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**To:** [Smales Carol](#); [Miles Stephen](#); [Salvato Loredana](#)  
**Cc:** [Porter Chris](#); [Round Chris](#); [Small Jonathan](#); [Buttigieg David \(LO\)](#)  
**Subject:** West London Orbital progress meeting  
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**Attachments:** [image003.jpg](#)

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Dear All,

I attended the West London Orbital progress meeting on 6<sup>th</sup> April. The key points arising from this were as follows:

### **Funding**

£240k has been allocated to the project by the TPLT meeting.

### **Phasing of work**

Four phases of work are currently anticipated:

1. Outcome definition;
2. Concept design;
3. Detailed design;
4. Development of Transport and Works Act Order for the project, to be followed by project delivery.

The funding awarded will be used to progress the first phase of work which will last for six months and complete the following activities:

- Update the transport modelling undertaken previously. LTS will be used to ensure that the full impact on the transport network is captured, with Railplan being used to review the various options for different service levels;
- A study of the development generated by the new route will be undertaken. This will distinguish between development driven by the rail transport links to central London and that driven by the improved orbital transport provision. This work will involve liaison with the Boroughs concerned to understand their plans for locating the additional housing proposed under the London Plan;
- A study of funding opportunities arising from planned development along the route and other available funding sources including Borough CIL;
- Development of a consents strategy for the powers required to construct the route;
- Further consideration of the operational constraints affecting the route and service frequency offered, including the impact of current timetable planning rules and services provided by other operators. The presence of numerous level crossings at the southern end of the route is a particular concern as these are located in constrained sites and will be difficult to replace with new over or under bridges. The power source of the trains to be used is also an issue given the variety of power sources currently available on the route. Options could include the use of battery trains such as those manufactured by Vivarail. The need for renewal of signalling on the Dudding Hill route will be considered.

Network Rail consider that the timetabling and scheduling issues should be subject to a detailed review funded by the project at the outcome definition stage to demonstrate clearly the feasibility (or not) of the project. TfL does not intend to undertake this level of activity before the value of the proposal is understood in more detail.

Once the outcome definition stage is completed the results will be summarised in

Strategic Business Case format and passed to the GLA with a recommendation as to whether the project should be progressed to the next phase or not. The GLA will then take the final decision as to whether or not the project is developed further.

The West London Alliance (WLA) have been pushing for regular project update meetings with director level involvement. TfL have been pushing back against this as it is not appropriate for a project at such an early stage of development.

Working level meetings between the various parties are therefore the preferred way forward. A workshop is planned to be held in May 2018 to review the issues that require consideration at the outcome definition stage.

Network Rail suggested that the proposal should be covered at their forthcoming Route meetings for Anglia, LNW and Wessex who would all be affected by the proposal.

**Alan Smart**

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