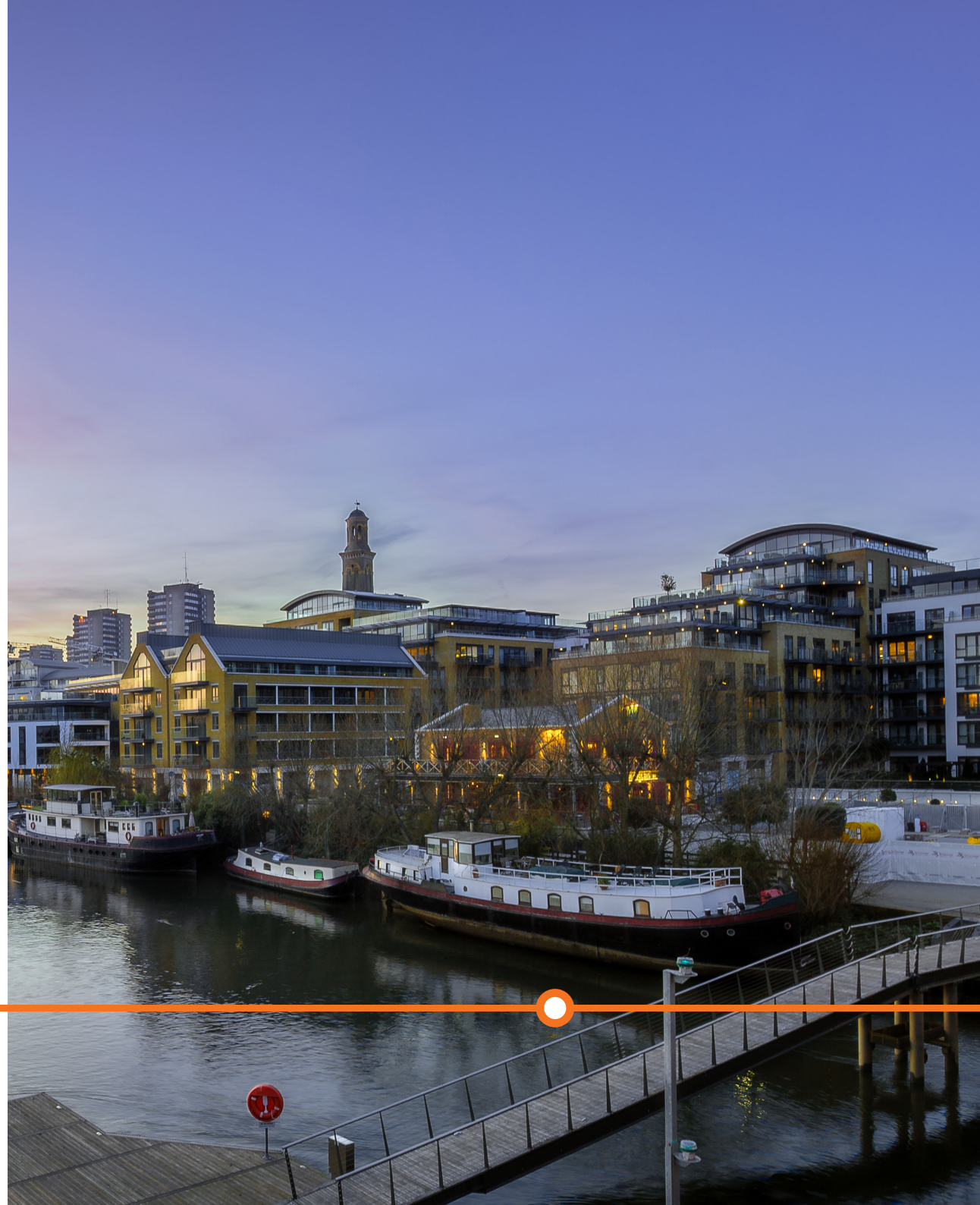


650,000 car trips avoided annually

Next steps for the WLO

The WLO is being developed in partnership between TfL and local authorities. Feasibility work to date has confirmed that the scheme is deliverable. The use of existing track for much of the route allows for quicker, more cost-effective and more environmentally sustainable delivery compared to many other large infrastructure schemes.

Next, the scheme will need to undergo more detailed design work, prior to seeking formal approvals from the Government. In parallel, partners are working together to develop the funding and financing plan for the WLO, which will require collaboration across local, London and central Government.





**TRANSPORT
FOR LONDON**
EVERY JOURNEY MATTERS



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