



West London Economic Prosperity Board

Wednesday 20 September 2017 at 11.00 am
The Boardroom, Westminster University, 309 Regents Street, W1B 2HW

Membership:

Members

Councillor Muhammed Butt, LB Brent (Chairman)
Councillor Richard Cornelius, LB Barnet
Councillor Julian Bell, LB Ealing
Councillor Stephen Cowan, LB Hammersmith and Fulham
Councillor Sachin Shah, LB Harrow
Councillor Stephen Curran, LB Hounslow

Substitute Members

Councillor Daniel Thomas, LB Barnet
Councillor Shama Tatler, LB Brent
Councillor Keith Ferry, LB Harrow
Councillor Theo Dennison, LB Hounslow
Councillor Michael Cartwright, LB Hammersmith and Fulham
Vacancy – LB Ealing

For further information contact: James Kinsella, Governance Manager
Tel 0208 937 2063; Email: james.kinsella@brent.gov.uk

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The press and public are welcome to attend this meeting.

Notes for Members - Declarations of Interest:

If a Member is aware they have a Disclosable Pecuniary Interest* in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent and must leave the room without participating in discussion of the item.

If a Member is aware they have a Personal Interest** in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent.

If the Personal Interest is also a Prejudicial Interest (i.e. it affects a financial position or relates to determining of any approval, consent, licence, permission, or registration) then (unless an exception at 14(2) of the Members Code applies), after disclosing the interest to the meeting the Member must leave the room without participating in discussion of the item, except that they may first make representations, answer questions or give evidence relating to the matter, provided that the public are allowed to attend the meeting for those purposes.

***Disclosable Pecuniary Interests:**

- (a) **Employment, etc.** - Any employment, office, trade, profession or vocation carried on for profit gain.
- (b) **Sponsorship** - Any payment or other financial benefit in respect expenses in carrying out duties as a member, or of election; including from a trade union.
- (c) **Contracts** - Any current contract for goods, services or works, between the Councillors or their partner (or a body in which one has a beneficial interest) and the council.
- (d) **Land** - Any beneficial interest in land which is within the council's area.
- (e) **Licences** - Any licence to occupy land in the council's area for a month or longer.
- (f) **Corporate tenancies** - Any tenancy between the council and a body in which the Councillor or their partner have a beneficial interest.
- (g) **Securities** - Any beneficial interest in securities of a body which has a place of business or land in the council's area, if the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or of any one class of its issued share capital.

****Personal Interests:**

The business relates to or affects:

- (a) Anybody of which you are a member or in a position of general control or management, and:
 - To which you are appointed by the council;
 - which exercises functions of a public nature;
 - which is directed is to charitable purposes;
 - whose principal purposes include the influence of public opinion or policy (including a political party or trade union).
- (b) The interests a of a person from whom you have received gifts or hospitality of at least £50 as a member in the municipal year;

or

A decision in relation to that business might reasonably be regarded as affecting, to a greater extent than the majority of other council tax payers, ratepayers or inhabitants of the electoral ward affected by the decision, the well-being or financial position of:

- You yourself;
- a member of your family or your friend or any person with whom you have a close association or any person or body who employs or has appointed any of these or in whom they have a beneficial interest in a class of securities exceeding the nominal value of £25,000, or any firm in which they are a partner, or any company of which they are a director
- any body of a type described in (a) above

Agenda

Introductions, if appropriate.

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3 Declarations of interests Members are invited to declare at this stage of the meeting, the nature and existence of any relevant disclosable pecuniary, personal or prejudicial interests in the items on this agenda and to specify the item(s) to which they relate.	
4 Public Participation	
5 GLA Priorities and the London Plan (presentation)	
6 West London Skills and Productivity Strategy (draft) This paper provides an opportunity to comment on a draft West London Skills Strategy and further information on shaping the development of the London Skills Strategy.	7 - 32
7 West London Orbital Rail This report provides leaders with an update and proposed next steps on work to deliver a West London orbital Railway, following their meeting with the Deputy Mayor for Transport in July 2017.	33 - 148
8 Mayor's Transport Strategy At its meeting on 22 June 2017 the Board requested a shared west London response to the Mayor's Transport Strategy (MTS) that is currently being consulted on. The draft response is contained within appendix one to this report.	149 - 168
9 Work and Health Programme procurement West London boroughs, through the WLA with Ealing as the lead borough, is commissioning a number of Programmes supporting the Unemployed people with barriers to employment gain sustained jobs. This report provides an update on the Developed Work and Health Programme and the Social Impact Bond.	169 - 174

10 Economic Prosperity Board Forward Plan

The Board is asked to review and approve the West London Economic Prosperity Board Forward Plan.

Date of the next meeting: Tuesday 21 November 2017



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- The meeting room is accessible by lift and seats will be provided for members of the public.

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MINUTES OF THE WEST LONDON ECONOMIC PROSPERITY BOARD Thursday 22 June 2017 at 10.00 am

PRESENT: Councillors Butt (Chair, London Borough of Brent), Bell (London Borough of Ealing) and Shah (London Borough of Harrow)

Also Present: Councillor Sue Fennimore (London Borough of Hammersmith and Fulham)

1. **Minutes of the Previous Meeting**

It was **RESOLVED** that the minutes of the previous meeting on 21 March 2017 be approved as a correct record.

2. **Apologies for Absence**

Apologies for absence were received from Councillor Stephen Curran (London Borough of Hounslow), Councillor Cornelius (London Borough of Barnet), Councillor Michael Cartwright (London Borough of Hammersmith and Fulham), Carolyn Downs (London Borough of Brent), Paul Najsarek (London Borough of Ealing), and Kim Dero (London Borough of Hammersmith and Fulham).

3. **Declarations of Interest**

There were no declarations of interest from Members.

4. **Public Participation**

The Chair outlined that there had been no requests to speak from any members of the public.

5. **Business Priorities and Issues in West London**

The Chair invited David Lutton (Executive Director of Policy, London First) to give a presentation on the current key issues and priorities for businesses in London and how these specifically related to West London. David Lutton gave a brief introduction into the work of London First and outlined how they represented around 230 large corporations in the city. He specified that there were three major priorities for business in the current economic and political climate: access to people; housing and infrastructure; and balanced UK growth.

Firstly, he specified that access to people centred on the necessity of businesses having a continued access to talent and skills in order to help foster economic growth, and that London First had been working on promoting the principles of an open immigration system. He referenced an ongoing piece of work by The Skills Commission, which was presently collecting evidence of the types of skills that businesses felt were needed from the UK workforce. He encouraged all of the West

London Boroughs to draw upon their expertise and expertise of having worked with local businesses to give evidence to the commission.

Secondly, on housing and infrastructure, he highlighted a business-led campaign called 'Fifty Thousand Homes' which promoted doubling housebuilding in London to at least 50,000 a year by 2020. He also referenced additional priorities such as a reform of congestion charges; the need for the completion of Crossrail 2; and the need to improve London's digital infrastructure and connectivity to match a shift to a more digitally-orientated economy.

Thirdly, on the desire for balanced UK growth, Mr Lutton outlined that London First were presently reviewing their business plan and were thinking about London's role within the UK's overreaching business strategy. He outlined that the view of business was generally that a strong London economy helped to deliver economic growth for the rest of the country, and that this needed to remain a priority.

Members thanked Mr Lutton for his presentation. Questions arose on which sectors were expected to be the most important in the near future and what West London boroughs could be doing to promote these areas. Mr Lutton said that creative and tech industries had grown rapidly and created high value jobs. However, he explained that the companies within these sectors were not necessarily 'placed-based' and that London was in danger of losing talent to countries abroad. He noted that there was a need for London to incentivise businesses to stay in the city, and that this was linked to improving infrastructure and solving the problems stemming from an increasingly unaffordable housing market.

Members also raised the need for a digital inclusion strategy to be at the heart of the wider shift to a digital economy and that this should be promoted by both businesses and London boroughs. Mr Lutton agreed and mentioned that, in light of the rise of automation, the businesses which were most vulnerable were sectors that tended to include people who had been doing the same job for the duration of their life. It was felt that this was relevant to the work of The Skills Commission in developing transferable skills and therefore greater flexibility within the UK workforce.

There were additional questions on what role businesses had in solving the problems in the housing market. Mr Lutton said that there were a number of businesses which had considered purchasing housing developments to provide stable accommodation for their employees, or using employment space as additional housing space, but that there was yet to be widespread definitive action on this. Members also heard that the Greater London Authority (GLA) Culture Team were looking at developing cultural quarters in the city to attract and retain entrepreneurial tech companies.

Questions arose on transport infrastructure and what other aspects, aside from Crossrail 2, could assist in supporting West London businesses. Mr Lutton said that improving roads and easing congestion would also be key to improving transport infrastructure across London. He noted that there were interesting ideas developing on localised congestion charges in order to fund specific local projects and that PriceWaterhouseCoopers (PwC) were completing financial modelling on this. There were also some additional discussions on the draft of the Mayor's Transport

Strategy 2017 which included proposed strategies to improve transport links in outer London.

The Chair thanked Mr Lutton for attending and outlined that London First would be welcome to present again at a future meeting of the West London Economic Prosperity Board (WLEPB).

It was **RESOLVED** that:

- (i) The report and presentation be noted; and
- (ii) That the areas identified in the subsequent discussion be incorporated into the WLEPB's Forward Plan, to be returned to at a later date.

6. **Growth Agenda of the New Government**

Dan Gascoyne (Director, West London Alliance) introduced the report and appendices which set out what Britain's main political parties had committed in their respective General Election Manifestos relating to: infrastructure, employment and skills, transport, digital policy, Brexit, devolution and constitutional reform. Mr Gascoyne commented that, at the time of the meeting, with the Conservative Party in discussions with the Democratic Unionist Party, it was difficult to be certain how the government would operate and which of these policy areas would be prioritised during the next Parliament.

In the brief discussion that followed, Members commented that there continued to be the danger of a lack of economic progress caused by the present political uncertainty. However, Members agreed that, despite the uncertainty, it was clear that the skills agenda and the WLEPB's relationship with the London Mayor and Mayor's Office would remain vitally important in the near future. It was agreed that the growth agenda should be brought back to the next meeting of the WLEPB when the political situation was likely to be clearer. It was also agreed that the summary of bills in the 2017 Queen's Speech be circulated electronically to WLEPB Members.

It was **RESOLVED** that:

- (i) The report and accompanying appendices be noted; and
- (ii) The 'Growth Agenda of the New Government' be re-considered at the next meeting of the WLEPB.

7. **Annual Report and Forward Look**

Amar Dave (Strategic Director of Regeneration and Environment, Brent Council) introduced the report which outlined a summary of the WLEPB's progress since its inception and a forward look at its future plans. It was explained that the document was split into five sections (Employment and Health; Skills and Productivity; Transport and Infrastructure; Boosting Housing Supply; and a Competitive Economy) which provided detail and case studies on the WLEPB's achievements. Mr Dave also referenced the scorecard of delivery within the appendix to the document.

Members asked for an update on the Dudding Hill orbital rail line which had previously been identified as a priority by the WLEPB. Luke Ward (Head of Growth, Employment and Skills, West London Alliance) explained that this remained of great importance and was specifically referenced in the recent draft of the Mayor's Transport Strategy 2017. He outlined that WSP had been commissioned to complete a feasibility framework on a West London orbital rail line and that the West London Alliance would additionally be working with senior figures within Transport for London (TfL) to assess the viability of this. He mentioned that the work with TfL was hoped to be finished in early August and also pointed out that the consultation on the Mayor's Transport Strategy ran until October 2017. Luke Ward also suggested that the Dudding Hill orbital rail line be referred to as the West London Orbital rail line moving forward.

In additional discussions on the Employment and Health section of the report, it was pointed out that there had been specific reference to continued work on North-West London Sustainability and Transformation Plans (STPs) despite two Boroughs (Ealing and Hammersmith and Fulham) not being part of the plans. It was agreed that the reference to STPs would be removed from the final published version of the annual report.

The Board moved to discussions about housing and it was noted that the London Borough of Hammersmith and Fulham's Rough Sleepers' Commission, chaired by the CEO of CRISIS, could have some significant recommendations for the work of the Board to consider going forward.

It was **RESOLVED** that:

- (i) The content of the Annual Review and Forward Look document be noted;
- (ii) Subject to the specific references to STPs being removed from the final document, the document would be signed by Councillor Cornelius (as Chair during the 2016/2017 municipal year) and published accordingly; and
- (iii) A joint WLEPB response to the Mayor's Transport Strategy 2017 consultation be developed before the end of the consultation period in October 2017.

8. **Developing a West London Skills Strategy**

Dan Gascoyne directed Members to the report which provided an update on skills commissioning arrangements and recommendations for the development of a West London Skills Strategy. Mr Gascoyne outlined that the paper summarised a number of priorities for this strategy, which included creating a locally accessible offer of foundation skills for all West London residents. He explained that in the London-wide context, the 'Skills for Londoners' Taskforce had been launched in April by the London Mayor which was being tracked closely by both the West London Alliance and colleagues at the GLA. He noted that there was increasing clarity on the need for sub-regions to feed into this taskforce process. He also mentioned that the GLA itself was considering restructuring its skills teams into sub-regions, which was a thought to be a positive development.

Mr Gascoyne also mentioned the proposed terms of reference for the West London Employment and Skills Board (WLESB) which was attached as appendix to the report. It was felt that the creation of a specific Employment and Skills Board would help to bring together the relevant stakeholders in order to help to drive the West London skills agenda forward.

Members raised that the terms of reference lacked a focus on developing digital skills and the need for a prominent digital inclusion agenda, as had been discussed as part of agenda item number 5 of the meeting. There were also discussions on which individuals could potentially fill the proposed membership roles as set out in the terms of reference.

It was **RESOLVED** that:

- (i) Subject to additional detail on digital skills and digital inclusion, the terms of reference for the West London Employment and Skills Board be agreed, and that each of the boroughs would assist with the recruitment of individuals onto the board;
- (ii) Councillor Curran, as the Lead Member for Skills in West London, be given authority to speak for the West London Economic Prosperity Board in any discussions with the Deputy Mayor for Skills in London (Jules Pipe) and London Government concerning West London's Skills priorities, in consultation with other West London Alliance Leaders; and
- (iii) A draft West London Skills Strategy be prepared by the WLESB for consideration at the 20 September 2017 meeting of the West London Economic Prosperity Board.

9. **West London Employment and Health Programme**

Kim Archer (Work and Health Programme Lead, West London Alliance) introduced the item which provided an update to the Board on the West London Alliance's Employment and Health Programme. She offered some background on the programme, and outlined that it had begun around three years ago with the Mental Health and Employment Trailblazer before incorporating a number of Transformation Challenge Award (TCA) funded pilots. She noted that the supporting Programme Board was chaired by Paul Najsarak (Chief Executive, London Borough of Ealing) and had attained strong interest from both the GLA and Department of Work and Pensions (DWP). It was felt that this was because of how the trailblazer sought to specifically address the barriers that people with mental health problems had in finding employment. She noted how the TCA pilots had demonstrated how the West London boroughs could work together effectively and had achieved positive outcomes for residents. The outcomes had been particularly positive in helping to tackle unemployment in West London hotspots and working alongside business to drive up skills amongst low earners.

She detailed the importance of funding for these projects, and highlighted that the WLEPB would need to think about how the funding from the European Social Fund (ESF) would be replaced when the UK leaves the European Union (EU). She also explained how the budget for the Work and Health programme was due to be transferred to London sub-regions from early 2018 and that the DWP had delegate

a £16million grant over five years of the provision. Dan Gascoyne added that the London sub-regions had collaborated on procurement, which was being led in West London by the London Borough of Ealing. He thanked WLEPB members for having agreed to share the financial risks and that the budget transfer to sub-regions was an unprecedented example of devolution in London. Kim Archer continued by explaining that four outline business cases had also been submitted as part of the NWL STP work to fund additional initiatives which look across programmes to address a range of different health and employment issues.

Members discussed the urgent need to think about plugging funding gaps with the loss of the ESF. It was stressed that there needed to be a strong piece of work in this area as Britain's withdrawal from the EU was only 18 months away. It was noted that any additional contribution from Councils needed to be identified quickly as budget planning would begin well in advance of the start of the next financial year. Dan Gascoyne acknowledged this and stated that Work and Health Programme team at the West London Alliance were looking at the practicalities and the direct impact caused by the lack of ESF funding plus other potential funding options.

Questions arose on whether the targets for the programmes were felt to be ambitious enough and what more could be done to engage with 'hard-to-reach' unemployed individuals with a range of health problems. Kim Archer said that the targets for the programme were developed in line with what was felt could be achieved when the programme was created. She noted that a formal evaluation of the programme was due to take place in the summer, which would help to re-assess whether more was achievable in terms of overreaching targets and engagement strategies.

It was **RESOLVED** that the report be noted.

The meeting was declared closed at 11.40am.

COUNCILLOR MUHAMMED BUTT
Chair

West London Economic Prosperity Board	
20th September 2017	
Title	West London Skills strategy and London Skills Devolution
Report of	Cllr Steve Curran
Wards	All
Status	Update for Information
Urgent	No
Enclosures	Appendix 1: Devolved Skills System: Principles for joint working between the GLA, Sub regional Partnerships and London Boroughs Appendix 2: Draft West London Skills, Employment & Productivity Strategy
Officer Contact Details	Dan Gascoyne, WLA Director, dan.gascoyne@gmail.com

Summary

This paper provides an opportunity to comment on a draft West London Skills Strategy and further information on shaping the development of the London Skills Strategy.

Recommendations

1. That the Board notes the shared principles for developing the London Skills Strategy (Appendix 1)
2. That the Board comments on the draft West London Skills Strategy (appendix 2)
3. That the West London Skills and Employment Board is requested to engage more widely in the development of the strategy with key stakeholders on behalf of the WLEPB
4. That the draft strategy is used as a basis for influencing the draft London Skills Strategy

1. WHY THIS REPORT IS NEEDED

- 1.1 As discussed at the Board's June meeting, the Mayor of London has agreed a plan and principle (Appendix 1) for developing the London Skills Strategy in collaboration with sub regional groupings of boroughs.
- 1.2 In June the WLEPB agreed to consider a draft sub regional skills strategy (Appendix 2) in order to articulate the vision and priorities for the skills system in West London and to effectively influence the emerging London Skills strategy.
- 1.3 This report seeks the views of the WLEPB to inform the ongoing development and consultation on these strategies to ensure widespread ownership of the strategy and ensure adequate local distinctiveness aligned with London and the other sub regions.

2. REASONS FOR RECOMMENDATIONS

- 2.1 At the end of June the GLA and London Councils agreed a series of principles (appendix 1) for joint working within the London skills system that demonstrate a clear commitment on behalf of the Mayor of London, sub regional partnership and London Boroughs to work together in order to prepare for and deliver skills devolution.
- 2.2 Cllr Curran, as lead member for Skills in west London, has regular meetings with the Deputy Mayor for Skills (Jules Pipe) as part of a shared commitment to joint governance, and in June the WLEPB agreed that Cllr Curran would represent all west London boroughs in these discussions
- 2.3 The WLEPB is asked to note the joint principles document.
- 2.4 The principles describe the important of early strategic input and the draft west London Skills Strategy provides a mechanism to articulate this for west London to assist with the development of the London Skills Strategy.
- 2.5 The draft strategy (Appendix 2) attached to this paper sets out a summary of the key issues and challenges facing the West London Skills system, and proposes a series of priorities and themes under which a range of activities are proposed:
 - a. Strategic shaping of the labour force at scale
 - b. Supporting inclusion
 - c. Businesses and employers playing their part
 - d. Getting the basics right
- 2.6 The WLEPB is invited to comment on the draft strategy and suggest any changes for consideration before sharing this more widely for consultation.
- 2.7 It is essential that the draft West London skills strategy is developed in partnership with the full range of stakeholders involved in the skills system. Alongside consultation in the Autumn on the London Skills Strategy, and the strategy will need to be developed with key stakeholders to inform a final strategy for publication in the new year.

- 2.8 It is recommended that the West London Skills and Employment Board (chaired by Cllr Curran) is requested to lead on engaging more widely in the development of the strategy with key stakeholders (including GLA) on behalf of the WLEPB
- 2.9 To ensure early strategic input to the London skills strategy it is recommended that the draft attached as Appendix 2 is also shared with GLA officers and used as a basis for the next round of discussions with the deputy mayor.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

N/A

4. POST DECISION IMPLEMENTATION

WLA officers will oversee implementation of the recommendations in this report, working with the WLESB

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 This paper directly supports the West London Vision for Growth action plan objectives on productivity and skills.

5.2.2

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 Resources have been committed from all WLA boroughs to support the recommendations from the ACL review paper in March, any additional resources required for the development of the draft West London Skills Strategy will be met from within existing budgets.

5.3 Social Value

- 5.3.1 This activity will support the objective in the West London Vision for Growth to support low-paid people in work and those without work to find it.

5.4 Legal and Constitutional Reference

- 5.4.1 The skills commissioning work falls within the following functions of the West London Economic Prosperity Board as set out in the Board's Functions and Procedure Rules:

- Representing the participating local authorities in discussions and negotiations with regional bodies, national bodies and central government on matters relating to economic prosperity for the benefit of the local government areas of the participating authorities.
- Representing the participating authorities in connection with the Greater

London Authority, London Councils and the London Enterprise Panel, for the benefit of the local government areas of the participating authorities, in matters relating to the economic prosperity agenda

- Representing the participating local authorities in discussions and negotiations in relation to pan-London matters relating to economic prosperity.
- Agreeing and approving any additional governance structures as related to the Joint Committee, or any sub-committees formed by the Joint Committee.

5.5 Risk Management

5.5.1 WLA officials are working closely with the GLA to ensure governance and supporting mechanisms developed at regional and sub-regional level to support delivery of the devolved skills budget work well together and maximise leverage of the subregions.

5.6 Equalities and Diversity

5.6.1 A locally-led skills commissioning process provides the opportunity to review the best available evidence and work with all partners in the public and private sectors locally to ensure the needs of all residents and businesses are given full consideration in skills delivery in West London. The strategy will seek to be inclusive and address specific priorities of the sub-region including and specific issues identified for particular groups accessing skills training. Full equality impact assessments will be undertaken as the strategy develops.

5.7 Consultation and Engagement

5.7.1 The Post-16 Area Review process has provided a forum for consultation and engagement with local colleges on future skills provision and our proposed approach for skills commissioning. WLA borough officials have also been in consultation with the Greater London Authority and representatives from other subregions to ensure structures developed here align with those being developed in other sub-regions and at the London level, including Skills for Londoners activity. It will continue to be important to engage with other skills providers, learners and employers as the skills strategy is further developed, in line with the recommendations in this report.

6. BACKGROUND PAPERS

- 6.1 *Skills Commissioning in West London* (Paper considered by the WLEPB joint committee at its meeting on 21st September 2016).
- 6.2 *Adult Community Learning* (Paper considered by the WLEPB joint committee at its meeting on 21st March 2017).
- 6.3 *Previous reports to the board can be found at:*
<https://barnet.moderngov.co.uk/ieListMeetings.aspx?Committeeld=765>
- 6.4 *Skills Commissioning in West London* (Paper considered by the WLEPB joint committee at its meeting in June 2017)

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Devolved Skills System in London: Principles for Joint Working between the GLA and London's sub-regional partnerships

City Hall and the London boroughs are committed to working together – through London Councils and the sub-regional partnerships - to prepare for and deliver skills devolution.

This includes committing to a series of principles for joint working, building on those currently established including through the approach to the London Area Review earlier last year.

Recognising that there is still a lot of uncertainty about the exact nature of the Adult Education Budget (AEB) devolution deal on offer from government, the GLA and London's boroughs have agreed to work together to secure the best outcomes for London as a whole through:

- **Governance and influence:** we agree to the principle of joint governance over a devolved skills system, whilst recognising that the exact form of this governance can only be agreed once the roles, functions and responsibilities to be transferred by government to the Mayor are clear. In the meantime, the Deputy Mayor and Sub-Regional Lead Members for skills will meet collectively on a regular basis to ensure that London's sub-regions have the opportunity to influence and inform transition planning, strategy development and delivery of a devolved skills system.
- **Joint early strategic input** at political and officer level to the London Skills Strategy, Adult Education Budget Funding Policy Statement and Adult Education Budget Commissioning Strategy will ensure that both regional and sub-regional needs and priorities are effectively represented in these strategies.
- **Employer engagement:** the GLA and the sub-regional partnerships will ensure that employers are engaged at all levels across London, to develop a granular understanding of their needs and ensure that skills provision under a devolved system is responsive to those needs.
- **Monitoring provider performance:** we agree that the GLA and sub-regional partnerships will each have a role in monitoring provider performance. We will work together to determine our respective roles in provider performance management to ensure that both regional and sub-regional priorities are being met. It is expected that these monitoring mechanisms will, in future, inform the commissioning of a devolved skills system.
- **Skills for Londoners capital funding:** will in future be informed by the London Skills Strategy and therefore need to align with regional, sub-regional and local skills and economic development priorities. A Skills for Londoners Capital Fund sub-group is being set up to provide a strategic steer on the programme and proposals. London Councils will provide representation on this group on behalf of London's boroughs and sub-regional partnerships.

As more details emerge from government about the specifics of the proposed AEB devolution deal, including the readiness conditions, the detail of the statutory responsibilities, functions and powers that will transfer from the Secretary of State to the Mayor and those that will continue to be held by government, we are committed to formulating joint governance arrangements and formalising principles for joint working through a Memorandum of Understanding.

In the meantime, we have already begun putting these partnership principles into practice as follows:

1. London Skills Strategy development

The GLA has set out a timetable of activities (as below) to develop the London Skills Strategy working closely with the sub-regional partnerships (SRPs) at officer and political level. This joint work has already begun, and will continue through all stages of the strategy development including agreeing and running joint consultation activity.

4 April	Strategy workshop with the SRPs to discuss draft framework
4 April	Feedback incorporated. Draft Taskforce paper shared w/ SRPs for comment
26 April	Meeting of Deputy Mayor with SRP Skills Leaders
27 April	Present draft strategy framework to first meeting of SfL Taskforce
Late May	Meeting 1: London Skills Strategy Task & Finish Group incl. SRPs
May-June	Stage 1 consultation incl. with SfL Stakeholder Advisory Group
June-July	Undertake opinion research (agreed with SRPs)
Early July	Meeting 2: London Skills Strategy Task & Finish Group incl. SRPs
Mid-July	Present update to second meeting of SfL Taskforce
August	Officers prepare draft strategy
Early Sept	Meeting 3: London Skills Strategy Task & Finish Group incl. SRPs
Mid Sept	Deputy Mayor & SRP Skills Leaders sub-group review draft strategy
Early Oct	Present update to third meeting of SfL Taskforce
Oct-Nov	Stage 2. Consultation including events in each sub-region
Early Dec	Meeting 4: London Skills Strategy Task & Finish Group incl. SRPs
Dec	Final draft strategy circulated to Task & Finish Group incl. SRPs
Late Jan	Present final draft for endorsement to SfL Taskforce
Feb-March	Mayoral approval of final strategy

2. Preparations for devolution of the Adult Education Budget

The GLA, London Councils and the sub-regional partnerships have planned a series of workshops during June and July with skills providers to help understand the current systems and operations in place to administer the Adult Education Budget (AEB).

Information gathered during these sessions will help the GLA with its preparations for managing the programme of activity relating to the Mayor's role in assuming responsibility for AEB from 2019/20. It will also shape thinking towards the development of the AEB Skills Funding Statement and Commissioning Strategy, where relevant.

The GLA and sub-regional partnerships will also continue to meet separately to reflect on the learning from these sessions and to develop plans for the devolved AEB commissioning cycle, including the role that the sub-regional partnerships and London boroughs will play in this process.

West London Skills, Employment and Productivity Strategy

[working draft for consultation]

*Unlocking everyone's potential
to share the benefits of growth*

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 - a. Strategic development of the labour force at scale
 - b. Promoting inclusion, reducing in-work poverty
 - c. Businesses and employers playing their part
 - d. Getting the basics right: Supporting entry-level pathways
- 9) How we will work with London and national government
- 10) The role of partners
- 11) Measuring Success
- 12) Governance

DRAFT

Introduction

West London is a thriving economic area, with the highest level of productivity per worker of any part of the capital outside of the central business district, a highly strategic location, and a large base of successful and growing businesses of all sizes. Yet 15% of residents have low or no skills and 31% of 19 year olds leave full time education without a level 3 qualification.

There is much to be done though to ensure people and businesses from all backgrounds and sectors are able to benefit from the proceeds of growth. By working across a broad partnership that includes local government, Health Service providers, colleges, universities, businesses large and small, as well as with our colleagues at the GLA, DWP and JCP, we will ensure that we target our collective efforts at those groups and industries that need it most, and on a scale not achievable by any one organisation acting alone.

Our approach focusses on four priorities that have been developed following an extensive process of evidence gathering, engagement and research:

- Taking a whole-systems approach
- Supporting inclusion
- Working in partnership with employers and businesses
- Getting the basics right

Responsiveness is key and we will monitor progress in delivering the strategy on a regular basis, and will review it as required so that it can adapt to changes in demand, and innovate in response to new policy developments opportunities and challenges in skills funding reforms (e.g. Adult Education Budget (AEB) devolution within London, the introduction of T-Levels and the apprenticeship levy etc.)

1. Our Vision for West London Skills, Employment and Productivity

Our goal is to increase productivity by developing a skilled labour force in west London that enables people from all backgrounds to find meaningful employment that pays, and allows everyone to benefit from the proceeds of growth. By increasing wage levels in the workforce we will improve people's health, wellbeing and happiness, encourage inclusion, reduce demand on acute public services and boost overall economic growth and competitiveness.

The best way we can achieve this is by increasing the skills (and therefore the productivity) of the workforce, resulting in higher wages and more successful companies who are able to recruit, retain and develop their workforces locally.

We will always focus our attention on those interventions where evidence demonstrates they are effective and will have the greatest positive impact on productivity. In order to do this we need to be investing our resources in developing capability and skills amongst those individuals and groups of people who currently have the lowest overall level of skills where the potential gains in both wages and productivity are highest. We will of course also focus on the higher-level skills that workers and businesses need by joining up FE, HE and the work of businesses e.g. through the Apprenticeship Levy and ensuring people with higher-level qualifications are in jobs that utilise their skills to achieve maximum productivity.

West London already has one of the largest and most highly skilled workforces of any sub-region in the country. This, combined with a globally strategic location means that the potential for businesses to establish themselves and to grow here is significant and must be supported by an accessible, skilled local labour market.

There is a huge opportunity to be won for individuals and public services in terms of the health and wellbeing of the population. The best way to reduce demand on acute public services **is to get people into work**, helping to improve people's mental and physical health as well as their incomes, resulting in greater independence and fulfilment.

As well as being large there is **significant projected growth in the population over the next twenty years**, guaranteeing a growing local market place and a ready supply of labour into the 2040s and beyond. Whilst we are starting in a strong position, with a large and flexible pool of labour, there is plenty of capacity to continue to improve skills, and therefore increasing productivity across the workforce by **encouraging a culture of lifelong learning**, and working together more effectively across the public and private sectors.

There is an opportunity for all **employers to understand their role in creating a brighter future and higher-skilled workforce**. By working together across every sector of the economy that we will achieve the scale required to take the whole of West London and the people in it towards a higher trajectory of growth, wellbeing, and productivity.

This strategy sets out the key priorities, themes and next steps for this to happen.

2. Systemic challenges

So we know that the opportunity is huge. We also recognise that, as with many other areas, there are a range of strategic challenges that have been identified nationally and internationally that this strategy must respond to if it is to have maximum effect. Taken together these factors represent a "burning platform" that make it more important than ever that we work together across the private and public sectors to achieve our ambitions. These include:

- Understanding the **implications of technological change and automation** on the labour market and on individual career pathways in individual sectors in the future, and preparing for their impact. This applies equally to all parts of the skills spectrum. For example, with driverless cars and freight reducing the demand for drivers at one end, and automated neural networking software reducing demand for trainee lawyers and solicitors at the other.
- Responding to the **increasingly "hourglass-shaped" labour market** that has been presenting an increasing policy challenge as the pathways for individuals to progress in a chosen career from a relatively lower wage to a relatively higher one become scarcer.
- **Real wages are failing to keep pace with rises in the cost of living**, resulting in the average west London worker taking a real-terms pay cut over recent years. If this trend continues it will have serious implications as low incomes are associated with mental and physical ill health for individuals, and businesses will find it increasingly hard to recruit the brightest and best from outside the area and to retain the ambitious and highly skilled within the sub-region.
- Falling real wages combined with rising costs of living, particularly for housing, mean that **the value of disposable income available to households to spend is falling**. This

will have significant implications for local businesses who will feel this fall in demand for their viability and profitability.

- Whilst significant progress has been made in recent years **enabling individuals who are farthest from the labour market e.g. learning disabilities or physical or mental ill health**, there remain huge variations in the rates of employment being achieved for these groups in different areas and their progression into employment.
- We know that there remains nationally a **fundamental undersupply of basic employability skills** that is leading too many people to experience unemployment or underemployment unnecessarily. For example there is far higher demand for ESOL training than there are available spaces.
- Equally, many employees with higher level skills find themselves in jobs where those **skills may not be fully utilised** and may need support to achieve their full potential.
- The UK Government’s determination to end free movement of EU citizens could make it much harder for employers to recruit lower skilled employees, placing greater demands on the local labour market post Brexit.

3. Characteristics of the West London skills system

West London’s labour market comprises a working age population of 1.5 million people, which is projected to grow by 8% in the coming years to 1.62 million by 2025. The 35 to 44 year old age group will increase by 13% over this period. Recognising there are shared priorities faced by all parts of London, there are a number of key features distinctive to west London:

3.1 West London is wealthy overall but also suffers from poverty and social disadvantage

There are clear geographical variations in the levels of social disadvantage, with the London t exhibiting the highest levels of deprivation, although spatially concentrated pockets of deprivation exist in all Boroughs.

Indicators of Social Disadvantage in West London (2015)

Borough	Child Poverty (%)	Out of Work benefits (%)	Children in working families receiving tax credits (%)	Unemploy Ment (%)	Low paid residents (%)	Low paid jobs (%)	19 year olds lacking qualifications (%)
Barnet	27	7.3	27	5.2	20	21	29
Brent	35	10.2	40	7.2	31	28	33
Ealing	31	9.4	34	8.2	23	26	36
Hammersmith & Fulham	31	10.0	23	5.3	14	18	31
Harrow	9	6.6	31	6.0	21	37	25
Hillingdon	28	7.7	30	6.5	22	17	40
Hounslow	30	8.2	31	5.9	24	22	29
London	37	9.3	30	6.4	21	25	36

Source: Middlesex University quoting the London Trust <https://www.trustforlondon.org.uk/research/london-poverty-profile/>

3.2 Around a quarter of residents are in low paid work, more than the London average

Overall 21% of people in working families in London are in poverty, up from 15% a decade ago. But the number of people in a working family in London overall is also much higher. Both of these factors have contributed to the rise in the number of people in in-work

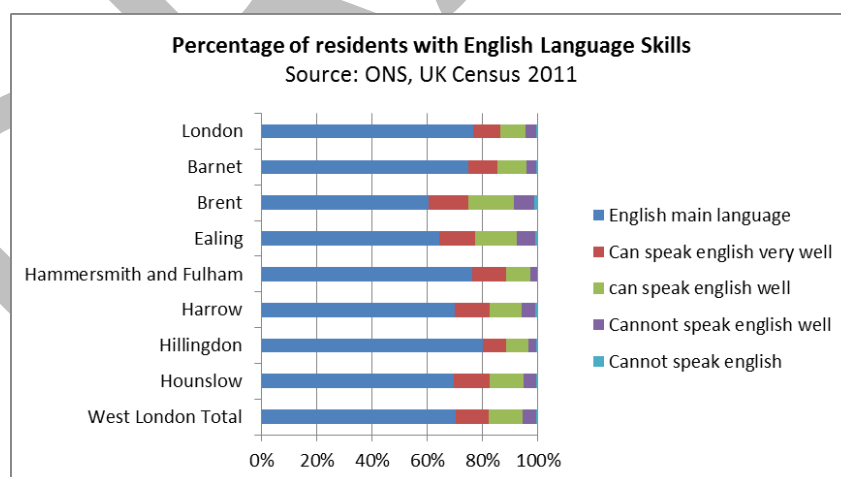
poverty in the capital. There are now more people in poverty in working households than there are in workless household, and many of those in low paid work are unable to progress into better paid and more stable jobs that lift them out of poverty. (Middlesex University)

3.3 Young people are not securing the opportunities they deserve

- At 7%, a smaller proportion of the population is on out of work benefits than in London (7.7%) but **Youth unemployment** (under 25s) is **higher than elsewhere** at 18.3%
- Proportionally **more** young people **achieved Level 2 and 3** at age 16 / 18 compared to London and England, with a consistent upward trend in attainment.
- Most young people have a clear pathway, but we have **particular issues with 16-18s sustaining their destination** - at 4.9% compared to 5.3% for London
- **Around 350,000 have low (below L2) or no qualifications** (6.6%) 7.4% in London and 8.4% in England.
- The proportion of 16-18 year olds whose current activity is not known is more than 50%, well above the England average of 9.0%. As a result, it is possible that the number and proportion NEETs is underreported (Middlesex University).

3.4 English Language skills are more important here than elsewhere in London

- **6% of west London residents in 2011 could not speak English** well or at all - around 88,000 people. **Rates in west London are higher** than London as a whole and demand for ESOL courses outstrips supply.
- **For some of our boroughs e.g. Brent, Ealing and Hounslow, this is more important than others**



3.5 The West London workforce has higher skill levels compared to the national average

Nearly half of employees hold a degree level qualification. However 18 per cent of the workforce has only basic or no qualifications.

- 42 per cent of jobs (362,000 jobs) in the West sub-region were held by an individual with a degree or equivalent qualification or above;

- 9 per cent (77,000 jobs) were held by those with higher level qualifications (such as higher diplomas, foundation degrees, etc.);
- 18 per cent (155,000 jobs) were held by those with qualifications at GCE, A-level or equivalent;
- 14 per cent (121,000 jobs) by those with qualifications at GCSE grades A*-C or equivalent;
- 12 per cent (102,000 jobs) with other qualifications;
- 6 per cent (48,000 jobs) were held by workers without any formal qualifications.

3.4 A greater proportion of west London employers report either Skills gaps and/or Skills Shortage vacancies (22% compared to 19% in London as a whole).

Hard to fill vacancies (as % of all vacancies) are higher for **middle-skilled** and **service-intensive** occupations; 37% for **Skilled trades**, 28% for **Caring, leisure and other services** (compared to 9% for **Managers**).

- **Two-thirds** of all **skill-shortage vacancies** have been ascribed to a lack of **job-specific skills**, and **technical and practical skills**, and over a half to a lack of **customer handling** and **advanced IT or software skills all significantly higher than for the UK as a whole**.
- **Other reasons for skills shortage vacancies included** oral and communication skills (just under 50%), written communication skills (around 43%), literacy skills (just over 40%), planning and organisation skills (40%) strategic management and customer handling (just under 40%).

3.5 Key industries

- In west London, employment is dominated by a number of key industries, which accounted for about 60% of employment in 2015 and are forecast to experience growth in the coming years. These include **Wholesale and Retail, Transportation and Storage, Administrative and Support Services, Human Health and Social Work Activities and Professional, Scientific and Technical Activities**. Significant growth is anticipated in Professional, Scientific and Technical Activities, and Accommodation and Food Service Activities.
- Employment in **Transportation and Storage** shows high levels of concentration in West London with **more than twice the expected level compared to the national average**. High concentrations in specific industries such as **Passenger Air Transportation, Air Transportation Service Activities** and **Cargo Handling** contribute to this trend.
- **Information and Communication** industry employment is also highly concentrated in West London, with **Television Broadcasting and Programming; Motion Picture, Video and TV Programming and Distribution; and Publishing** (of both computer games and music recording) being prominent in the local economy.

3.6 Industries with higher earnings levels have the potential to drive wealth creation

- These include **Financial and Insurance Activities, Information and Communication** and **Professional and Scientific Activities**. Detailed analysis reveals higher average wages in

Freight transportation (Air as well as Sea transportation), **Software publishing, Telecom's, Market Research and Opinion Polling** and **IT and computer services activities**. However, the top (SIC4) industries by wage in the WLA region account for **less than 2%** of employment in 2015.

- These figures are brought to life not only by the large number of global brands based here including: Glaxo Smithkline, Sky, McDonalds, Brompton and Diageo, but crucially the wider business community consisting of over 100,000 VAT-registered businesses and a large number of sole traders in addition to a significant proportion of public sector employers. Park Royal is the largest industrial estate in Europe.

3.7 Major planned developments will shape skills demand over the next 30 years

- Consistent with the area's industrial strengths and specialisms, qualitative analysis suggests that **planned developments and investment** in the WLA economy will have an initial impact and stimulate skills demand in industries such as **construction and engineering, human health, passenger transport** (e.g. aviation, rail) and **logistics** (freight, warehousing activities), with further trickle-down effects in a number of secondary areas such as **hospitality and retail, education, and food manufacturing**.

3.8 Nearly half of west London employment is dominated by a small number of (higher volume) occupation groups

- These include **Elementary Administration and Service Occupations, Business and Public Service Associate Professionals, Administrative Occupations, Corporate Managers and Directors, and Sales Occupations**. Together with **Caring Personal Service Occupations** these are expected to experience significant growth between 2015 and 2022 and will account for about 44% of annual job openings.

4. Our Priorities and Approach

- 4.1 Working with London Government, this strategy will inform the context for commissioning decisions for adult skills and the development of outcome agreements with providers based on our priorities. We will work with the GLA and other sub regional partnerships to hold providers to account in line with the strategy.
- 4.2 This strategy seeks to provide a whole system perspective on skills in West London, whether funded by central, regional or sub-regional or public funding, employers or individual learners and provides a strategic context for borough spend on skills and employment.
- 4.3 We have agreed a set of joint principles for how we will work with the Mayor and the rest of London Government to establish a coherent, locally relevant and deliverable skills strategy for London. (See appendix 1) This strategy will form the basis of that relationship. We have established a Skills and Employment Board with employers and providers working together with our boroughs and the GLA to provide system leadership.
- 4.4 Given the challenges and opportunities set out in sections 1 – 3, we have identified a number of themed priority areas that will support individuals from all backgrounds to engage with the labour market, progress and thrive.

4.5 We have built our priorities around a combination of what the evidence tells us in terms of the shape of the West London labour market, and recommendations from the Area Review of post-16 skills provision, published earlier this year.

West London’s priorities are to create a skills system which is:

- **Taking a whole-systems approach**
- **Supporting inclusion**
- **Working in partnership with employers and businesses**
- **Getting the basics right**

5. Delivering an improved skills system

Our focus for action in this Strategy is divided into four thematic areas that have been developed following an extensive process of engagement and academic research:

5.1. Taking a whole-systems approach

We will work together strategically to shape the overall structural approach to developing a skills and competitive workforce, rebalancing towards vocational pathways and ensuring that we are reflecting both the skills the economy currently needs, but are also accounting for longer term trends such as technological change and an ageing workforce. Fundamentally, matching labour demand and supply at all skills levels.

Outcomes

- We will ensure a high quality, high volume offer, across the sub-region, in sectors characterised by high employer demand, in particular:
 - Construction, engineering, manufacturing, IT
 - Health and social care, teaching, nursing, medical and dental care support
 - Business management, administration, marketing and sales

Objective	Why
<i>Supporting parity of esteem between academic and vocational pathways</i>	<i>Many jobs either do not require a degree or need high level non-academic skills. These skills need urgent investment in if a lack of vocational skills are not to become a major constraint in future growth.</i>
<i>Understanding sector trends and future growth areas</i>	<i>Because the “offer” of the whole system will need to reflect both the key current sectors and those likely to grow or contract most strongly in the future.</i>
<i>Responding to the challenges and opportunities of technological change</i>	<i>Many occupations across all skills levels will become obsolete in the coming years. The skills system needs to respond to this.</i>
<i>Embedding a culture of lifelong learning</i>	<i>Education and training no longer finishes at 16, 18 or 21. All workers will need to understand this and be motivated to embrace it, and the system needs to respond accordingly with a targeted, rewarding and accessible offer.</i>

Monitoring outcomes achieved across the skills system	We will establish outcome agreements to reflect the role of all partners in delivering our priorities for the skills system and monitor our progress.
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5.2 Supporting Inclusion

West London partners recognise that it is essential to ensure all learning is inclusive and adapts to meet the needs of every individual. The greatest returns on investment in skills for both workers and employers come at the lower end of the skills spectrum, where things like basic literacy, numeracy and customer service or English language skills can have a big impact on an individual's earning prospects and life chances. It is these sorts of interventions that, when delivered in a joined up way across the entire economy and provider landscape, will deliver the change at scale that the economy needs. A series of agreed principles for Adult Community Learning will be incorporated into the final skills strategy (see appendix x).

Outcomes

- We will promote inclusion for all and make sure that we understand how to support those furthest from the labour market including priority groups e.g. those leaving care, young offenders and people with learning disabilities or mental ill health.
- We will reduce the level of 16-18 year olds Not in Education Employment or Training (NEET) and increase the proportion of 19 year olds with level 2 and 3.
- Provide sufficient access to an effective and high quality SEND curriculum, offering a range of outcomes-focused and person-centred programmes for those with special education needs and disabilities (SEND), and enabling effective preparation for adulthood: employment, community inclusion, independent living and good health.

Objective	Why
English Language (ESOL) training delivered at sufficient scale to meet demand	Language barriers are one of the top reasons preventing many West Londoners entering the labour market, yet demand exceeds supply.
Improve access to supported Internships and Inclusive Apprenticeships	To enable all individuals to progress and engage in a full working life, improving their economic and health prospects significantly and reducing dependency on other public services.
Locations effected with high and entrenched unemployment	Focussing activity on those geographical areas with the highest levels of residents disengaged from the labour market to address hot spots of poverty and disadvantage.
Supporting young people into work	Analysis shows that young people in West London are disproportionately disadvantaged by the skills system.
Helping those with mental health conditions to engage	Supporting people with mental ill health into work is one of the most effective interventions for both their personal

<i>with the labour market</i>	<i>wellbeing and in reducing demand for public services.</i>
<i>Addressing in-work poverty for those in low-paid jobs</i>	<i>There are now more people in poverty in working households than there are in workless household, helping people to progress increases productivity and reduces benefits dependency.</i>
<i>Supporting older people to remain engaged with the labour market</i>	<i>Older people may be at greater risk of long term unemployment if they lose their job, limiting their quality of life and placing significant pressures on public services.</i>
<i>Sufficient, quality, accessible SEND provision with real opportunities for employment</i>	<i>Deliver the recommendations from the Area Review supporting progression through qualifications and into employment for some of our most vulnerable residents.</i>

5.3 Working in partnership with Employers and Businesses:

This priority reflects the increasingly holistic approach to skills development that we will increasingly need to take, moving away from the traditional model where schools, colleges and universities are the main providers of skills development towards one where businesses large and small play an increasingly important role in investing in the skills they will need in order to thrive in partnership with the public sector.

Outcomes

- We will increase access to higher level skills (L4+) through specialisation by colleges (in collaboration with employers) including in
 - Business – management, administration, sales and marketing
 - High tech. transportation, storage and distribution
 - High tech. food manufacture
 - Broadcasting and associated industries
- We will increase the take up of apprenticeships

Objective	Why
<i>Establishing a new partnership with businesses and employers</i>	<i>For the skills system to deliver the outcomes needed at the scale required it is necessary to find a new model for businesses and employers to work in partnership with public services and providers.</i>
<i>Securing maximum benefits from the Apprenticeship Levy</i>	<i>The Levy is an opportunity for all large employers to work together to invest in the vocational skills the economy needs.</i>
<i>Developing Sector-based approaches (digital, health, care etc) with FE, HE and business to work-based learning / training</i>	<i>It is important that the skills system is responsive to the specific needs of west London businesses and employers to ensure the sub-region remains competitive in its areas of comparative advantage.</i>

<i>Businesses investing in developing their workforce</i>	<i>Sectors need to invest in the specific skills they need to grow, working collaboratively with HE, FE and schools.</i>
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5.4 Getting the basics right

This priority is about ensuring that we are fully focused on enabling those individuals and groups who are further from the labour market, or who are currently excluded from it altogether, to find employment and to boost their earning power. It includes the following activity that we will implement across the West London partnership:

Outcomes

- We will develop a locally accessible offer of foundation skills for all West London residents covering
 - Entrepreneurialism; Resilience; English; ESOL; STEM and Employability skills
- We will improve Information, Advice and Guidance, in particular relating to future employment opportunities, for parents and young people.

<i>Objective</i>	<i>Why</i>
<i>Information, Advice and Guidance delivered at scale</i>	<i>To ensure every child has an excellent introduction to work and appropriate aspirations and ambitions e.g. through the Gatsby Standards for schools careers advice.</i>
<i>Basic Employability Skills development built into the curricula of all providers</i>	<i>Schools, FE, HE and other providers need to demonstrate the importance of core employability skills across all subjects</i>
<i>Improve low and no skilled adults' educational attainment, enhancing resilience and independence, social, economic, physical and emotional wellbeing</i>	<i>To ensure all adults have pathways open to them to learn and to develop, building on the west London strategy and principles for Adult Community Learning (appendix) to help all people progress into employment.</i>
<i>Ensure T-Levels provide high quality pathways to productive work for all young people in west London</i>	<i>T-levels provide a radical reform to improve vocational and technical pathways by focusing schools, colleges and work based learning providers on ensuring that the 14-19 curriculum offer will support positive destinations at the ages of 16, 17 and 18.</i>

6. Measuring success

- How will we know we are delivering
- KPIs e.g.
 - Unemployment rate
 - Employment rate for key cohorts further from the labour market
 - Employer reported skills gaps

- Level of take up of ESOL
- Changing net disposable income levels, especially among the lower paid
- Reduction in benefits and support costs for those entitled and in receipt
- Qualifications & progression
- Outcome agreements will be developed to monitor progress against an agreed set of measures reflecting our priorities for west London.

7. Governance

It is important that everything we do happens within a clear governance framework that allows decisions to be made quickly and effectively, to allow resources to be corralled, and to strengthen the voice of West London on the London and national stages. Led by the West London Skills and Employment Board, accountable to the West London Economic Prosperity Board joint committee, we will work in partnership with the Mayor and GLA to ensure:

- **Strong governance and accountability** structures to ensure appropriate use of public funds and capability to act if strategic objectives are not met.
- **Employer and Skills Sector engagement** to bring invaluable insight into the interpretation of and response to local labour market intelligence.
- **Data and analytical capability** – this includes some purchased data and capacity to interpret it as well as local qualitative and quantitative knowledge of regeneration-led demand and learner demand. Demand will be matched against supply to understand gaps.
- **Capacity to coordinate and commission** WLA provides the secretariat capability to support the board, coordinate input from stakeholders, monitor delivery and in the longer term support commissioning decisions.

Appendix 1

Devolved Skills System in London: Principles for Joint Working between the GLA and London's sub-regional partnerships

City Hall and the London boroughs are committed to working together – through London Councils and the sub-regional partnerships - to prepare for and deliver skills devolution.

This includes committing to a series of principles for joint working, building on those currently established including through the approach to the London Area Review earlier last year.

Recognising that there is still a lot of uncertainty about the exact nature of the Adult Education Budget (AEB) devolution deal on offer from government, the GLA and London's boroughs have agreed to work together to secure the best outcomes for London as a whole through:

- **Governance and influence:** we agree to the principle of joint governance over a devolved skills system, whilst recognising that the exact form of this governance can only be agreed once the roles, functions and responsibilities to be transferred by government to the Mayor are clear. In the meantime, the Deputy Mayor and Sub-Regional Lead Members for skills will meet collectively on a regular basis to ensure that London's sub-regions have the opportunity to influence and inform transition planning, strategy development and delivery of a devolved skills system.
- **Joint early strategic input** at political and officer level to the London Skills Strategy, Adult Education Budget Funding Policy Statement and Adult Education Budget Commissioning Strategy will ensure that both regional and sub-regional needs and priorities are effectively represented in these strategies.
- **Employer engagement:** the GLA and the sub-regional partnerships will ensure that employers are engaged at all levels across London, to develop a granular understanding of their needs and ensure that skills provision under a devolved system is responsive to those needs.
- **Monitoring provider performance:** we agree that the GLA and sub-regional partnerships will each have a role in monitoring provider performance. We will work together to determine our respective roles in provider performance management to ensure that both regional and sub-regional priorities are being met. It is expected that these monitoring mechanisms will, in future, inform the commissioning of a devolved skills system.
- **Skills for Londoners capital funding:** will in future be informed by the London Skills Strategy and therefore need to align with regional, sub-regional and local skills and economic development priorities. A Skills for Londoners Capital Fund sub-group is being set up to provide a strategic steer on the programme and proposals. London Councils will provide representation on this group on behalf of London's boroughs and sub-regional partnerships.

As more details emerge from government about the specifics of the proposed AEB devolution deal, including the readiness conditions, the detail of the statutory responsibilities, functions and powers that will transfer from the Secretary of State to the Mayor and those that will continue to be held by

government, we are committed to formulating joint governance arrangements and formalising principles for joint working through a Memorandum of Understanding.

In the meantime, we have already begun putting these partnership principles into practice as follows:

1. London Skills Strategy development

The GLA has set out a timetable of activities (as below) to develop the London Skills Strategy working closely with the sub-regional partnerships (SRPs) at officer and political level. This joint work has already begun, and will continue through all stages of the strategy development including agreeing and running joint consultation activity.

4 April	Strategy workshop with the SRPs to discuss draft framework
4 April	Feedback incorporated. Draft Taskforce paper shared w/ SRPs for comment
26 April	Meeting of Deputy Mayor with SRP Skills Leaders
27 April	Present draft strategy framework to first meeting of SfL Taskforce
Late May	Meeting 1: London Skills Strategy Task & Finish Group incl. SRPs
May-June	Stage 1 consultation incl. with SfL Stakeholder Advisory Group
June-July	Undertake opinion research (agreed with SRPs)
Early July	Meeting 2: London Skills Strategy Task & Finish Group incl. SRPs
Mid-July	Present update to second meeting of SfL Taskforce
August	Officers prepare draft strategy
Early Sept	Meeting 3: London Skills Strategy Task & Finish Group incl. SRPs
Mid Sept	Deputy Mayor & SRP Skills Leaders sub-group review draft strategy
Early Oct	Present update to third meeting of SfL Taskforce
Oct-Nov	Stage 2. Consultation including events in each sub-region
Early Dec	Meeting 4: London Skills Strategy Task & Finish Group incl. SRPs
Dec	Final draft strategy circulated to Task & Finish Group incl. SRPs
Late Jan	Present final draft for endorsement to SfL Taskforce

Feb-March	Mayoral approval of final strategy
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2. Preparations for devolution of the Adult Education Budget

The GLA, London Councils and the sub-regional partnerships have planned a series of workshops during June and July with skills providers to help understand the current systems and operations in place to administer the Adult Education Budget (AEB).

Information gathered during these sessions will help the GLA with its preparations for managing the programme of activity relating to the Mayor's role in assuming responsibility for AEB from 2019/20. It will also shape thinking towards the development of the AEB Skills Funding Statement and Commissioning Strategy, where relevant.

The GLA and sub-regional partnerships will also continue to meet separately to reflect on the learning from these sessions and to develop plans for the devolved AEB commissioning cycle, including the role that the sub-regional partnerships and London boroughs will play in this process.

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Appendix 2 – Adult Community Learning

Eight principles for future delivery of Adult Community Learning Services in west London have been agreed by the West London Employment and Skills Board. These reflect a core aim of all borough services which is to deliver excellent, fair, and responsive, Adult Community Learning built on the promotion of opportunity, resilience and social cohesion. These are that West London ACL services should be:

1. STRATEGIC: The West London ACL strategy should form part of a broad skills strategy to achieve shared outcomes, overseen by the West London Skills and Employment Board, liaising with the pan-London governance structure.

2. FOCUSED: ACL services should broadly focus on supporting the most disadvantaged residents over the age of 25 without basic skills, in low paid employment or furthest away from work, as well as enabling learners with health and well-being issues and/or learning difficulty or disabilities of all ages to take steps towards healthier, more independent lifestyles.

3. RESPONSIVE: Service delivery should support West London’s ‘Vision for Growth’ and be responsive to current labour market and employer needs.

4. MEETING BASIC SKILLS NEEDS: The curriculum offer in West London should concentrate on Basic English including ESOL (English for Speakers of Other Languages), maths and digital skills programmes, health and wellbeing, family learning, social inclusion, LDD (learning difficulties and disabilities), community engagement, retraining and cohesion programmes. Learners’ views should continue to be sought, considered and used to influence and design the offer.

5. ENABLING PROGRESSION: ACLs across West London should work towards developing clear progression pathways, including into Further Education and Higher Education. All adult learners should be offered careers support. Learners should also be encouraged to be active citizens and be healthier, more self-sufficient and resilient.

6. LOCAL: Future ACL delivery in West London should enable variable delivery models. Learners should remain at the heart of the provision and there should be mechanisms to engage learners in the development of any proposed changes and to assess the impact of any proposed changes on all learners.

7. JOINED-UP ON POLICY: West London Boroughs should strive to develop joined up policies – making use of pan-London policies where they have been developed.

8. FAIRLY FUNDED: Funding for Adult Community Learning in West London should be fairly allocated while avoiding destabilising any one provider. Resources should be used to deliver ACL effectively in the broader context of funded skills delivery in West London.

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West London Economic Prosperity Board	
20 September 2017	
Title	West London Orbital Rail (WLO) progress and next steps
Report of	<i>Amar Dave</i>
Wards	<i>All</i>
Status	Public
Urgent	<i>No</i>
Enclosures	Appendix 1: Correspondence from the Committee to the Deputy mayor for Transport Appendix 2: Feasibility Study (five business case) undertaken by WSP on behalf of the Committee.
Officer Contact Details	Luke Ward, Head of Growth, Employment and Skills, West London Alliance, E: wardlu@ealing.gov.uk M: 07738 802 929

Summary
<p>This report provides leaders with an update and proposed next steps on work to deliver a West London orbital Railway, following their meeting with the Deputy Mayor for Transport in July 2017.</p> <p>It also presents the feasibility study commissioned by the Board in March 2017, now at final draft stage, which finds the line to be technically feasible and with a strong value for money case, to be delivered in two phases with the first phase running from West Hampstead to Hounslow and the second running from Hendon to Isleworth via Brent Cross (See appendix two). The line has potential to unlock significant new housing growth across boroughs and is consistent with the strategic priorities of boroughs and of London Government. There remain a number of challenges to be overcome in relation to scheme funding and the economics of orbital transport infrastructure in London, which the Study suggests solutions to and are described in Section 2 of this report.</p> <p>Section 3 proposes next steps for the project in terms of governance and project management arrangements, partnership working with TfL and the GLA.</p> <p>The next objective of this work is to work with TfL to allow this project to be taken forward to the next, more detailed phase and to develop a detailed funding package.</p>

Recommendations
<p>The committee is asked to:</p> <ol style="list-style-type: none"> NOTE that final draft feasibility study finds the West London Orbital Rail line to

be technically feasible with significant passenger demand and significant value for money and regeneration benefits.

2. **AGREE** to delegate the signing off of the feasibility study to the West London Growth Directors Board.
3. **AGREE** to continue to work with GLA and TfL to maximise the chances that the West London Orbital Line continues to be endorsed as a priority infrastructure scheme for London, in particular through inclusion in the final Mayor’s Transport Strategy (MTS)
4. **AGREE** to undertake a more detailed identification of the options and optimal approach for funding the construction and operation of the Line, to be completed by November 2017.
5. **AGREE** that this project be a standing item for the Committee in the future, as suggested by the Deputy Mayor for Transport.
6. **AGREE** to incorporate the West London Orbital/Dudding Hill Line into individual borough Local Plans, as suggested by the Deputy Mayor for Transport.
7. **NOTE** that the tour of the line the Committee previously requested has been confirmed for 29 September noon – 3pm, and that Members will be accompanied by the Deputy Mayor for Transport. The tour will be by coach.

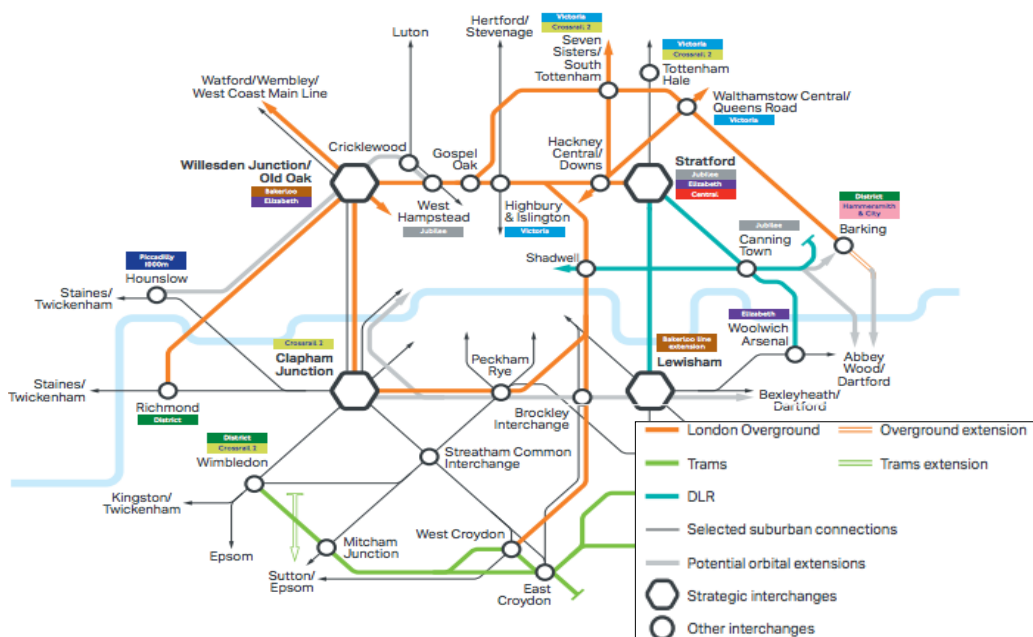
1. WHY IS THIS REPORT NEEDED

This report explains how previous decisions made by the committee have been actioned, and sets out next steps towards making a West London Orbital Railway Line a reality.

The West London Economic Prosperity Board (WLEPB) identified the Dudding Hill Rail Line, also known as the “West London Orbital Line”, as a shared priority based on a range of evidence commissioned by Growth Directors in March 2017.

Leaders have since worked with TfL and the GLA to ensure the line was included in the draft Mayors Transport Strategy (MTS). This has been achieved (see figure 1 below).

Figure 1: Draft Mayor’s Transport Strategy including West London Orbital



A *Feasibility Study* has been commissioned by officers at the request of the Committee. This feasibility study is now at final draft stage (Appendix 2). The key message of the Study is that the scheme is technically feasible with a significant level of latent passenger demand and strong value for money. It also has the potential to unlock in the region of 15,000 - 20,000 new homes across the sub-region. The study has also demonstrated a high degree of strategic fit between the priorities and objectives of West London boroughs and of TfL in relation to improving the transport experience for travellers, reducing congestion, connecting growth areas, and on making our high streets healthier more pleasant places to be.

Given the strong strategic alignment of the scheme with London priorities and its technical feasibility both TfL senior officers and the Deputy Mayor for Transport have indicated their support in principle (see Appendix 1) for the scheme and requested that arrangements are made for putting in place programme management and governance mechanisms, covered in section three below.

2. REASONS FOR RECOMMENDATIONS

These recommendations have been designed to allow this project to progress from being a 'strategy piece' of work to a project delivered in partnership with London Government.

The key challenge now in terms of moving this project forward relates to resourcing the capital costs of building the line (approximately £250m) and of minimising any operating subsidy associated with the day-to-day running of the line should it be built. There are a range of practical and tested solutions available to address both of these points, which are summarised in section two below and also set out in Appendix two. The Committee should note that a requirement for subsidy is a general characteristic of orbital transport schemes, which have lower fares compared with equivalent radial routes. This project therefore provides a real opportunity to find a solution to this issue that will benefit London more broadly in the future as the population of outer London boroughs continues to increase.

3. KEY AREAS OF ACTIVITY

3.1 The following sections summarise current activity in relation to the main work areas relevant to the project:

- i. Political engagement
- ii. Technical feasibility and viability
- iii. Scheme funding
- iv. Community engagement

i. Political Engagement

The following points emerged from the meeting with the Deputy Mayor for Transport in July:

- Support for this scheme in principle. The Deputy Mayor noted there is good strategic fit between WLOt and the priorities set out in the draft Mayor's Transport Strategy (MTS).

- Should the feasibility study yield a positive result then it was noted that there was good reason to include it in the final MTS. It will need to be incorporated into all borough Local Plans as they are developed.
- She noted the work of the Economic Prosperity Board, and the fact that boroughs were working together on the scheme was a notable strength.
- The role of the orbital line in unlocking new housing supply and employment space is fundamental to the overall viability and resourcing of the line.

Next Steps

- The Deputy Mayor requested that this work be progressed from a 'strategy piece' to a project focused on delivering an operating rail line.
- Consequently, West London and TfL/GLA officers are working together on developing an appropriate governance structure and timeline for achieving this, including strands focused on:
 - technical feasibility
 - scheme financing
 - influencing
 - community engagement
- The Deputy Mayor suggested that the line becomes a standing item on the agenda for the WLEPB. See next steps and recommendations. She also requested a joint West London Strategic Land Availability Assessment (SLAA) that would identify and confirm the level of development the land would unlock.
- Growth Directors Board will continue to progress this work with input from a wider network of interested parties within and outside of local government

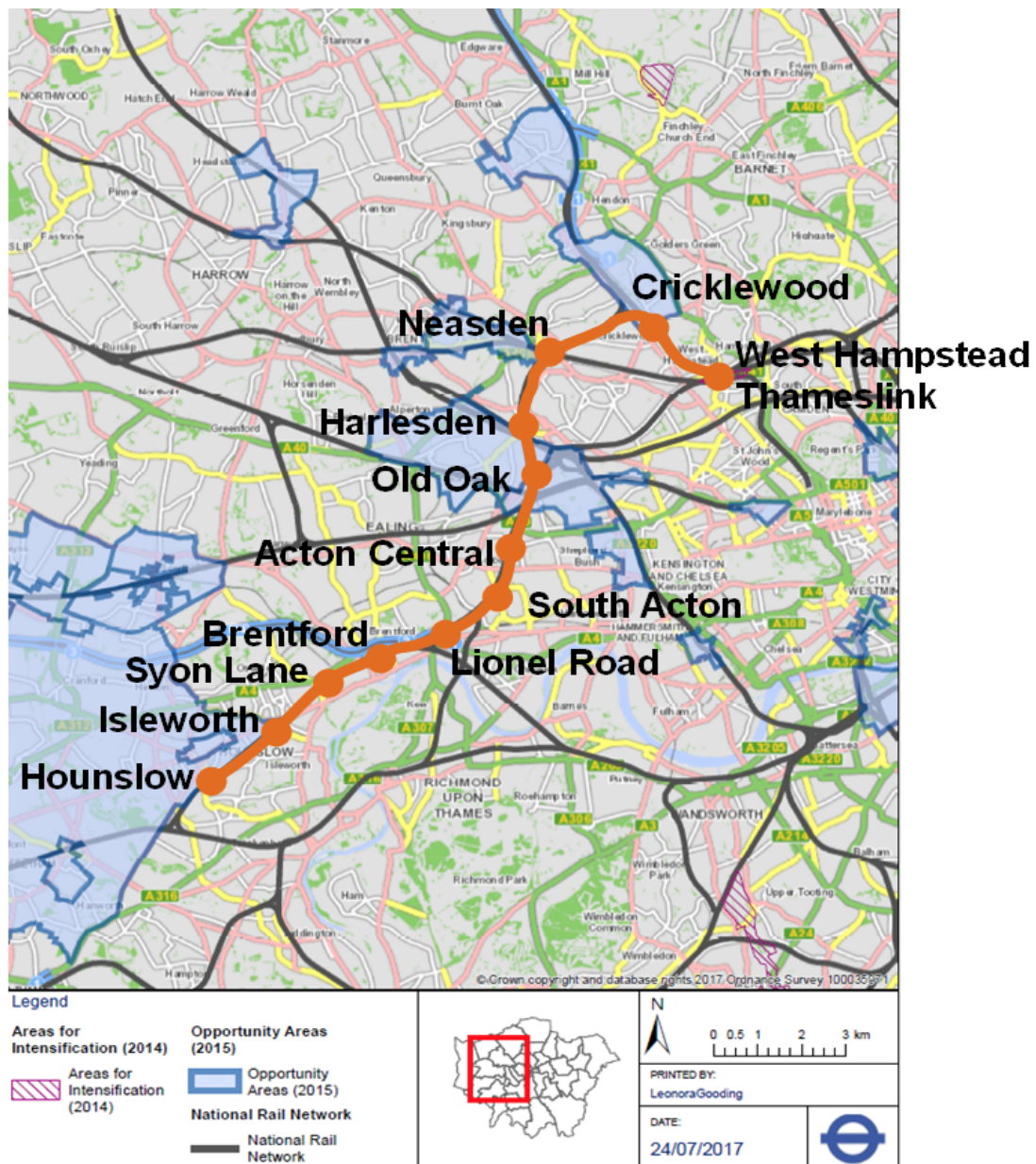
ii. Technical Feasibility Study

- Growth Directors have commissioned a “five-case” feasibility study which is currently at final draft stage (see Appendix 2). The key messages are:
 - That the West London Orbital has a good overall case. It is technically deliverable and with demand to service up eight trains per hour in each direction (about 6,000 people per direction per hour during each rush hour period). This is higher than the demand originally modelled by TfL.
 - Taking into account the positive impact of the line on improving journey time and reducing congestion the study finds the line to have a very strong overall value for money case.
 - It is currently estimated that the line would help to unlock around 15,000 – 20,000 new homes across the affected boroughs, including potentially a major new regeneration scheme around Neasden Junction.
 - The preferred route is for there to be four trains per hour from West Hampstead to Hounslow *AND* four trains per hour from Hendon to Isleworth via Brent Cross. These would be delivered in two phases starting with West Hampstead to Hounslow route. See figure 2 below
 - The track would not be electrified in the first instance, possibly implying diesel rolling stock but also creating an opportunity to test innovations such as new battery-powered trains. This approach would reduce both the capital costs of line construction and the operating costs of the line. It would also significantly support the environmental case for the line by

negating the need for diesel trains and minimising negative impacts on air quality.

- New Stations at Neasden, Harlesden. Possibly also at Old Oak Common Lane.
- New platforms at West Hampstead, Hendon, Cricklewood, Brent Cross/Staples Corner, Kew Bridge, Hounslow
- There is an area of high train congestion in the Acton Wells area which will require careful timetabling and is the most technically challenging section of the route.
- Level Crossings need to be addressed at Bollo Lane and Churchfield Road (Ealing).

FIGURE 2: ROUTE IF THE LINE (phase 1 shown, phase 2 from Neasden to Hendon via Brent Cross/Staples Corner)



Next Steps on feasibility

- Findings from the feasibility study be incorporated into the West London response to the draft MTS that was requested by leaders, and used as the basis for taking forward more detailed planning work into the line.

iii. Resourcing

Now that the feasibility study has found the line to be technically feasible and with sufficient passenger demand and strategic fit, focus can turn to resourcing the construction and operation of the line. There are three elements relating to funding:

- 1) Funding the **project costs associated with completing further, more detailed resource management, programme planning and design work** (e.g. “GRIP” studies) and project management that will be required prior to any actual ground works commencing. It is considered imperative that this work continues at pace during 17/18 in order to maintain momentum secure wider buy-in to the scheme.
- 2) Funding the **capital costs associated with construction of the line itself**: e.g. stations; track reconfiguration; turn backs, rolling stock leasing, stabling and other associated infrastructure. Currently somewhere between £100m and £400m. Most likely to be somewhere around the centre of the range at £250m. Funding for construction can come from a variety of sources including from development of new housing and employment space along the route of the line, a variety of external sources, and possibly also Central Government. It will also be possible to bring down construction costs through innovation and the use of new technology e.g. battery powered trains that would negate the need for more expensive stabling and maintenance facilities for diesel rolling stock.
- 3) Addressing the **operating subsidy** that is likely to be required once the line is up and running, despite the high passenger demand and relatively low construction costs for this kind of project. This requirement for subsidy is primarily due the fact that fares for orbital journeys, that by definition don't run across multiple fare zones, are significantly lower than for radial journeys into and out of central London. This reduces the income generated per passenger for orbital journeys compared with an equivalent radial line. This is not then just a challenge for the West London Orbital Line but for orbital public transport schemes more generally. This will need to be addressed strategically to meet the Mayor's target to have only 20% of journeys by car by 2041.

There are a number possible solutions for addressing operating subsidy that would merit further consideration including 1) the use of modestly higher fares such as are already used by the Channel Tunnel Rail Line or the Heathrow Express service. 2) part of the line e.g. the OPDC area could be re-designated as Zone 1 London, allowing higher fares. 3) operating costs could be brought down through greater use of technology that serves as a case study for innovation and best practice nationally e.g. battery-powered rolling stock.

Next Steps for resourcing

There are a number of viable and tested options for resourcing both the (capital) construction of the Line itself through development and external funding, and also for addressing any recurring operating subsidy (revenue) associated with the line. There is an urgent need to assemble a realistic funding package alongside the development of more detailed technical work into the line itself.

iv. Member and Community Engagement

Now that the feasibility study is completed, and should the scheme be taken forward, it will become increasingly important to engage with and account for the views of the wider set of councillors, MPs, community interest and industry groups, the press, local activists as well of course as local communities.

At the point where a decision is made to proceed a communications and engagement plan will be developed to include:

- Member and political briefings
- Public communications and engagement
- Full equalities impact assessment

Until the outcome of the feasibility study and final content of the MTS is known it will be important to manage stakeholder expectations and not to over-promise, therefore it is recommended not to commence any formal consultation at this stage.

3.2 Programme Governance

During the leaders' meeting with the Deputy Mayor in July she asked that project management arrangements for delivering the line be considered so that it is ready should the project be progressed further. Officers and TfL have subsequently been in discussion to see how this might work in practise based on experience with other similarly-scaled schemes from elsewhere in London, notably the Bakerloo Line Extension project. She also asked that this project become a standing item on the EPB's agenda in order to provide consistent democratic oversight. Detailed governance, funding and programme arrangements will return to future committees. It is recommended that the West London Orbital Line become a standing item on the agenda of the Committee.

3.3 Next steps and timings

Step	Description	When
Feasibility Study Completed, preferred route identified	Completion of technical feasibility identifying line viability, preferred route, housing growth potential, and Benefit-Cost Ratio	September
Tour of the line (29 September)	Leaders and Deputy mayor for London to go on a focused tour of the line to understand its route	29 September

	and its role unlocking housing and employment growth.	
MTS Consultation Closes (2 October 2017)	Deadline for formally communicating to the GLA West London's evidence-based objective to realise an operational West London Orbital line.	2 October
Funding Options Commissioned	To identify in detail the development land to be unlocked by the scheme	Completed by November
MTS Published	The point at which the scheme will be mandated to proceed or not by GLA	Late 2017
Project commence (Late 2017 or early 2018)	Should the final MTS confirm the continued support of GLA and TfL for the WLO scheme, an operational budget and project governance arrangements will need be put in place to progress to the next GRIP stage..	Late 2017 subject to mobilisation

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 4.1 Not taking action to improve orbital connectivity around West London will result in increasing congestion and worsening air quality for travellers in the sub-region, with associated costs for the health and well being of individuals, the economy, and the environment.

5. POST DECISION IMPLEMENTATION

- 5.1 Following the Committee, should the recommendations be accepted, the West London Orbital Line will be added to the Committee forward Plan as a standing item.
- 5.2 Alongside this officers will continue to work with TfL, the GLA and Network Rail on the Governance aspects of the project.
- 5.3 Finally, the West London Orbital Line shall be incorporated into the West London response to the Mayor's Transport Strategy Consultation response the Committee requested at its meeting on 21 June 2017, and which was also asked for by the Deputy Mayor for Transport in her meeting with Leaders on 31 July 2017.

6. IMPLICATIONS OF DECISION

6.1 Corporate Priorities and Performance

- 6.1.1 This report relates directly to the delivery of the West London Vision for Growth, which has been agreed by the members of the West London Alliance.

Specifically, it focuses on delivering the emphasis in the Vision for Growth on improving orbital connectivity around the sub-region.

6.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

6.2.1 Please see section 3.1.iii. of this report covering resourcing. Given the scale and complexity of the scheme bespoke resourcing arrangements will need to be agreed covering scheme delivery and detailed feasibility. Should the scheme be progressed resourcing will return to the committee at a future date for detailed discussion and decision making.

6.3 Social Value

6.3.1 This annual report supports the delivery of the objectives set out in the Vision for Growth, which is intended to improve the outcomes of people from all backgrounds across West London including by making it easier for them to get around easily and with the minimum toll on their pocket.

6.4 Legal and Constitutional References

6.4.1 This work falls within the following sections of the WLEPB's Functions and Procedure Rules:

- Representing the participating local authorities in discussions and negotiations with regional bodies, national bodies and central government on matters relating to economic prosperity for the benefit of the local government areas of the participating authorities.
- Representing the participating authorities in connection with the Greater London Authority, London Councils and the London Enterprise Panel, for the benefit of the local government areas of the participating authorities, in matters relating to the economic prosperity agenda.
- Representing the participating local authorities in discussions and negotiations in relation to pan-London matters relating to economic prosperity.

6.4.2 The Joint Committee's role and purpose on behalf of the Participating Boroughs relates to ensuring appropriate, effective and formal governance is in place for the purposes of delivering the West London Vision for Growth and advancing Participating Boroughs' aspirations for greater economic prosperity in West London, including promoting "the Economic Prosperity Agenda", in partnership with employers, representatives from regional and central government, and education and skills providers.

6.4.3 The purpose of the Joint Committee will be collaboration and mutual cooperation and the fact that some functions will be discharged jointly by way of the Joint Committee does not prohibit any of the Participating Boroughs from promoting economic wellbeing in their own areas independently from the Joint Committee. The Joint Committee is not a self-standing legal entity but is part of its constituent authorities. Any legal commitment entered into pursuant of a decision of the Joint Committee must be made by all of the Participating

Boroughs.

6.5 Risk Management

6.5.1 There is a risk that by not engaging with the full range of levers that have an impact on the overall economic success of an area the sub-region will not achieve the level of economic outcomes in terms of jobs, investment, or housing that might otherwise be the case over the medium and long term.

6.6 Equalities and Diversity

6.6.1 The Vision for Growth recognises the need to ensure that people from all backgrounds are able to benefit from growth. Individual programmes within the Vision will have equality impact assessments undertaken on a case by case basis.

6.7 Consultation and Engagement

6.7.1 All boroughs affected by the West London Orbital line have been involved in this work, including the commissioning and delivery of the technical feasibility study undertaken by WSP.

6.8 Insight

6.8.1 See feasibility study at Appendix 2.

7. BACKGROUND PAPERS

Appendix 1: Correspondence from the Committee to the Deputy Mayor for Transport

Appendix 2: Feasibility Study (five business case) undertaken by WSP on behalf of the Committee. This will be available 4 September.

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Deputy Mayor for Transport
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Head of Growth
West London Alliance

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tel: 07738 802929
email: wardlu@ealing.gov.uk
date: 7 June 2017
our reference: 46912

IMPROVING ORBITAL RAIL IN WEST LONDON

Dear Val,

We are writing to you jointly as the members of the West London Economic Prosperity Board (WLEPB), a formally constituted cross-party joint committee comprising the leaders of the London Boroughs of Barnet, Brent, Ealing, Hammersmith & Fulham, Harrow, and Hounslow.

Over the last 18 months we've been working together to deliver a shared economic plan, the West London *Vision for Growth*, which is already allowing us to improve prospects for our residents and businesses. The Vision contains within it an emphasis on enhancing transport infrastructure and connectivity between regeneration areas, reducing congestion on the road network, unlocking new housing growth, improving air quality, and allowing people from all backgrounds to move around easily without an excessive toll on their wallets.

1. A shared priority for West London boroughs

One transport scheme of particular interest has emerged from this work, based on independent analysis commissioned by officers, which appears to meet a pressing strategic need. This scheme is the Dudding Hill Rail Line, currently an orbital freight line connecting the regeneration areas of Brent Cross, Wembley and Park Royal, and then down to Hounslow metropolitan town centre. Taking into account planned future growth in these areas, we know from TfL's Railplan model that passenger demand would be sufficient to justify a regular four-trains-per-hour orbital service along the line, cutting the existing journey times by car by half or more whilst taking pressure of the A406 North Circular Road.

You will see attached with this letter a copy of the report that was agreed by the WLEPB in March this year identifying the Dudding Hill Line as a shared priority and instructing officers to proceed with the development of a more detailed feasibility study.

Our shared focus on this particular scheme reflects the fact that we know that West London is currently significantly less well served by orbital connections than other parts of London. One need only look to the East to see the huge impact of the DLR and London Overground network on improving travel times and unlocking growth in areas previously considered inaccessible by public transport.

The Dudding Hill passenger line would also support the Mayor's priorities as set out in A City for All Londoners if converted to a combined passenger and freight line. It would:

- Connect growth areas, putting a greater number of jobs and houses within easy reach of one another.
- Provide Londoners with improved options and capacity for orbital journeys that do not rely on cars as the capital's population approaches 10 million people by the 2030s.
- Allow passengers to access new services on Crossrail and High Speed Two via an interchange with the Dudding Hill Line at Old Oak Common, bringing more jobs within travel distance of West Londoners than ever before and reducing congestion around Heathrow Airport.
- Reduce passenger demand in central London Stations for orbital journeys that currently require travellers to journey into central London before then travelling back out to reach their destination.

Historically Dudding Hill was a passenger line, but for more than a century now it has been used almost exclusively for the movement of freight. Our goal now is simply to bring it back into passenger use within the next ten years.

2. What are we doing now?

We are already translating our shared political commitment to moving the scheme forward by jointly commissioning an industry-standard "five-business case" feasibility study on it. Once complete, this study will allow us to demonstrate the strategic, economic, and environmental case for a Dudding Hill passenger service, and crucially how it would align with and support other infrastructure schemes in West London including a possible future West Coast Mainline connection to Park Royal, High Speed Two, the Elizabeth Line (Crossrail), as well of course as the wider regeneration at Old Oak Common and Park Royal. The study will also quantify the volume of new housing the scheme will unlock, and how it would improve the accessibility of hard-to-reach areas (as measured by PTAL) along the route.

The study will be completed well before the expected closure of the forthcoming consultation on the draft Mayor's Transport Strategy (MTS). Officers are also developing proposals for scheme development, financing, and delivery.

3. Our ask: How we would like to work with you to deliver the Dudding Hill line.

If the outcome of the independent feasibility study is positive, we would like to work with you and your teams at the GLA and TfL to bring a Dudding Hill passenger service to reality by the mid-2020s.

There is a golden opportunity, through the London Plan and the MTS processes, to realise fairly quickly a deliverable, well connected, and politically supported piece of new infrastructure for London that connects some of our largest growth areas, unlocks new housing, helps the environment, and is consistent with both the priorities of the Mayor and all of the boroughs it passes through.

Specifically we would welcome your consideration about the following:

1. Inclusion of Dudding Hill within the Mayor's Transport Strategy.
2. Support for further dialogue between the West London Alliance group of councils and officers at the GLA and TfL on the delivery of a Dudding Hill service by the mid-2020s. This would include for example work to understand the timetabling of such a service, engagement with Network Rail to influence their plans to incorporate the line, possible inclusion of Dudding Hill as a future overground concession, and whether the line would be best powered by electric or diesel rolling stock.
3. Exploration of options for funding the development and delivery of the line. Local government is willing to demonstrate on-going commitment by paying its fair share, and seeks support from London Government, for example in terms of financing expertise, and possibly joint resourcing of the technical GRIP studies that would be required to bring the line to fruition.

Local government in West London stands ready to support the delivery of this scheme with a sense of shared purpose and across party lines. We hope you will give it serious consideration for inclusion in the draft Transport Strategy and look forward to the opportunity to discuss with you when we meet in July.

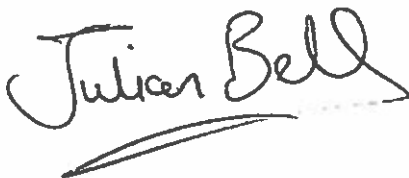
Yours Sincerely,



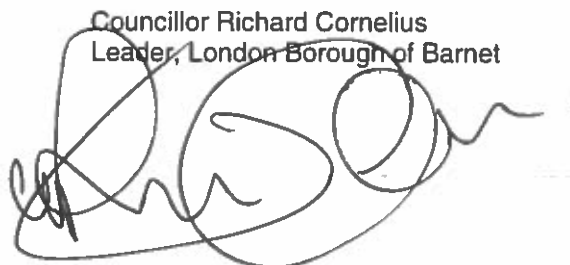
Councillor Muhammed Butt
Leader, London Borough of Brent



Councillor Richard Cornelius
Leader, London Borough of Barnet



Councillor Julian Bell
Leader, London Borough of Ealing



Councillor Stephen Cowan
Leader, London Borough of
Hammersmith & Fulham

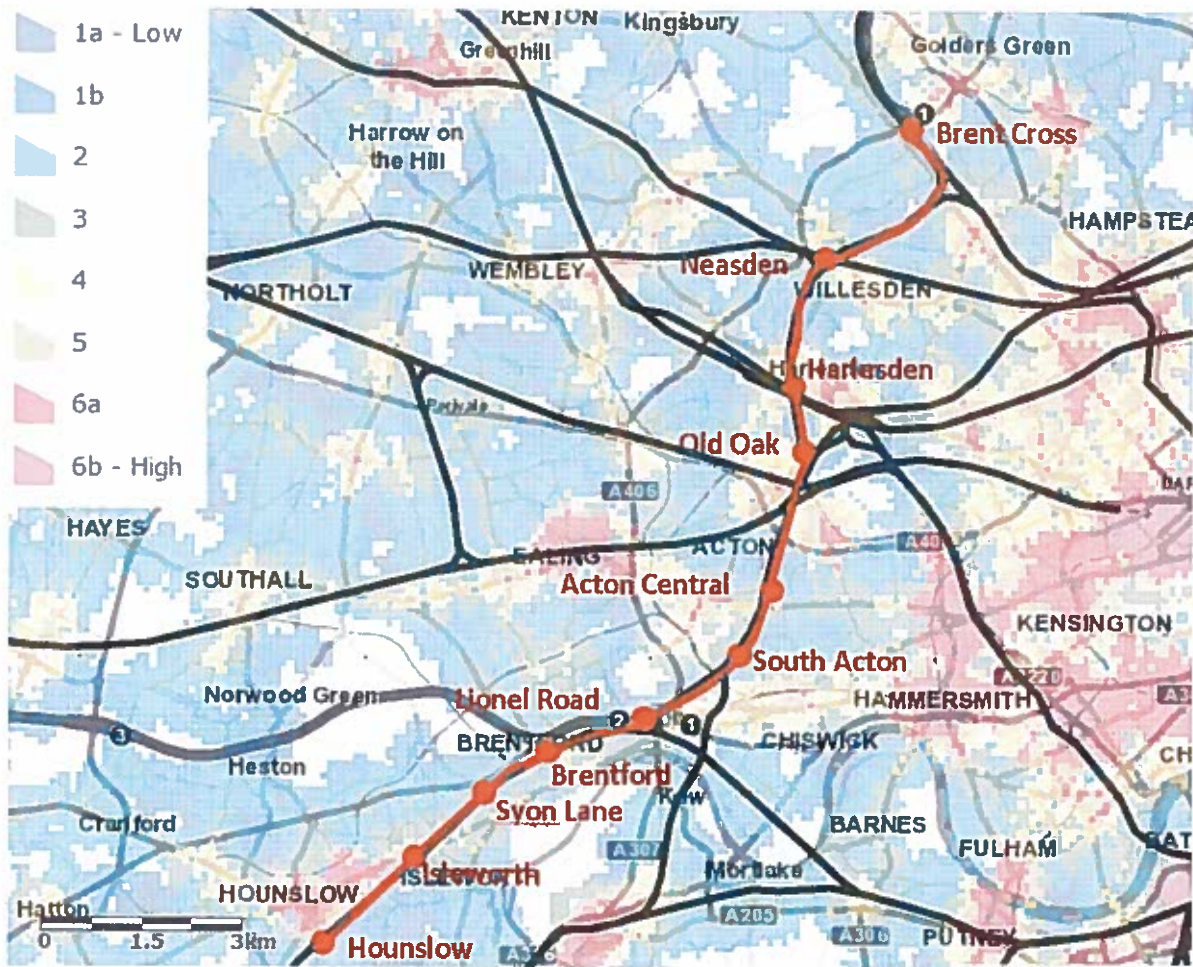


Councillor Sachin Shah
Leader, London Borough
of Harrow



Councillor Steve Curran
Leader, London Borough of Hounslow

FIGURE ONE: Proposed Dudding Hill passenger service:



WEST LONDON ORBITAL RAIL

TECHNICAL ANALYSIS AND CONCLUSIONS



SEPTEMBER 2017

WEST LONDON ORBITAL RAIL TECHNICAL ANALYSIS AND CONCLUSIONS

West London Alliance

Report

Project no: 70034419
Date: September 2017

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QUALITY MANAGEMENT

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APPENDIX B-2 FLOW DIFFERENCE PLOTS

APPENDIX B-3 WLO LINE LOADING, BOARDINGS AND ALIGHTINGS

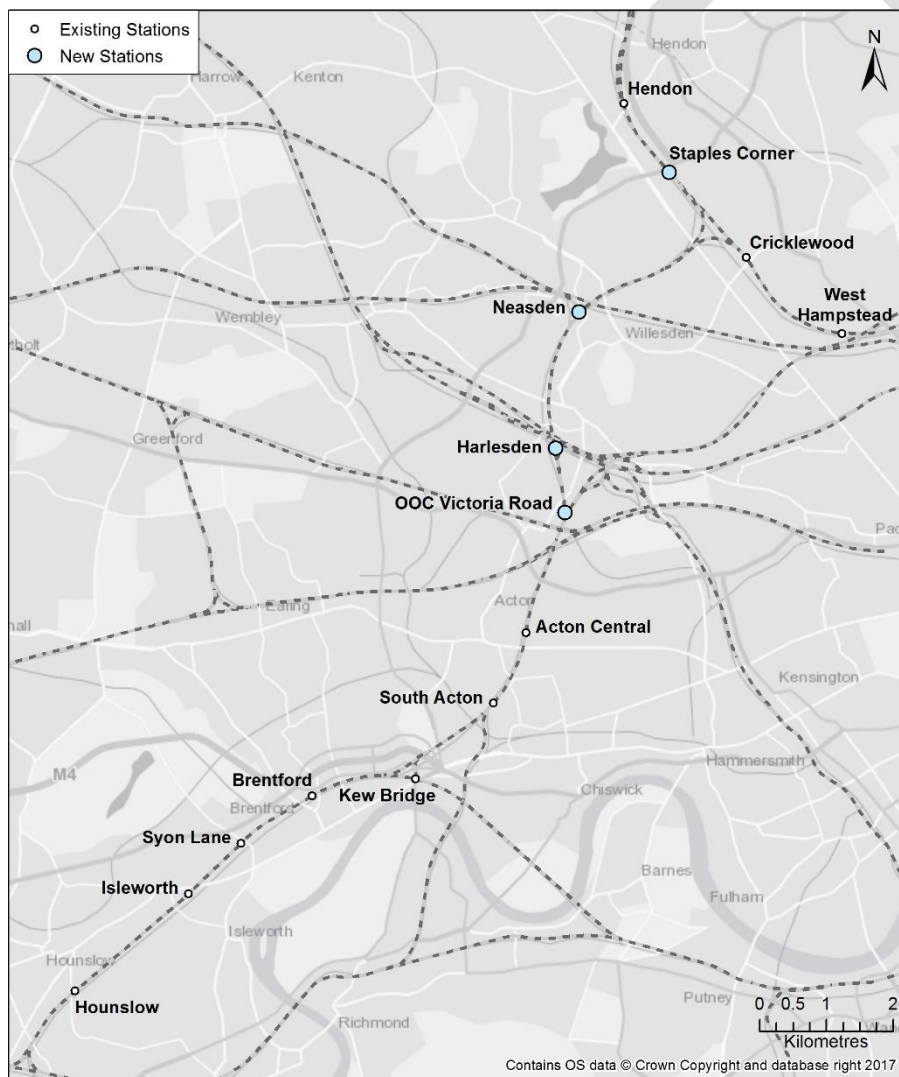
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EXECUTIVE SUMMARY

BACKGROUND

The West London Alliance is currently investigating ways of accommodating the additional passenger demand resulting from the growth of population and employment in the area and across London as a whole. This includes substantial additional housing planned along much of the corridor between Hounslow and West Hampstead/Hendon. An option to serve these developments in a sustainable way, consistent with the draft Mayor's Transport Strategy ambitions, is to restore rail passenger services on the Dudding Hill Line and the Kew – Acton link to provide a West London Orbital (WLO) rail service from Hounslow to West Hampstead and Hendon.

Figure 1 West London Orbital Rail Service



The Dudding Hill Line is an existing railway line in north-west London running from Acton to Cricklewood. The line itself has had no scheduled passenger service for over a century. It has no

stations, no electrification and a 30 miles per hour speed limit with semaphore signalling, and is lightly used by freight and very occasional passenger charter trains. It is roughly 4 miles long. Near the site of Old Oak Common, trains would join the existing North London Line, and then further south at Acton, use the link down to the Hounslow Loop to reach Brentford and Hounslow. We refer to this set of routes as the West London Orbital railway.

STUDY APPROACH

WSP was commissioned to carry out a feasibility study into the case for introducing a new passenger service using the West London Orbital railway. The study has assessed the case on the basis of consideration of the:

- à Strategic options for the route
- à Passenger demand assessment
- à Operational and infrastructure analysis
- à Assessment of the preferred option

STRATEGIC OPTIONS (CHAPTER 2)

The strategic options considered are heavy rail, tram, tram-train, bus rapid transit and conversion to highway. Each of these has been assessed against a multi-criteria sifting framework. The findings demonstrate that the line should remain part of the national rail network and not be a candidate for conversion to another mode. The retention of the Dudding Hill Line as a heavy rail line avoids the negative implications for freight and facilitates the realisation of benefits which the re-introduction of heavy rail passenger services has the potential to achieve, both in terms of transport connectivity and supporting the housing and economic growth agendas for the local areas. This conclusion was supported by the client group.

DEMAND ANALYSIS (CHAPTERS 3 & 4)

Demand modelling using TfL's LTS-PT model has been used to assess the implications of the restored passenger service. Three options were considered:

- à **Option 1.** 4 trains per hour (tph) Hendon – Hounslow, calling at Hendon, Brent Cross/Staples Corner, Neasden, Harlesden, OOC Victoria Road, Acton Central, South Acton, Brentford, Syon Lane, Isleworth, Hounslow
- à **Option 2.** 4 tph West Hampstead – Hounslow, calling at West Hampstead, Cricklewood, Neasden, Harlesden, OOC Victoria Road, Acton Central, South Acton, Brentford, Syon Lane, Isleworth, Hounslow
- à **Option 3.** 4 tph West Hampstead – Hounslow and 4 tph Hendon – Hounslow, stops as above.

The forecasts from the demand analysis indicate that the introduction of WLO rail services will result in an increase in passenger kilometres, passenger hours and total passenger boardings on all rail services (including WLO). The results for Option 1 and Option 2 are similar. However, Option 3 (8 tph rather than 4 tph) is forecast to make a more significant impact on the rail network with the changes almost double of those for Option 1 or Option 2.

The improved connectivity and extra capacity provided by WLO passenger services on the public transport network in London is forecast to attract passengers from LUL lines such as the Northern, Jubilee, Central, District and Piccadilly as well as rail services currently operated by South West Trains and Great Western Railway. Additional passengers to the Elizabeth Line (Crossrail 1) are estimated to be attracted as a result of the WLO providing a direct connection between Old Oak Common (OOC) Victoria Road station and the main Old Oak Common station.

OPERATIONS AND INFRASTRUCTURE ANALYSIS (CHAPTER 5)

The feasibility of delivering the rail services tested in the demand analysis was assessed, along with the associated capital cost implications. The analysis built upon previous work by TfL, Network Rail and WSP. The principal issues include:

- à Construction of new stations at Harlesden and Neasden
- à Construction of new platforms at Old Oak Common, Cricklewood, West Hampstead and Staples Corner/Brent Cross
- à Platform turnround capability at Hounslow
- à Capacity between Hounslow and Key East junction given the proposed increased use of that route by the new South Western franchise
- à Bollo Lane level crossings given the very substantial increase in use of the Kew - Acton line
- à Capacity between Acton and Old Oak Common, especially around Acton Wells junction
- à Resignalling of Dudding Hill Line and Acton - Kew

Of these issues four-tracking around Acton Wells and identifying a satisfactory solution for the level crossings at Bollo Lane present the most significant challenges.

PREFERRED OPTION (CHAPTERS 6 & 7)

Derived from the findings from the demand analysis and the operations and infrastructure analysis the preferred option has been defined as:

- à **Phase 1:** 4 trains per hour from West Hampstead to Hounslow, calling at West Hampstead, Cricklewood, Neasden, Harlesden, OOC Victoria Road, Acton Central, South Acton, Brentford, Syon Lane, Isleworth, Hounslow
- à **Phase 2:** additional 4 trains per hour from Hendon to Kew Bridge, calling at Hendon, Brent Cross/Staples Corner, Neasden, Harlesden, OOC Victoria Road, Acton Central, South Acton, Kew Bridge

The outputs from the LTS-PT modelling, along with the capital and operating cost estimates have been used as inputs for the economic appraisal and an assessment of wider benefits and affordability.

STUDY FINDINGS

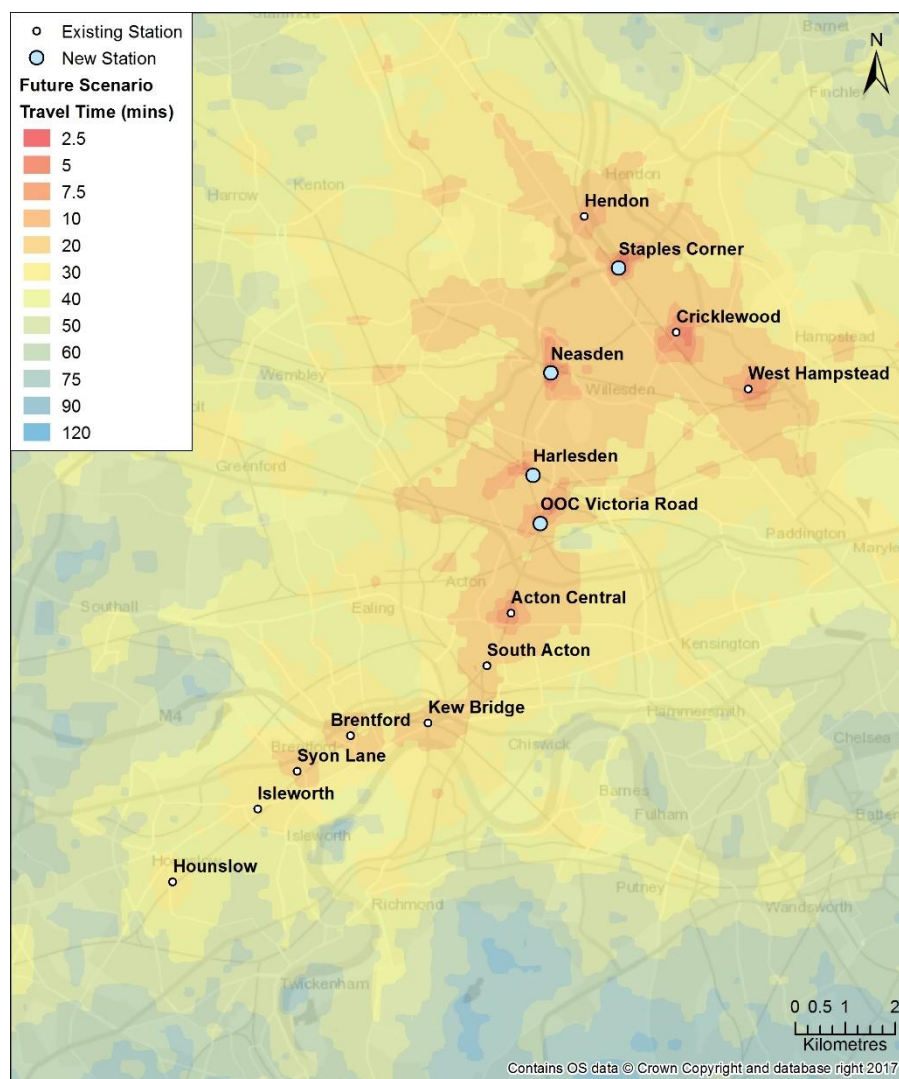
STRATEGIC RATIONALE

This study has confirmed the appropriateness of developing a heavy rail solution for the Hounslow to West Hampstead/Hendon corridor given its existing role as a freight route and the opportunity to provide connectivity across the wider rail network. Retention of the heavy rail corridor on the Dudding Hill Line section will also permit integration of the WLO services into London Overground operations and to support the further success of this brand.

The introduction of a high quality public transport service, integrated with the wider public transport network, will support the accommodation of forecast population and employment growth in West London in a manner consistent with the draft Mayor's Transport Strategy. The scheme will deliver significant connectivity and accessibility benefits by introducing new stations and new services. This will result in the attraction of existing public transport and highway users, as well as new users, contributing to relieving forecast crowding on LUL and national rail services, addressing highway congestion and supporting local environmental improvements.

Within the areas benefitting from the significantly improved accessibility and connectivity are many sites identified by the emerging Strategic Housing Land Availability Assessments. In addition to serving these sites and the associated proposed housing, the introduction of WLO services will support an intensification of development facilitating increased numbers of housing units to be delivered on the sites.

Figure 2 Accessibility of new WLO stations



ECONOMIC CASE

The economic appraisal has been undertaken in line with TfL guidance with the forecast benefits (both uncrowded and crowded time in hours) for all public transport users converted into monetary values to estimate the social benefits of the scheme. Given the significant levels of demand forecast for the WLO and the journey time savings and crowding benefits delivered, the total social benefits exceed £30bn PV over the appraisal period.

The cost of delivering these benefits has been estimated for the capital and operating elements over the appraisal period. Together these amount to a net financial effect of £689m PV. The resulting benefit to cost ratio (BCR) is greater than 50:1.

Table 2 Summary of Economic Appraisal Results

ITEM	30 YEAR PV 2017
Journey time benefits	>£10bn
Crowding benefits	>£20bn
Total Social Benefits	>£30bn
Capital costs	£374m
Operating costs	£315m
Revenue	Not included
Net Financial Effect	£689m
Net Present Value	>£30bn
Benefit:Cost Ratio	>50:1

The high BCR reflects the significant benefits of the scheme to society through journey time savings and crowding benefits, and their realisation through better utilisation of existing infrastructure with selective capital investment.

COMMERCIAL & FINANCIAL CASES

For the purposes of this study it has been assumed that the proposed WLO services will be operated by London Overground and the development and implementation of the infrastructure will be led by TfL and Network Rail to ensure efficient and effective integration with the wider rail network and recognising current roles and responsibilities.

Initial analysis suggests an operating subsidy would be required as assumed WLO operating costs are estimated to exceed estimated WLO revenue. Further consideration of means to meet the 'gap' will need to be considered in order to confirm the affordability of WLO rail service operations. This consideration should address:

- à Future TfL fares' policy for orbital travel, recognising the strategic nature of many of the trips (which can be made without crossing fare boundaries, in contrast with radial trips)
- à Opportunities to harness future technology for ticketing and fares to most effectively manage demand across the network and price fares appropriately
- à Future rolling stock choices, e.g. electric or battery, and implications for operating and whole-life costs

Further work will also be required to identify a funding proposition to confirm the affordability of implementing the scheme given its cost of over £250m. Initial analysis indicates that there is scope to derive a significant contribution towards this capital cost through funding from the Community Infrastructure Levy (CIL). With potentially 15,000 to 20,000 new homes planned in West London the associated value of the CIL could approach around £150m.

CONCLUSIONS

This study demonstrates that significant social benefits will result from the introduction of WLO rail services, which have been confirmed to be operationally feasible. The key technical challenges for scheme implementation have been identified with proposed solutions set out. At this stage the affordability of the scheme has not been confirmed, but plausible opportunities to achieve this have been identified providing confidence that it can be.

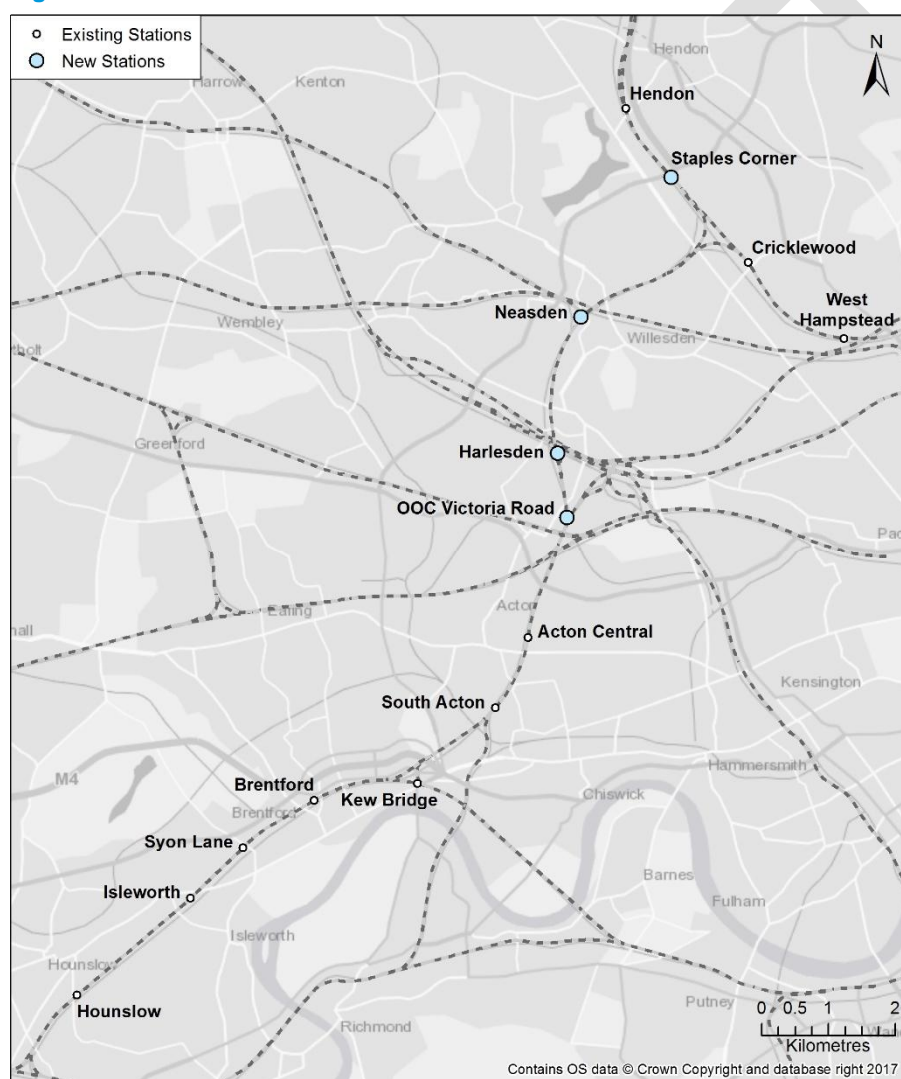
1 INTRODUCTION

1.1 CONTEXT

1.1.1

The West London Alliance is currently investigating ways of accommodating the additional demand resulting from the growth of population and employment in the area and across London as a whole. This includes substantial additional housing planned along much of the corridor between Hounslow and West Hampstead/Hendon. An option to serve these developments in a sustainable way, consistent with the draft Mayor's Transport Strategy ambitions, is to restore passenger services on the Dudding Hill Line and the Kew – Acton link to provide a West London Orbital rail service from Hounslow to West Hampstead and Hendon.

Figure 1-1 West London Orbital Rail Services



1.1.2 The Dudding Hill Line is an existing railway line in north-west London running from Acton to Cricklewood. The line itself has had no scheduled passenger service for over a century. It has no stations, no electrification and a 30 miles per hour (48 km/h) speed limit with semaphore signalling, and is lightly used by freight and very occasional passenger charter trains. It is roughly 4 miles (6.4 km) long. Near the site of Old Oak Common, trains would join the existing North London Line, and then further south at Acton, use the link down to the Hounslow Loop to reach Brentford and Hounslow. We refer to this set of routes as the West London Orbital railway.

1.2 THIS DOCUMENT

1.2.1 WSP was commissioned to carry out a feasibility study into the case for introducing a new passenger service using the West London Orbital railway.

1.2.2 This document presents the approach and findings of the technical analysis undertaken and the conclusions drawn. It covers:

- à Strategic options for the route
- à Passenger demand assessment
- à Operational and infrastructure analysis
- à Assessment of preferred option
- à Conclusions and recommendations for further work

2 STRATEGIC OPTIONS

2.1 INTRODUCTION

- 2.1.1 The Dudding Hill Line is a 4-mile railway line between Cricklewood and Acton Wells. At the northern end connections are provided to the Midland Main Line, both to the north and south. At Acton Wells it joins the North London Line. From there, trains may proceed to the Great Western Main Line (Ealing), or continue along the North London Line towards Hounslow or Richmond. There are single-track link lines from the West Coast Main Line at Willesden and the Chiltern main line at Neasden.
- 2.1.2 The Dudding Hill Line is not an independent line: it links four main lines together, and by way of the North London Line, provides valuable links to the South Western network. It is an important freight artery, providing a means by which stone trains from the Mendips, for example, can operate to the West Coast or Midland Main Lines.
- 2.1.3 This study addresses the potential for the entire route from West Hampstead/Hendon to Hounslow, but the focus of this chapter is the currently under-utilised northern section, for which a range of options have been advanced, including conversion from heavy rail.

2.2 CONSIDERATION OF STRATEGIC OPTIONS

- 2.2.1 The Dudding Hill Line provides a corridor for freight, but currently does not see any passenger services (either public transport or private vehicles). The provision of these would provide improved accessibility, support economic and housing growth along the corridor and relieve passenger demand on adjacent rail and highway networks. A high level consideration has been undertaken into the merit of seeking to utilise the existing heavy rail infrastructure for passenger services along the corridor, or replace the freight alignment with alternative transport facilities. Passenger services last ran on the route in 1902.
- 2.2.2 The strategic options considered for passenger services are: heavy rail, tram, tram-train, bus rapid transit and conversion to highway. Each of these has been assessed against a multi-criteria sifting framework. The purpose of the framework is to support the differentiation between the options in order to inform the decision on the strategic option to proceed with. The framework was developed to enable a proportionate approach to be taken, cognisant of the information available and the stage of the project.
- 2.2.3 The framework addresses for each option, its:
- à **Suitability:** e.g. meeting the identified needs and objectives for the proposed scheme
 - à **Feasibility:** e.g. delivery and operational issues
 - à **Acceptability:** e.g. powers/consents, capital cost/affordability, stakeholder acceptability
- 2.2.4 Criteria for each of the above elements have been determined and the performance of each option against them has been assessed as positive, neutral or negative in comparison to the existing situation.

2.3 FINDINGS OF ASSESSMENT

- 2.3.1 The findings of the high level assessment of the strategic options are summarised in the table

below. The extent of the contribution to or consistency with the criterion has been assessed. Green indicates the strongest performance, yellow intermediate and red the least.

Table 2-1 Summary of High Level Assessment of Passenger Service Strategic Options

	Heavy rail	Tram	Tram-train	Bus Rapid Transit	Conversion to road
Suitability					
Accommodation of additional demand	Green	Green	Green	Green	Green
Supporting housing agenda	Green	Yellow	Green	Yellow	Yellow
Supporting local economic growth	Green	Yellow	Green	Yellow	Yellow
Improved connectivity for West London	Green	Yellow	Green	Yellow	Green
Freight network performance	Yellow	Red	Yellow	Red	Red
Feasibility					
Construction	Green	Green	Green	Green	Green
Operational	Green	Green	Yellow	Green	Green
Acceptability					
Affordability	Yellow	Green	Green	Yellow	Yellow
Approvals	Green	Yellow	Yellow	Yellow	Red
Stakeholder acceptability	Green	Red	Yellow	Red	Red

2.3.2 While all the options, by enhancing the local transport network in West London, would contribute positively to the intent for the scheme, the greatest benefit is anticipated to arise from the heavy rail and tram-train options as they offer being part of the existing wider transport network (as does conversion to road), as well as providing the perceived permanency of fixed rails, which is attractive to developers, investors and the public due to the perceived greater value of these forms of public transport.

2.3.3 However, the most material differentiator between the heavy rail and tram-train options and the others is the ability of these passenger services to operate alongside the existing freight services on the line. With each of the other options freight movements could not take place on the line. Diverting freight services elsewhere does not appear feasible given geography and the utilisation of the rail network in the area. Constructing a new rail route for freight has been discounted.

2.3.4 Freight trains under some very limited circumstances can share tracks with passenger trams, but there are onerous safety considerations to be addressed, which it may not be possible to satisfactorily overcome. A line not dissimilar to the Dudding Hill line in Paris, called the Tangentielle Nord line, has seen part of the former Grande Ceinture line re-used for trams. The French authorities have not closed the Grande Ceinture, which, like the North London Line, is an important freight artery, but have built a separate tram alignment next to it. A similar option for the Dudding Hill line might be possible, but it would require significant land-take, would be expensive and present engineering challenges (and therefore has not been assessed further).

2.3.5 The incompatibility between maintaining the existing freight services and introducing trams, bus rapid transit or a highway arguably indicates that none of these options is suitable for further consideration, notwithstanding that all the options are feasible in terms of construction and operation. The least confidence for operational feasibility relates to tram-train, which is still being trialled on the South Yorkshire rail network.

2.3.6 The findings for the assessment of acceptability reinforce the conclusions on suitability of the options. While introducing tram or tram-trains may provide a lower cost alternative to re-introducing heavy rail passenger services (and compared to having to remove the rails and lay a new carriageway for bus rapid transit or cars), their acceptability to stakeholders such as TfL, GLA, Network Rail, freight operators and local authorities is expected to be poor and hence achieving the necessary approvals would be very challenging. Similarly, given the policy context of the draft Mayor's Transport Strategy, the construction of a new road and transfer of freight from rail to road would be anticipated to also be opposed by key stakeholders.

- 2.3.7 In conclusion, having considered potential strategic options for the introduction of passenger services along the Dudding Hill Line, the findings from the high level assessment demonstrate that the line should remain part of the national rail network and not be a candidate for conversion to another mode. The retention of the Dudding Hill Line as a heavy rail line avoids the negative implications for freight and facilitates the realisation of benefits which the re-introduction of heavy rail passenger services has the potential to achieve, both in terms of transport connectivity and supporting the housing and economic growth agendas for the local areas. This conclusion was supported by the client group.
- 2.3.8 In this study, therefore, we have sought to develop the optimum specification for delivering improvements to the line through heavy rail retention, and in delivering the level of service quality that has become synonymous with the London Overground brand.

DRAFT

3 DEMAND ANALYSIS: APPROACH

3.1 APPROACH

3.1.1 In order to assess the implications of the restored passenger service we have used TfL's LTS-PT model. LTS-PT is a public transport model which covers the whole of London and predicts the demand on public transport mode (rail, underground, bus) and route that a person chooses to get to their destination, as well as the associated crowding impacts. The software platform for LTS-PT is Cube Voyager.

3.1.2 Travellers in London may respond in a number of different ways when they are faced with the introduction of a new passenger service including:

- à Change their route to benefit from a faster and possibly less crowded passenger service
- à Change the destination of some trips
- à Change mode of travel, for example from road to rail
- à Change the number of trips (trip generation and trip suppression)

3.1.3 Some of these responses will be more profound than others and TfL has a suite of models (LTS, HAM, LTS-PT) to assess all the above mentioned responses. However, to inform this feasibility study and to provide an initial indication of the demand on the re-introduced service, only the re-routing response has been assessed. This is considered to be the strongest response to the introduction of a new passenger service in London.

3.1.4 We should emphasise that LTS-PT is a reassignment model of public transport demand: it does not capture the transfer from private cars or induced demand growth, both of which we would expect to play a substantial role in a West London Orbital passenger service. As such, the results presented here are almost certainly underestimated.

3.1.5 Considering the constraints of the study timescales, it has not been possible to review base year LTS-PT model validation in the area of interest or undertake a detailed network audit. However, should the scheme be progressed to the next stage, we recommend a thorough review and a possible improvement of the accuracy of the public transport model in line with TfL and DfT guidance.

3.2 OPTIONS

3.2.1 For the demand modelling the following three options have been considered:

- à **Option 1.** 4 tph Hendon – Hounslow, calling at Hendon, Brent Cross/Staples Corner, Neasden, Harlesden, OOC Victoria Road, Acton Central, South Acton, Brentford, Syon Lane, Isleworth, Hounslow
- à **Option 2.** 4 tph West Hampstead – Hounslow, calling at West Hampstead, Cricklewood, Neasden, Harlesden, OOC Victoria Road, Acton Central, South Acton, Brentford, Syon Lane, Isleworth, Hounslow
- à **Option 3.** 4 tph West Hampstead – Hounslow and 4 tph Hendon – Hounslow, stops as above.

- 3.2.2 A new station at Lionel Road, which is situated just east of Brentford and north of Kew Bridge stations, has been the subject of previous extensive work. This work suggests there is a good case for the station. However, we have excluded it from the options above because it is not integral to the re-opening of the line: the line could be re-opened and perform well without Lionel Road. If Lionel Road station was constructed it would further increase the local regeneration benefits resulting from improved local rail services.
- 3.2.3 The West London Orbital passenger service options have been tested against the following baseline:
- à Standard LTS-PT 2041 Reference Case (A141rc01a)
This scenario includes HS2, but not Old Oak Common (OOC) or Brent Cross development.
 - à 2041 Maximum Growth Scenario without Crossrail 2 (A141rc20a)
This scenario includes HS2 and additional trips associated with OOC and Brent Cross development, as well as other additional development across London. Given the commitment to these developments (e.g. the planned breaking ground for Brent Cross next year) this is deemed more representative of the anticipated scenario for West London in 2041.
- 3.2.4 The 2041 Reference Case and 2041 Maximum Growth scenario networks are the same, but the demand matrices are different.
- 3.2.5 The assessment has been undertaken for the AM (0700-1000) and PM (1600-1900).

3.3 STUDY LIMITATIONS

- 3.3.1 TfL's strategic public transport model LTS-PT was used for this study because it is the only London wide modelling tool available to assess the impacts and benefits of the proposed scheme. It is appropriate for providing a strategic overview of the range of benefits likely to be generated by the proposed schemes and therefore in forming one part of the wider assessment of the benefits and costs of the schemes.
- 3.3.2 Given the constrained timescales of the study, it has not been possible to review base year LTS-PT model validation in the area of interest or undertake a detailed network audit. Should the scheme be progressed to the next stage, we recommend a thorough review and a possible improvement of the accuracy of the public transport model in line with TfL and DfT guidance.
- 3.3.3 LTS-PT does not include modal transfer from car to rail: it is a public transport reassignment model. This means that the demand figures indicated here are lower than might be expected. The re-introduction of passenger services will alleviate congestion on the A406 North Circular Road, for instance, and this impact is not captured in the LTS-PT results.
- 3.3.4 Travellers in London may respond in a number of different ways when they are faced with the introduction of a new passenger line. To inform the feasibility study and to provide an initial indication of the demand on the re-introduced service, only the re-routing response has been assessed. This is considered to be the strongest response to the introduction of a new passenger service in London. Should the scheme be progressed to the next stage an assessment using the complete TfL's modelling toolkit (Highway and Public Transport assignment models, Demand Model) is recommended.

4 DEMAND ANALYSIS: RESULTS

4.1 INTRODUCTION

4.1.1 This chapter presents the analysis of the modelled options. A range of model outputs have been generated from the LTS-PT model runs, including:

- à Summary statistics in a tabular form produced for each scenario and for differences between relevant scenarios
- à Flow difference plots
- à Charts showing boardings and alightings and line loading for each of the options

4.2 SUMMARY STATISTICS

4.2.1 Summary statistics at a global level for each AM and PM scenario modelled, as well as the difference with the associated baseline scenario are presented in Appendix A-1.

Baseline: Standard LTS-PT 2041 Reference Case (A141rc01a)

4.2.2 The introduction of West London Orbital passenger services is forecast to result in an increase in passenger kilometres, passenger hours and total passenger boardings on rail services (including WLO). The results for Option 1 and Option 2 are similar. However, Option 3 (8 tph rather than 4 tph) is forecast to make a more significant impact on the rail network with the changes almost double of those for Option 1 or Option 2. For example, in 2041 AM Option 1 is forecast to result in 5,556 additional rail boarders, Option 2 – 5,002 boardings and Option 3 – 12,834 boardings.

4.2.3 A reduction in passenger kilometres, passenger hours and total passenger boardings on LUL and buses indicates that the demand for the West London Orbital services is likely to be abstracted from LUL and bus services, providing crowding relief for them.

4.2.4 The WLO is estimated to improve connectivity and provide extra capacity on the public transport network in London resulting in lower levels of distance travelled, total boardings, journey times and crowding levels, above all in the north-western and south-western quadrants of London. The impact of Option 1 and Option 2 is estimated to be very similar, with Option 3, which assumes double the number of trains on the core section, showing more profound changes. The table below provides a summary across all public transport modes in London.

Table 4-1 Summary statistics. WLO Option Scenarios versus 2041 Reference Case

MODE	PEAK	DESCRIPTION	2041 TFL REF	CHANGE IN USER BENEFITS		
			CASE	Option 1 minus RC	Option 2 minus RC	Option 3 minus RC
All PT	AM	Scenario	A141rc01a			
		Passenger Kms	85,795,810	-25,424	-22,445	-35,614
		Uncrowded Passenger Hours	115,348,652	-88,989	-77,060	-178,966
		Crowded Passenger Hours	154,400,839	-241,381	-210,768	-316,253
	Passenger Boardings	6,244,762	-1,957	-2,121	-1,605	
	PM	Passenger Kms	89,635,043	-21,387	-17,409	-30,172

	Uncrowded Passenger Hours	120,021,714	-82,387	-70,612	-147,691
	Crowded Passenger Hours	154,108,212	-219,549	-190,719	-387,404
	Passenger Boardings	6,791,486	-2,268	-2,350	-1,779

Baseline: 2041 Maximum Growth Scenario without Crossrail 2

- 4.2.5 When tested against the Maximum Growth Scenario, the pattern of the results is similar as for the Reference Case Scenario. However, the additional trip generation associated with the Maximum Growth Scenario means changes are greater as summarised in Table 4-2.

Table 4-2 Summary statistics. WLO Option Scenarios versus 2041 Maximum Growth Scenarios

MODE	PEAK	DESCRIPTION	2041 MAX GROWTH (MG)	CHANGE IN USER BENEFITS		
				Scenario	Option 1 minus MG	Option 2 minus MG
All PT	AM	Passenger Kms	88,152,748	-26,651	-23,275	-37,204
		Uncrowded Passenger Hours	118,927,182	-90,796	-78,050	-155,426
		Crowded Passenger Hours	160,705,541	-242,933	-212,086	-447,184
		Passenger Boardings	6,485,584	-2,108	-2,262	-1,831
	PM	Passenger Kms	92,436,014	-22,333	-18,018	-32,261
		Uncrowded Passenger Hours	124,289,369	-88,546	-75,299	-155,144
		Crowded Passenger Hours	162,352,074	-252,329	-218,843	-436,387
		Passenger Boardings	7,068,359	-2,352	-2,443	-1,971

4.3 FLOW DIFFERENCE PLOTS

- 4.3.1 Differences in demand on the public transport network in the AM and PM between each option and its associated baseline scenario are presented in Appendix A-2. Increases in passenger volumes are shown in red with reductions in green.
- 4.3.2 The introduction of West London Orbital passenger services is forecast to attract passengers from LUL lines such as the Northern, Jubilee, Central, District and Piccadilly as well as rail services currently operated by South West Trains and Great Western Railway. With the WLO passenger services operating these national rail services are likely to witness lower levels of crowding, providing overall crowding relief to a broad range of other services.
- 4.3.3 A direct connection between Old Oak Common (OOC) Victoria Road station, which is considered as part of the WLO, and the main Old Oak Common station is estimated to attract additional passengers to the Elizabeth Line (Crossrail 1).

4.4 LINE LOADING BY STATION

4.4.1 Line loading, station boardings and alightings are detailed in Appendix A-3. This section summarises the findings of the analysis.

Baseline: Standard LTS-PT 2041 Reference Case (A141rc01a)

- à In the AM (0700-1000) Option 1 is forecast to carry 6,064 passengers, Option 2 – 5,758 passengers and Option 3 – 12,646 passengers
- à In the PM (1600-1900) Option 1 is forecast to carry 6,337 passengers, Option 2 – 6,146 passengers and Option 3 – 13,437 passengers
- à The demand will vary by station with OOC Victoria Road being utilised the most. For example, in Option 1 in the AM 1,000 passengers are forecast to board the West London Orbital services and 2,823 to alight. In Option 2 these numbers are 952 and 2,479 passengers respectively and in Option 3 - 2,122 and 6,173 passengers.
- à In the PM OOC Victoria Road demand is: Option 1 - 2,036 boarders and 1,579 alighters, Option 2 – 1, 889 and 1,478, Option 3 – 4,984 and 3,346. The majority of these passengers are those interchanging from/to the Elizabeth Line (Crossrail 1).

Baseline: 2041 Maximum Growth Scenario without Crossrail 2

- à In the AM (0700-1000) Option 1 is forecast to carry 6,243 passengers, Option 2 – 5,920 passengers and Option 3 – 12,943 passengers
- à In the PM (1600-1900) Option 1 is forecast to carry 6,659 passengers, Option 2 – 6,437 passengers and Option 3 – 13,992 passengers
- à In the Maximum Growth Scenario WLO services are forecast to carry more passengers than in the Reference Case: on average 2.7% more in the AM and 4.6% in the PM
- à The demand estimates vary by station with OOC Victoria Road being utilised the most. For example, in Option 1 in the AM 1,100 passengers are forecast to board West London Orbital services and 2,772 to alight. In Option 2 these numbers are 1,045 and 2,428 respectively and in Option 3 - 2,342 and 6,022.
- à In the PM OOC Victoria Road demand is: Option 1 - 2,036 boarders and 1,748 alighters, Option 2 – 1, 884 and 1,618, Option 3 – 4,936 and 3,671. The majority of these passengers are those interchanging from/to the Elizabeth Line (Crossrail 1).

5 OPERATIONS AND INFRASTRUCTURE ANALYSIS

5.1 INTRODUCTION

5.1.1 This study has drawn on a number of studies which have been completed over the past few years, including those by TfL and Network Rail. In this chapter we seek to build upon this work.

5.2 OPERATIONAL CONSIDERATIONS AND PREVIOUS WORK

5.2.1 Several studies into these issues have been prepared before, both by WSP and by Network Rail. The principal issues identified in relation to a service between Hounslow and Old Oak Common, which represented the geographical limits of these studies, included the following:

- à Platform turnround capability at Hounslow
- à Capacity between Hounslow and Key East junction given the proposed increased use of that route by the new South Western franchise
- à The availability of Bollo Lane level crossings given the very substantial increase in use of the Kew - Acton line
- à Capacity between Acton and Old Oak Common, especially around Acton Wells junction
- à The need for a turnback facility at Old Oak Common

5.2.2 With the exception of the final point, all these issues are relevant to the operation of the proposed Dudding Hill Line service through to West Hampstead or Hendon. A turnback facility at Old Oak Common is not necessary if trains continue to West Hampstead or Hendon, and the cost of its construction will be saved.

5.2.3 On the section north of Old Oak Common, the principal requirements surround the construction of new stations at Harlesden and Neasden, and the construction of new platforms at Old Oak Common (linked to, but separate from, the proposed London Overground platforms), Cricklewood and West Hampstead, or if the northerly option were to be adopted, new platforms at Hendon and (as part of the planned new Thameslink station) at Staples Corner/Brent Cross.

5.2.4 An essential further element is re-signalling. The railway north of Old Oak Common is currently operated on an absolute block (AB) system, which relies on manual communication between signalmen. Whilst satisfactory for a relatively limited freight service of one or a maximum of two trains per hour, it would be unreliable and inadequate for a high-performing regular passenger service. An extract from Network Rail's Operational Rules states the following:

Figure 5-1 Extract from Network Rail Operational Rules

EA 1360 DUDDING HILL JUNCTION TO ACTON WELLS JUNCTION			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
Dudding Hill Junction to Acton Canal Wharf Junction	AB	AB	
Action Canal Wharf to Action Wells Junction	AB	AB	

EA 1330 SOUTH ACTON JUNCTION TO OLD & NEW KEW JUNCTIONS			
TIMING POINTS INCLUDED	DOWN	UP	NOTES
South Acton Junction to Kew East Junction	*	*	* TCB timed as AB (one train in section)
Kew East Junction to New Kew Junction	*	*	* TCB timed as AB (one train in section)
Kew East Junction to Old Kew Junction	*	*	* TCB timed as AB (one train in section)

5.2.5 In short, the signalling on both these stretches of currently freight-only line is inadequate for anything approaching the level of service being contemplated.

5.2.6 Details have been sought from Network Rail regarding the intended timescale and scope of re-signalling. There are no re-signalling schemes for the Dudding Hill section in the remainder of CP5 or CP6 (2014-19, and 2019-24 respectively). Network Rail is carrying out asset life extension works during CP6 with the potential of re-signalling in CP7 (2024-29).

5.2.7 Consistent with the demand forecasting, the service options we have assessed are as follows:

- à 4 tph Hendon – Hounslow, calling at Brent Cross/Staples Corner, Neasden, Harlesden, OOC Victoria Road, Acton Central, South Acton, Brentford, Syon Lane, Isleworth, Hounslow.
- à 4 tph West Hampstead – Hounslow, calling at Cricklewood, Neasden, Harlesden, OOC Victoria Road, Acton Central, South Acton, Brentford, Syon Lane, Isleworth, Hounslow
- à 4 tph West Hampstead – Hounslow, calling at Cricklewood, Neasden, Harlesden, OOC Victoria Road, Acton Central, South Acton, Brentford, Syon Lane, Isleworth, Hounslow *and*
4 tph Hendon – Hounslow, calling at Brent Cross/Staples Corner, Neasden, Harlesden, OOC Victoria Road, Acton Central, South Acton, Brentford, Syon Lane, Isleworth, Hounslow.

5.2.8 The operating times have been provided by TfL and are reproduced below:

Table 5-1: Proposed stations, distances and run times

STATION		DISTANCE (MILES)	TIME (MINS)
West Hampstead	D	11.68	0
Cricklewood	A		2
	D	10.48	2.5
Neasden	A		4.5
	D	8.86	5
Harlesden	A		7.5
	D	7.5	8
Old Oak Common Victoria Road	A		15
	D	6.71	15.5
Acton Central	A		18.5

STATION		DISTANCE (MILES)	TIME (MINS)
	D	5.5	19
South Acton	A		22
	D	4.81	22.5
Brentford	A		25.5
	D	2.85	26
Syon Lane	A		29
	D	2.08	29.5
Isleworth	A		36.5
	D	1.38	37
Hounslow	A	0	39

- 5.2.9 We believe that it will be beneficial to increase the linespeed on the Hendon line (freight-only lines on the west side of the Midland Main Line) to permit a higher operating speed on the section from the end of the Dudding Hill line to either or both of Hendon or West Hampstead. At this stage of the assessment, however, we have not assumed this upgrade.

5.3 FURTHER OPTIONS CONSIDERED

OPERATION OF TRAINS TO THE CHILTERN LINE AT NEASDEN JUNCTION

- 5.3.1 This option has been suggested as a potential spur off the Dudding Hill Line, with trains operating from West Hampstead to Wembley, via a new link line at Neasden, then reversing on to an existing spur, and continuing their journey towards Hounslow. This option would require the construction of new infrastructure, with its associated significant cost, and introduce complexities for operating a regular high-performing service on to and off the Chiltern lines. There is very little capacity on what has become Chiltern's main line from London to Birmingham, which operates via Wembley. We believe connections between Neasden Jubilee line station and the new Dudding Hill Line station will provide a very good interchange and is the best way to address onward orbital journeys from locations on the Chiltern line to Amersham and Aylesbury. This option has not been assessed for its likely levels of demand because of these severe infrastructure and operational issues, and it has therefore not been developed further for this study.

CROSSRAIL TO TRING

- 5.3.2 In the past it has been proposed that some Crossrail trains operate to and from Tring. One option for the link between Old Oak Common and the West Coast Main Line is the use of the Dudding Hill Line. Should the line be used for this purpose in the future, it would be incompatible with the proposal to operate a service from Hounslow to West Hampstead/Hendon without very substantial enhancement work.
- 5.3.3 However, when the Crossrail link was being assessed the favoured option was a new alignment serving Park Royal, and this would not have any impact on the West London Orbital service. It is understood, though, that no more work is to be undertaken for the foreseeable future on options to extend Crossrail services to and from the West Coast Main Line.

PROVISION OF LINK FROM RUISLIP TO OLD OAK COMMON

- 5.3.4 The DfT is investigating the possibility of making greater use of the railway which currently runs from Ruislip to Old Oak Common and London, as a means to relieve capacity constraints at

Marylebone station. The intention is that trains may in future run from High Wycombe, Princes Risborough and Banbury to two new platforms at Old Oak Common, where passengers would transfer to Crossrail for their onward journey to different parts of London. One benefit of this proposal is to avoid a very costly and disruptive expansion of Marylebone, which would otherwise be necessary in light of continuing growth on the Chiltern lines.

5.4 INFRASTRUCTURE REQUIREMENTS

NEW STATIONS – NEASDEN, HARLESDEN

5.4.1 At a minimum, new stations would need to be provided at Neasden and Harlesden as they are integral to the re-opening of the northern stretch of line from Old Oak Common to West Hampstead/Hendon.

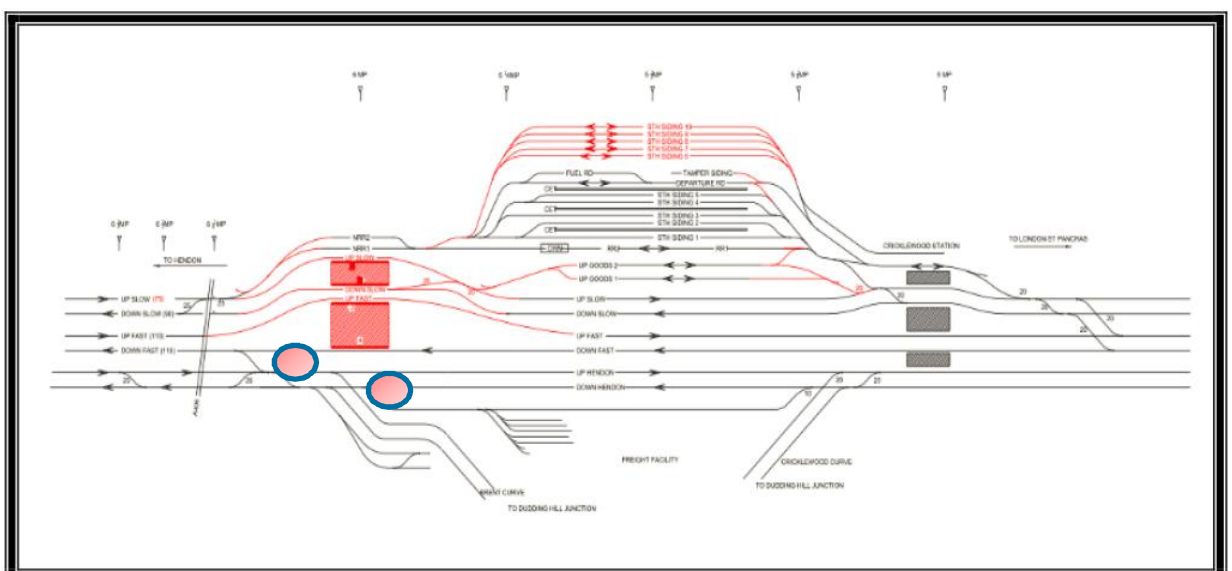
5.4.2 We have reviewed the costs provided by TfL for these stations and believe them to be appropriate. We do believe however, that possession costs could be lessened by combining works: for instance if the line was closed for a period of time, the new stations/platforms were installed at all the relevant locations, and the new signalling (see next point) installed, the cost would be for one possession, not several.

5.4.3 We believe that the costs of Neasden and Harlesden stations, both with 2 x 4-car platforms and associated facilities, will be in the order of £12m (spot cost).

NEW STATION – BRENT CROSS/STAPLES CORNER

5.4.4 A new station for Thameslink services is to be provided at Brent Cross/Staples Corner. This station is not required for passenger services to operate on the Dudding Hill Line. However, by serving Brent Cross/Staples Corner, WLO services would provide valuable access to the new development, and enhance the business case for the scheme. A phased approach for WLO could be considered with trains operating between West Hampstead and Hounslow initially and therefore not operating to Staples Corner.

Figure 5-2 Diagram of proposed stations in the Staples Corner/Brent Cross area



5.4.5 The figure above illustrates the Thameslink station location on the Midland Main Line. The Dudding Hill Lines are towards the bottom of the figure, and form the triangular junction. Two possible locations are indicated for platforms for the WLO service: both appear feasible at this

very early stage of development. The northern site may involve the need (and the cost) to purchase land. However, in both instances the platforms would be some distance away from those to be built to serve the Thameslink lines, and a lengthy footbridge would most probably need to be provided. The topology of the area and the railway junctions precludes providing platforms further south.

5.4.6 We have included a cost of £5m (spot cost) for the platforms in this location.

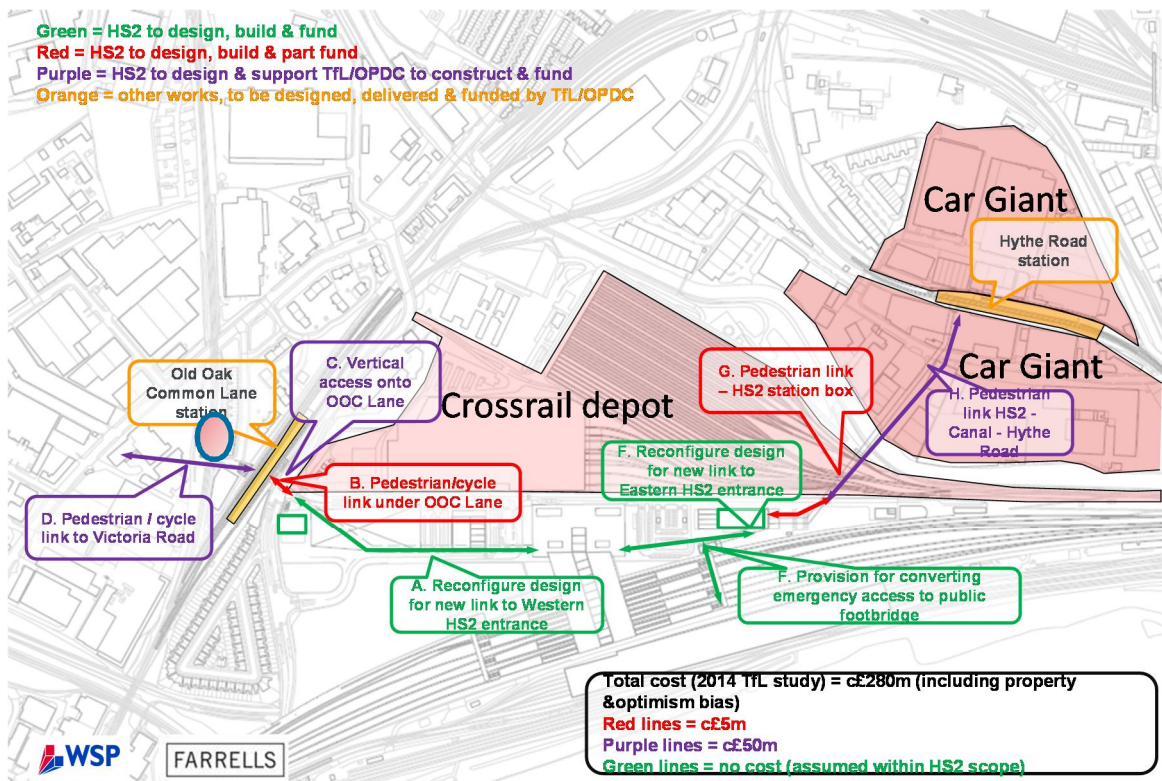
NEW PLATFORMS – WEST HAMPSTEAD, HENDON, CRICKLEWOOD, OLD OAK COMMON VICTORIA ROAD

5.4.7 New platforms will be needed at each of these stations. Consistent with the TfL analysis, two new platforms need to be provided at each of Cricklewood and Old Oak Common (which would be linked to, but slightly separate from, the London Overground North London Line station). We believe however, that West Hampstead and Hendon only require one new platform at each, based on a maximum of 4 trains per hour turning back at each. At both stations, the existing platform 4 would need to be converted to an island platform, with the removal of fencing and some limited construction work. This should lead to a substantial reduction in estimated costs, and we believe that £1m at each of Hendon and West Hampstead is the appropriate sum. It should be noted that no changes to the junction layout will be necessary at either Hendon or West Hampstead to permit the operation of trains into and out of the single platform at each location.

5.4.8 At Cricklewood, two new platforms will be needed, for by this stage of their journey, the trains will be operating on the correct line for their direction of travel. The platforms would be provided on the freight lines on the west of the railway. In TfL's analysis, it was assumed that the entire station would need to be made step-free, involving the provision of lifts to all platforms. West Hampstead, 2 minutes south of Cricklewood, was, within the last decade, made fully step-free after the installation of lifts and a new footbridge. We have included the full cost of step-free provision as the construction of two new platforms is clearly a material change to the station, but feel that at a later stage of work, it may be considered satisfactory for West Hampstead to be the recommended option for people needing lifts to access the platforms.

5.4.9 Two platforms will need to be constructed at the southern end of the Dudding Hill Line in the vicinity of Old Oak Common, on Victoria Road (at approximately the location marked with an oval on the figure below). It would clearly be of value if this station and the proposed North London Line station – situated directly next to it - were to be planned and marketed as one, with appropriate walkways, footbridge and signage. We have adopted TfL's cost estimate for this station, but in line with our recommendations about the possession costs noted above, believe that one possession should be implemented for all the station construction works and re-signalling, in the interest of cost efficiency. We have included a cost of £14m (spot cost) for the platforms at these locations.

Figure 5-3 Diagram of proposed stations in the Old Oak Common area



HOUNSLOW, KEW BRIDGE AND LIONEL ROAD

- 5.4.10 The South Western franchise service on the Hounslow loop is changing as a result of the DfT's specification for the new franchise. It is expected that 8 trains per hour will operate; 4 West London Orbital trains can be accommodated provided that a turnback facility at Hounslow is provided along with the doubling of the Kew East junction.
- 5.4.11 Any West London Orbital service in excess of 4 trains per hour will not be able to operate to Hounslow, and we are assuming under this circumstance that any service above 4 tph will turn round at Kew Bridge or Lionel Road. Infrastructure modifications to the track and signalling will be necessary to permit this, and the disused platforms at Kew Bridge would need rebuilding.
- 5.4.12 Hounslow: plans were developed to serve South West Trains services. This involved the construction of a reversing siding to the west of the station. This scheme has been postponed for the foreseeable future. We believe that the alternative scheme of a new turnback platform would serve the role better, and deliver better punctuality. It would avoid any delays caused by the driver needing to check the trains for any left-behind passengers and would avoid frequent shunting moves. One platform would be adequate for 4 trains per hour. The necessary pointwork is in place to provide access to the new platform, which would be provided on the south side of the layout - a platform 3. We do not believe that there is any cost-effective way of running more than 4 trains per hour beyond Old Kew Junction and so, if the full service of 8 trains per hour is to operate, an alternative location needs to be found to turn the other 4 trains. We have included a cost of £5.4m (spot cost) for the construction of a new bay platform at Hounslow.
- 5.4.13 Kew Bridge/Lionel Road: if the option of 8 trains per hour is adopted, no more than four will be able to run all the way to Hounslow, and Network Rail has confirmed this in its own analysis. The reinstatement of the platforms on the Kew east spur, at Kew Bridge would provide one solution.

Another solution is for Lionel Road to be equipped with a turnback facility, probably an extra side platform. The use of the platforms at Kew Bridge will provide easy interchange with trains operated by the South Western franchise to Barnes, Clapham Junction and Hounslow. In addition, some signalling and trackwork will be necessary to allow reversal of trains at this location. We have allowed a total of £4m for the works at this station. We believe this cost will also be appropriate should enhanced facilities need to be provided at Lionel Road to allow the turn back of trains, as an alternative to Kew Bridge.

RE-SIGNALLING

- 5.4.14 We have assumed a figure of £8m (spot cost) for re-signalling the line between Cricklewood/Hendon and Old Oak Common, and for Acton – Kew, to modern 3-minute headway colour light signalling. This is essential if the service pattern is to be 4 or 8 trains per hour in each direction, in addition to the freight traffic that uses the route.
- 5.4.15 The current signalling is on the ‘absolute block’ principle, involving manual communication between signalmen, and is inadequate for a railway with the proposed type of frequency and requirement for good punctuality.
- 5.4.16 While Network Rail is proposing re-signalling in CP7 (2024-29), so consistent with our assumption on the possible re-opening of the route, it would normally replace the signalling with ‘modern equivalent form’, in other words not adding any capacity to the route. The cost we have indicated is an estimate for the work for like-for-like re-signalling.
- 5.4.17 By the point of delivery, it may be that the Digital Railway concept will have been established nationally, and/or the North London Line will have been equipped with Automatic Train Operation equipment, which could easily be applied to the Dudding Hill Line as well. This would represent a step-change in capability and automate the process.

FOUR-TRACKING AROUND ACTON WELLS

- 5.4.18 Acton Wells Junction, being the most heavily-used junction on the East Anglia route, is confirmed to be a significant challenge for this project. Our construction team has direct experience with this area and with the previous, low-level enhancement of the two bridges at Acton Wells, which cost an order of magnitude of £10m. Quadrupling Acton Wells Junction, which includes new bridges and the likely addition of electrification, would be significantly more complicated than the previous works.
- 5.4.19 Just south of Old Oak Common station, the North London Line, by this point joined with the Dudding Hill Line, crosses the Central Line and the single track national rail route from Ruislip to Old Oak Common. Just south of this bridge is the junction used by freight trains running on to the Great Western Main Line at Acton. There is a section of about 350 metres which is two-track, and this acts as a significant bottleneck on the route today. Eight extra trains per hour (and almost certainly not even four) could not operate without a substantial upgrade of capacity.
- 5.4.20 For our study, we are including the cost of 4-tracking this section of route (marked in red on the figure below). Much of it will be an additional bridge, with some impact on light industrial land. We appreciate the impact to the local residents of further disruption on top of HS2 related works, and there are ways in which this disruption could be mitigated, such as the co-ordination of major activities.

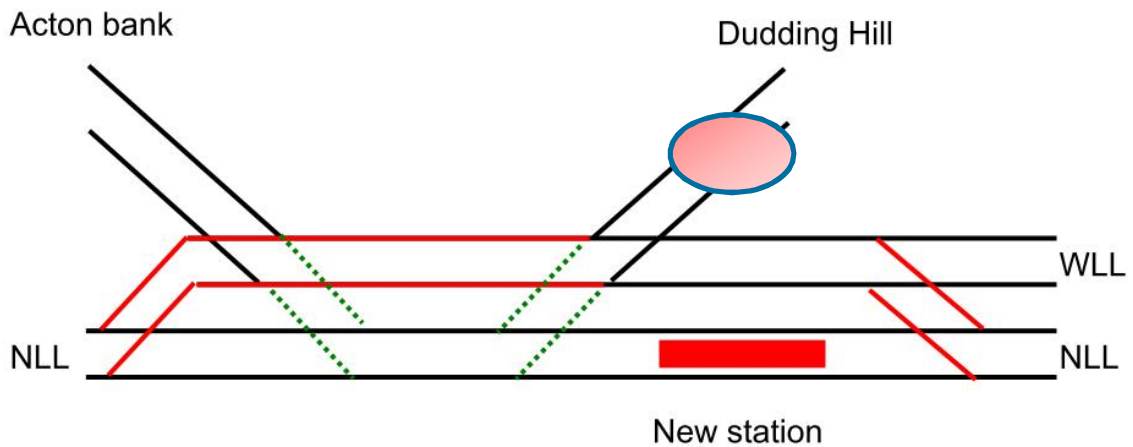
Figure 5-4 Diagram of proposed four-tracking in the Acton Wells area



5.4.21

This infrastructure is appropriate for the proposals at this time, however over the coming decade as both passenger and freight services evolve, the scope of infrastructure capacity enhancements should be kept under review. In the diagram below, it is assumed that there are 5 passenger trains per hour in each direction on the lower pair of tracks and 8 on the upper pair. The majority of freight traffic (an average of 3 trains per hour) will go on the upper pair of tracks and then head towards Acton, with 1 train per hour on the lower pair of tracks. The remaining two-track section to South Acton, and the junction in particular, will remain a capacity constraint, but with a notional capacity of 20+ trains per hour, it should be able to accommodate 14 in each direction.

Figure 5-5: Diagram of proposed track layout in the Acton Wells area



5.4.22

Acton Wells Junction was recently renewed in Christmas 2015. The entire track system was replaced and local upgrades were made to the signalling and overhead line. The proposed layout

will require a new underbridge that spans the Wycombe single and the Central line. The Central line is now designated as a night tube route and possessions are very scarce. The Wycombe single could potentially be removed as part of the HS2 works associated with Old Oak Common. The site around Acton Wells has a high level of contamination from Japanese Knotweed, which requires specialist handling, clearance, and ongoing management.

- 5.4.23 The bridge construction will be very challenging and will require temporary land take of the surrounding commercial properties. The existing under bridges, which cross the Wycombe single and the Central line have had recent repair, but are classified as being in “poor condition” by Network Rail. Consideration should be given to replacing these bridges at the same time as the other works are undertaken; economies of scale might be achieved with possessions and infrastructure costs if this is accomplished as a joined-up programme with Network Rail.
- 5.4.24 There are a number of HV routes that run adjacent to and below the tracks that will potentially need to be relocated. It is also likely that the overhead line electrification would need to be moved or duplicated on the new tracks in Acton Wells junction, as it would allow more effective capacity planning for the electric rolling stock services.
- 5.4.25 Possessions on this route are extremely rare and are limited to Christmas and six hour Saturday night closures. Access for machines and personnel is through either the Ikea Car park on the Dudding Hill Lines or through the redundant EWS shed off of Old Oak Common Lane.
- 5.4.26 Upgrading and quadrupling of Acton Wells will be very challenging, but enhancing the capacity of Acton Wells will allow segregation of the many competing services in the area, with significant capacity increases, and would most likely be very popular with all of the railway stakeholders, including freight companies and Network Rail. This may attract pooled capital investment contributions. A more detailed scoping analysis of electrification, HV relocation, track layout, and access planning will be needed to better inform cost estimates. However, a high level estimate for capital and possession costs is £45m (spot cost).

DOUBLING KEW EAST CURVE AND POTENTIAL GRADE SEPARATION

- 5.4.27 Network Rail has undertaken timetable analysis for the route from Hounslow to Old Oak Common. The analysis assumed the doubling of Old Kew junction, as that location was deemed to be the most tightly constrained of the entire route.
- 5.4.28 The doubling of the junction is a relatively straightforward construction activity. However, there would be some significant enabling works to be carried out such as the relocation of location cases, troughing routes and power supplies. It is anticipated that no additional land would be required as the limit of development would be within the limits of deviation for Network Rail. A bank holiday weekend would provide a sufficient duration to install and commission the double junction. We estimate a figure of £4.6m (spot cost) for doubling the junction.
- 5.4.29 If the junction was to be grade separated with a single line viaduct, it will need to be approximately 400m based on a 1:30 gradient in length and will more than likely extend beyond the Network Rail boundary. The capital cost of such a flyover, with ballasted rail and turnouts, would be of the order of £8.5m (in addition to the above cost). To reduce the impact on the operational railway, offline construction will need to be considered, which may result in further acquisition of land. The duration of construction will depend upon possession and land availability, but would be approximately 18 – 24 months.
- 5.4.30 There would be the opportunity to integrate required possessions with the Hounslow works and potentially the Bollo Lane works (described below).

BOLLO LANE LEVEL CROSSINGS

- 5.4.31 There are two level crossings just south of South Acton station, one on the North London Line

and one on the line from South Acton to Kew, collectively termed the Bollo Lane level crossings. The operation of a much more intensive service on the latter of these routes will lead to greatly increased level crossing down time, with all the disruption that that causes to local traffic, as well as increased safety concerns.

- 5.4.32 Given the close proximity with the level crossing on the North London Line, and the fact that there are some small industrial units between the two crossings, it is not feasible to only seek to replace the level crossing affected by the proposed introduction of passenger services on the Dudding Hill Line. However, closure of the Bollo Lane level crossings will present significant challenges as there are not clearly viable infrastructure solutions.
- 5.4.33 Elevating the railway over the road will be expensive and create significant disruption to the railway and local environment. It would likely require the purchase of some properties. Placing the railway beneath the existing road appears feasible, but again will be very disruptive to the railway as a considerable amount of closures will be required to carry out the work.
- 5.4.34 The most affordable solution would be to permanently close the two level crossings and provide bridges to maintain access and permeability for pedestrians and cyclists, with associated re-planning. Highway traffic would have to be re-routed and the surrounding network upgraded to accommodate additional traffic. Such proposals may be unacceptable to local stakeholders.
- 5.4.35 Further investigation and work will be required before a more detailed scope can be determined, which would include consideration of the traffic impacts of closure, volumes of HGVs using alternative routes (and what these routes are) and, of course, the cost impacts.
- 5.4.36 For the purposes of this study we have included a figure of £30m to provide a solution, but at this stage it has not been defined. Such a solution would permit the West London Orbital trains to operate, but also provide a wide range of other benefits for the local road network and local communities, by removing the severance and safety issues of interfacing with the rail network.

CHURCHFIELD ROAD CROSSING (ACTON)

- 5.4.37 There is a level crossing just north of Acton Central station which will see significantly increased downtime following the introduction of the West London Orbital services. Subject to modelling/local consultation, closure could be considered, and we have assumed a cost of £5m representing an estimated cost for a footbridge with ramps.

ELECTRIFICATION, ROLLING STOCK CHOICES, DEPOTS AND STABLING

- 5.4.38 At this stage we are assuming that the railway will be operated by diesel traction, or possibly battery or hybrid traction. While the Kew – Acton and Dudding Hill Line sections are not electrified, all the rest of the line is and battery technology may have developed sufficiently by the time of opening to be a viable option. Therefore, potential subsequent phases of the enhancement plans could electrify the non-electrified sections.
- 5.4.39 Depot and stabling facilities need to be provided, regardless of the choice of rolling stock. We recommend use of the facilities at Cricklewood for stabling, either in the triangle between the north- and south-facing Dudding Hill curves, or on the other side of the Midland Main Line. At present there is sufficient capacity for a small fleet of 4-car multiple units; this may have changed by the time of implementation, but should be included in ongoing plans for the development of the site. Fuelling, cleaning and minor maintenance could be undertaken here. An alternative location could be the south west sidings at Willesden, which see very little use.
- 5.4.40 Depot facilities are harder to identify for diesel rolling stock in the London area. There are very clearly cost efficiencies in sub-contracting the maintenance to a depot which is already there (and preferably currently services diesel trains), rather than a depot solely for the small fleet of trains necessary for this new service. Options include:

- à Wembley depot, which is used by Chiltern for its entire fleet of rolling stock. It is a small depot, but is closest to the route.
- à Reading depot, which will retain a small fleet of diesel rolling stock for the non-electrified routes in the Thames Valley operated by GWR. There would probably be capacity at Reading depot, but it would require operation of empty coaching stock trains to and from Reading (approximately 34 miles from Acton) on a regular basis.
- à Salisbury depot, which is known to be capacity constrained and a considerable distance from the route. The depot current maintains SWT's fleet of class 158/9s, which operate from Waterloo to Exeter.
- à Selhurst depot, which would create a complex journey, albeit not too lengthy, for units to travel to this depot. It currently services class 171s operated by GTR, and deployed on the Uckfield and Brighton – Ashford services. The depot probably has capacity.
- à Willesden depot, where the diesel facilities are to be withdrawn after the electrification of the Gospel Oak – Barking route, but there may be scope to reinstate them at a modest cost.

5.4.41 At this stage it would be inappropriate to be definitive about the choice of depot as matters will evolve between now and the implementation date. For the purposes of the study we have included a capital cost of £5m for the provision of capital equipment for diesel rolling stock at a location, and access charges would need to be paid on an ongoing basis to the operator of the depot.

5.5 PROPOSED INFRASTRUCTURE ENHANCEMENT COSTS

5.5.1 The table below provides a summary of the estimated capital costs associated with the proposed new service.

Table 5-2 Infrastructure Capital Cost Estimates

ITEM	SPOT COST PROPOSED	COMMENTS
West Hampstead 2 new platforms (4-car)	£1m	If conventional rolling stock is used, only one platform needed, as an extension of current platform 4.
Cricklewood 2 new platforms (4-car)	£5.5m	Extend subway to new platform or add AFA lift and footbridge; cost estimate is based on step-free access to the newly built platform, will be similar in either case.
Hendon 2 new platforms (4-car)	£1m	Only one platform needed, as an extension of current platform 4.
Brent Cross/ Staples Corner	£5m	£5m increment on new station to be provided for Thameslink on the Midland Main Lines.
Neasden new station (4-car)	£18m	We agree with the construction costs provided by TfL, but by taking the possessions at the same time, we believe a cost saving of £800,000 can be made.
Harlesden new station (4-car)		
OOO Victoria road new platforms (4-car)		
Re-signalling of Dudding Hill line and Acton - Kew	£8m	Efficiencies could be found if re-signalling is combined with other possessions for the stations, but signalling project costs are often underestimated. Cost of data exchange and expanded Kew Bridge East scope added as minimum.
Quadrupling of Acton Wells Junction area	£45m	The required scope would be larger than considered in the initial report, due to anticipated renewals of existing bridges, site complications, and new electrification needed.
Bollo Lane level crossing replacement	£30m	Significant further work will be necessary to determine the scope of this.
Acton level crossing	£5m	Removal, and replacement with a footbridge.
Kew Bridge or Lionel Road turnback	£4m for each	Turnback facilities and refretting work necessary for turnback of 4tph (in addition to Hounslow).

Old Kew Junction doubling	£4.6m	In line with TfL report.
Old Kew Junction flyover	£8.5m	400m single track viaduct, ballasted track, and turnouts.
Hounslow bay platform	£5.4m	Bay platform to turn back 4 tph.
Depot facilities	£5m	Capital cost of necessary equipment.
Total	£146m	Excludes risk/contingency and optimism bias.

5.5.2

Given the early stage in the development of the scheme and the uncertainties and challenges described above, in line with guidance we have included a risk/contingency allowance of 80%. This produces a total capital cost of £263m.

DRAFT

6 PREFERRED OPTION

6.1 INTRODUCTION

6.1.1 Based on the demand forecasting and analysis of operational and infrastructure requirements for the three options described in Chapter 3, conclusions were drawn to inform the specification of the preferred option to be assessed. The conclusions were:

- à Option 3 (4 tph West Hampstead – Hounslow and 4 tph Hendon – Hounslow) attracts a higher level of demand and therefore higher total benefits (reduced passenger distance and passenger hours) when compared with Option 1 (4 tph Hendon – Hounslow) and Option 2 (4 tph West Hampstead – Hounslow).
- à Old Oak Common is central to the demand profile on the route, and it appears feasible to construct a station on the Dudding Hill lines at Brent Cross/Staples Corner.
- à With appropriate enhancements to the railway, the assumed level of service can be accommodated, but providing in excess of 4 trains per hour to Hounslow, on top of the South West Trains service, is deemed prohibitively expensive.
- à The preferred option should seek to deliver the benefits of option 3 (or as much of them as possible) for the most economical level of capital costs, e.g. a turnback at Kew Bridge and potentially with a phased introduction.

6.1.2 Based on these conclusions a preferred scenario has been developed and agreed with the client group. The preferred option is specified as:

- à Phase 1 – 4 trains per hour from West Hampstead to Hounslow.
- à Phase 2 – additional 4 trains per hour from Hendon to Kew Bridge.

6.1.3 The run times are the same as assumed in the initial demand modelling for Options 1 to 3.

6.2 DEMAND MODELLING

6.2.1 The LTS-PT model has been used to undertake demand and benefit forecasting for the preferred option, consistent with the initial options modelling. A range of model outputs have been generated, including summary statistics, flow difference plots, new services line loading, boardings and alightings.

SUMMARY STATISTICS

6.2.2 Summary statistics at a global level for each AM and PM scenario modelled, as well as the difference with the associated baseline scenario are presented in Appendix B-1.

Baseline: Standard LTS-PT 2041 Reference Case (A141rc01a)

6.2.3 The introduction of West London Orbital passenger services is forecast to result in an increase in passenger kilometres, passenger hours and total passenger boardings on rail services (including WLO) of 9,374 in the AM and 9,327 in the PM. A reduction in passenger kilometres, passenger hours and total passenger boardings on LUL and buses indicates that the demand for the West London Orbital services is likely to be abstracted from LUL and bus services, providing crowding relief for them.

6.2.4 The WLO is estimated to improve connectivity and provide extra capacity on the public transport network in London resulting in lower levels of distance travelled, total boardings, journey times and crowding levels, above all in the north-western and south-western quadrants of London. The table below provides a summary across all public transport modes in London.

Table 6-1 Summary statistics. WLO Preferred Option versus 2041 Reference Case

MODE	PEAK	DESCRIPTION	2041 TFL REF CASE	CHANGE IN USER BENEFITS
		Scenario	A141rc01a	Preferred Option minus RC
All PT	AM	Passenger Kms	85,795,810	-33,096
		Uncrowded Passenger Hours	115,348,652	-140,143
		Crowded Passenger Hours	154,400,839	-317,792
		Passenger Boardings	6,244,762	-1,827
	PM	Passenger Kms	89,635,043	-26,986
		Uncrowded Passenger Hours	120,021,714	-119,500
		Crowded Passenger Hours	154,108,212	-308,646
		Passenger Boardings	6,791,486	-1,913

Baseline: 2041 Maximum Growth Scenario without Crossrail 2

6.2.5 When tested against the Maximum Growth Scenario, the pattern of the results is similar as for the Reference Case Scenario. However, the additional trip generation associated with the Maximum Growth Scenario means changes are greater as summarised in Table 6-2.

Table 6-2 Summary statistics. WLO Option Scenarios versus 2041 Maximum Growth Scenarios

MODE	PEAK	DESCRIPTION	2041 MAX GROWTH (MG)	CHANGE IN USER BENEFITS
		Scenario	A141rc01a	Preferred Option minus MG
All PT	AM	Passenger Kms	88,152,748	-34,613
		Uncrowded Passenger Hours	118,927,182	-129,397
		Crowded Passenger Hours	160,705,541	-370,356
		Passenger Boardings	6,485,584	-2,010
	PM	Passenger Kms	92,436,014	-28,444

Uncrowded Passenger Hours	124,289,369	-126,955
Crowded Passenger Hours	162,352,074	-351,499
Passenger Boardings	7,068,359	-2,028

FLOW DIFFERENCE PLOTS

- 6.2.6 Differences in demand on the public transport network in the AM and PM between each option and its associated baseline scenario are presented in Appendix B-2. Increases in passenger volumes are shown in red and reductions in green.
- 6.2.7 The introduction of West London Orbital passenger services is forecast to attract passengers from LUL lines such as the Northern, Jubilee, Central, District and Piccadilly as well as rail services currently operated by South West Trains and Great Western Railway. With the WLO passenger services operating these national rail services are likely to witness lower levels of crowding, providing overall crowding relief to a broad range of other services.
- 6.2.8 A direct connection between Old Oak Common (OOC) Victoria Road station, which is considered as part of the WLO, and the main Old Oak Common station is estimated to attract additional passengers to the Elizabeth Line (Crossrail 1). However, the number of passengers transferring at the OOC between the WLO services and the Elizabeth Line drops by around 25% in comparison with Option 3 as the WLO Hounslow-Hendon service gets truncated to Kew Bridge providing less frequent connection to/from Hounslow.

LINE LOADING BY STATION

- 6.2.9 Line loading, station boardings and alightings are detailed in Appendix B-3. This section summarises the findings of the analysis.

Baseline: Standard LTS-PT 2041 Reference Case (A141rc01a)

- à The WLO services are forecast to carry 9,504 passengers in the AM (0700-1000) and 10,165 passengers in the PM (1600-1900).
- à The demand will vary by station with OOC Victoria Road being utilised the most. For example, in the AM 1,537 passengers are forecast to board the West London Orbital services and 4,660 to alight. In the PM these numbers are 3,917 and 2,428 passengers respectively. The majority of these passengers are those interchanging from/to the Elizabeth Line (Crossrail 1).

Baseline: 2041 Maximum Growth Scenario without Crossrail 2

- à The WLO services are forecast to carry 9,758 passengers in the AM (0700-1000) and 10,623 passengers in the PM (1600-1900).
- à In the Maximum Growth Scenario WLO services are forecast to carry more passengers than in the Reference Case: on average 2.7% more in the AM and 4.5% in the PM.
- à The demand will vary by station with OOC Victoria Road being utilised the most. For example, in the AM 1,682 passengers are forecast to board the WLO services and 4,593 to alight. In the PM these numbers are 3,916 and 2,669 passengers respectively. The majority of these passengers are those interchanging from/to the Elizabeth Line (Crossrail 1).

7 ASSESSMENT OF PREFERRED OPTION

7.1 INTRODUCTION

7.1.1 A preliminary assessment to support a decision on whether or not to proceed with the development of the scheme has been undertaken drawing upon the outputs of the demand forecasting and capital cost estimates, supported by further analysis.

7.2 ECONOMIC APPRAISAL

7.2.1 The economic appraisal has been undertaken in line with TfL guidance (as set out in the Business Case Development Manual, March 2017). The forecast benefits (both uncrowded and crowded time in hours) for all public transport users have been converted into monetary values based upon TfL's values of time for rail users in work time and for commuting and other journey purposes.

7.2.2 The forecast benefits have been profiled over a 30-year appraisal period from 2026 to 2055. The profiling captures:

- à Value of time growth (from BCDM)
- à Background demand growth to 2041 (from LTS-PT model)
- à Build-up factor of 50% in years 2026-2028 prior to introduction of 8 tph services from 2029
- à Discounting at 3.5% for next 30 years and then at 3%

7.2.3 Substantial benefits are forecast to arise from the journey time improvements provided by the WLO rail services, notably by accessing the Elizabeth Line at OOC Victoria Road and for journeys within the corridor which cannot currently be made directly (with travel time savings of up to 20 to 30 minutes). In total the value of the travel time benefits for the appraisal period exceed £10bn PV.

7.2.4 In addition, very significant benefits are forecast to be experienced not only by those using the WLO rail services, but by those experiencing less crowded travel conditions on other routes on the national rail network. In total the value of the crowding relief benefits for the appraisal period exceed £20bn PV.

7.2.5 Set against these social benefits (i.e. economic welfare rather than financial) are the costs of the scheme, both capital and operating. The capital costs have been described in Chapter 5 with a total cost including 80% risk identified as £263m. In line with appraisal practice, an optimism bias uplift of 64% reflecting the early stage of scheme development has been applied for the assessment. It is assumed that there will be real growth inflation on this current year estimate of 1.5% per annum until scheme opening. This produces a discounted capital cost estimate for the appraisal of £374m PV.

7.2.6 Forecast operating costs have been estimated on the basis of consistency with standard industry assumptions. They are estimated to be (in current prices):

- à £8.611m p.a. for Phase 1 from 2026
- à £15.247m p.a. for the full service from 2029

7.2.7 As with the capital costs, real growth inflation (1% p.a. in line with revenue) has been assumed. Over the life of the appraisal period the total operating cost is estimated to be £315m PV, including optimism bias uplift.

- 7.2.8 For the purposes of this preliminary economic appraisal, and reflecting the results from LTS-PT being based on trip reassignment and hence largely redistribution of revenue, we have not included revenue in the appraisal as the net effect on the overall case will be negligible. However, as discussed below, we have forecast estimated revenue for the WLO rail services in order to inform consideration of the anticipated operating position.
- 7.2.9 The resulting indicative benefit to cost ratio for the proposed WLO services is very high (over 50:1). This reflects the very substantial social benefits received by both users of the WLO rail services and users of the wider public transport network from the journey time and capacity improvements introduced. These benefits are derived from infrastructure that largely exists and therefore mitigates the cost requirements of the scheme.

Table 7-1 Summary of Economic Appraisal Results

ITEM	30 YEAR PV 2017
Journey time benefits	>£10bn
Crowding benefits	>£20bn
Total Social Benefits	>£30bn
Capital costs	£374m
Operating costs	£315m
Revenue	Not included
Net Financial Effect	£689m
Net Present Value	>£30bn
Benefit:Cost Ratio	>50:1

7.3 OPERATING POSITION

- 7.3.1 For the purposes of this study it has been assumed that the WLO rail service would be operated as a London Overground concession. Indicative revenue has been estimated on the basis of assuming that all additional rail boarders forecast in LTS-PT provide a yield of £1 for WLO rail services recognising that many trips are likely to be 'discounted' due to the use of travelcards, season tickets, capped fares etc. and as legs of multi-legged journeys. This produces an estimated revenue when the 8 tph service has commenced operation of around £9m (in current prices). This compares to an operating cost estimate of around £15m.
- 7.3.2 The requirement for an operating subsidy is standard for much of the rail network, but further consideration of means to meet the 'gap' between the forecast revenue and operating cost will need to be considered in order to confirm the affordability of WLO rail service operations. This consideration should address:
- à Future TfL fares' policy for orbital travel, recognising the strategic nature of many of the trips (which can be made without crossing fare boundaries, in contrast with radial trips)
 - à Opportunities to harness future technology for ticketing and fares to most effectively manage demand across the network and price fares appropriately
 - à Future rolling stock choices, e.g. electric or battery, and implications for operating and whole-life costs

7.4 WIDER BENEFITS

ACCESSIBILITY

- 7.4.1 Through the provision of new direct high quality public transport links and integration with the wider national rail network and LUL network, the introduction of WLO rail services will deliver a step change in accessibility to and from the corridor between Hounslow and West Hampstead/Hendon.
- 7.4.2 Figures 7-1 and 7-2 illustrate the extent of the catchments for the new stations by time band in the 'with' and 'without' scenarios for WLO rail services. As can be seen, the introduction of WLO rail services significantly increases the areas accessible within 'reasonable' travel times (e.g. within 20 and 30 minutes) of these currently under-served locations.
- 7.4.3 Figure 7-3 shows the walk-in catchment for each of the stations served by the proposed services. It also presents the PTAL score for each station location in the absence of the scheme. The majority of the stations are scored as 3 or 4. (It should be noted that the baseline does not fully capture the large scale development around Old Oak Common, due to the forecast year available. It is therefore anticipated that the eventual baseline PTAL for the Old Oak Common (Victoria Road) will be considerably higher than shown in this analysis).
- 7.4.4 PTAL is a standardised measure used by TfL, which combines information about the proximity of public transport services and the morning peak frequencies. The PTAL scores have been produced from WebCAT PTAL output, which takes the closest point to the station. As this can be up to 100m from the platforms or station entrance, a manual adjustment was made. Figure 7-4 shows the effect on the PTAL score of introducing the scheme.

Figure 7-1 Accessibility in without WLO rail services scenario

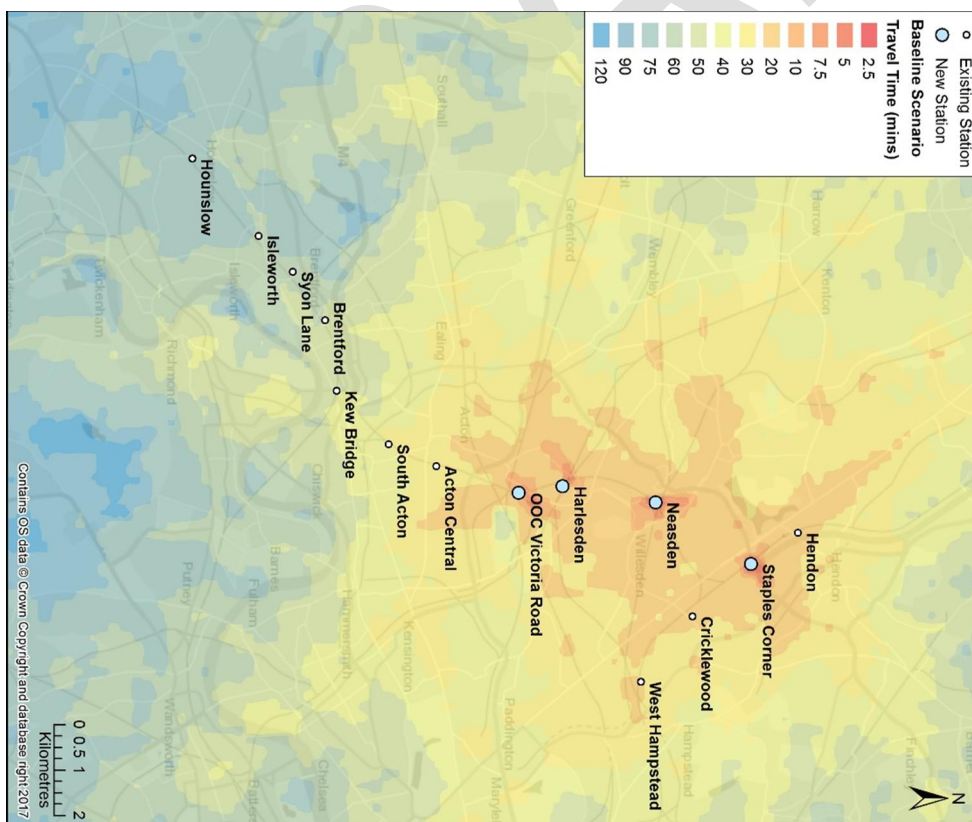


Figure 7-2 Accessibility in with WLO rail services scenario

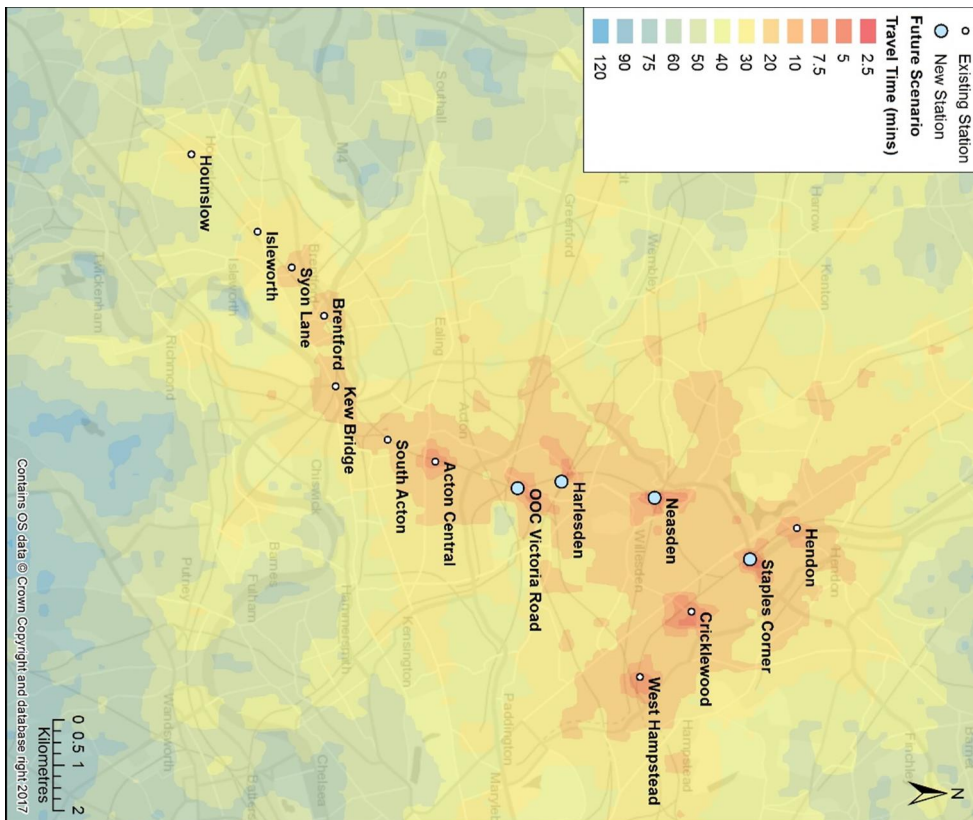


Figure 7-3 PTAL scores without WLO rail services

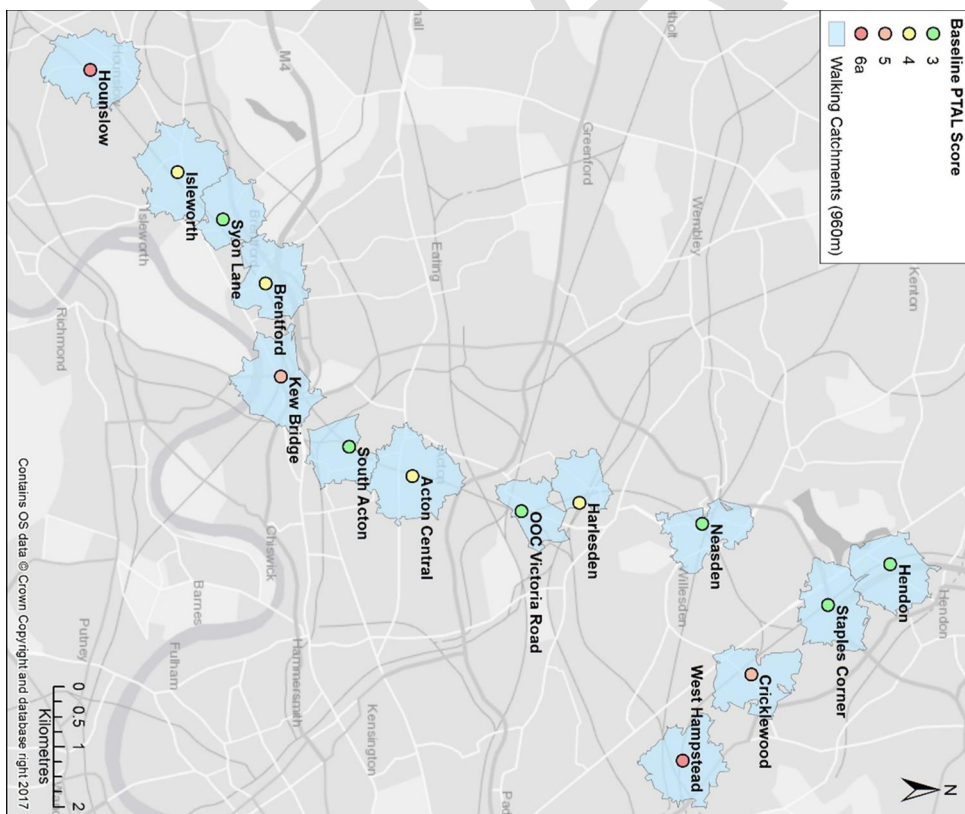
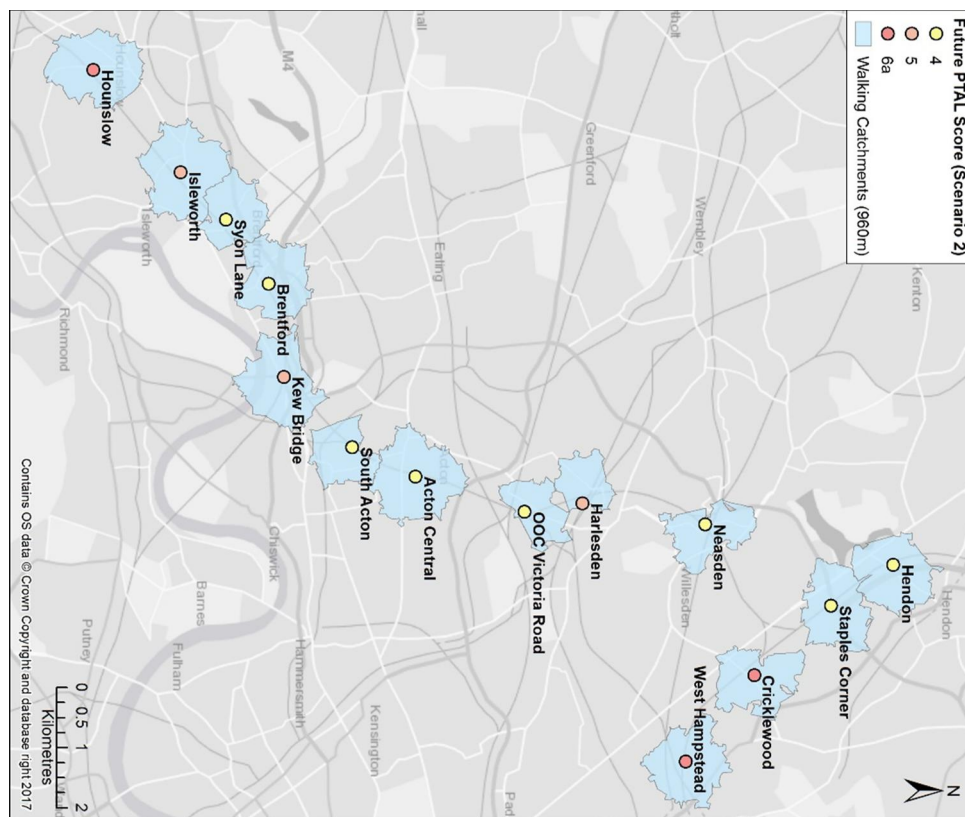


Figure 7-4 PTAL scores with WLO rail services



- 7.4.5 The results of the PTAL analysis illustrated in Figures 7-3 and 7-4 demonstrate an increase in score for nine of the 14 stations. All six of the stations with a score of 3 without WLO rail services gain a score of 4 after its introduction. Both Isleworth and Harlesden stations are promoted to a score of 5.

SUPPORTING GROWTH

- 7.4.6 The demand forecasting and economic appraisal demonstrate the very significant benefits to the forecast public transport users in 2041, based on TfL's current assumptions. In West London there are ambitions to deliver additional significant housing and the provision of high quality public transport and good accessibility is seen as providing an opportunity to increase the density of developments and potentially open up new sites.
- 7.4.7 PTAL scores are used in the Housing Density Matrix in the London Plan to set out recommended housing densities for developments. As indicated in the extract from the London Plan below, (and assuming 'Urban' setting for West London), the range of expected densities around the stations served by the scheme would increase to up to 700 habitable rooms per hectare and up to 260 units per hectare in the most accessible locations.

Figure 7-5 Recommended Housing Densities in the London Plan

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha
Urban	150-250 hr/ha	200-450 hr/ha	200-700 hr/ha
3.8-4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
Central	150-300 hr/ha	300-650 hr/ha	650-1100 hr/ha
3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
2.7-3.0 hr/unit	50-110 u/ha	100-240 u/ha	215-405 u/ha

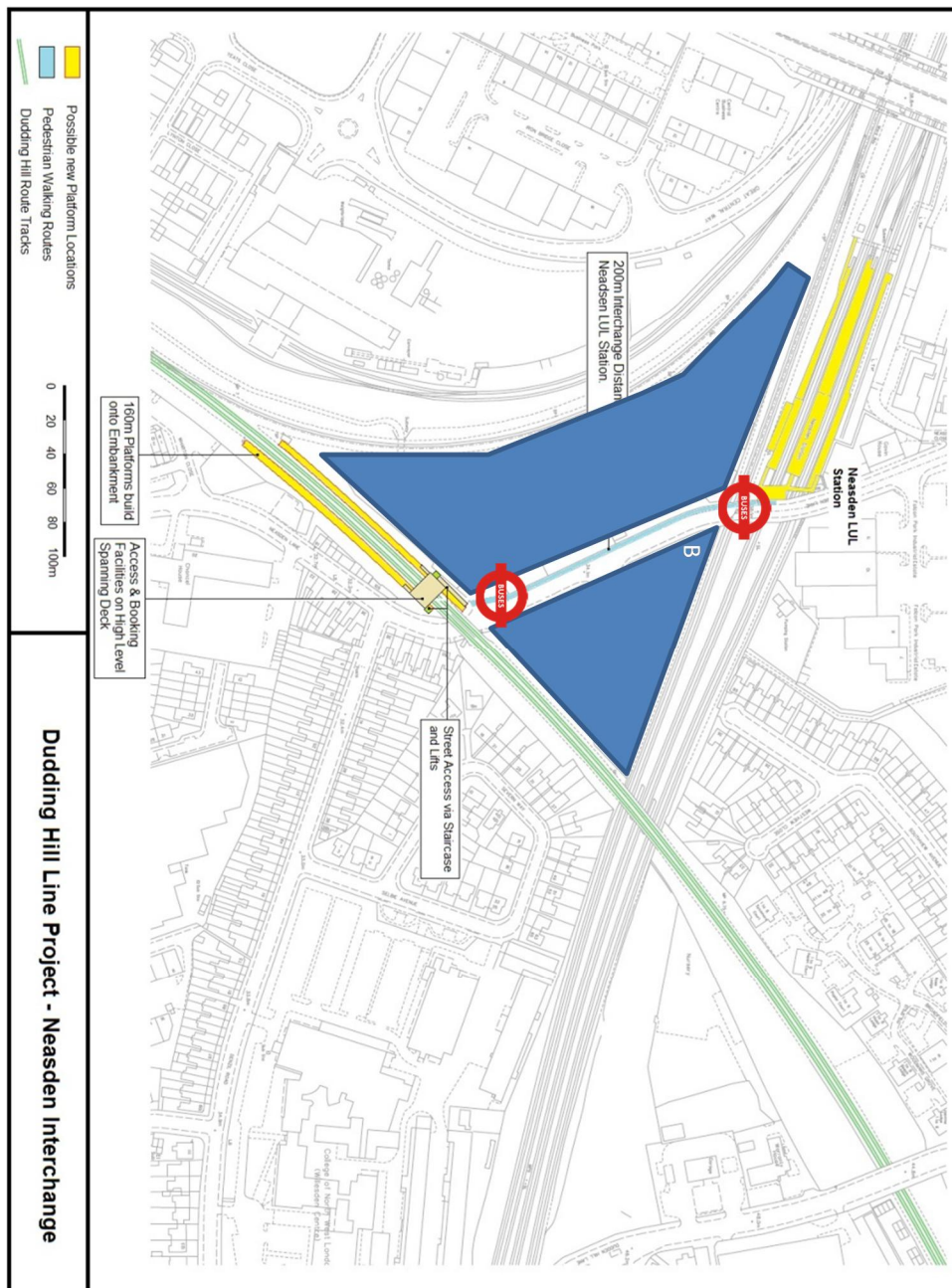
Figure 2.1: Recommended housing densities in the London Plan

hr = habitable rooms
u = a dwelling unit, i.e. a flat or a house
ha = hectare

- 7.4.8 Assuming an increase in density around the stations where the PTAL score increased to 4 or above in the with WLO rail services scenario, the recommended increase in the number of units within the walk-in catchments of the stations could be around 200 units on the basis of the London Plan guidance. If the effect of the improved accessibility is extended to a one mile radius, the result could be over 300 additional units.
- 7.4.9 These indicative estimates however, are likely to be very conservative and developers will be keen to exploit the full commercial potential of the sites and seek to provide the highest densities they can. If this was to produce densities at some locations consistent with the 'Central' setting the level of additional units could approach around 1,000 units.
- 7.4.10 The above estimates are purely illustrative and do not reflect the current usage and densities in the areas which would benefit from the WLO rail services. Based on the emerging Strategic Housing Land Availability Assessments for the West London boroughs many identified sites will benefit from the introduction of the WLO rail services. This could potentially, subject to finalisation of site identification, developer appetite and local policies enable the intensification of housing development to potentially deliver 15,000 to 20,000 units.
- 7.4.11 The results of the demand forecasting indicate that in 2041 the WLO rail services will provide sufficient capacity to accommodate further significant growth on rail demand arising from further housing and employment development along the corridor.

OPPORTUNITIES FOR OVER-SITE DEVELOPMENT

Figure 7-6 Illustrative concept for OSD at Neasden



7.4.12

One potential way to support both the densification of development in the corridor and to raise funding to assist in addressing the scheme affordability, is to pursue opportunities for over-site development (OSD) at the WLO stations, which themselves are only likely to be cost effective if constructed to a material density.

- 7.4.13 A new station at OOC Victoria Road provides a good opportunity for a relatively dense OSD structure, along with increased public space and thoroughfare provision. This could complement the OPDC development masterplan. There is also precedent for OSD of reasonable density at Neasden. The new station at Harlesden offers limited potential for OSD, given its low density surroundings and lack of immediate proximity to an employment centre, but there is some space in the local area to enable a more ambitious vision when the future OPDC starts to regenerate the adjacent surroundings, so a longer-term masterplan could enable viable OSD.
- 7.4.14 The likely timescale for the delivery and operation of the WLO rail services, combined with TfL's ambitions for development of its sites via its Property Partnership Framework, would be the ideal timing and climate in which to bring forward plans for new transport-oriented development and new or rejuvenated town centres.

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CONCLUSIONS & RECOMMENDATIONS

8.1 BACKGROUND

- 8.1.1 The Dudding Hill line running from Acton to Cricklewood, has been identified as providing the opportunity for transport investment to support the sustainable growth of population and employment in the area. The line is currently lightly used by freight and very occasional passenger charter trains. The re-introduction of passenger services on the Dudding Hill Line and the Kew – Acton link to provide a West London Orbital (WLO) rail service from Hounslow to West Hampstead and Hendon would provide an efficient and effective means to serve the proposed developments for the corridor between Hounslow and West Hampstead/Hendon.
- 8.1.2 This study has confirmed the appropriateness of developing a heavy rail solution for the corridor given its existing role as a freight route and the opportunity to provide connectivity across the wider rail network. Retention of the heavy rail corridor on the Dudding Hill Line section would also permit integration of the WLO services into London Overground operations and to support the further success of this brand.
- 8.1.3 The preferred WLO service is based upon the findings from demand forecasting for different service options and analysis of the operations and infrastructure implications of delivering the options. The preferred WLO service, agreed with the client group, is the phased introduction of:
- à 4 trains per hour from West Hampstead to Hounslow (from 2026)
 - à Additional 4 trains per hour from Hendon to Kew Bridge (from 2029)

8.2 THE CASE FOR THE PREFERRED OPTION

- 8.2.1 The results of the demand forecasting (using TfL's LTS-PT model) demonstrate a forecast increase in passenger kilometres, passenger hours and total passenger boardings on rail services (including WLO) of around 9,500 in both the AM and the PM periods. A reduction in passenger kilometres, passenger hours and total passenger boardings on LUL and buses indicates that the demand for the WLO services is likely to be abstracted from LUL (notably Northern, Jubilee, Central, District and Piccadilly lines) and bus services, providing crowding relief for them.
- 8.2.2 The value of the passenger benefits, when quantified in line with TfL guidance, more than offsets the estimated capital costs for the scheme and the cost of operating the services (producing a benefit to cost ratio above 50:1). This strong economic appraisal result is supported by the additional unquantified benefits that would arise from the transfer of highway trips to rail services, e.g. from the A406 North Circular Road (which are not included in the demand forecasting), and supporting the local housing and employment agendas and the draft Mayor's Transport Strategy.
- 8.2.3 Demonstrating the implications of the introduction of the WLO rail service, PTAL analysis identifies a significant increase in the accessibility provided. Of the 14 stations served by the WLO services, nine improve by a PTAL score. On the basis of this increase in scores and the London Plan's guidance on associated densities for housing developments, the WLO rail service could support significant additional units subject to finalisation of site identification through the Strategic Housing Land Availability Assessments process, developer appetite and local policies.
- 8.2.4 The assessment of the preferred option indicates a strong value for money case, encompassing both quantified and unquantified benefits.

8.3 DELIVERABILITY OF THE PREFERRED OPTION

- 8.3.1 While the introduction of WLO rail services is anticipated to provide significant benefits for West London, and beyond, the delivery of the scheme presents some very significant challenges. As identified in the study these relate to the affordability of the scheme and the technical feasibility of implementing it.
- 8.3.2 The capital cost estimate for the scheme is around £150m, with an additional 80% risk assumed at this initial stage of scheme development. Given the magnitude of this cost estimate, significant funding sources will need to be identified in order to achieve scheme affordability. Initial analysis indicates that there is scope to derive a significant contribution towards this capital cost through funding from the Community Infrastructure Levy (CIL). With potentially 15,000 to 20,000 new homes planned in West London the associated value of the CIL could approach around £150m.
- 8.3.3 While there is an existing rail corridor, which serves freight trains, to accommodate the introduction of frequent passenger services requires capacity enhancements and the closure of level crossings. The most challenging enhancement is the quadrupling of track around Acton Wells. This will be technically difficult both in regards to the works required, including the construction of a new bridge, and given the very limited availability of possessions in which to undertake the work. However, such are the benefits to the rail industry if a solution can be delivered, that funding contributions towards it may be forthcoming. Similarly, the delivery of a satisfactory solution at Bollo Lane, where the existing level crossings will need to be closed, will potentially create significant disruption while the construction works are underway. Stakeholder and public acceptability will be influential in shaping the solutions.
- 8.3.4 Once operating, the option has been designed to best utilise the capacity available and necessary infrastructure resulting in the proposal to run 8 trains per hour on the core section between Neasden and South Acton, with 4 tph for the sections to the north and south. The currently forecast revenue for WLO rail services will not fully offset the forecast operating costs, but opportunities in relation to innovative fares policy and operating practices offer areas for consideration to close the gap.

8.4 RECOMMENDATIONS

- 8.4.1 A strong economic case has been demonstrated for the introduction of operationally feasible WLO rail services using the Dudding Hill Line. This supports the rationale for developing the scheme further, with a focus on the identified technical challenges for the implementation of the scheme, i.e. for Acton Wells and Bollo Lane.
- 8.4.2 Subject to the development of viable solutions, the strength of the case should be revisited on the basis of revised cost estimates and more detailed demand forecasting, incorporating a full run through the TfL model suite to capture forecast mode transfer. It would also be an opportunity for a thorough review and a possible improvement of the accuracy of the public transport model in line with TfL and DfT guidance.
- 8.4.3 In the expectation that the case for the scheme will remain strong, and with refined capital cost estimates, a funding proposal should be developed cognisant of the scope for developer contributions and the requirements for incorporating the services within London Overground in a manner that addresses the currently forecast operating deficit.

Appendix A

DEMAND ANALYSIS. OPTIONS 1 - 3

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APPENDIX A-1

GLOBAL STATISTICS

This section presents key model statistics at a global level for each AM Peak and PM peak scenario modelled, as well as differences in those model statistics between each scheme scenario and its associated baseline scenario.

Baseline: Standard LTS-PT 2041 Reference Case (A141rc01a)

Mode	Peak	Description	2041 Tfl Ref Case	Dudding Hill Option 1	Dudding Hill Option 2	Dudding Hill Option 3	Difference		
		Scenario	A141rc01a	A141DH01a	A141DH02a	A141DH03a	A141DH01a- A141rc01a	A141DH02a- A141rc01a	A141DH03a- A141rc01a
Rail	AM	Passenger Kms	61,984,155	62,016,662	62,012,664	62,059,289	32,507	28,509	75,134
		Uncrowded Passenger Hrs	57,719,229	57,777,414	57,770,667	57,817,208	58,185	51,438	97,979
		Crowded Passenger Hrs	77,959,930	77,986,499	77,979,181	78,132,445	26,569	19,251	172,514
		Passenger Boardings	1,937,480	1,943,036	1,942,482	1,950,314	5,556	5,002	12,834
	PM	Passenger Kms	63,991,947	64,030,999	64,028,295	64,077,715	39,052	36,348	85,769
		Uncrowded Passenger Hrs	57,473,633	57,542,266	57,537,479	57,617,507	68,633	63,845	143,874
		Crowded Passenger Hrs	73,205,216	73,276,088	73,269,513	73,362,298	70,872	64,297	157,082
		Passenger Boardings	1,996,416	2,001,814	2,001,511	2,009,314	5,398	5,095	12,898
LUL	AM	Passenger Kms	16,267,356	16,225,889	16,230,396	16,185,807	-41,466	-36,960	-81,549
		Uncrowded Passenger Hrs	29,182,762	29,104,438	29,112,603	29,028,623	-78,324	-70,159	-154,139
		Crowded Passenger Hrs	43,191,304	43,026,123	43,045,825	42,863,924	-165,182	-145,479	-327,380
		Passenger Boardings	2,272,048	2,267,928	2,268,300	2,264,134	-4,120	-3,748	-7,914
	PM	Passenger Kms	16,552,743	16,509,536	16,514,085	16,469,409	-43,207	-38,658	-83,334
		Uncrowded Passenger Hrs	30,074,167	29,992,731	30,000,849	29,915,406	-81,436	-73,318	-158,762
		Crowded Passenger Hrs	41,269,408	41,106,803	41,121,782	40,949,028	-162,605	-147,627	-320,381
		Passenger Boardings	2,416,620	2,412,513	2,412,830	2,408,901	-4,108	-3,791	-7,720
Bus	AM	Passenger Kms	6,749,006	6,732,698	6,735,147	6,720,018	-16,308	-13,859	-28,988
		Uncrowded Passenger Hrs	26,478,568	26,410,056	26,420,524	26,356,202	-68,512	-58,044	-122,366
		Crowded Passenger Hrs	30,735,987	30,633,814	30,651,975	30,575,417	-102,173	-84,012	-160,569
		Passenger Boardings	1,852,325	1,848,954	1,848,970	1,845,825	-3,370	-3,355	-6,500
	PM	Passenger Kms	8,199,665	8,182,581	8,184,708	8,167,247	-17,084	-14,957	-32,418
		Uncrowded Passenger Hrs	30,291,568	30,222,305	30,230,735	30,159,154	-69,263	-60,833	-132,414
		Crowded Passenger Hrs	36,796,301	36,669,085	36,689,483	36,572,932	-127,216	-106,818	-223,369
		Passenger Boardings	2,177,500	2,173,966	2,173,870	2,170,569	-3,534	-3,630	-6,931

Mode	Peak	Description	2041 TfL Ref Case	Dudding Hill Option 1	Dudding Hill Option 2	Dudding Hill Option 3	Difference		
		Scenario	A141rc01a	A141DH01a	A141DH02a	A141DH03a	A141DH01a- A141rc01a	A141DH02a- A141rc01a	A141DH03a- A141rc01a
DLR	AM	Passenger Kms	632,655	632,502	632,523	632,453	-153	-132	-202
		Uncrowded Passenger Hrs	1,538,078	1,537,752	1,537,793	1,537,667	-326	-285	-411
		Crowded Passenger Hrs	1,899,277	1,898,692	1,898,759	1,898,507	-585	-518	-770
		Passenger Boardings	147,849	147,826	147,829	147,824	-23	-20	-25
	PM	Passenger Kms	701,112	700,968	700,975	700,931	-144	-137	-181
		Uncrowded Passenger Hrs	1,695,600	1,695,290	1,695,307	1,695,233	-310	-293	-367
		Crowded Passenger Hrs	2,080,741	2,080,177	2,080,211	2,080,072	-563	-529	-669
		Passenger Boardings	162,406	162,383	162,383	162,381	-23	-23	-25
Tram	AM	Passenger Kms	162,639	162,635	162,635	162,629	-4	-4	-10
		Uncrowded Passenger Hrs	430,015	430,004	430,004	429,986	-11	-11	-29
		Crowded Passenger Hrs	614,341	614,331	614,332	614,294	-10	-9	-48
		Passenger Boardings	35,061	35,061	35,061	35,060	0	0	-1
	PM	Passenger Kms	189,577	189,573	189,571	189,568	-4	-5	-9
		Uncrowded Passenger Hrs	486,745	486,735	486,732	486,722	-10	-13	-22
		Crowded Passenger Hrs	756,547	756,511	756,505	756,480	-36	-42	-67
		Passenger Boardings	38,543	38,543	38,542	38,542	0	-1	-1
All PT	AM	Passenger Kms	85,795,810	85,770,385	85,773,364	85,760,195	-25,424	-22,445	-35,614
		Uncrowded Passenger Hrs	115,348,652	115,259,663	115,271,591	115,169,686	-88,989	-77,060	-178,966
		Crowded Passenger Hrs	154,400,839	154,159,458	154,190,072	154,084,586	-241,381	-210,768	-316,253
		Passenger Boardings	6,244,762	6,242,806	6,242,642	6,243,157	-1,957	-2,121	-1,605
	PM	Passenger Kms	89,635,043	89,613,656	89,617,634	89,604,871	-21,387	-17,409	-30,172
		Uncrowded Passenger Hrs	120,021,714	119,939,327	119,951,102	119,874,022	-82,387	-70,612	-147,691
		Crowded Passenger Hrs	154,108,212	153,888,664	153,917,493	153,720,809	-219,549	-190,719	-387,404
		Passenger Boardings	6,791,486	6,789,219	6,789,137	6,789,708	-2,268	-2,350	-1,779

Baseline: 2041 Maximum Growth Scenario without Crossrail 2

Mode	Peak	Description	2041 TfL Max Growth	Dudding Hill Option 1	Dudding Hill Option 2	Dudding Hill Option 3	Difference		
		Scenario	A141rc20a	A141DH04a	A141DH05a	A141DH06a	A141DH04a- A141rc20a	A141DH05a- A141rc20a	A141DH06a- A141rc20a
Rail	AM	Passenger Kms	63,543,061	63,577,045	63,572,735	63,620,409	33,984	29,673	77,347
		Uncrowded Passenger Hrs	59,261,438	59,322,964	59,315,636	59,392,105	61,526	54,198	130,667
		Crowded Passenger Hrs	80,539,375	80,583,136	80,571,795	80,652,649	43,761	32,420	113,275
		Passenger Boardings	2,009,641	2,015,302	2,014,719	2,022,622	5,662	5,078	12,981
	PM	Passenger Kms	65,808,704	65,851,019	65,847,597	65,898,022	42,315	38,892	89,318
		Uncrowded Passenger Hrs	59,357,651	59,429,049	59,423,219	59,506,059	71,399	65,569	148,409
		Crowded Passenger Hrs	76,530,731	76,601,652	76,593,474	76,682,476	70,921	62,743	151,745
		Passenger Boardings	2,077,290	2,083,114	2,082,734	2,090,696	5,823	5,444	13,406
LUL	AM	Passenger Kms	16,651,343	16,607,306	16,612,485	16,567,202	-44,037	-38,857	-84,141
		Uncrowded Passenger Hrs	29,861,747	29,778,544	29,788,007	29,702,773	-83,203	-73,740	-158,974
		Crowded Passenger Hrs	44,507,659	44,331,416	44,353,861	44,170,433	-176,243	-153,798	-337,226
		Passenger Boardings	2,334,658	2,330,290	2,330,723	2,326,505	-4,367	-3,934	-8,152
	PM	Passenger Kms	17,064,166	17,017,429	17,022,776	16,976,105	-46,738	-41,391	-88,061
		Uncrowded Passenger Hrs	30,975,294	30,887,517	30,897,181	30,808,234	-87,777	-78,113	-167,060
		Crowded Passenger Hrs	43,170,281	42,990,865	43,009,032	42,825,111	-179,416	-161,249	-345,170
		Passenger Boardings	2,493,211	2,488,706	2,489,093	2,484,970	-4,505	-4,118	-8,241
Bus	AM	Passenger Kms	7,020,708	7,004,258	7,006,737	6,990,477	-16,450	-13,971	-30,231
		Uncrowded Passenger Hrs	27,493,659	27,424,854	27,435,407	27,366,943	-68,805	-58,252	-126,716
		Crowded Passenger Hrs	32,489,132	32,379,296	32,398,924	32,266,761	-109,836	-90,208	-222,371
		Passenger Boardings	1,927,422	1,924,039	1,924,033	1,920,782	-3,383	-3,389	-6,640
	PM	Passenger Kms	8,516,962	8,499,199	8,501,582	8,483,609	-17,762	-15,380	-33,353
		Uncrowded Passenger Hrs	31,405,075	31,333,233	31,342,630	31,268,921	-71,842	-62,445	-136,154
		Crowded Passenger Hrs	39,115,825	38,972,718	38,996,175	38,873,642	-143,107	-119,650	-242,184
		Passenger Boardings	2,263,218	2,259,570	2,259,473	2,256,103	-3,648	-3,745	-7,114

Mode	Peak	Description	2041 TfL Max Growth	Dudding Hill Option 1	Dudding Hill Option 2	Dudding Hill Option 3	Difference		
		Scenario	A141rc20a	A141DH04a	A141DH05a	A141DH06a	A141DH04a- A141rc20a	A141DH05a- A141rc20a	A141DH06a- A141rc20a
DLR	AM	Passenger Kms	772,475	772,332	772,362	772,305	-142	-113	-170
		Uncrowded Passenger Hrs	1,873,801	1,873,502	1,873,562	1,873,427	-298	-239	-374
		Crowded Passenger Hrs	2,543,780	2,543,195	2,543,313	2,542,971	-584	-466	-809
		Passenger Boardings	178,172	178,152	178,156	178,152	-19	-16	-20
	PM	Passenger Kms	853,060	852,920	852,927	852,909	-140	-133	-151
		Uncrowded Passenger Hrs	2,054,730	2,054,424	2,054,440	2,054,426	-306	-290	-304
		Crowded Passenger Hrs	2,754,186	2,753,524	2,753,564	2,753,519	-662	-622	-667
		Passenger Boardings	195,390	195,368	195,367	195,369	-22	-23	-21
Tram	AM	Passenger Kms	165,161	165,155	165,155	165,151	-6	-6	-10
		Uncrowded Passenger Hrs	436,538	436,521	436,520	436,509	-17	-18	-29
		Crowded Passenger Hrs	625,596	625,566	625,562	625,543	-30	-34	-53
		Passenger Boardings	35,692	35,692	35,692	35,692	0	0	0
	PM	Passenger Kms	193,122	193,115	193,115	193,109	-8	-8	-13
		Uncrowded Passenger Hrs	496,620	496,601	496,600	496,585	-19	-19	-35
		Crowded Passenger Hrs	781,050	780,987	780,986	780,938	-64	-64	-112
		Passenger Boardings	39,250	39,249	39,249	39,249	-1	-1	-1
All PT	AM	Passenger Kms	88,152,748	88,126,096	88,129,473	88,115,544	-26,651	-23,275	-37,204
		Uncrowded Passenger Hrs	118,927,182	118,836,386	118,849,132	118,771,756	-90,796	-78,050	-155,426
		Crowded Passenger Hrs	160,705,541	160,462,607	160,493,455	160,258,357	-242,933	-212,086	-447,184
		Passenger Boardings	6,485,584	6,483,476	6,483,322	6,483,753	-2,108	-2,262	-1,831
	PM	Passenger Kms	92,436,014	92,413,681	92,417,996	92,403,753	-22,333	-18,018	-32,261
		Uncrowded Passenger Hrs	124,289,369	124,200,823	124,214,070	124,134,226	-88,546	-75,299	-155,144
		Crowded Passenger Hrs	162,352,074	162,099,745	162,133,231	161,915,686	-252,329	-218,843	-436,387
		Passenger Boardings	7,068,359	7,066,006	7,065,916	7,066,387	-2,352	-2,443	-1,971

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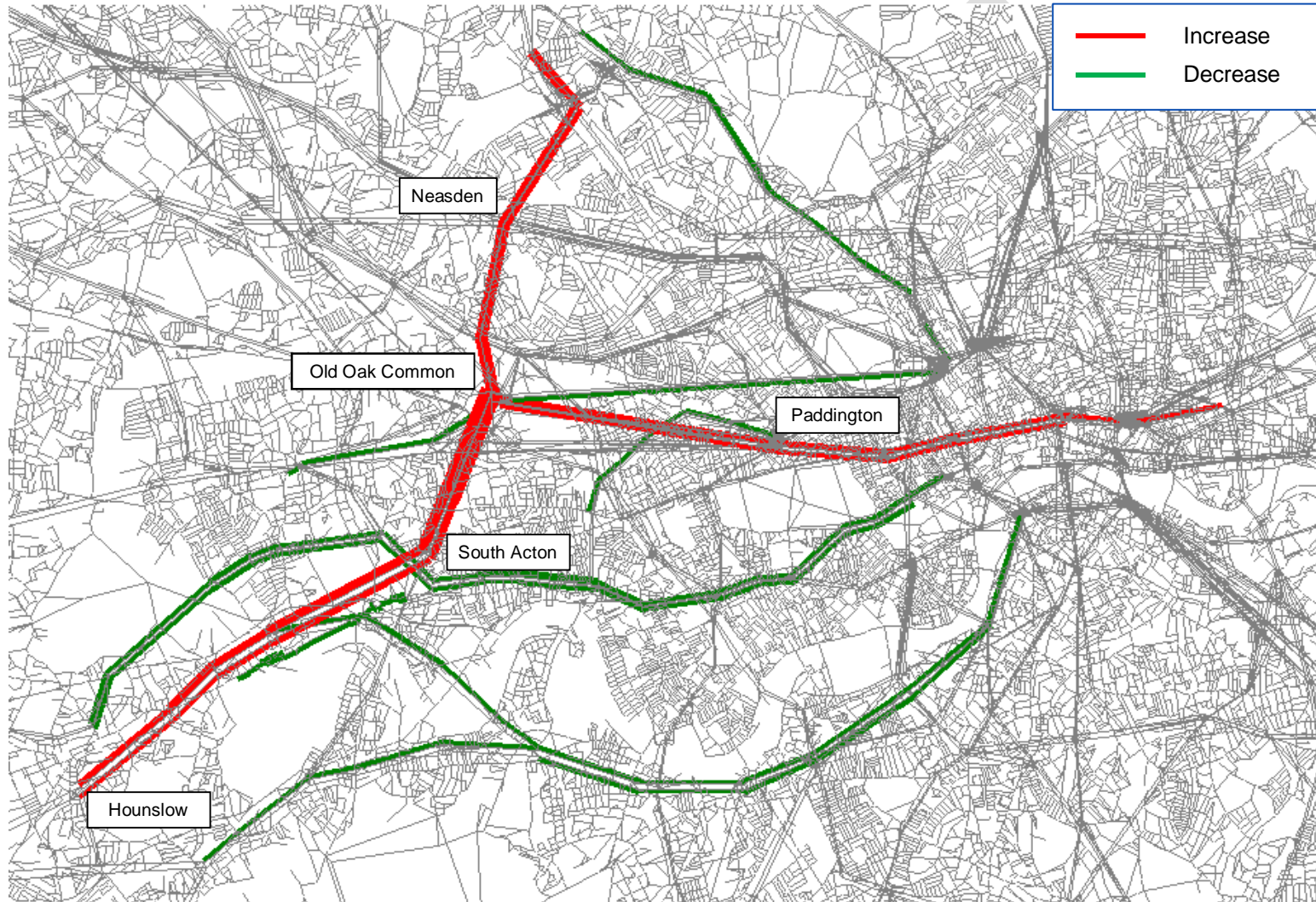
APPENDIX A-2

FLOW DIFFERENCE PLOTS

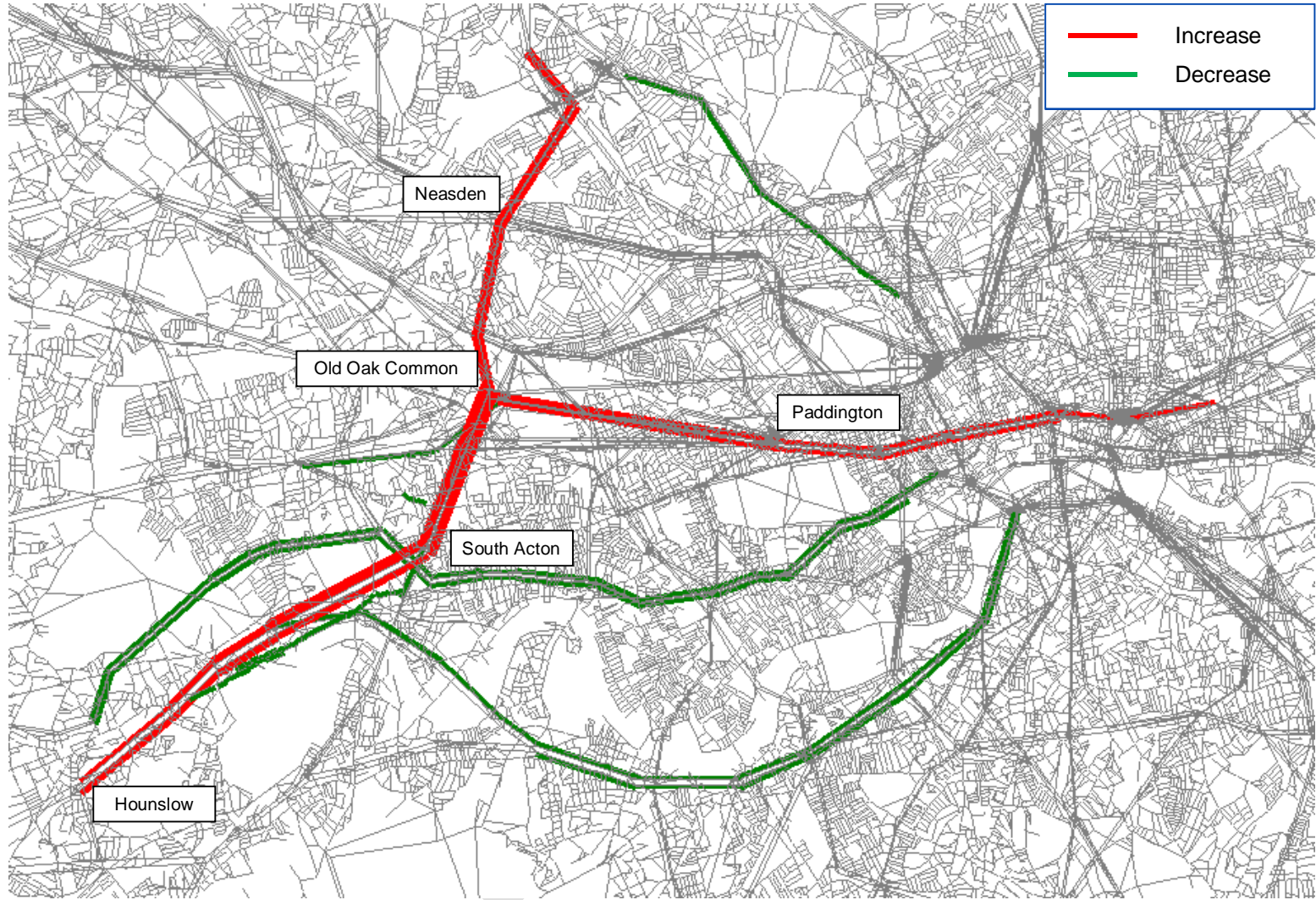
This section displays public transport network plots showing differences in demand on the public transport network in the AM and PM between each scheme option and its associated baseline scenario.

Baseline: Standard LTS-PT 2041 Reference Case (A141rc01a)

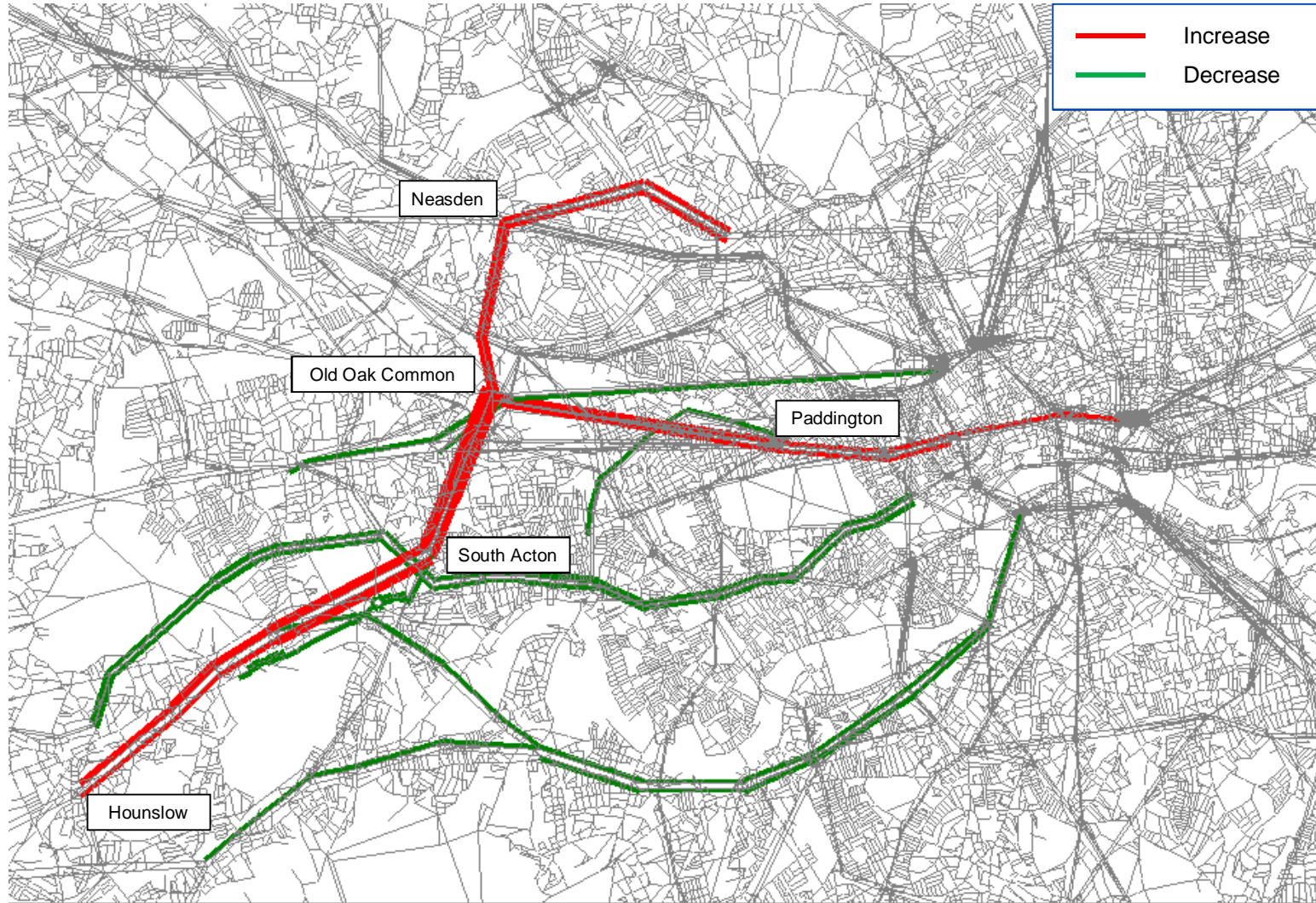
Passenger flow difference Option 1 minus Reference Case, AM



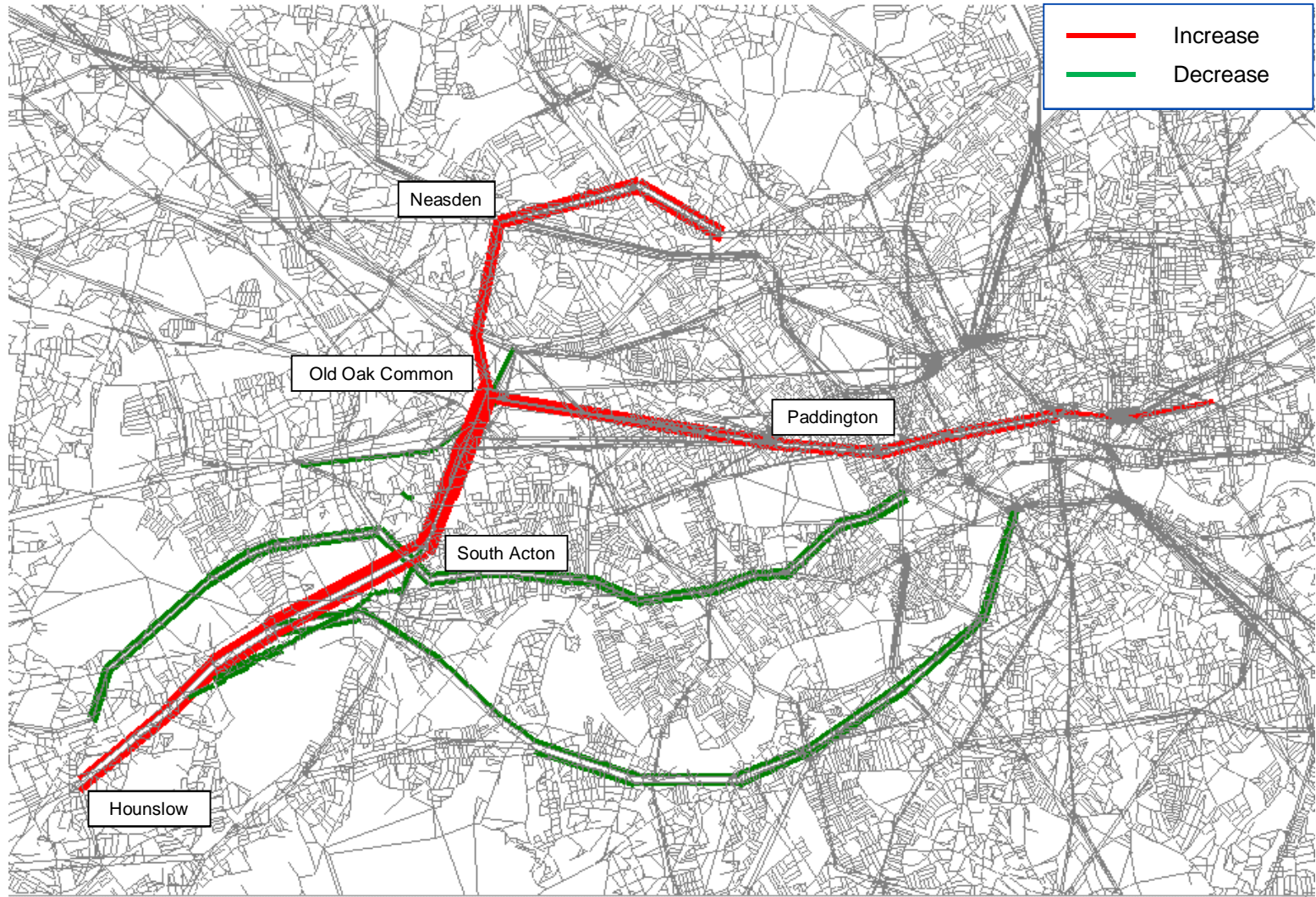
Passenger flow difference Option 1 minus Reference Case, PM



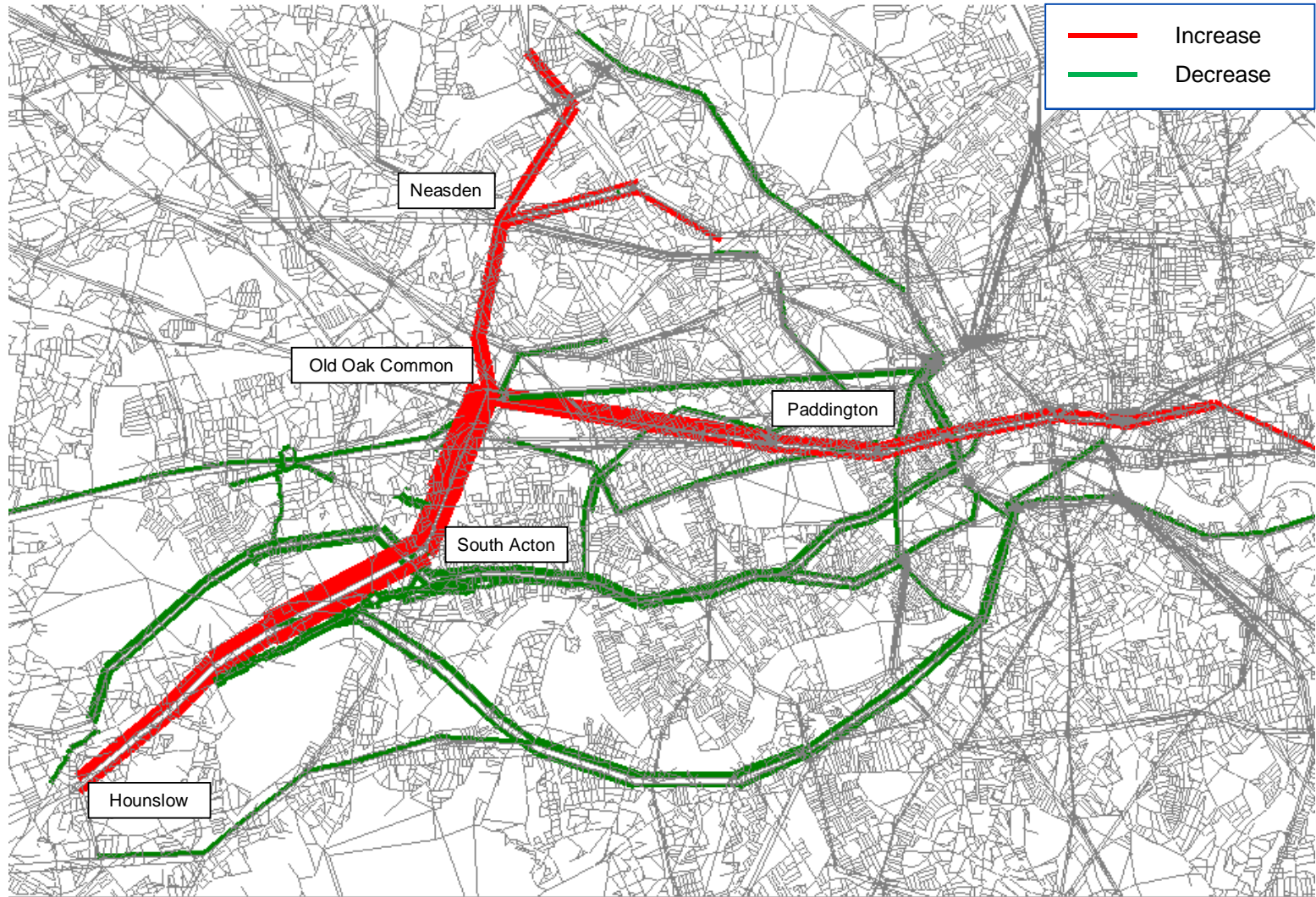
Passenger flow difference Option 2 minus Reference Case, AM



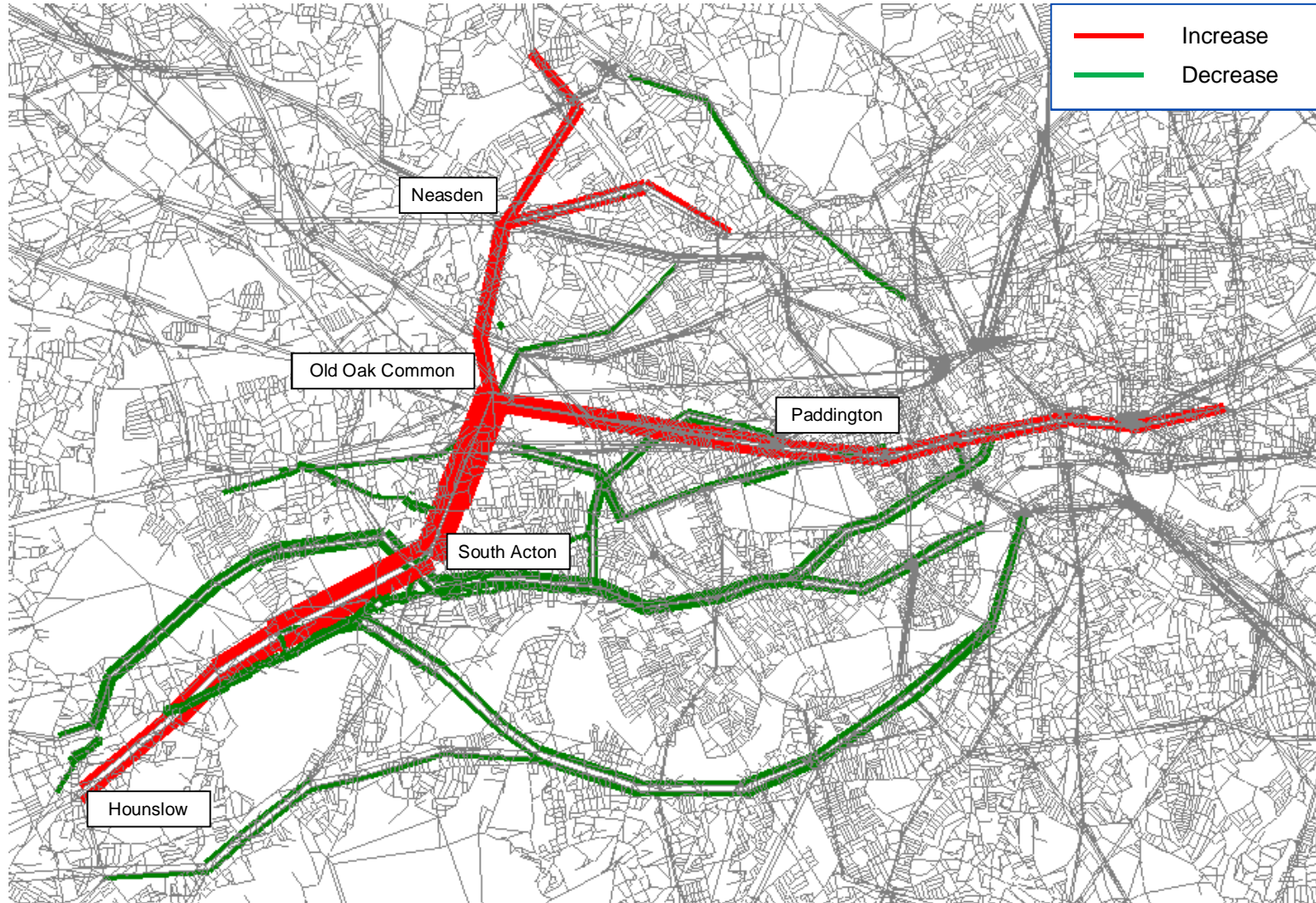
Passenger flow difference Option 2 minus Reference Case, PM



Passenger flow difference Option 3 minus Reference Case, AM

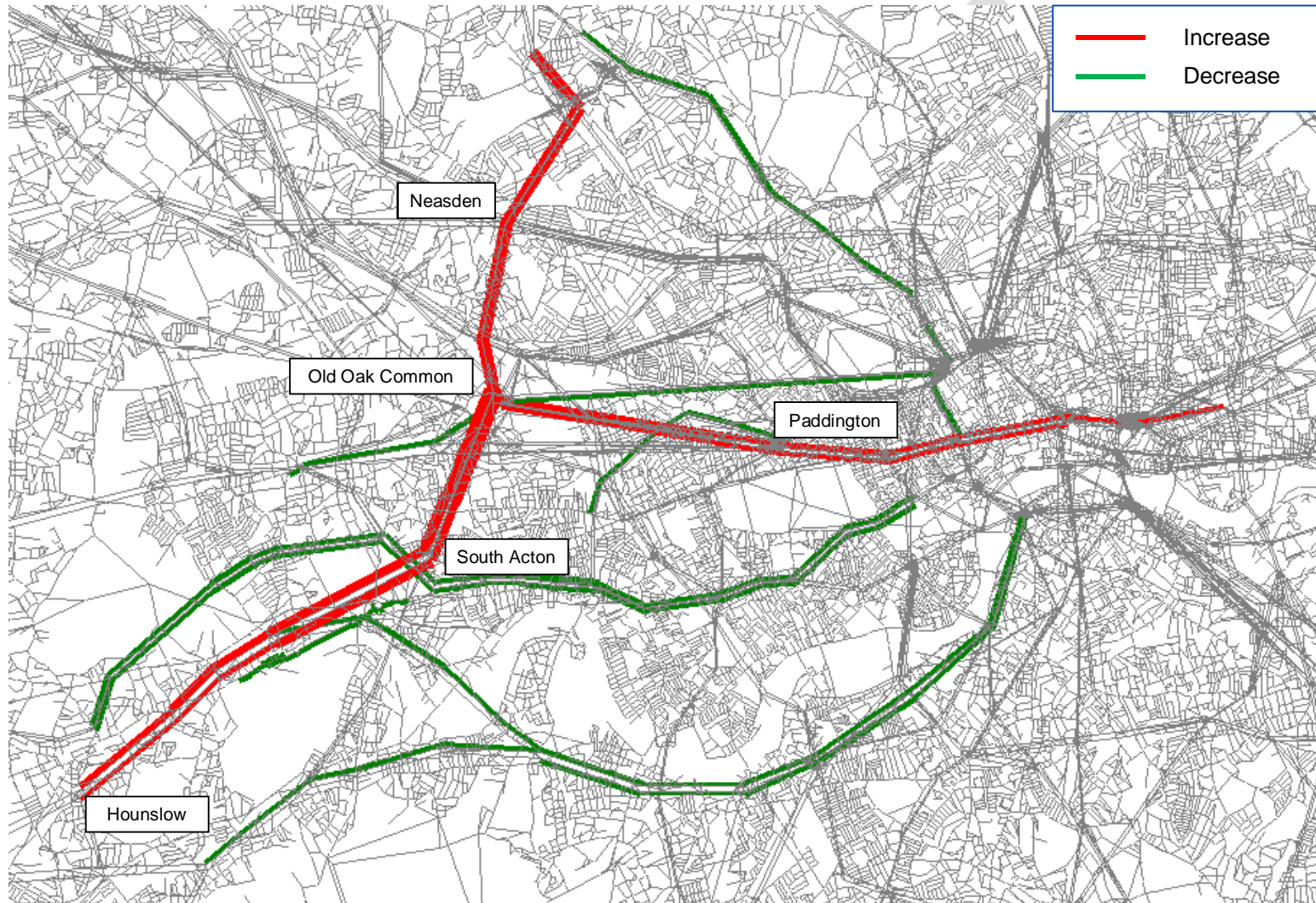


Passenger flow difference Option 3 minus Reference Case, PM

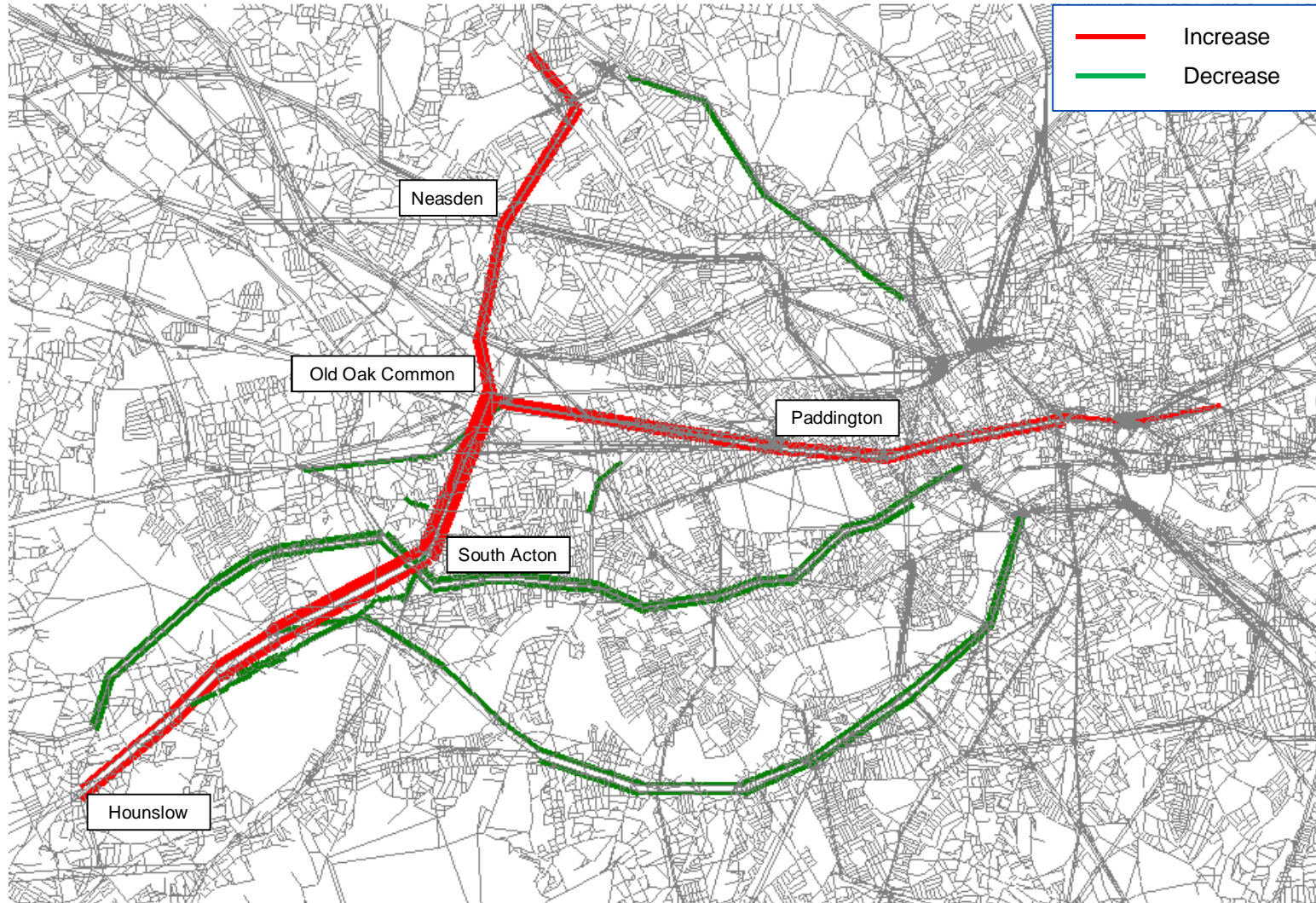


Baseline: 2041 Maximum Growth Scenario without Crossrail 2

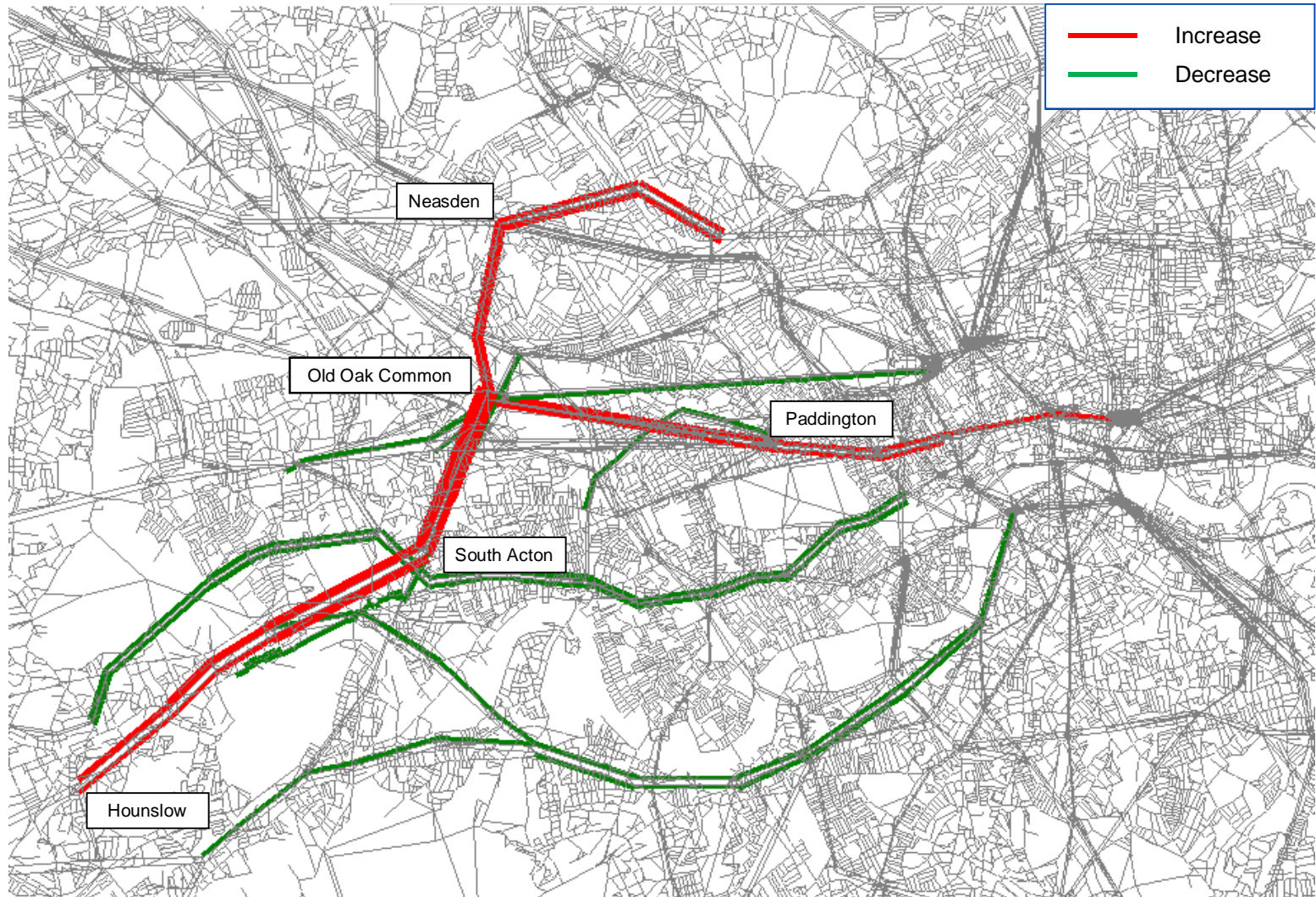
Passenger flow difference Option 1 minus Maximum Growth Scenario, AM



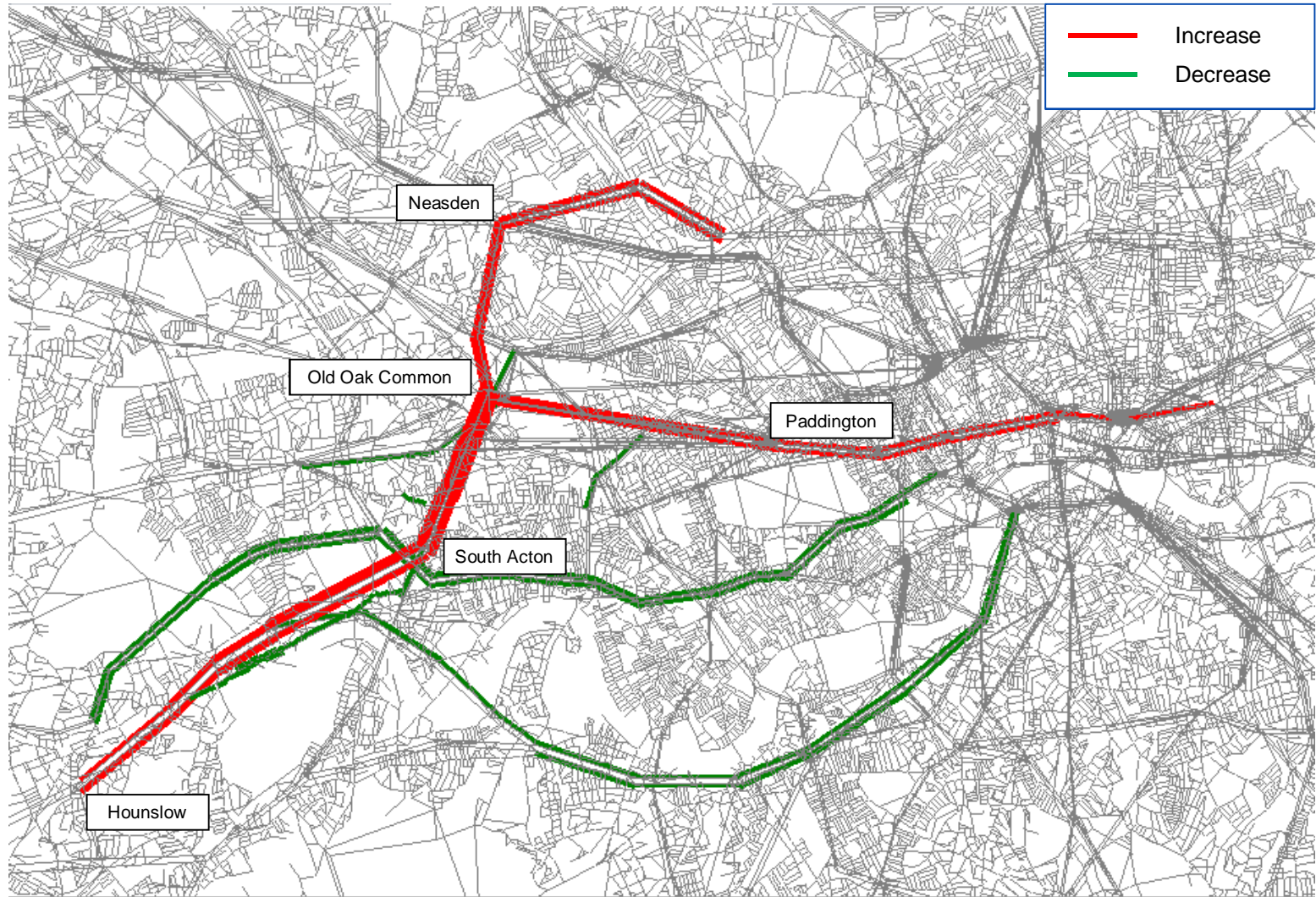
Passenger flow difference Option 1 minus Maximum Growth Scenario, PM



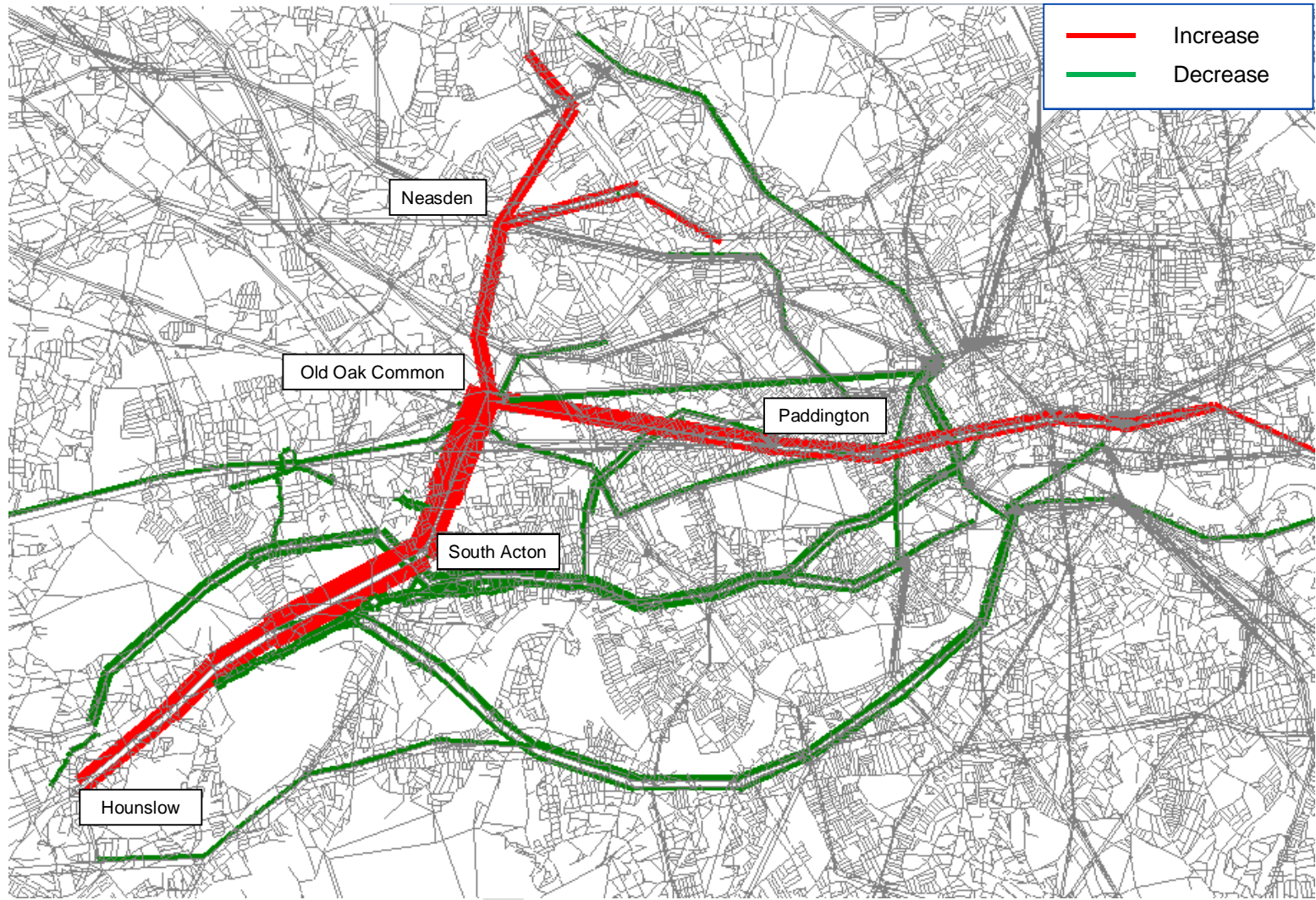
Passenger flow difference Option 2 minus Maximum Growth Scenario, AM



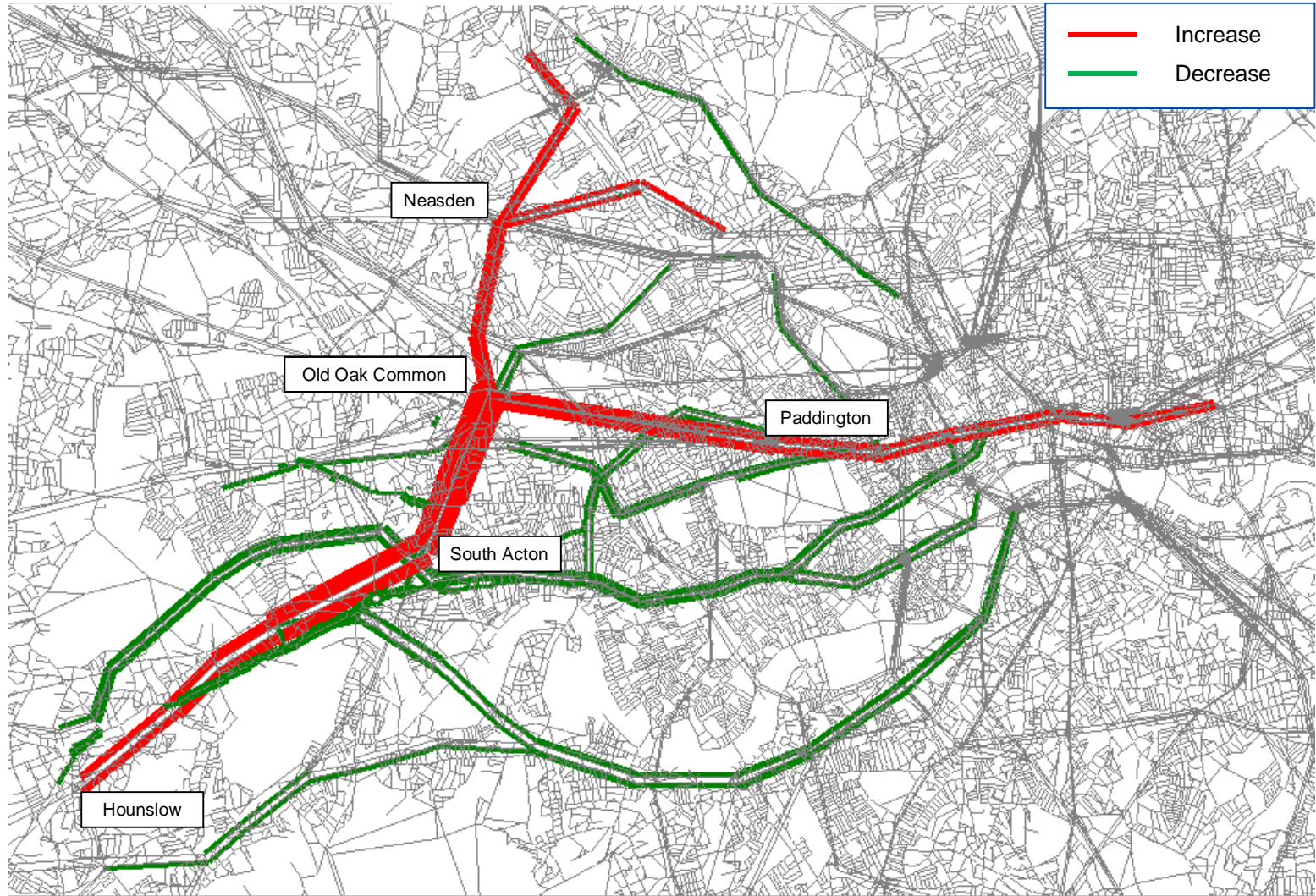
Passenger flow difference Option 2 minus Maximum Growth Scenario, PM



Passenger flow difference Option 3 minus Maximum Growth Scenario, AM



Passenger flow difference Option 3 minus Maximum Growth Scenario, PM



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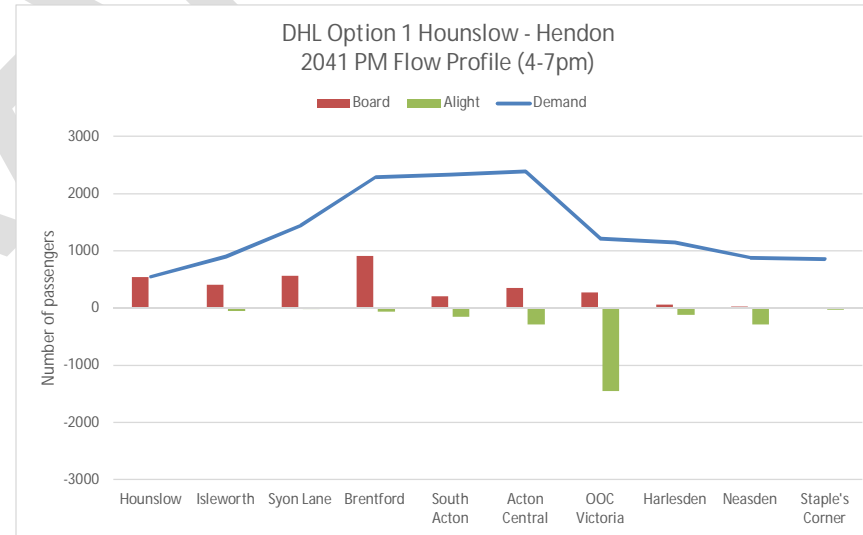
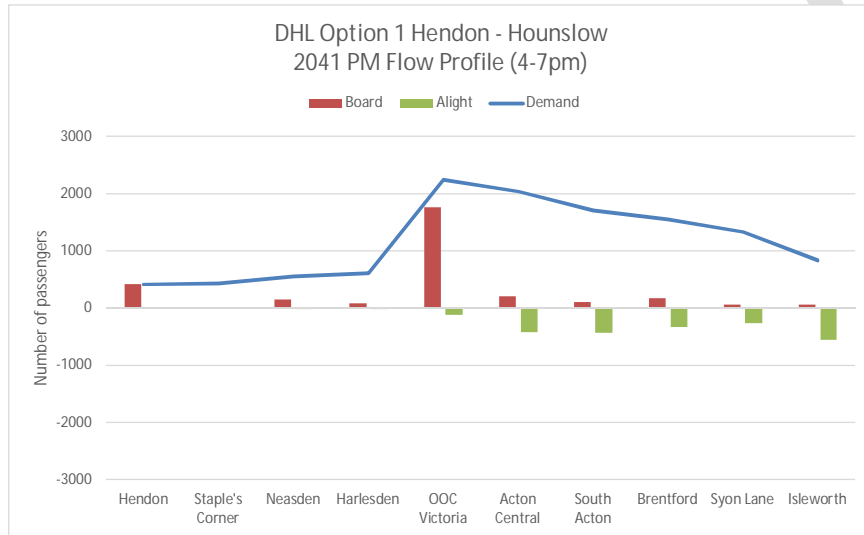
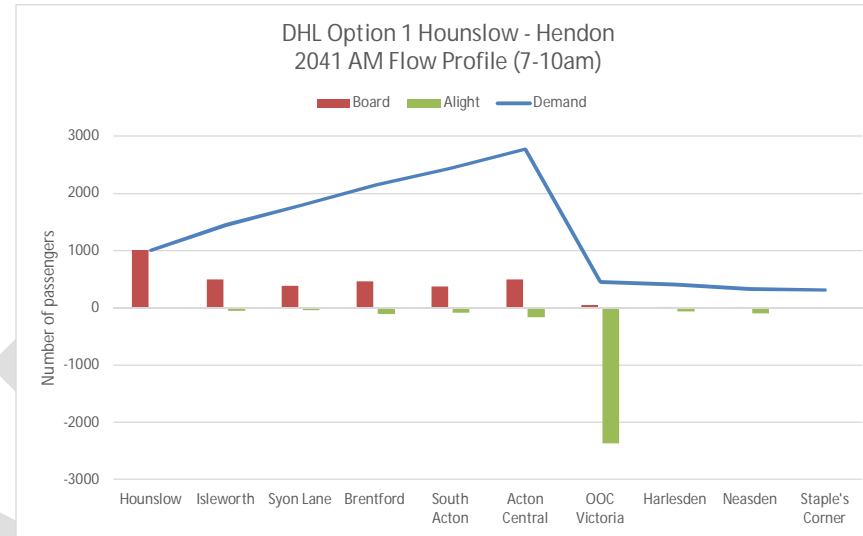
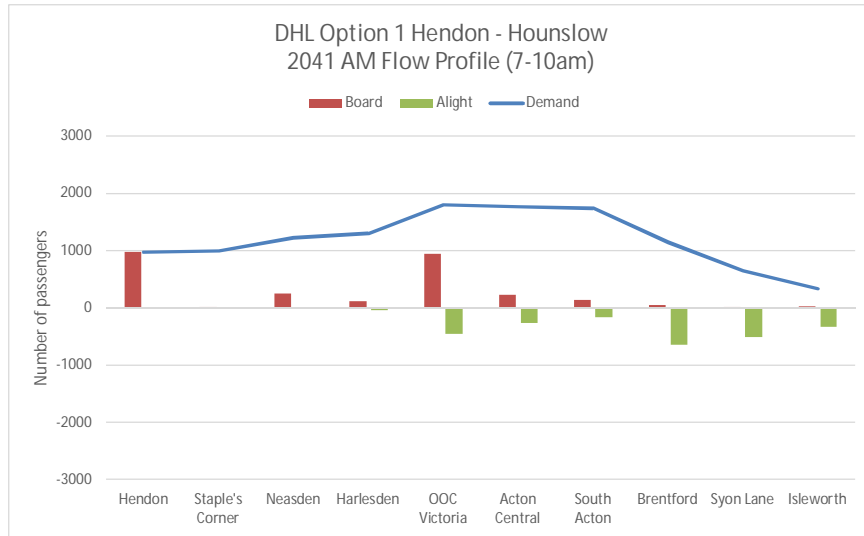
APPENDIX A-3

**WLO LINE LOADING, BOARDINGS AND
ALIGHTINGS**

Baseline: Standard LTS-PT 2041 Reference Case (A141rc01a)

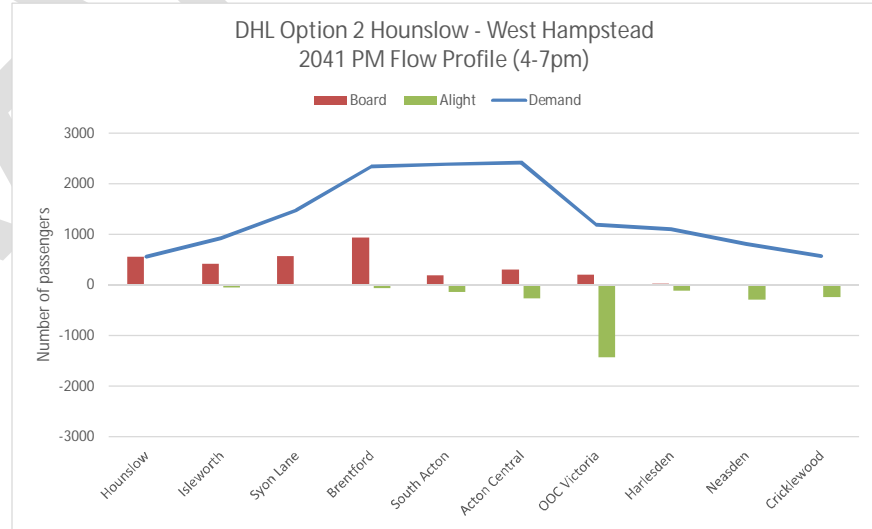
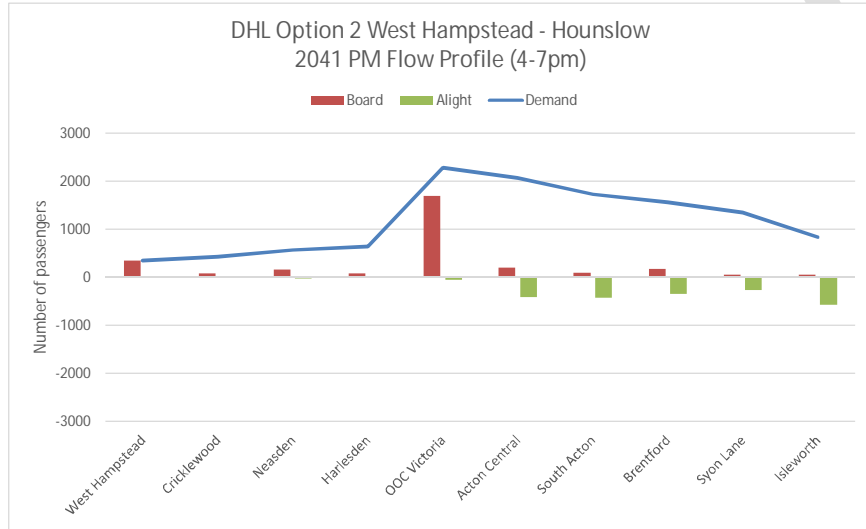
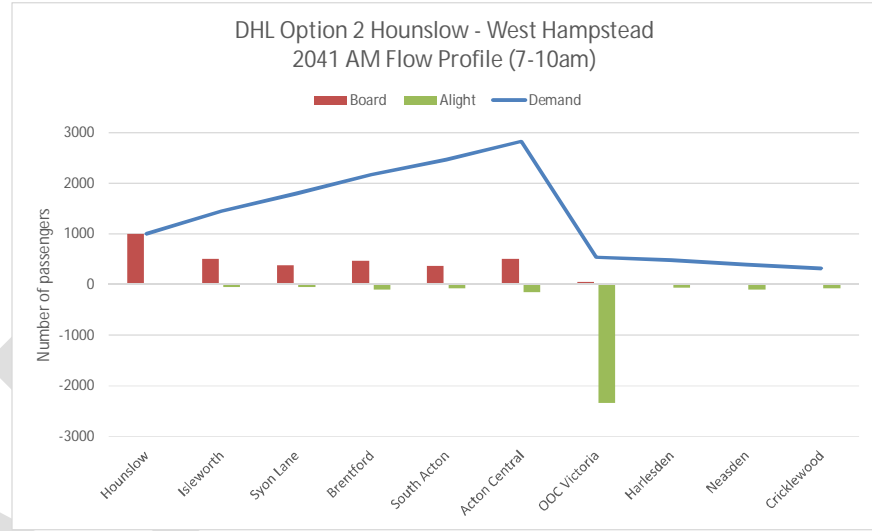
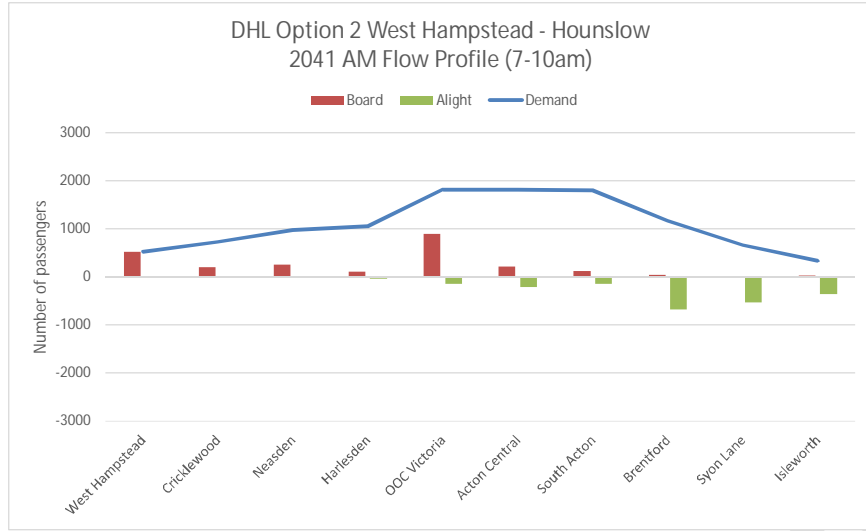
Option 1

Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	Hendon	Staple's Corner	DH001D	HENDON-HOUNSLOW	976	976	0	411	411	0
	Staple's Corner	Neasden	DH001D	HENDON-HOUNSLOW	995	20	0	427	16	0
	Neasden	Harlesden	DH001D	HENDON-HOUNSLOW	1226	246	-15	550	149	-25
	Harlesden	OOO Victoria	DH001D	HENDON-HOUNSLOW	1299	112	-39	606	81	-25
	OOO Victoria	Acton Central	DH001D	HENDON-HOUNSLOW	1800	950	-449	2245	1762	-123
	Acton Central	South Acton	DH001D	HENDON-HOUNSLOW	1769	232	-263	2036	207	-417
	South Acton	Brentford	DH001D	HENDON-HOUNSLOW	1743	142	-169	1703	102	-434
	Brentford	Syon Lane	DH001D	HENDON-HOUNSLOW	1145	45	-642	1546	176	-333
	Syon Lane	Isleworth	DH001D	HENDON-HOUNSLOW	646	13	-512	1334	57	-269
	Isleworth	Hounslow	DH001D	HENDON-HOUNSLOW	333	23	-336	830	59	-562
Northbound	Hounslow	Isleworth	DH002U	HOUNSLOW-HENDON	1005	1005	0	546	546	0
	Isleworth	Syon Lane	DH002U	HOUNSLOW-HENDON	1451	500	-54	898	401	-49
	Syon Lane	Brentford	DH002U	HOUNSLOW-HENDON	1792	381	-40	1441	559	-16
	Brentford	South Acton	DH002U	HOUNSLOW-HENDON	2148	459	-103	2288	910	-63
	South Acton	Acton Central	DH002U	HOUNSLOW-HENDON	2444	378	-82	2336	204	-156
	Acton Central	OOO Victoria	DH002U	HOUNSLOW-HENDON	2779	496	-161	2390	346	-292
	OOO Victoria	Harlesden	DH002U	HOUNSLOW-HENDON	455	50	-2374	1209	274	-1455
	Harlesden	Neasden	DH002U	HOUNSLOW-HENDON	410	19	-63	1146	55	-118
	Neasden	Staple's Corner	DH002U	HOUNSLOW-HENDON	326	17	-101	880	22	-289
	Staple's Corner	Hendon	DH002U	HOUNSLOW-HENDON	312	0	-14	851	0	-29



Option 2

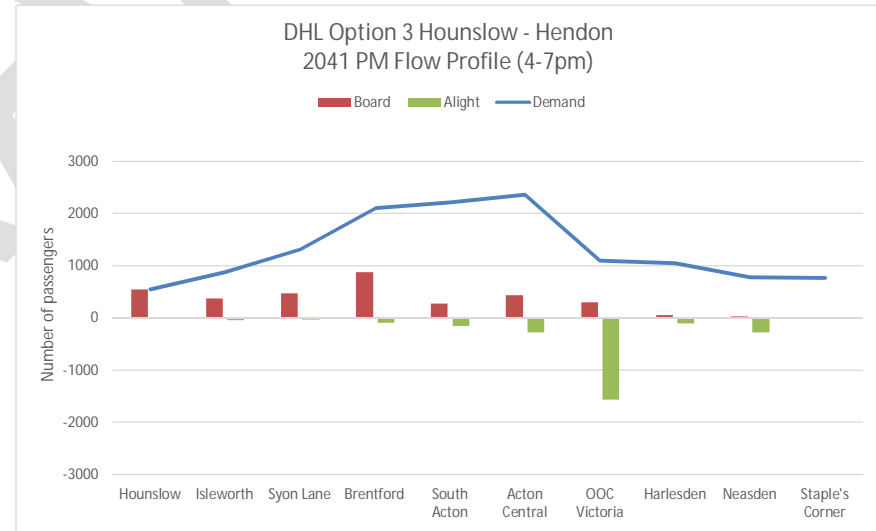
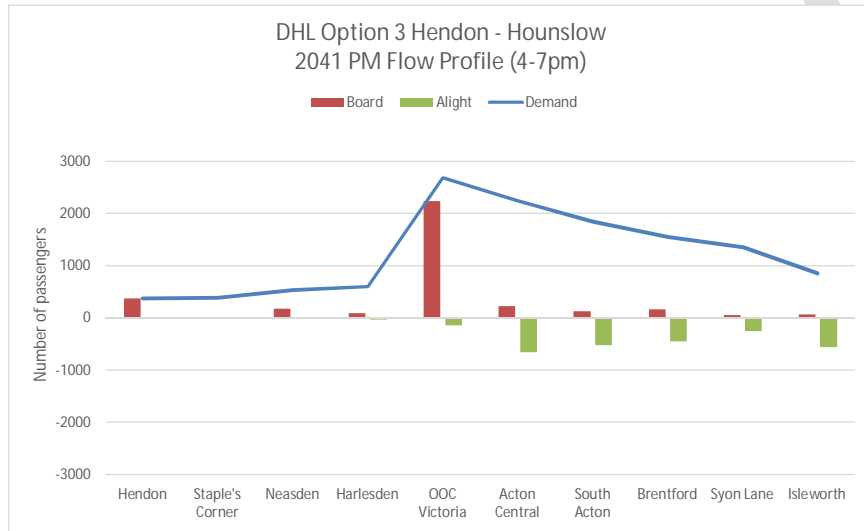
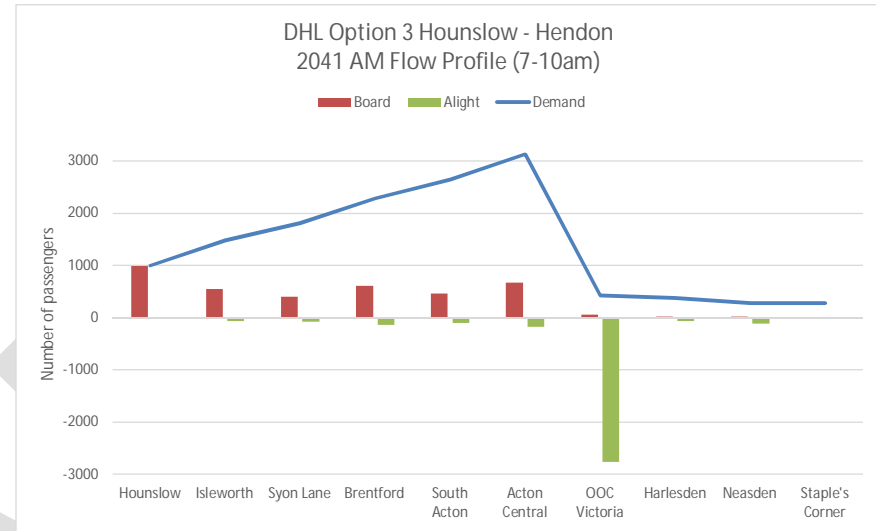
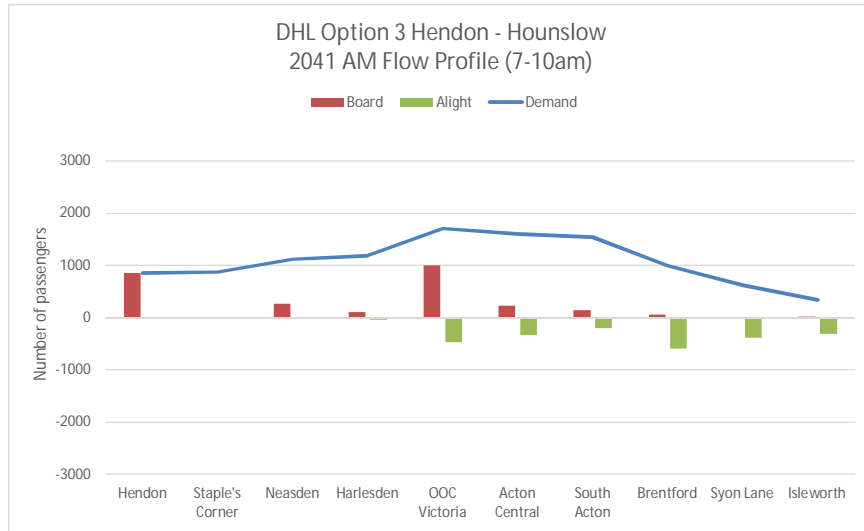
Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	West Hampstead	Cricklewood	DH003D	WESTHAMPSTEAD-HOUNSLOW	525	525	0	343	343	0
	Cricklewood	Neasden	DH003D	WESTHAMPSTEAD-HOUNSLOW	733	212	-3	425	85	-4
	Neasden	Harlesden	DH003D	WESTHAMPSTEAD-HOUNSLOW	980	259	-13	564	160	-20
	Harlesden	OOO Victoria	DH003D	WESTHAMPSTEAD-HOUNSLOW	1059	115	-36	636	83	-11
	OOO Victoria	Acton Central	DH003D	WESTHAMPSTEAD-HOUNSLOW	1820	901	-140	2281	1694	-50
	Acton Central	South Acton	DH003D	WESTHAMPSTEAD-HOUNSLOW	1818	215	-217	2063	202	-420
	South Acton	Brentford	DH003D	WESTHAMPSTEAD-HOUNSLOW	1803	124	-140	1726	95	-432
	Brentford	Syon Lane	DH003D	WESTHAMPSTEAD-HOUNSLOW	1177	45	-671	1560	176	-342
	Syon Lane	Isleworth	DH003D	WESTHAMPSTEAD-HOUNSLOW	666	13	-523	1344	57	-273
	Isleworth	Hounslow	DH003D	WESTHAMPSTEAD-HOUNSLOW	336	23	-353	830	59	-574
Northbound	Hounslow	Isleworth	DH004U	HOUNSLOW-WESTHAMPSTEAD	1005	1005	0	555	555	0
	Isleworth	Syon Lane	DH004U	HOUNSLOW-WESTHAMPSTEAD	1458	506	-54	920	414	-49
	Syon Lane	Brentford	DH004U	HOUNSLOW-WESTHAMPSTEAD	1805	387	-40	1471	568	-16
	Brentford	South Acton	DH004U	HOUNSLOW-WESTHAMPSTEAD	2173	471	-103	2340	932	-63
	South Acton	Acton Central	DH004U	HOUNSLOW-WESTHAMPSTEAD	2473	375	-75	2386	187	-141
	Acton Central	OOO Victoria	DH004U	HOUNSLOW-WESTHAMPSTEAD	2832	512	-153	2420	308	-273
	OOO Victoria	Harlesden	DH004U	HOUNSLOW-WESTHAMPSTEAD	544	51	-2339	1187	194	-1428
	Harlesden	Neasden	DH004U	HOUNSLOW-WESTHAMPSTEAD	485	4	-63	1094	25	-118
	Neasden	Cricklewood	DH004U	HOUNSLOW-WESTHAMPSTEAD	394	12	-102	813	7	-288
	Cricklewood	West Hampstead	DH004U	HOUNSLOW-WESTHAMPSTEAD	324	3	-73	570	1	-244

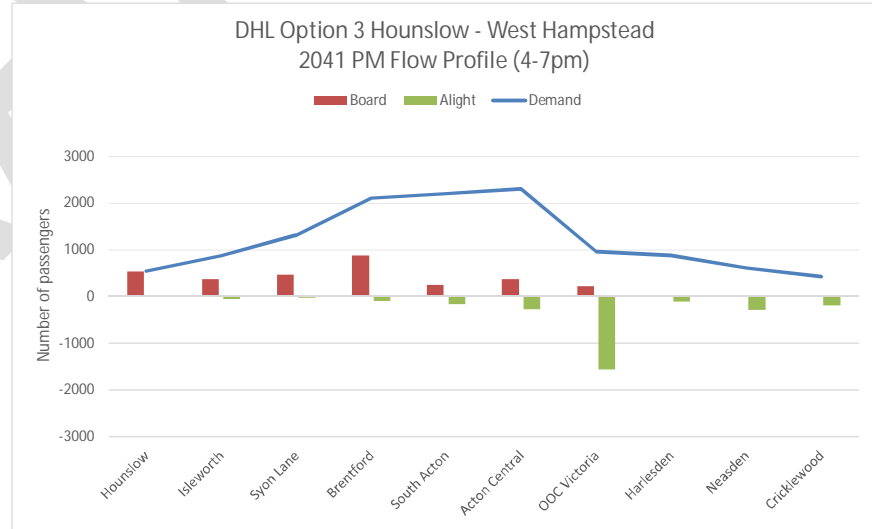
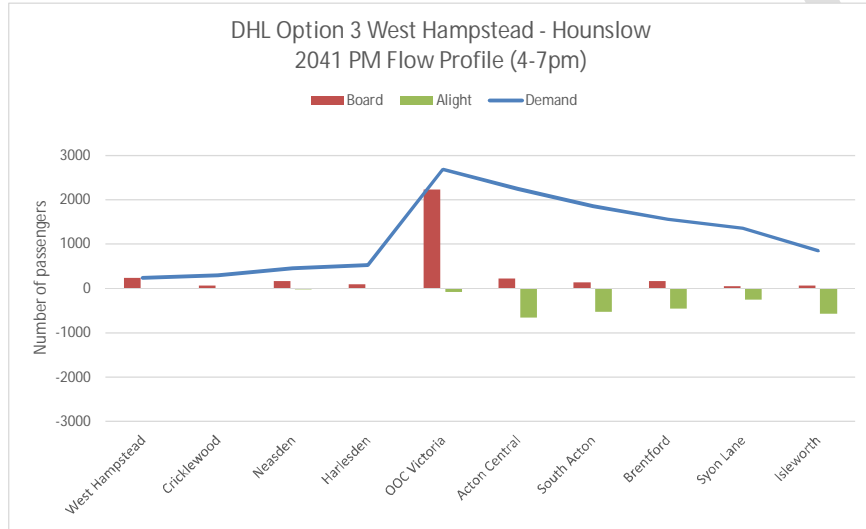
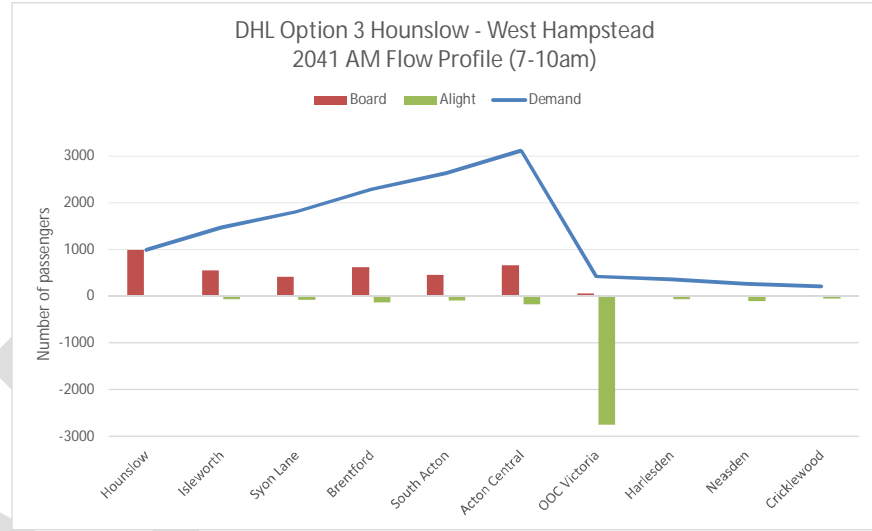
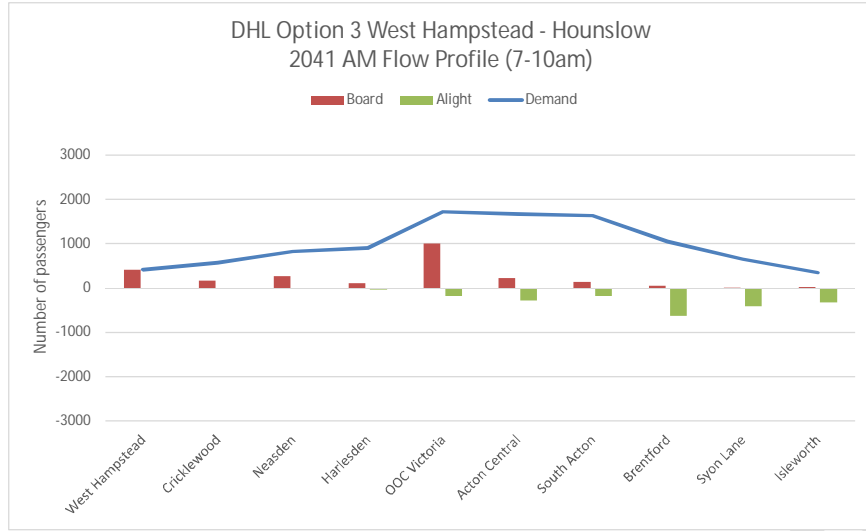


Option 3

Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	Hendon	Staple's Corner	DH001D	HENDON-HOUNSLOW	855	855	0	373	373	0
	Staple's Corner	Neasden	DH001D	HENDON-HOUNSLOW	870	15	0	384	11	0
	Neasden	Harlesden	DH001D	HENDON-HOUNSLOW	1118	264	-15	533	174	-25
	Harlesden	OOO Victoria	DH001D	HENDON-HOUNSLOW	1188	111	-41	597	91	-27
	OOO Victoria	Acton Central	DH001D	HENDON-HOUNSLOW	1710	998	-476	2682	2231	-146
	Acton Central	South Acton	DH001D	HENDON-HOUNSLOW	1602	222	-329	2240	223	-665
	South Acton	Brentford	DH001D	HENDON-HOUNSLOW	1542	142	-203	1840	129	-529
	Brentford	Syon Lane	DH001D	HENDON-HOUNSLOW	998	51	-595	1549	156	-447
	Syon Lane	Isleworth	DH001D	HENDON-HOUNSLOW	624	13	-387	1351	53	-251
	Isleworth	Hounslow	DH001D	HENDON-HOUNSLOW	342	25	-307	848	62	-565
Northbound	Hounslow	Isleworth	DH002U	HOUNSLOW-HENDON	996	996	0	546	546	0
	Isleworth	Syon Lane	DH002U	HOUNSLOW-HENDON	1479	551	-68	870	373	-49
	Syon Lane	Brentford	DH002U	HOUNSLOW-HENDON	1809	407	-77	1311	468	-28
	Brentford	South Acton	DH002U	HOUNSLOW-HENDON	2284	613	-138	2096	880	-95
	South Acton	Acton Central	DH002U	HOUNSLOW-HENDON	2645	461	-100	2207	269	-158
	Acton Central	OOO Victoria	DH002U	HOUNSLOW-HENDON	3127	664	-182	2357	427	-278
	OOO Victoria	Harlesden	DH002U	HOUNSLOW-HENDON	425	62	-2765	1092	301	-1566
	Harlesden	Neasden	DH002U	HOUNSLOW-HENDON	376	19	-67	1040	59	-110
	Neasden	Staple's Corner	DH002U	HOUNSLOW-HENDON	282	16	-110	778	22	-285
	Staple's Corner	Hendon	DH002U	HOUNSLOW-HENDON	273	0	-9	762	0	-16

Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	West Hampstead	Cricklewood	DH003D	WESTHAMPSTEAD-HOUNSLOW	410	410	0	234	234	0
	Cricklewood	Neasden	DH003D	WESTHAMPSTEAD-HOUNSLOW	575	168	-3	296	65	-4
	Neasden	Harlesden	DH003D	WESTHAMPSTEAD-HOUNSLOW	826	264	-13	449	174	-20
	Harlesden	OOC Victoria	DH003D	WESTHAMPSTEAD-HOUNSLOW	901	111	-37	527	91	-13
	OOC Victoria	Acton Central	DH003D	WESTHAMPSTEAD-HOUNSLOW	1722	997	-176	2683	2230	-74
	Acton Central	South Acton	DH003D	WESTHAMPSTEAD-HOUNSLOW	1664	222	-279	2250	223	-656
	South Acton	Brentford	DH003D	WESTHAMPSTEAD-HOUNSLOW	1633	142	-173	1855	129	-523
	Brentford	Syon Lane	DH003D	WESTHAMPSTEAD-HOUNSLOW	1049	52	-636	1561	157	-452
	Syon Lane	Isleworth	DH003D	WESTHAMPSTEAD-HOUNSLOW	651	13	-410	1360	53	-254
	Isleworth	Hounslow	DH003D	WESTHAMPSTEAD-HOUNSLOW	347	25	-329	847	62	-574
Northbound	Hounslow	Isleworth	DH004U	HOUNSLOW-WESTHAMPSTEAD	989	989	0	545	545	0
	Isleworth	Syon Lane	DH004U	HOUNSLOW-WESTHAMPSTEAD	1472	551	-68	875	378	-49
	Syon Lane	Brentford	DH004U	HOUNSLOW-WESTHAMPSTEAD	1804	409	-76	1318	471	-27
	Brentford	South Acton	DH004U	HOUNSLOW-WESTHAMPSTEAD	2285	617	-136	2110	887	-95
	South Acton	Acton Central	DH004U	HOUNSLOW-WESTHAMPSTEAD	2640	453	-98	2204	249	-156
	Acton Central	OOC Victoria	DH004U	HOUNSLOW-WESTHAMPSTEAD	3118	657	-180	2309	381	-276
	OOC Victoria	Harlesden	DH004U	HOUNSLOW-WESTHAMPSTEAD	425	64	-2757	970	222	-1560
	Harlesden	Neasden	DH004U	HOUNSLOW-WESTHAMPSTEAD	362	5	-67	888	29	-111
	Neasden	Cricklewood	DH004U	HOUNSLOW-WESTHAMPSTEAD	262	12	-112	612	8	-284
	Cricklewood	West Hampstead	DH004U	HOUNSLOW-WESTHAMPSTEAD	209	3	-56	429	1	-183

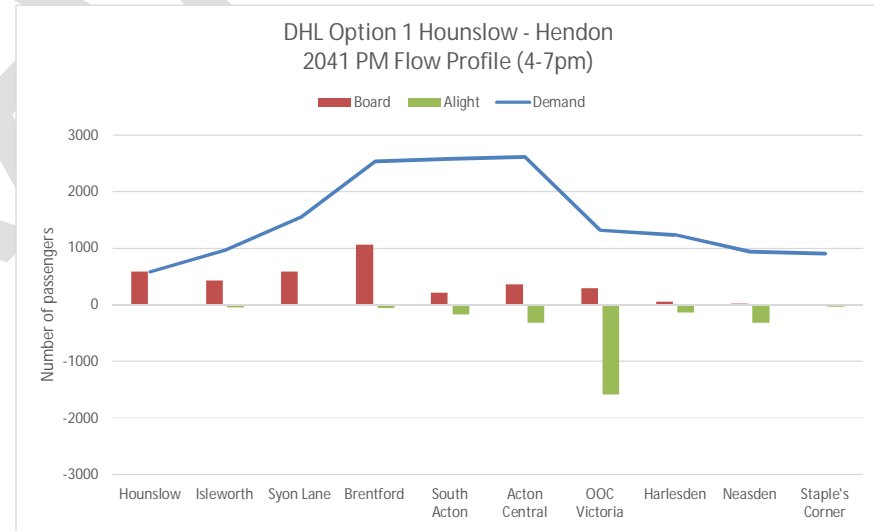
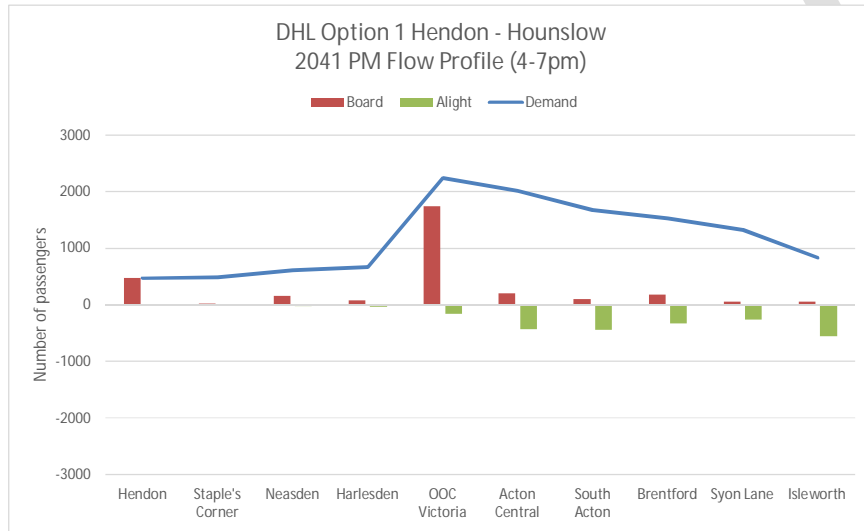
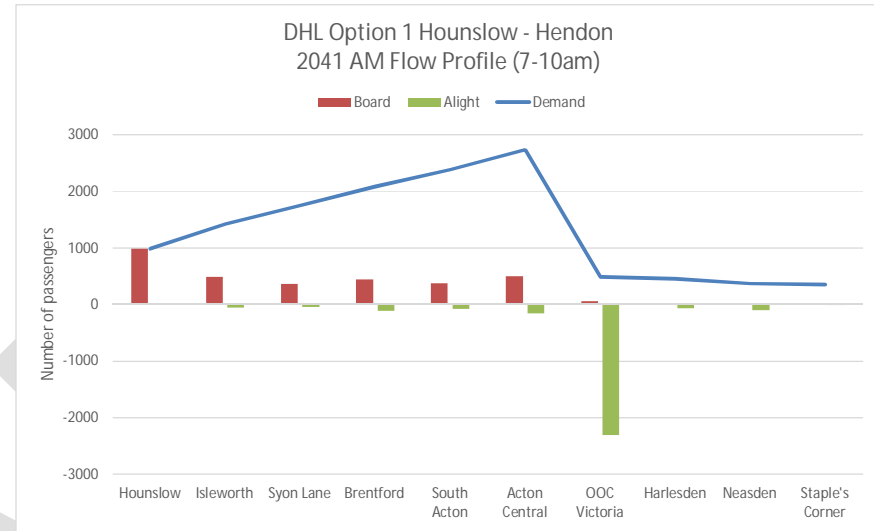
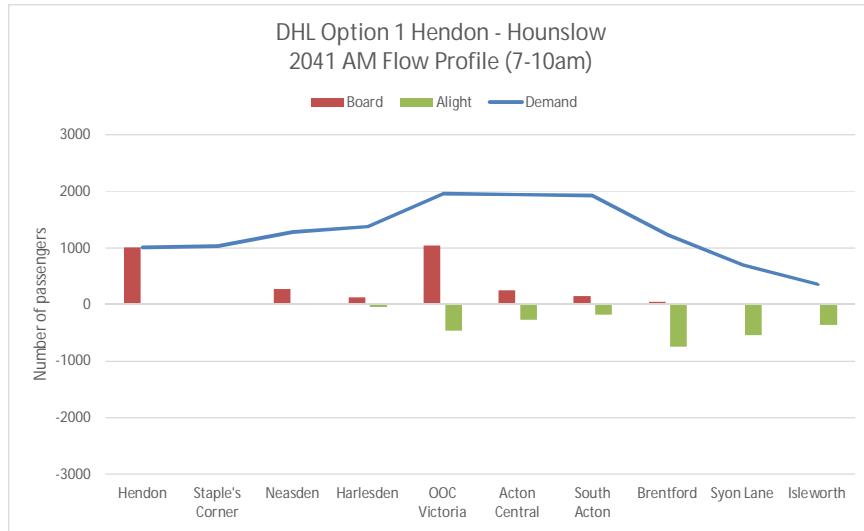




Baseline: 2041 Maximum Growth Scenario without Crossrail 2

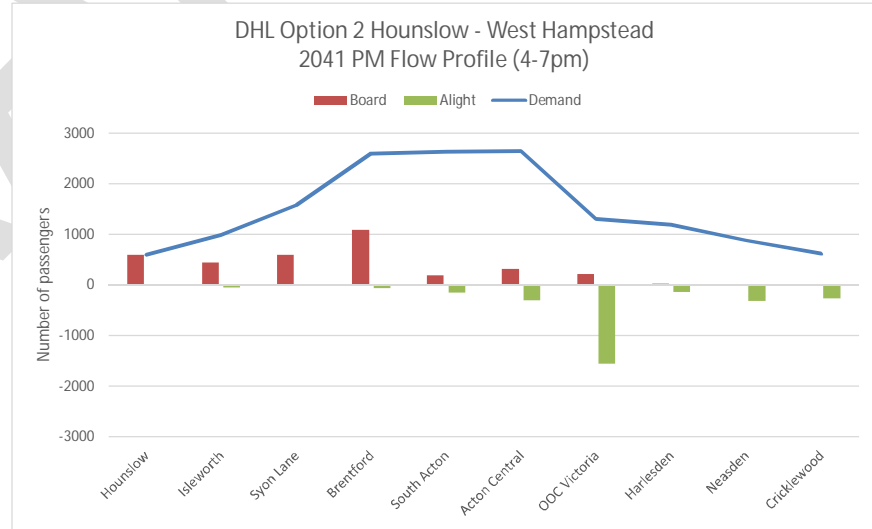
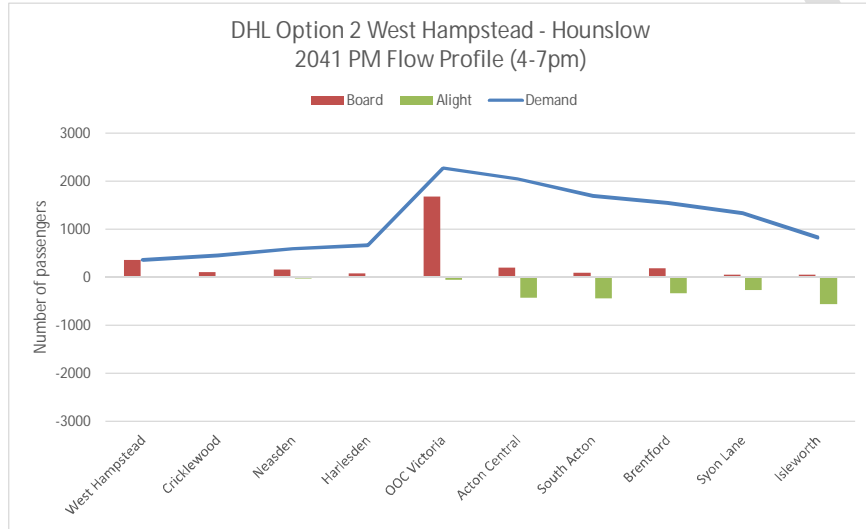
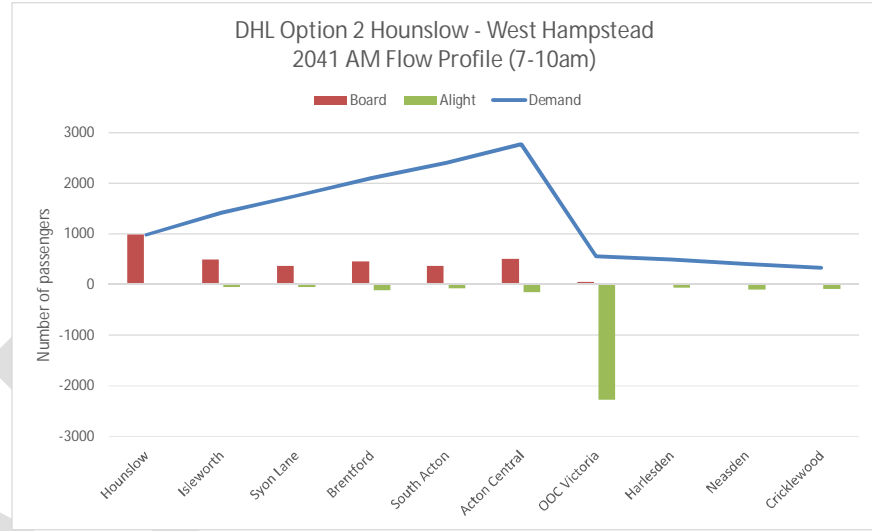
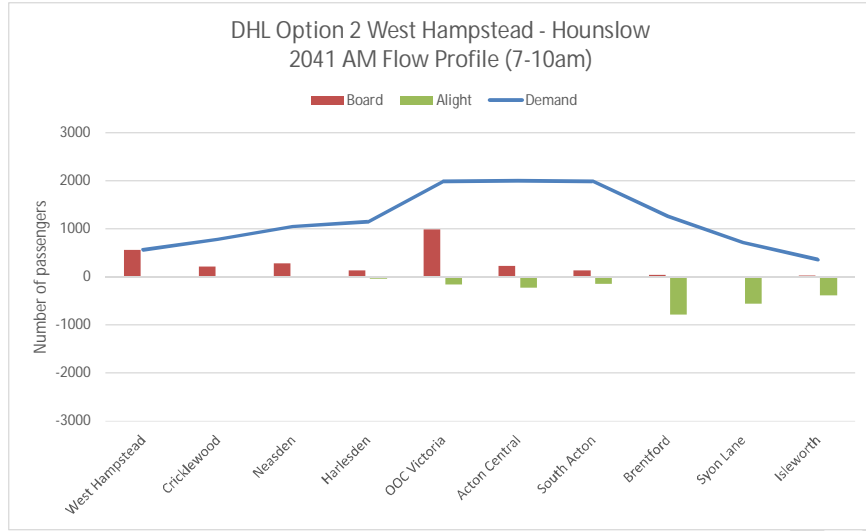
Option 1

Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	Hendon	Staple's Corner	DH001D	HENDON-HOUNSLOW	1011	1011	0	471	471	0
	Staple's Corner	Neasden	DH001D	HENDON-HOUNSLOW	1032	21	0	488	17	0
	Neasden	Harlesden	DH001D	HENDON-HOUNSLOW	1286	269	-15	613	152	-27
	Harlesden	OOO Victoria	DH001D	HENDON-HOUNSLOW	1379	132	-38	663	80	-30
	OOO Victoria	Acton Central	DH001D	HENDON-HOUNSLOW	1960	1044	-463	2242	1737	-157
	Acton Central	South Acton	DH001D	HENDON-HOUNSLOW	1945	255	-269	2017	202	-428
	South Acton	Brentford	DH001D	HENDON-HOUNSLOW	1926	154	-174	1672	98	-442
	Brentford	Syon Lane	DH001D	HENDON-HOUNSLOW	1230	46	-741	1528	184	-329
	Syon Lane	Isleworth	DH001D	HENDON-HOUNSLOW	698	13	-545	1323	56	-262
	Isleworth	Hounslow	DH001D	HENDON-HOUNSLOW	359	23	-362	829	59	-553
Northbound	Hounslow	Isleworth	DH002U	HOUNSLOW-HENDON	989	989	0	585	585	0
	Isleworth	Syon Lane	DH002U	HOUNSLOW-HENDON	1422	486	-54	967	431	-49
	Syon Lane	Brentford	DH002U	HOUNSLOW-HENDON	1751	369	-39	1541	591	-16
	Brentford	South Acton	DH002U	HOUNSLOW-HENDON	2088	444	-108	2535	1057	-64
	South Acton	Acton Central	DH002U	HOUNSLOW-HENDON	2388	378	-78	2576	209	-168
	Acton Central	OOO Victoria	DH002U	HOUNSLOW-HENDON	2734	500	-153	2611	355	-320
	OOO Victoria	Harlesden	DH002U	HOUNSLOW-HENDON	492	66	-2308	1319	299	-1591
	Harlesden	Neasden	DH002U	HOUNSLOW-HENDON	454	24	-62	1235	55	-139
	Neasden	Staple's Corner	DH002U	HOUNSLOW-HENDON	372	19	-101	938	22	-319
	Staple's Corner	Hendon	DH002U	HOUNSLOW-HENDON	357	0	-15	907	0	-31



Option 2

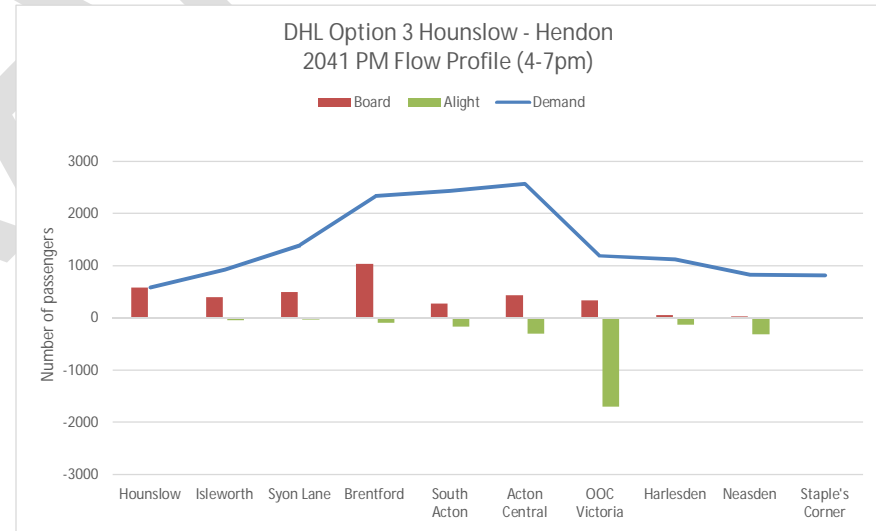
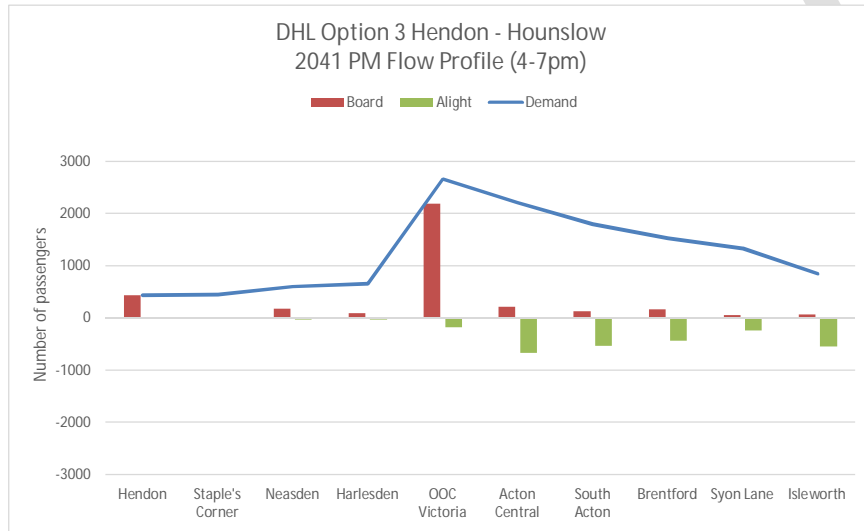
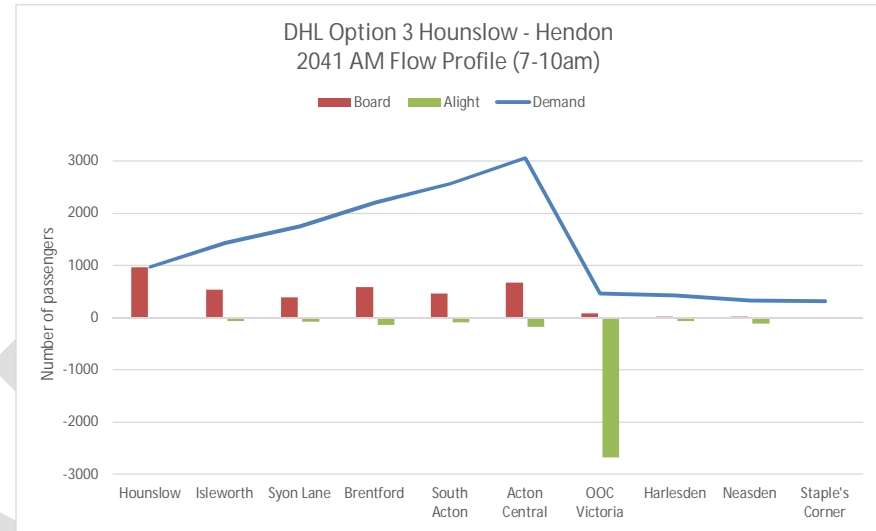
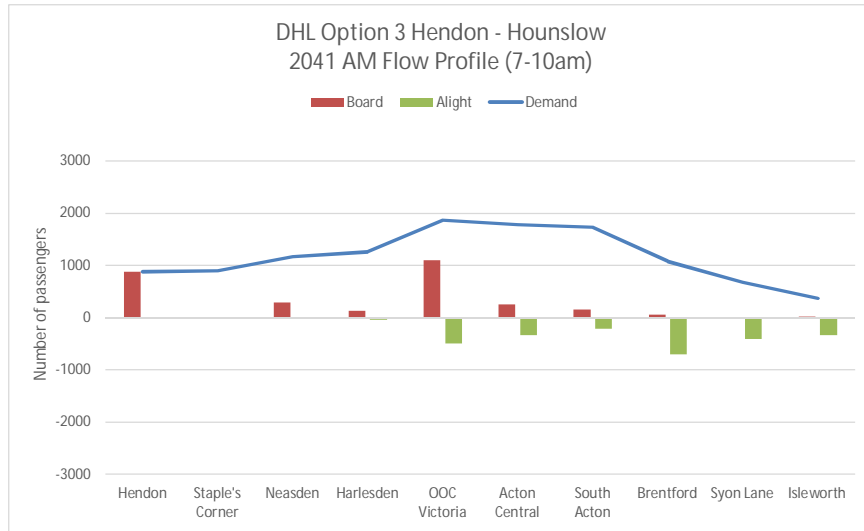
Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	West Hampstead	Cricklewood	DH003D	WESTHAMPSTEAD-HOUNSLOW	563	563	0	356	356	0
	Cricklewood	Neasden	DH003D	WESTHAMPSTEAD-HOUNSLOW	783	224	-3	451	99	-4
	Neasden	Harlesden	DH003D	WESTHAMPSTEAD-HOUNSLOW	1054	283	-12	592	163	-22
	Harlesden	OOO Victoria	DH003D	WESTHAMPSTEAD-HOUNSLOW	1152	135	-36	660	82	-14
	OOO Victoria	Acton Central	DH003D	WESTHAMPSTEAD-HOUNSLOW	1989	988	-151	2272	1671	-59
	Acton Central	South Acton	DH003D	WESTHAMPSTEAD-HOUNSLOW	2003	237	-223	2042	197	-427
	South Acton	Brentford	DH003D	WESTHAMPSTEAD-HOUNSLOW	1995	136	-144	1693	91	-440
	Brentford	Syon Lane	DH003D	WESTHAMPSTEAD-HOUNSLOW	1262	46	-779	1542	185	-336
	Syon Lane	Isleworth	DH003D	WESTHAMPSTEAD-HOUNSLOW	718	13	-557	1333	56	-265
	Isleworth	Hounslow	DH003D	WESTHAMPSTEAD-HOUNSLOW	362	23	-380	828	59	-564
Northbound	Hounslow	Isleworth	DH004U	HOUNSLOW-WESTHAMPSTEAD	988	988	0	594	594	0
	Isleworth	Syon Lane	DH004U	HOUNSLOW-WESTHAMPSTEAD	1426	492	-54	989	444	-49
	Syon Lane	Brentford	DH004U	HOUNSLOW-WESTHAMPSTEAD	1761	375	-39	1573	600	-16
	Brentford	South Acton	DH004U	HOUNSLOW-WESTHAMPSTEAD	2109	456	-108	2595	1086	-64
	South Acton	Acton Central	DH004U	HOUNSLOW-WESTHAMPSTEAD	2412	374	-71	2634	192	-153
	Acton Central	OOO Victoria	DH004U	HOUNSLOW-WESTHAMPSTEAD	2777	511	-145	2650	316	-300
	OOO Victoria	Harlesden	DH004U	HOUNSLOW-WESTHAMPSTEAD	558	57	-2277	1303	212	-1560
	Harlesden	Neasden	DH004U	HOUNSLOW-WESTHAMPSTEAD	501	5	-62	1190	26	-138
	Neasden	Cricklewood	DH004U	HOUNSLOW-WESTHAMPSTEAD	412	12	-102	879	7	-318
	Cricklewood	West Hampstead	DH004U	HOUNSLOW-WESTHAMPSTEAD	332	3	-82	617	1	-263

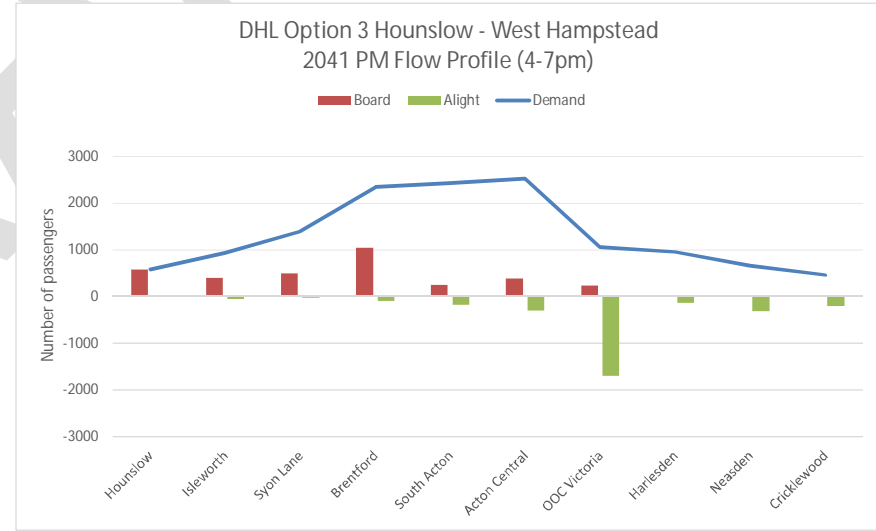
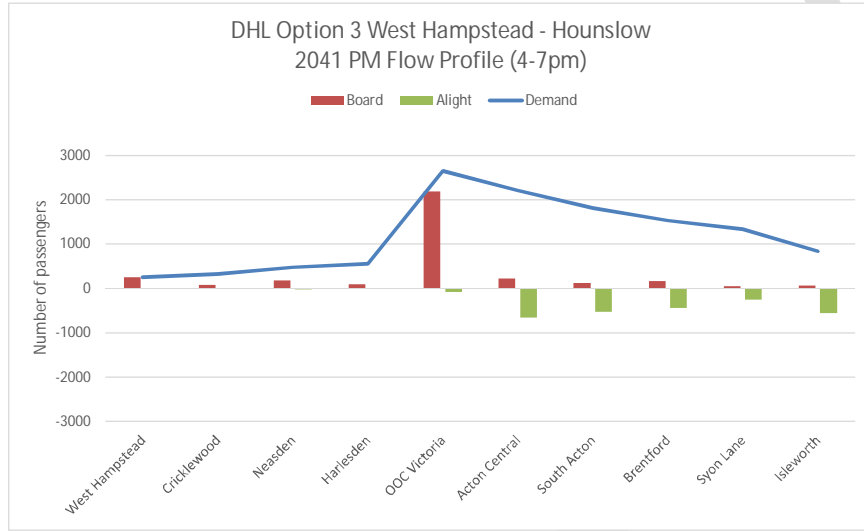
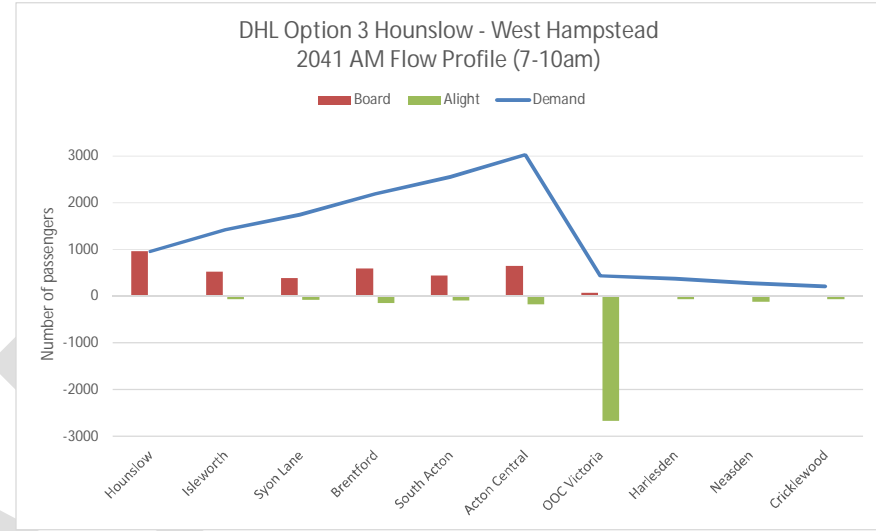
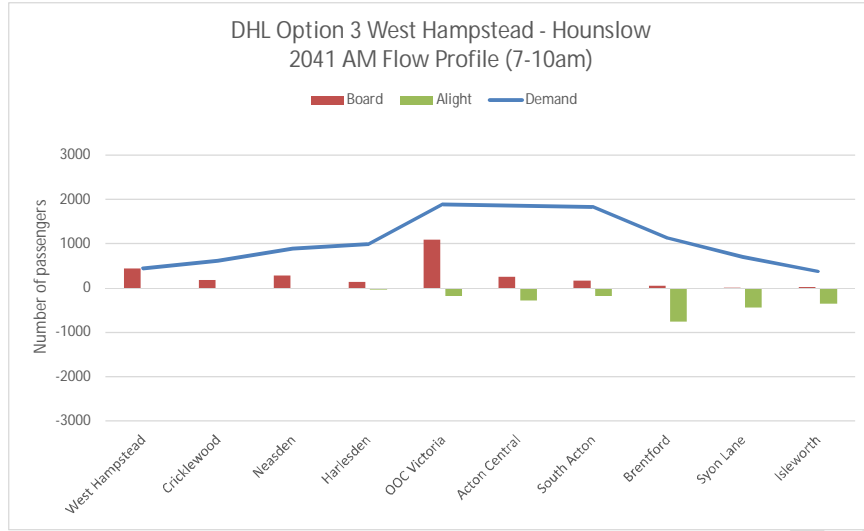


Option 3

Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	Hendon	Staple's Corner	DH001D	HENDON-HOUNSLOW	883	883	0	431	431	0
	Staple's Corner	Neasden	DH001D	HENDON-HOUNSLOW	899	16	0	443	12	0
	Neasden	Harlesden	DH001D	HENDON-HOUNSLOW	1171	287	-15	594	179	-27
	Harlesden	OOO Victoria	DH001D	HENDON-HOUNSLOW	1263	133	-40	653	91	-32
	OOO Victoria	Acton Central	DH001D	HENDON-HOUNSLOW	1869	1099	-492	2658	2184	-179
	Acton Central	South Acton	DH001D	HENDON-HOUNSLOW	1784	250	-336	2203	217	-672
	South Acton	Brentford	DH001D	HENDON-HOUNSLOW	1733	159	-210	1796	124	-532
	Brentford	Syon Lane	DH001D	HENDON-HOUNSLOW	1076	52	-708	1523	164	-436
	Syon Lane	Isleworth	DH001D	HENDON-HOUNSLOW	676	13	-413	1330	52	-245
	Isleworth	Hounslow	DH001D	HENDON-HOUNSLOW	369	25	-331	839	62	-553
Northbound	Hounslow	Isleworth	DH002U	HOUNSLOW-HENDON	969	969	0	581	581	0
	Isleworth	Syon Lane	DH002U	HOUNSLOW-HENDON	1434	532	-67	927	395	-49
	Syon Lane	Brentford	DH002U	HOUNSLOW-HENDON	1753	393	-75	1391	492	-28
	Brentford	South Acton	DH002U	HOUNSLOW-HENDON	2200	589	-141	2329	1036	-98
	South Acton	Acton Central	DH002U	HOUNSLOW-HENDON	2564	459	-95	2434	278	-172
	Acton Central	OOO Victoria	DH002U	HOUNSLOW-HENDON	3055	665	-174	2567	438	-305
	OOO Victoria	Harlesden	DH002U	HOUNSLOW-HENDON	462	80	-2673	1186	327	-1707
	Harlesden	Neasden	DH002U	HOUNSLOW-HENDON	420	23	-66	1114	58	-130
	Neasden	Staple's Corner	DH002U	HOUNSLOW-HENDON	326	18	-112	825	22	-310
	Staple's Corner	Hendon	DH002U	HOUNSLOW-HENDON	316	0	-10	808	0	-18

Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	West Hampstead	Cricklewood	DH003D	WESTHAMPSTEAD-HOUNSLOW	440	440	0	249	249	0
	Cricklewood	Neasden	DH003D	WESTHAMPSTEAD-HOUNSLOW	614	177	-3	321	76	-4
	Neasden	Harlesden	DH003D	WESTHAMPSTEAD-HOUNSLOW	889	287	-12	478	179	-22
	Harlesden	OOC Victoria	DH003D	WESTHAMPSTEAD-HOUNSLOW	984	132	-38	553	91	-15
	OOC Victoria	Acton Central	DH003D	WESTHAMPSTEAD-HOUNSLOW	1887	1093	-189	2653	2184	-84
	Acton Central	South Acton	DH003D	WESTHAMPSTEAD-HOUNSLOW	1850	249	-286	2210	217	-660
	South Acton	Brentford	DH003D	WESTHAMPSTEAD-HOUNSLOW	1829	159	-180	1809	124	-525
	Brentford	Syon Lane	DH003D	WESTHAMPSTEAD-HOUNSLOW	1125	52	-756	1534	165	-440
	Syon Lane	Isleworth	DH003D	WESTHAMPSTEAD-HOUNSLOW	702	13	-436	1338	52	-248
	Isleworth	Hounslow	DH003D	WESTHAMPSTEAD-HOUNSLOW	374	25	-353	838	62	-562
Northbound	Hounslow	Isleworth	DH004U	HOUNSLOW-WESTHAMPSTEAD	961	961	0	581	581	0
	Isleworth	Syon Lane	DH004U	HOUNSLOW-WESTHAMPSTEAD	1425	531	-67	933	401	-49
	Syon Lane	Brentford	DH004U	HOUNSLOW-WESTHAMPSTEAD	1745	394	-74	1400	495	-28
	Brentford	South Acton	DH004U	HOUNSLOW-WESTHAMPSTEAD	2198	592	-140	2348	1046	-98
	South Acton	Acton Central	DH004U	HOUNSLOW-WESTHAMPSTEAD	2554	450	-93	2436	258	-170
	Acton Central	OOC Victoria	DH004U	HOUNSLOW-WESTHAMPSTEAD	3034	653	-173	2524	391	-303
	OOC Victoria	Harlesden	DH004U	HOUNSLOW-WESTHAMPSTEAD	437	71	-2668	1064	241	-1701
	Harlesden	Neasden	DH004U	HOUNSLOW-WESTHAMPSTEAD	377	5	-66	962	29	-131
	Neasden	Cricklewood	DH004U	HOUNSLOW-WESTHAMPSTEAD	275	12	-114	660	7	-310
	Cricklewood	West Hampstead	DH004U	HOUNSLOW-WESTHAMPSTEAD	215	3	-64	465	1	-196





Appendix B

DEMAND ANALYSIS. PREFERRED OPTION

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APPENDIX B-1

GLOBAL STATISTICS

This section presents key model statistics at a global level for each AM Peak and PM Peak scenario modelled, as well as differences in the model statistics between the preferred option scenario and its associated baseline scenario.

Baseline: Standard LTS-PT 2041 Reference Case (A141rc01a)

Mode	Peak	Description	2041 TfL Ref Case	Dudding Hill Preferred Option	Difference
		Scenario	A141rc01a	A141DH07a	A141DH07a-A141rc01a
Rail	AM	Passenger Kms	61,984,155	62,033,637	49,482
		Uncrowded Passenger Hrs	57,719,229	57,789,782	70,553
		Crowded Passenger Hrs	77,959,930	78,023,714	63,783
		Passenger Boardings	1,937,480	1,946,854	9,374
	PM	Passenger Kms	63,991,947	64,049,804	57,857
		Uncrowded Passenger Hrs	57,473,633	57,570,553	96,920
		Crowded Passenger Hrs	73,205,216	73,306,027	100,811
		Passenger Boardings	1,996,416	2,005,744	9,327
LUL	AM	Passenger Kms	16,267,356	16,207,276	-60,080
		Uncrowded Passenger Hrs	29,182,762	29,067,435	-115,327
		Crowded Passenger Hrs	43,191,304	42,944,197	-247,107
		Passenger Boardings	2,272,048	2,265,807	-6,241
	PM	Passenger Kms	16,552,743	16,491,977	-60,766
		Uncrowded Passenger Hrs	30,074,167	29,957,067	-117,100
		Crowded Passenger Hrs	41,269,408	41,031,203	-238,205
		Passenger Boardings	2,416,620	2,410,510	-6,110
Bus	AM	Passenger Kms	6,749,006	6,726,693	-22,313
		Uncrowded Passenger Hrs	26,478,568	26,383,592	-94,976
		Crowded Passenger Hrs	30,735,987	30,602,227	-133,759
		Passenger Boardings	1,852,325	1,847,392	-4,932
	PM	Passenger Kms	8,199,665	8,175,750	-23,915
		Uncrowded Passenger Hrs	30,291,568	30,192,596	-98,973
		Crowded Passenger Hrs	36,796,301	36,625,703	-170,598
		Passenger Boardings	2,177,500	2,172,396	-5,104
DLR	AM	Passenger Kms	632,655	632,476	-179
		Uncrowded Passenger Hrs	1,538,078	1,537,703	-375
		Crowded Passenger Hrs	1,899,277	1,898,590	-686
		Passenger Boardings	147,849	147,822	-27
	PM	Passenger Kms	701,112	700,954	-158
		Uncrowded Passenger Hrs	1,695,600	1,695,266	-334
		Crowded Passenger Hrs	2,080,741	2,080,125	-616
		Passenger Boardings	162,406	162,381	-25
Tram	AM	Passenger Kms	162,639	162,632	-7
		Uncrowded Passenger Hrs	430,015	429,997	-19
		Crowded Passenger Hrs	614,341	614,319	-22
		Passenger Boardings	35,061	35,061	0
	PM	Passenger Kms	189,577	189,572	-5
		Uncrowded Passenger Hrs	486,745	486,732	-13
		Crowded Passenger Hrs	756,547	756,508	-39
		Passenger Boardings	38,543	38,543	0
All PT	AM	Passenger Kms	85,795,810	85,762,713	-33,096
		Uncrowded Passenger Hrs	115,348,652	115,208,508	-140,143
		Crowded Passenger Hrs	154,400,839	154,083,047	-317,792
		Passenger Boardings	6,244,762	6,242,936	-1,827
	PM	Passenger Kms	89,635,043	89,608,056	-26,986
		Uncrowded Passenger Hrs	120,021,714	119,902,213	-119,500
		Crowded Passenger Hrs	154,108,212	153,799,566	-308,646
		Passenger Boardings	6,791,486	6,789,573	-1,913

Baseline: 2041 Maximum Growth Scenario without Crossrail 2

Mode	Peak	Description	2041 TfL Max Growth	Dudding Hill Preferred Option	Difference
		Scenario	A141rc20a	A141DH08a	A141DH08a-A141rc20a
Rail	AM	Passenger Kms	63,543,061	63,593,894	50,833
		Uncrowded Passenger Hrs	59,261,438	59,348,851	87,413
		Crowded Passenger Hrs	80,539,375	80,605,804	66,429
		Passenger Boardings	2,009,641	2,019,080	9,439
	PM	Passenger Kms	65,808,704	65,869,871	61,166
		Uncrowded Passenger Hrs	59,357,651	59,457,575	99,924
		Crowded Passenger Hrs	76,530,731	76,628,358	97,627
		Passenger Boardings	2,077,290	2,087,085	9,795
LUL	AM	Passenger Kms	16,651,343	16,588,978	-62,364
		Uncrowded Passenger Hrs	29,861,747	29,742,203	-119,544
		Crowded Passenger Hrs	44,507,659	44,251,287	-256,372
		Passenger Boardings	2,334,658	2,328,209	-6,449
	PM	Passenger Kms	17,064,166	16,999,450	-64,716
		Uncrowded Passenger Hrs	30,975,294	30,851,079	-124,216
		Crowded Passenger Hrs	43,170,281	42,911,511	-258,770
		Passenger Boardings	2,493,211	2,486,653	-6,558
Bus	AM	Passenger Kms	7,020,708	6,997,781	-22,927
		Uncrowded Passenger Hrs	27,493,659	27,396,754	-96,905
		Crowded Passenger Hrs	32,489,132	32,309,474	-179,657
		Passenger Boardings	1,927,422	1,922,445	-4,977
	PM	Passenger Kms	8,516,962	8,492,219	-24,743
		Uncrowded Passenger Hrs	31,405,075	31,302,740	-102,335
		Crowded Passenger Hrs	39,115,825	38,926,214	-189,611
		Passenger Boardings	2,263,218	2,257,977	-5,240
DLR	AM	Passenger Kms	772,475	772,331	-144
		Uncrowded Passenger Hrs	1,873,801	1,873,467	-334
		Crowded Passenger Hrs	2,543,780	2,543,076	-703
		Passenger Boardings	178,172	178,149	-23
	PM	Passenger Kms	853,060	852,919	-140
		Uncrowded Passenger Hrs	2,054,730	2,054,430	-300
		Crowded Passenger Hrs	2,754,186	2,753,533	-653
		Passenger Boardings	195,390	195,367	-23
Tram	AM	Passenger Kms	165,161	165,151	-10
		Uncrowded Passenger Hrs	436,538	436,511	-27
		Crowded Passenger Hrs	625,596	625,543	-53
		Passenger Boardings	35,692	35,691	-1
	PM	Passenger Kms	193,122	193,111	-11
		Uncrowded Passenger Hrs	496,620	496,591	-29
		Crowded Passenger Hrs	781,050	780,958	-92
		Passenger Boardings	39,250	39,249	-1
All PT	AM	Passenger Kms	88,152,748	88,118,135	-34,613
		Uncrowded Passenger Hrs	118,927,182	118,797,784	-129,397
		Crowded Passenger Hrs	160,705,541	160,335,185	-370,356
		Passenger Boardings	6,485,584	6,483,574	-2,010
	PM	Passenger Kms	92,436,014	92,407,570	-28,444
		Uncrowded Passenger Hrs	124,289,369	124,162,414	-126,955
		Crowded Passenger Hrs	162,352,074	162,000,575	-351,499
		Passenger Boardings	7,068,359	7,066,331	-2,028

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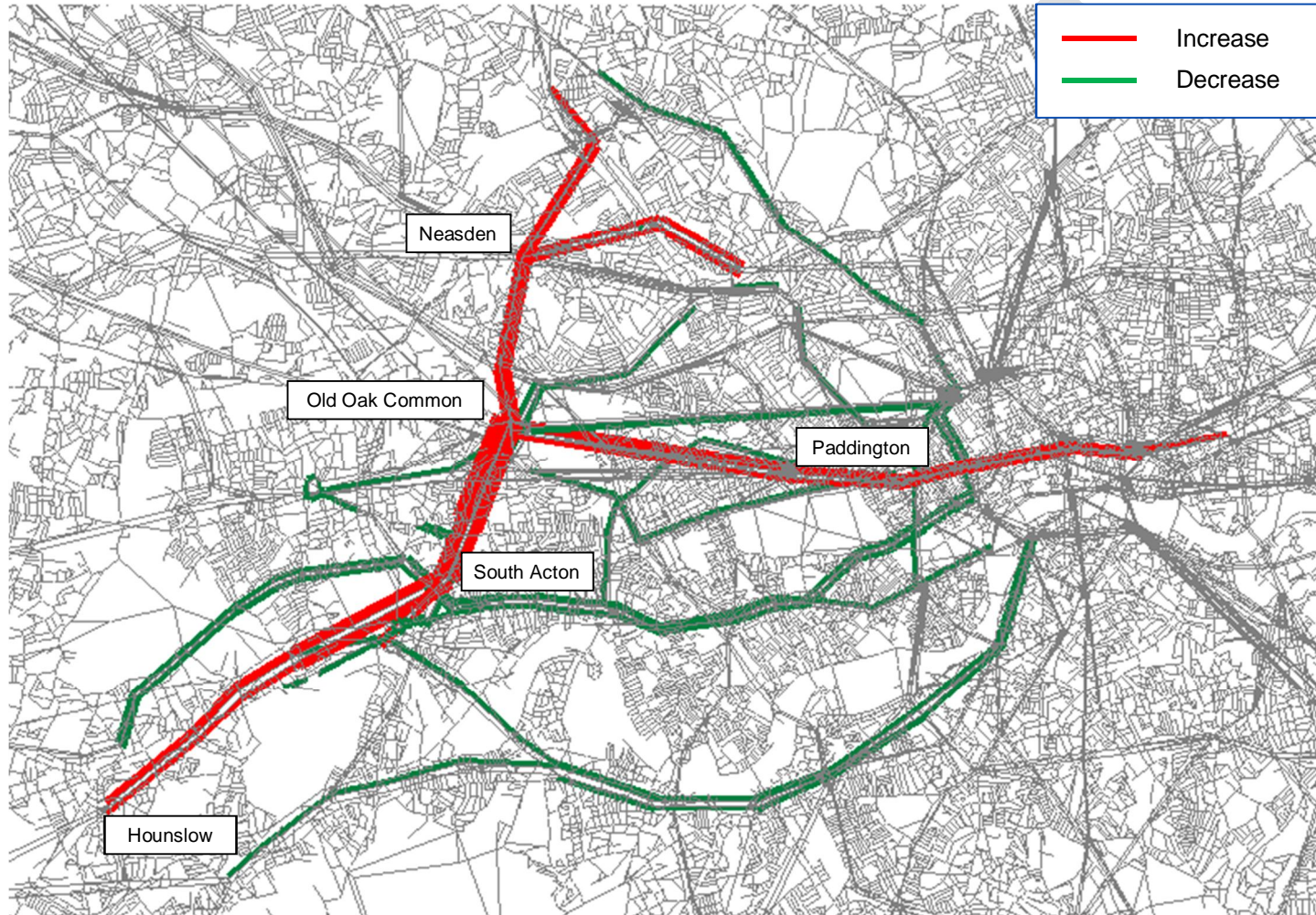
APPENDIX B-2

FLOW DIFFERENCE PLOTS

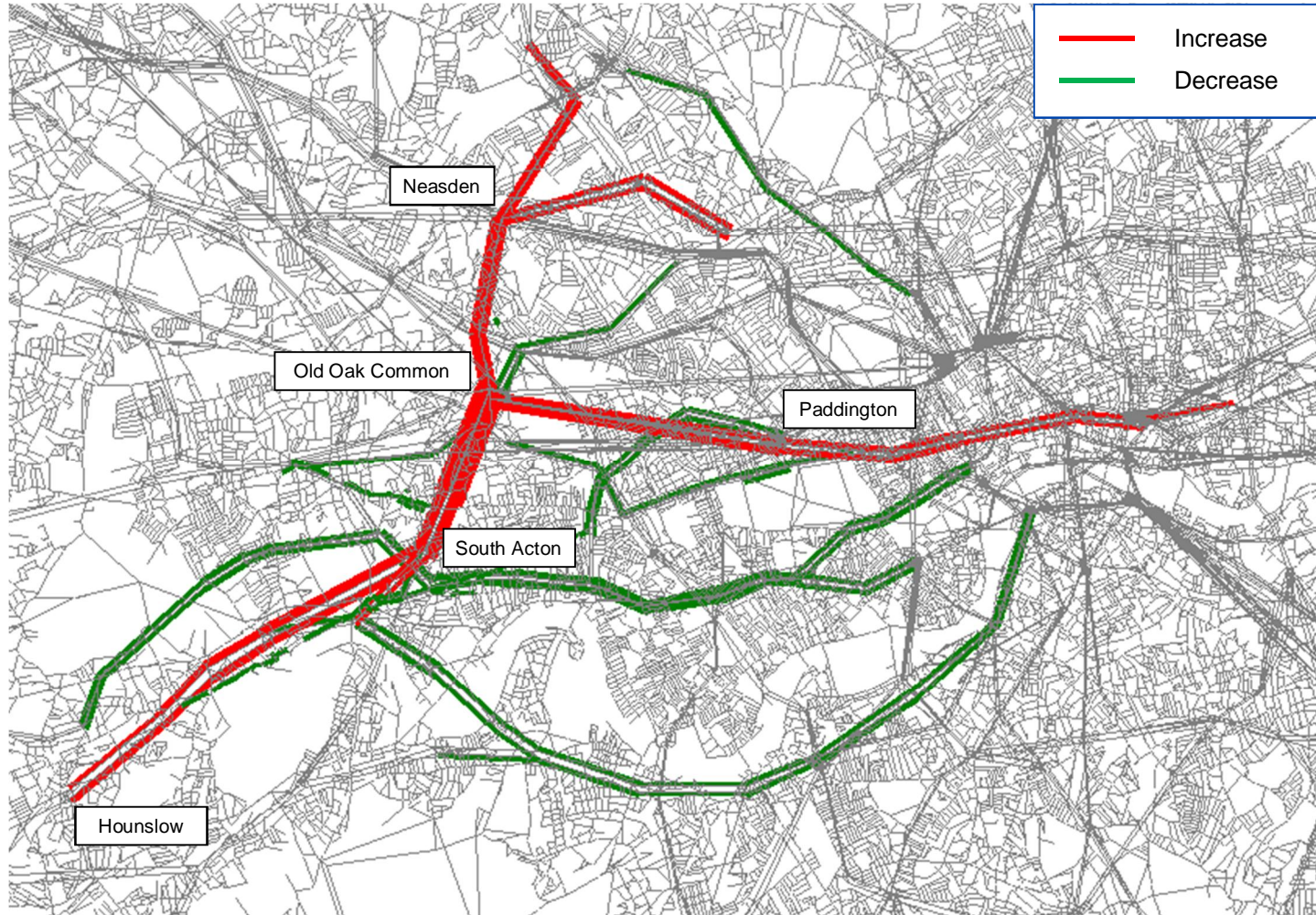
This section displays public transport network plots showing differences in demand on the public transport network in the AM and PM between the preferred option scenario and its associated baseline scenario.

Baseline: Standard LTS-PT 2041 Reference Case (A141rc01a)

Passenger flow difference Preferred Option minus Reference Case, AM

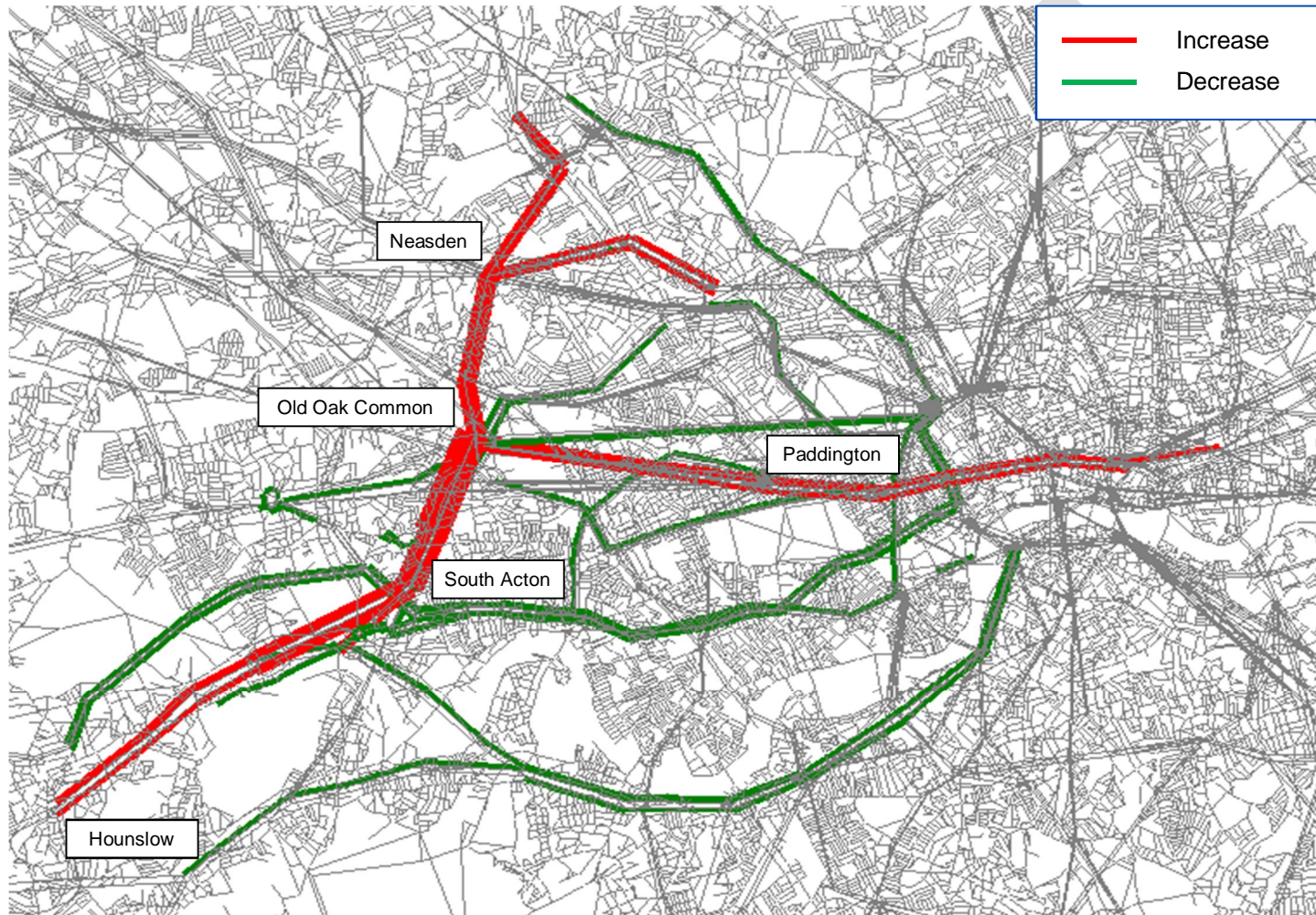


Passenger flow difference Preferred Option minus Reference Case, PM

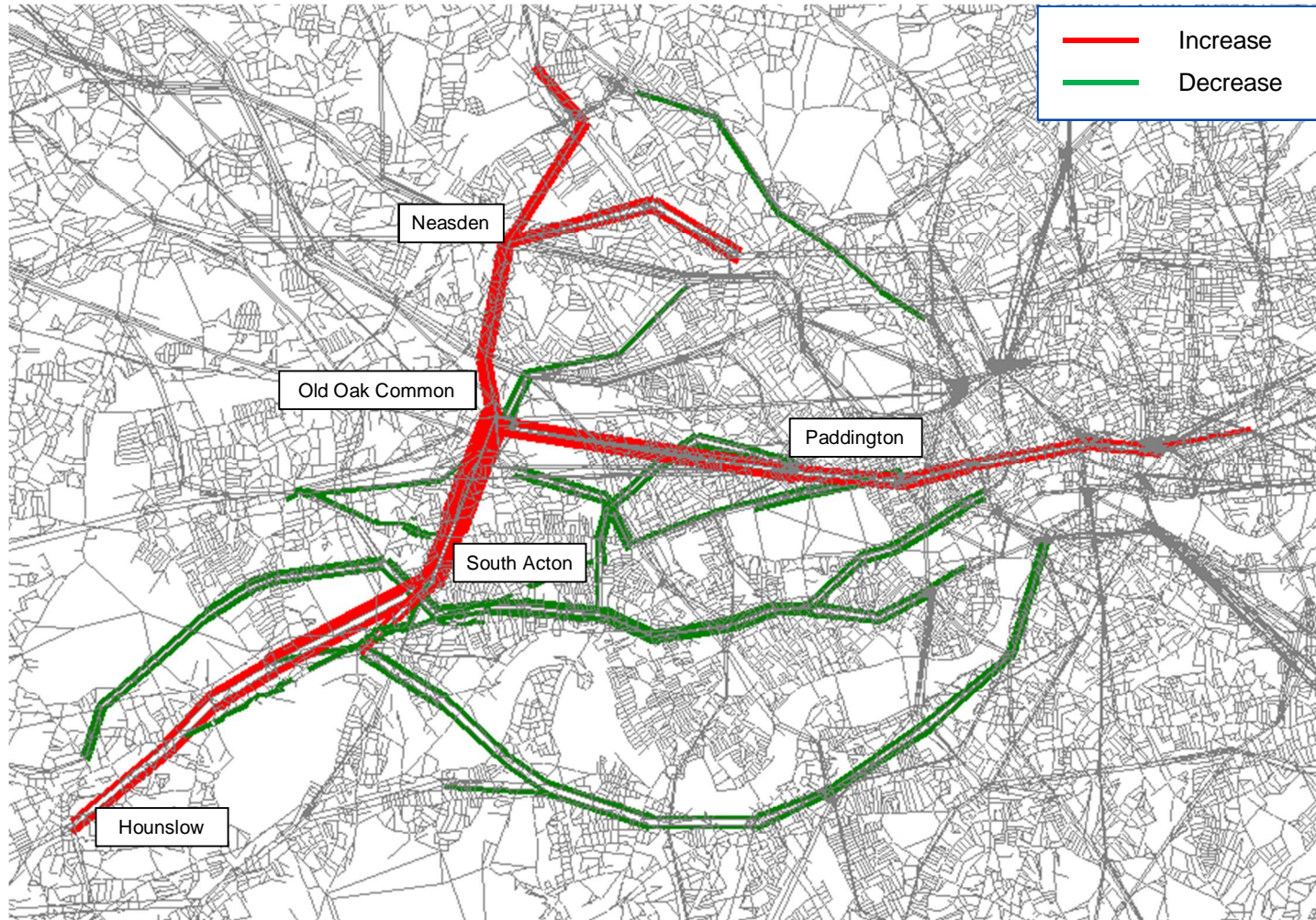


Baseline: 2041 Maximum Growth Scenario without Crossrail 2

Passenger flow difference Preferred Option minus Maximum Growth Scenario, AM



Passenger flow difference Preferred Option minus Maximum Growth Scenario, PM



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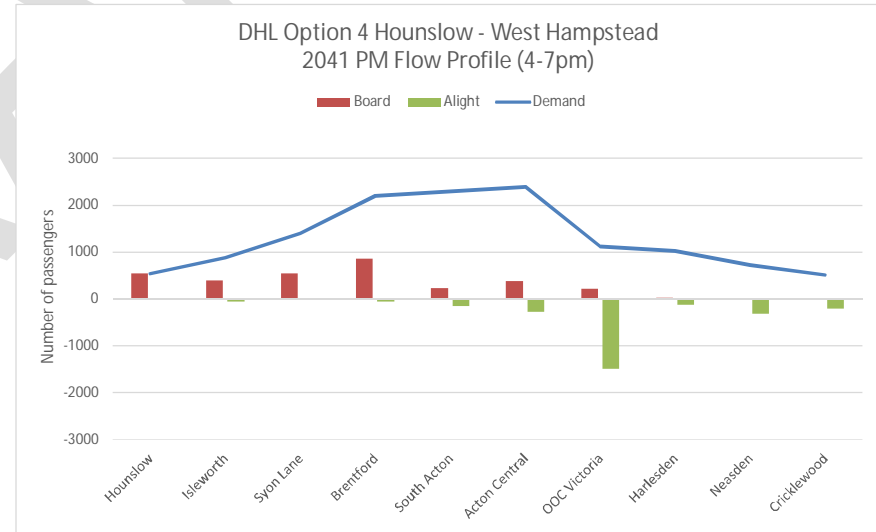
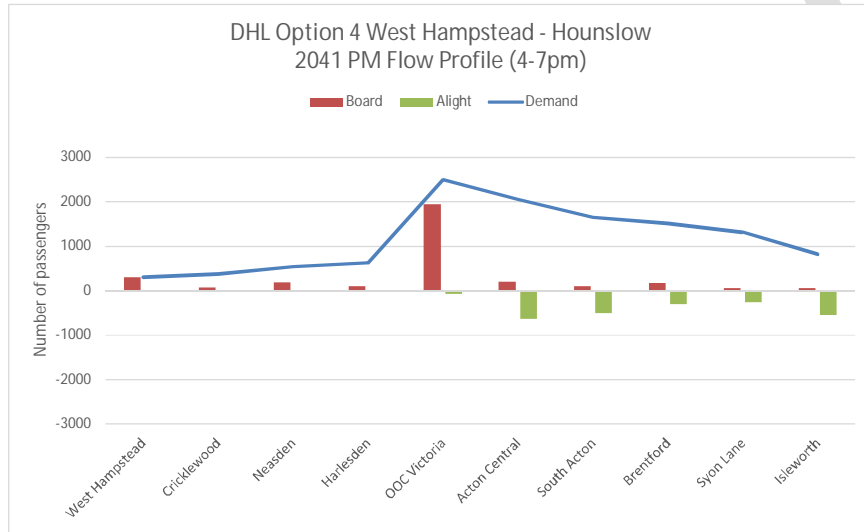
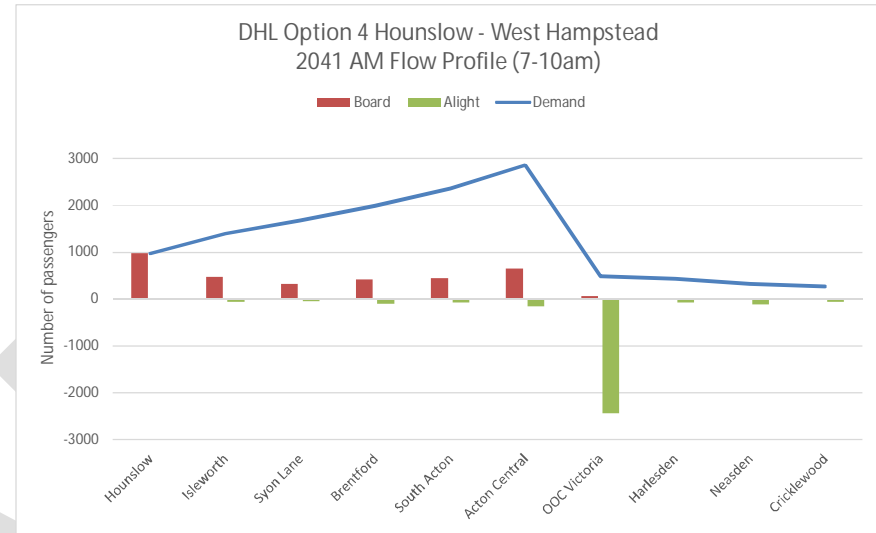
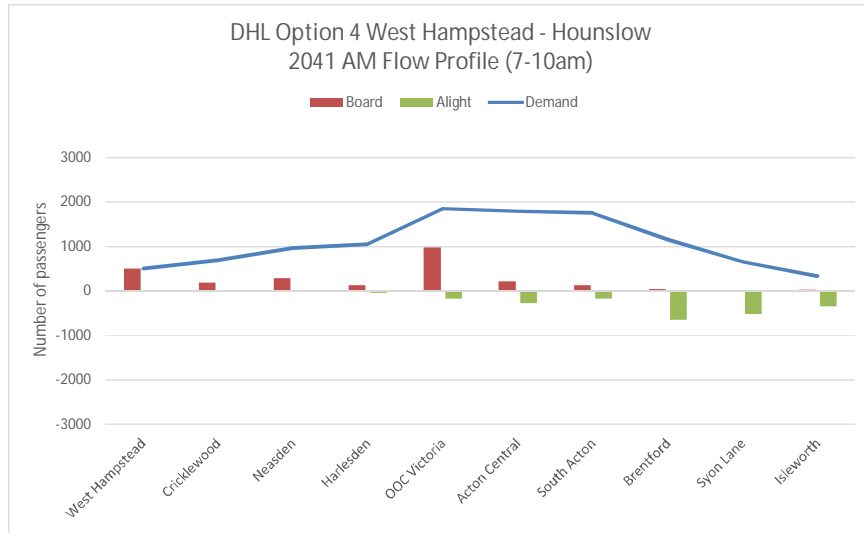
APPENDIX B-3

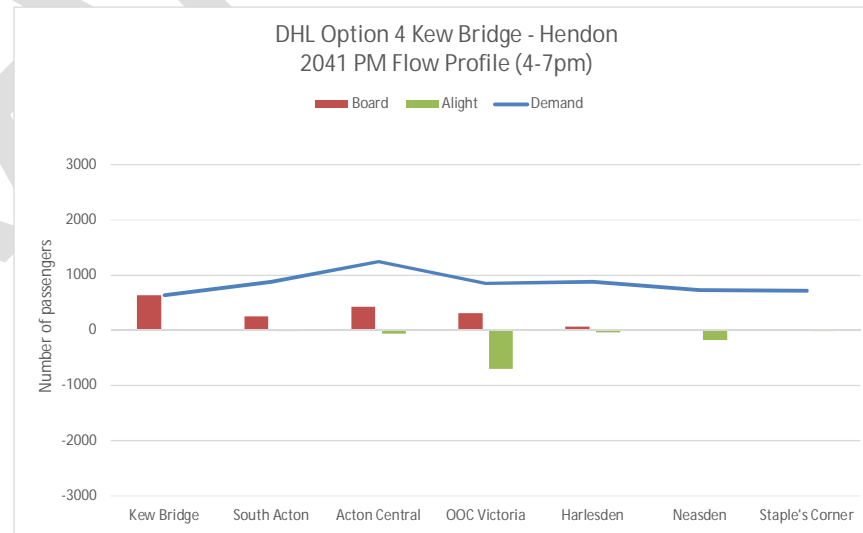
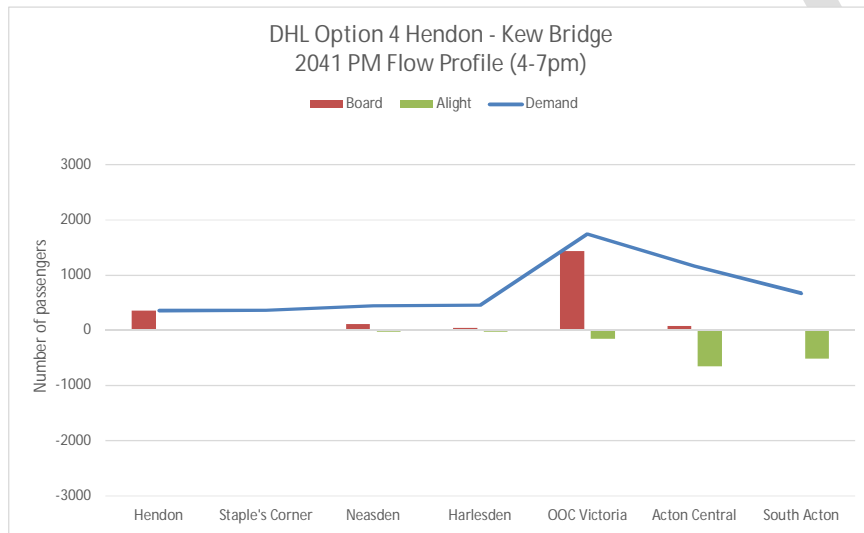
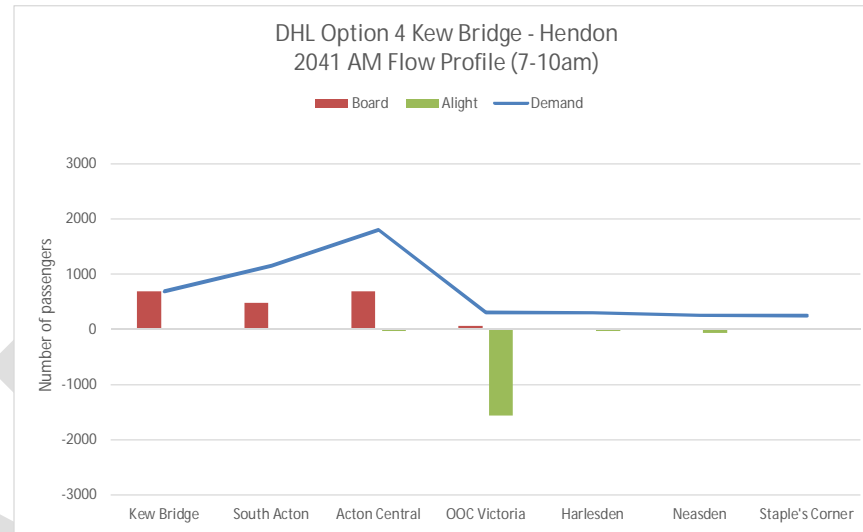
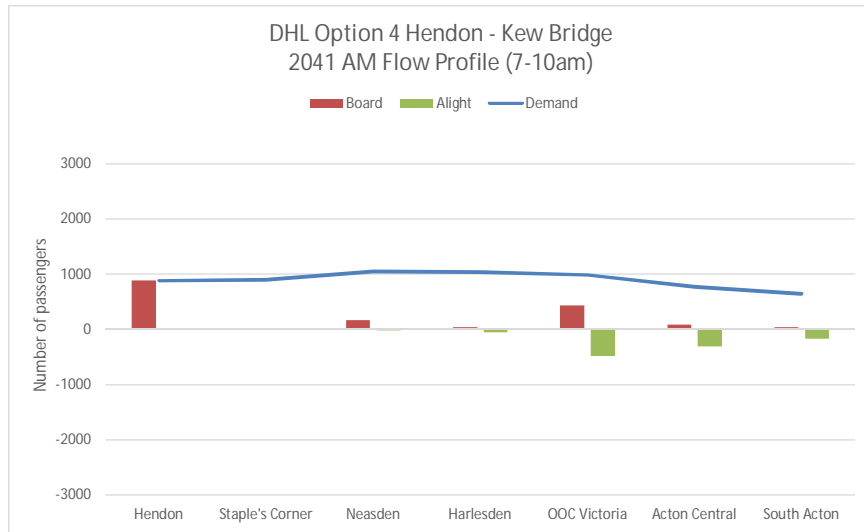
**WLO LINE LOADING, BOARDINGS AND
ALIGHTINGS**

Baseline: Standard LTS-PT 2041 Reference Case (A141rc01a)

Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	West Hampstead	Cricklewood	DH003D	WESTHAMPSTEAD-HOUNSLOW	502	502	0	299	299	0
	Cricklewood	Neasden	DH003D	WESTHAMPSTEAD-HOUNSLOW	686	188	-3	371	75	-4
	Neasden	Harlesden	DH003D	WESTHAMPSTEAD-HOUNSLOW	960	288	-14	538	188	-21
	Harlesden	OOO Victoria	DH003D	WESTHAMPSTEAD-HOUNSLOW	1052	130	-39	622	97	-13
	OOO Victoria	Acton Central	DH003D	WESTHAMPSTEAD-HOUNSLOW	1849	975	-178	2494	1946	-74
	Acton Central	South Acton	DH003D	WESTHAMPSTEAD-HOUNSLOW	1791	217	-275	2052	197	-638
	South Acton	Brentford	DH003D	WESTHAMPSTEAD-HOUNSLOW	1753	130	-169	1647	97	-502
	Brentford	Syon Lane	DH003D	WESTHAMPSTEAD-HOUNSLOW	1150	45	-648	1515	176	-308
	Syon Lane	Isleworth	DH003D	WESTHAMPSTEAD-HOUNSLOW	652	13	-511	1314	57	-258
	Isleworth	Hounslow	DH003D	WESTHAMPSTEAD-HOUNSLOW	333	23	-342	820	59	-553
Northbound	Hounslow	Isleworth	DH004U	HOUNSLOW-WESTHAMPSTEAD	976	976	0	538	538	0
	Isleworth	Syon Lane	DH004U	HOUNSLOW-WESTHAMPSTEAD	1396	474	-54	882	393	-49
	Syon Lane	Brentford	DH004U	HOUNSLOW-WESTHAMPSTEAD	1679	323	-40	1404	538	-16
	Brentford	South Acton	DH004U	HOUNSLOW-WESTHAMPSTEAD	1998	423	-104	2199	858	-63
	South Acton	Acton Central	DH004U	HOUNSLOW-WESTHAMPSTEAD	2366	443	-76	2290	236	-145
	Acton Central	OOO Victoria	DH004U	HOUNSLOW-WESTHAMPSTEAD	2863	650	-153	2394	375	-271
	OOO Victoria	Harlesden	DH004U	HOUNSLOW-WESTHAMPSTEAD	493	64	-2434	1116	222	-1500
	Harlesden	Neasden	DH004U	HOUNSLOW-WESTHAMPSTEAD	429	5	-69	1022	30	-124
	Neasden	Cricklewood	DH004U	HOUNSLOW-WESTHAMPSTEAD	329	12	-112	722	9	-309
	Cricklewood	West Hampstead	DH004U	HOUNSLOW-WESTHAMPSTEAD	269	3	-63	515	1	-208

Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	Hendon	Staple's Corner	DH005D	HENDON-KEWBRIDGE	883	883	0	356	356	0
	Staple's Corner	Neasden	DH005D	HENDON-KEWBRIDGE	896	14	0	365	9	0
	Neasden	Harlesden	DH005D	HENDON-KEWBRIDGE	1047	173	-22	446	109	-28
	Harlesden	OOC Victoria	DH005D	HENDON-KEWBRIDGE	1039	39	-48	455	39	-29
	OOC Victoria	Acton Central	DH005D	HENDON-KEWBRIDGE	987	434	-486	1745	1440	-151
	Acton Central	South Acton	DH005D	HENDON-KEWBRIDGE	768	84	-304	1166	77	-656
	South Acton	Kew Bridge	DH005D	HENDON-KEWBRIDGE	642	40	-166	673	20	-513
Northbound	Kew Bridge	South Acton	DH006U	KEWBRIDGE-HENDON	686	686	0	641	641	0
	South Acton	Acton Central	DH006U	KEWBRIDGE-HENDON	1155	482	-13	879	257	-19
	Acton Central	OOC Victoria	DH006U	KEWBRIDGE-HENDON	1806	685	-35	1247	429	-61
	OOC Victoria	Harlesden	DH006U	KEWBRIDGE-HENDON	306	63	-1563	853	309	-703
	Harlesden	Neasden	DH006U	KEWBRIDGE-HENDON	301	19	-24	879	63	-36
	Neasden	Staple's Corner	DH006U	KEWBRIDGE-HENDON	254	17	-64	732	26	-174
	Staple's Corner	Hendon	DH006U	KEWBRIDGE-HENDON	248	0	-6	720	0	-13

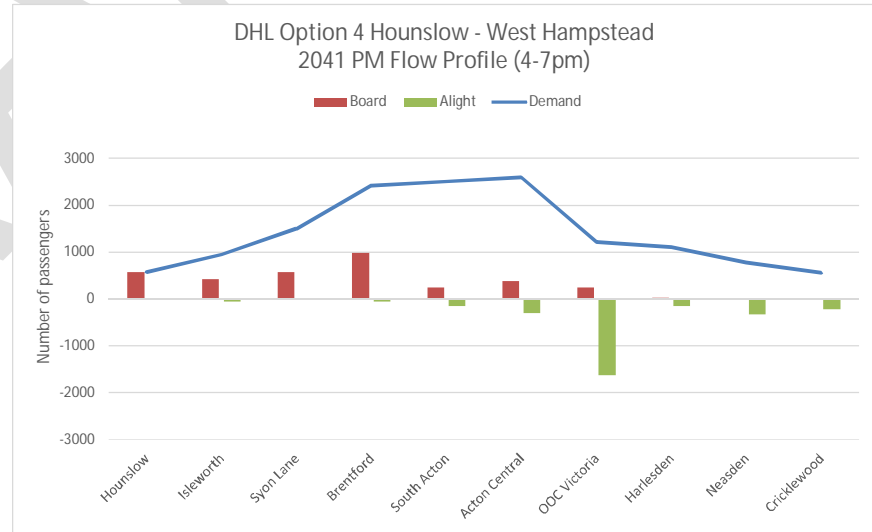
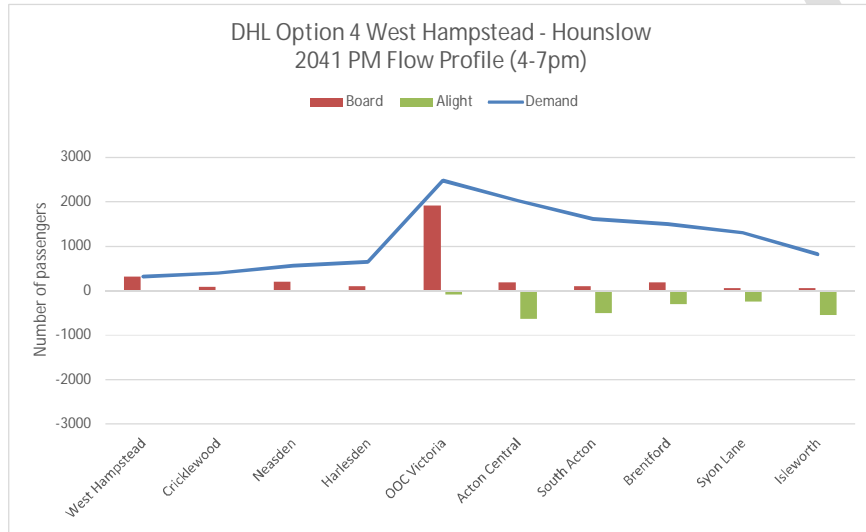
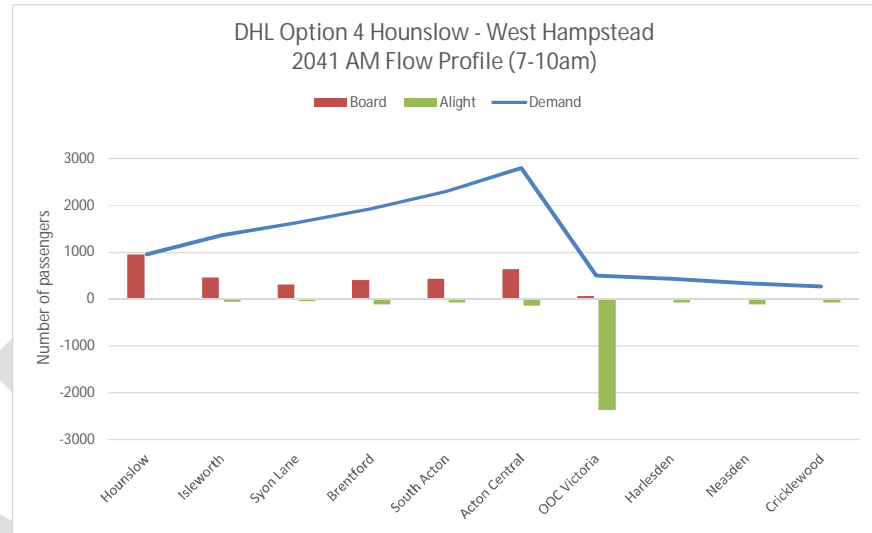
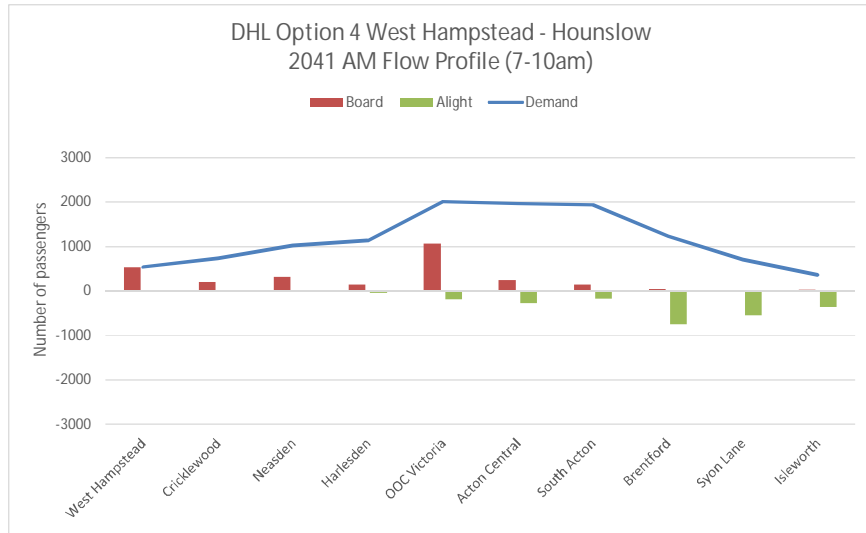


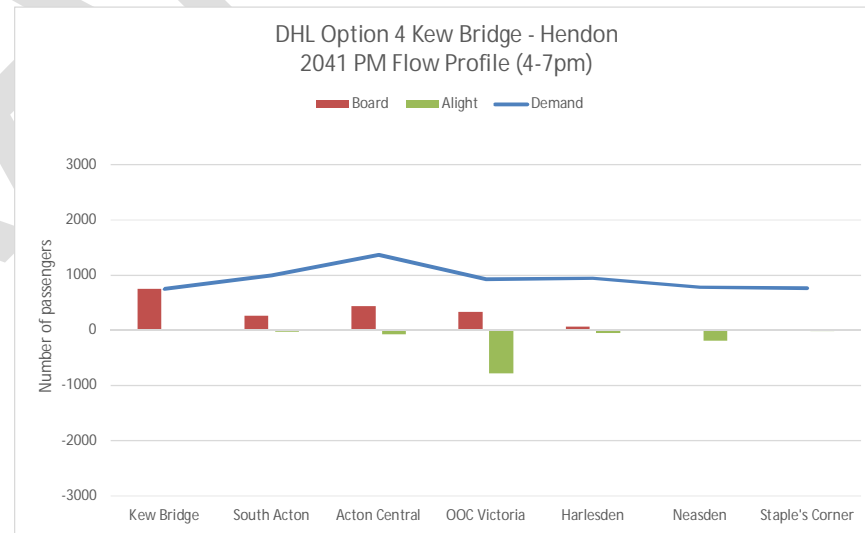
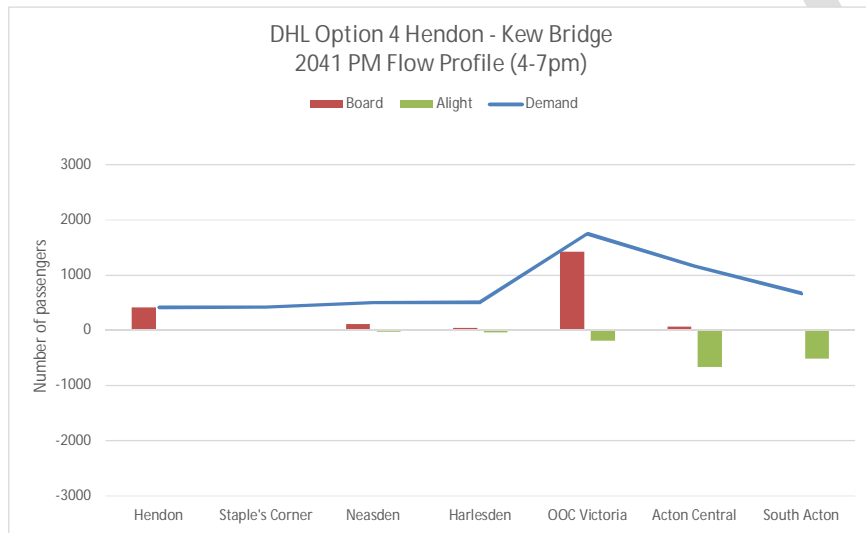
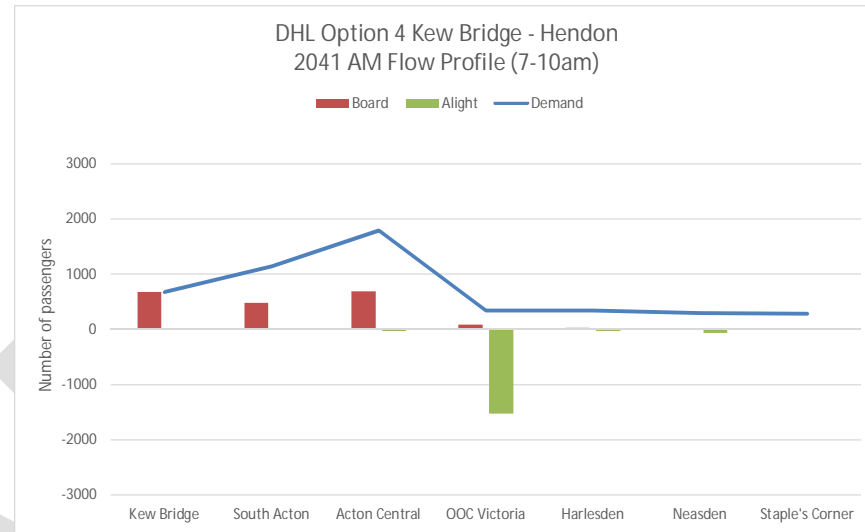
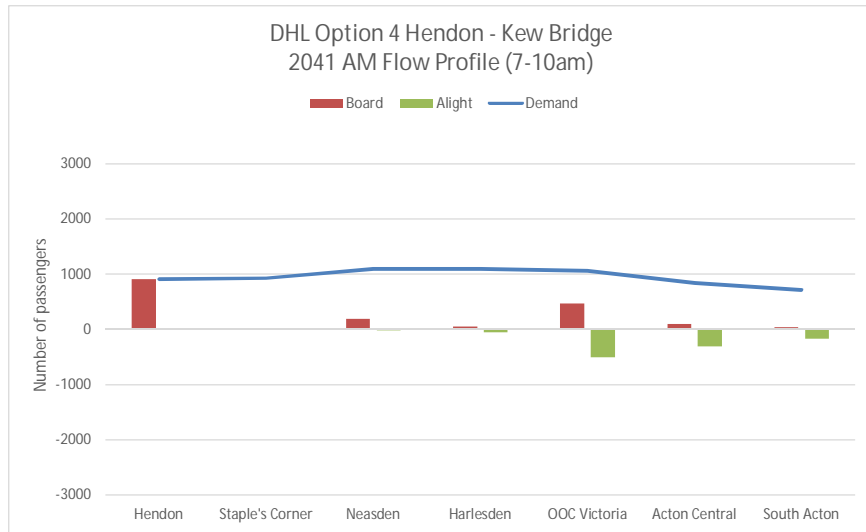


Baseline: 2041 Maximum Growth Scenario without Crossrail 2

Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	West Hampstead	Cricklewood	DH003D	WESTHAMPSTEAD-HOUNSLOW	537	537	0	312	312	0
	Cricklewood	Neasden	DH003D	WESTHAMPSTEAD-HOUNSLOW	732	199	-3	395	87	-4
	Neasden	Harlesden	DH003D	WESTHAMPSTEAD-HOUNSLOW	1026	308	-14	565	193	-22
	Harlesden	OOO Victoria	DH003D	WESTHAMPSTEAD-HOUNSLOW	1138	151	-39	646	96	-16
	OOO Victoria	Acton Central	DH003D	WESTHAMPSTEAD-HOUNSLOW	2007	1061	-191	2475	1914	-85
	Acton Central	South Acton	DH003D	WESTHAMPSTEAD-HOUNSLOW	1965	239	-281	2026	192	-641
	South Acton	Brentford	DH003D	WESTHAMPSTEAD-HOUNSLOW	1933	143	-174	1615	93	-504
	Brentford	Syon Lane	DH003D	WESTHAMPSTEAD-HOUNSLOW	1233	46	-746	1497	185	-303
	Syon Lane	Isleworth	DH003D	WESTHAMPSTEAD-HOUNSLOW	702	13	-543	1303	56	-251
	Isleworth	Hounslow	DH003D	WESTHAMPSTEAD-HOUNSLOW	358	23	-367	818	59	-543
Northbound	Hounslow	Isleworth	DH004U	HOUNSLOW-WESTHAMPSTEAD	957	957	0	576	576	0
	Isleworth	Syon Lane	DH004U	HOUNSLOW-WESTHAMPSTEAD	1362	458	-54	949	422	-49
	Syon Lane	Brentford	DH004U	HOUNSLOW-WESTHAMPSTEAD	1633	311	-39	1501	568	-16
	Brentford	South Acton	DH004U	HOUNSLOW-WESTHAMPSTEAD	1933	409	-108	2422	985	-64
	South Acton	Acton Central	DH004U	HOUNSLOW-WESTHAMPSTEAD	2302	440	-72	2508	243	-157
	Acton Central	OOO Victoria	DH004U	HOUNSLOW-WESTHAMPSTEAD	2801	645	-146	2595	384	-297
	OOO Victoria	Harlesden	DH004U	HOUNSLOW-WESTHAMPSTEAD	504	71	-2368	1215	241	-1622
	Harlesden	Neasden	DH004U	HOUNSLOW-WESTHAMPSTEAD	442	6	-67	1101	30	-144
	Neasden	Cricklewood	DH004U	HOUNSLOW-WESTHAMPSTEAD	341	13	-113	778	9	-332
	Cricklewood	West Hampstead	DH004U	HOUNSLOW-WESTHAMPSTEAD	273	3	-71	556	1	-222

Direction	From	To	NAME	LONGNAME	AM			PM		
					Demand	Board	Alight	Demand	Board	Alight
Southbound	Hendon	Staple's Corner	DH005D	HENDON-KEWBRIDGE	913	913	0	414	414	0
	Staple's Corner	Neasden	DH005D	HENDON-KEWBRIDGE	928	15	0	423	9	0
	Neasden	Harlesden	DH005D	HENDON-KEWBRIDGE	1092	187	-22	505	112	-30
	Harlesden	OOO Victoria	DH005D	HENDON-KEWBRIDGE	1093	47	-47	510	39	-35
	OOO Victoria	Acton Central	DH005D	HENDON-KEWBRIDGE	1059	469	-503	1751	1426	-184
	Acton Central	South Acton	DH005D	HENDON-KEWBRIDGE	842	93	-310	1165	75	-661
	South Acton	Kew Bridge	DH005D	HENDON-KEWBRIDGE	714	44	-173	671	20	-513
Northbound	Kew Bridge	South Acton	DH006U	KEWBRIDGE-HENDON	675	675	0	749	749	0
	South Acton	Acton Central	DH006U	KEWBRIDGE-HENDON	1140	477	-12	996	268	-21
	Acton Central	OOO Victoria	DH006U	KEWBRIDGE-HENDON	1791	684	-33	1369	442	-69
	OOO Victoria	Harlesden	DH006U	KEWBRIDGE-HENDON	341	81	-1531	926	335	-778
	Harlesden	Neasden	DH006U	KEWBRIDGE-HENDON	341	24	-24	945	62	-43
	Neasden	Staple's Corner	DH006U	KEWBRIDGE-HENDON	295	19	-66	782	26	-190
	Staple's Corner	Hendon	DH006U	KEWBRIDGE-HENDON	288	0	-6	768	0	-14





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West London Economic Prosperity Board	
20 September 2017	
Title	Mayor's Transport Strategy – Draft consultation response
Report of	<i>Amar Dave (LB Brent)</i>
Wards	<i>All</i>
Status	Public
Urgent	<i>No</i>
Enclosures	<i>Appendix 1: Draft Mayor's Transport Strategy Response</i>
Officer Contact Details	Luke Ward, Head of Growth, Employment and Skills, West London Alliance, E: wardlu@ealing.gov.uk M: 07738 802 929

Summary
<p>At its meeting on 22 June 2017 the Board requested a shared west London response to the Mayor's Transport Strategy (MTS) that is currently being consulted on. The draft response contained within appendix one has been prepared by officers accordingly. Any comments from the board will be incorporated into the final response before it is submitted ahead of the deadline on 2 October. Furthermore, TfL have requested that West London boroughs submit a joint response to the MTS that included reference to the West London Orbital Rail line that the Committee has been working on.</p>

Recommendations
<p>Leaders are requested to:</p> <ol style="list-style-type: none"> 1) COMMENT on the draft consultation response that was requested at the meeting on 22 June 2017 2) NOTE that the Deputy Mayor for Transport requested a combined West London response in her meeting with leaders in July 2017. 3) AGREE that, subject to comments from the West London Economic Prosperity Board (WLEPB), West London Growth Directors be requested to finalise and submit the collective WLA response, ahead of the deadline of 2 October 2017.

1. WHY THIS REPORT IS NEEDED

- 1.1 The committee requested that a joint West London response to the Mayor's Transport Strategy (MTS) be prepared when it met on 22 June 2017. This report is intended to give leaders an opportunity to comment on this draft response ahead of it being finalised and submitted before the consultation deadline on 2 October 2017.
- 1.2 Furthermore, at their meeting with the Deputy Mayor for Transport on 27 July it was requested that West London boroughs submit a joint response to the MTS that included reference to the West London Orbital Rail line that the Committee has been focusing on.
- 1.3 Following discussion and comment by the Board the draft response will be refined before being reviewed and discussed by West London Growth Directors who will then submit the final response on behalf of the WLEPB.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Transport issues are a high priority for people and businesses in West London. The MTS consultation provides a valuable opportunity for West London boroughs to work together to influence London-wide transport priorities, and to enable officers across the sub-region to improve their coordination in order to drive efficiencies and to provide a joined-up transport experience to travellers across the sub-region.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 It would be possible to not submit a response however this would likely result in shared priorities having less coverage in the final MTS with reduced resources flowing to West London boroughs as a result.

4. POST DECISION IMPLEMENTATION

- 4.1 Following discussion by the Board comments will be incorporated into the draft response which will then be reviewed by West London Growth Directors and submitted ahead of the deadline.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 This report relates directly to the delivery of the West London Vision for Growth, which has been agreed by the members of the West London Alliance. Specifically, it focuses on delivering the emphasis in the Vision for Growth on improving transport infrastructure and connectivity.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 None directly associated with this report. However, some areas of activity referred to in the response e.g. in relation to the West London Orbital Line or freight will have resource implications that will be addressed on a case-by-case basis in the future.

5.3 Social Value

5.3.1 This consultation response is intended to improve the transport experience and transport options for people and businesses from all backgrounds across West London including by making it easier for them to get around easily and with the minimum toll on their pocket.

5.4 Legal and Constitutional References

5.4.1 This work falls within the following sections of the WLEPB's Functions and Procedure Rules:

- Representing the participating local authorities in discussions and negotiations with regional bodies, national bodies and central government on matters relating to economic prosperity for the benefit of the local government areas of the participating authorities.
- Representing the participating authorities in connection with the Greater London Authority, London Councils and the London Enterprise Panel, for the benefit of the local government areas of the participating authorities, in matters relating to the economic prosperity agenda.
- Representing the participating local authorities in discussions and negotiations in relation to pan-London matters relating to economic prosperity.

5.4.2 The Joint Committee's role and purpose on behalf of the Participating Boroughs relates to ensuring appropriate, effective and formal governance is in place for the purposes of delivering the West London Vision for Growth and advancing Participating Boroughs' aspirations for greater economic prosperity in West London, including promoting "the Economic Prosperity Agenda", in partnership with employers, representatives from regional and central government, and education and skills providers.

5.4.3 The purpose of the Joint Committee will be collaboration and mutual cooperation and the fact that some functions will be discharged jointly by way of the Joint Committee does not prohibit any of the Participating Boroughs from promoting economic wellbeing in their own areas independently from the Joint Committee. The Joint Committee is not a self-standing legal entity but is part of its constituent authorities. Any legal commitment entered into pursuant of a decision of the Joint Committee must be made by all of the Participating

Boroughs.

5.5 Risk Management

- 5.5.1 There is a risk that by not engaging with the full range of levers that have an impact on the overall economic success of an area, including this MTS consultation response, that the sub-region will not achieve the level of economic outcomes in terms of jobs, investment, or housing that might otherwise be the case over the medium and long term.

5.6 Equalities and Diversity

- 5.6.1 This consultation response supports the delivery of the wider West London Vision for Growth, recognising the need to ensure that people from all backgrounds and income levels are able to benefit from growth and able to get around London easily.

5.7 Consultation and Engagement

- 5.7.1 West London Transport Planning officers have informed the content of the draft response in Appendix 1. Following discussion by the WLEPB it will be further reviewed by Growth Directors before being submitted.

6. BACKGROUND PAPERS

- 6.1 **Appendix One:** Draft West London borough response to the Mayor's Transport Strategy Consultation

Draft Mayor's Transport Strategy Consultation

WEST LONDON ALLIANCE RESPONSE

September 2017

THE CHALLENGE

1. London faces a number of growing challenges to the sustainability of its transport system. To re-examine the way people move about the city in the context of these challenges, it is important that they have been correctly identified.

- Please provide your views on the challenges outlined in the strategy, and describe any others you think should be considered.

London's Transport Matters

During a time of such unprecedented growth in the capital's population it is more important than ever that we work together strategically to identify and respond to the most significant challenges we face and address them together in a joined-up way. This approach will ensure that West London boroughs and London as a whole will be able to respond positively to these challenges and ensure they do not become a constraint on future growth.

Public Transport and Quality of Life

We note the fact that the majority of future population growth will occur in outer London. This will make it increasingly important that residents and businesses have access to well connected, fast and cost effective orbital public transport options that connect the capital's largest growth areas alongside the well-established radial network.

We would strongly agree that many parts of outer London are cut off from the opportunities the rest of the city has to offer by poor tube, rail and bus links. Finding strategic, cross borough solutions to orbital connectivity will be an essential part of the solution to this issue.

We note that there appears to have been an oversight by not considering growth in journey numbers on a larger geographical scale? For example we know that London's population will continue to grow well into the 2040s, as will the home counties, yet the plan indicates that there will be no increase in the number of trips from outside London from 2015 to 2041 (page 277). This does not appear to be a credible assumption. It may be the scale used (millions) is not appropriate but in either case we would like to see a clearer rationale for such a fundamental assumption given the implications for Outer London.

Future Growth

Orbital Transport, such as the proposed West London Orbital rail line, provides significant opportunities to reduce congestion on existing transport infrastructure and unlock significant housing and employment potential. This should be explicitly referenced in this section.

Big Data

There has been a data explosion over the last decade from individuals, local authorities, TfL/GLA, business and others. London, specifically the boroughs, GLA, London Councils and TfL, needs to better manage, share and coordinate the use of its data to promote advances in transport technology. It would be useful if the final MTS could make stronger reference to this with indications on how it will compile and share this information.

THE VISION

2. The Mayor's vision is to create a future London that is not only home to more people, but is a better place for all of those people to live and work in. The aim is that, by 2041, 80 per cent of Londoners' trips will be made on foot, by cycle or using public transport.

- To what extent do you support or oppose this proposed vision and its central aim?

The ambition stated in the draft MTS for cars to comprise only 20% of journeys by 2041 is a challenging but welcome target and signals the scale of London's ambition to lead the way globally in mode shift and in the reconfiguration of cities around people rather than cars. We see that the largest changes in modal shift will need to come from outer London as current car use into, through and within the outer London area currently make up 43% of journeys. We note that Central and Inner London already meet the 20% target, suggesting Outer London faces a serious challenge.

In order to achieve a shift of this scale, Londoners will need ready access to high-volume travel options that reflect their travel patterns and are more attractive than private cars. The West London Orbital Proposal that West London boroughs have been working with TfL and the GLA on over the last year, tracks closely the route of one of the most congested roads in London, the North Circular/A406, and also connects some of London's most significant growth areas including Brent Cross, Wembley, OPDC and the Hounslow Opportunity Area. This line would give drivers a practical, accessible and, crucially, faster option for getting around North and West London than is currently possible, aiding the GLA to hit the 2041 target of 80% of trips being by foot, cycle or public transport.

There is a danger that without interim targets and milestones we will not commence the delivery of the MTS at the pace required to deliver the vision. We feel it is essential to include interim targets or milestones and would expect the final MTS to set these at appropriate intervals between now and 2041.

We welcome the new investment in cycle infrastructure and ask that Outer London receives an effective share of this, reflecting that it is here that the vast majority of current and future growth will be (MTS page 28). While inner London may offer an 'immediate opportunity', the MTS targets are long term. Outer London faces far greater challenges, in terms of modal shift, than any other part of London. We will welcome news on how the delivery of further measures and investment will unlock the 'huge untapped potential' outer London has for cycling (MTS page 30).

3. To support this vision, the strategy proposes to pursue the following further aims:

- To what extent do you agree or disagree with the aims set out in this chapter?

- by 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day;***
- for no one to be killed in, or by, a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from our streets by 2041;***
- for all buses to be zero emission by 2037, for all new road vehicles driven in London to be zero emission by 2040, and for London's entire transport system to be zero emission by 2050;***

- *by 2041, to reduce traffic volumes by about 6 million vehicle kilometres per day, including reductions in freight traffic at peak times, to help keep streets operating efficiently for essential business and the public;*
- *to open Crossrail 2 by 2033;*
- *to create a London suburban metro by the late 2020s, with suburban rail services being devolved to the Mayor;*
- *to improve the overall accessibility of the transport system including, by 2041, halving the average additional time taken to make a public transport journey on the step-free network compared with the full network;*
- *to apply the principles of good growth.*

In terms of London Suburban Metro, we strongly support proposal 83, that the Mayor, through TfL and relevant boroughs, will examine the feasibility of delivering a new London Overground rail link between Hounslow and Old Oak, and assess options for an extension towards Cricklewood.

We also support more broadly the development of a cross-borough orbital suburban metro and strategic corridors that allow Londoners to get around the places they live and work (see answer to question 19)

We applaud the drive to further encourage active travel, particularly more walking and cycling. It would be of great assistance to the delivery of these ambitions if our Public Health colleagues could be engaged with more and brought into this agenda given the relationship between transport and the health of the population. There is an opportunity to align the work of these traditionally different areas to both improve the way cities work, to help people get around and to improve the health and well-being of the population.

The emphasis of the Mayor on Healthy Streets is welcomed. If funding is directed to streets that can deliver all ten indicators, as opposed to streets that are more movement than place in function, and not all indicators can be delivered, we create polarisation. Nice places connected by poor quality, unsafe roads. We prefer to see the 10 indicators as aspirational and hope the scale of improvement towards the indicators is the winning factor for progressing schemes.

We are not convinced by the slightly artificial separation in the MTS of London Buses from other causes of road deaths, the aim should simply be for there to be no more road deaths irrespective of the cause.

In addition, we should be reducing all accidents - while labelled as 'slights' on an individual level, this could mean off work with a broken leg for six weeks. The MTS should recognise this more explicitly.

We are delighted to see that improvements to the overall accessibility of the transport system will continue but significant accessibility gaps remain in West London. We would welcome more details on the Mayor's delivery of this vision and what the interim milestones will be and how stations will be selected for step free access.

HEALTHY STREETS AND HEALTHY PEOPLE

4. Policy 1 and proposals 1-8 set out the Mayor's draft plans for improving walking and cycling environments (see pages 46 to 58).

- To what extent do you agree or disagree that these plans would achieve an improved environment for walking and cycling? Please also describe any other measures you think should be included.

We are supportive of Proposal 3 - a London wide cycle network, but note that the Strategic Cycling Analysis does not consider outer London, where the majority of Londoners live and where most future growth will occur. This makes it difficult to see how the necessary mode shift from cars that will be required in outer London will become a reality without significant investment in an outer London cycle network.

The same issue is of relevance for the ambition to deliver a cycle route within 400m of 70% of Londoners. Currently, most Londoners live in outer London, most of the population growth will be in outer London yet outer London cycle routes, especially orbital routes are poor quality and sparse. In order for boroughs and subregions to deliver the Mayor's ambitions in relation to model we would value additional emphasis on cycle paths in Outer London over the coming years.

5. Policy 2 and proposals 9-11 set out the Mayor's draft plans to reduce road danger and improve personal safety and security (see pages 62 to 67).

- To what extent do you agree or disagree that these plans would reduce road danger and improve personal safety and security? Please also describe any other measures you think should be included.

We support the ambitions of "Vision Zero", to reduce car deaths to zero. We feel that the only way that this will be achieved is through a change to the LIP guidance so that money can be spent on a wider number of projects rather than is currently allowed and in a more proactive way. We would welcome a more flexible approach that allows boroughs to make safety investments in the network based on more nuanced local intelligence that does not rely on accidents happening before any interventions can be taken.

London-wide support for lower speed limits is broadly welcomed given the clear relationship between speed and road safety and possibly air quality - driver behaviour being a significant factor for the latter. We also recognise however that different boroughs have different circumstances and so we would support an approach that allows individual boroughs to show local discretion in the application of speed limits in a way that is appropriate to local need and community support.

In terms of freight, we do not believe it realistic for operators to comply with the ULEZ and a direct vision standard at this time given the level of investment required from operators and the lead times from manufacturers for the delivery of new vehicles. This is further compounded, as the details of such a standard are still being developed. We do support the introduction of higher standards by the industry but until the standard is set and manufacturers are ready, we emphasise that the focus should be on behaviour change and education.

We believe it is essential to increase the riding standard of powered two wheelers (PTW) in London and welcome a motorcycle standard for London. We ask that the Mayor takes a stronger stance with the DfT following the CBT review in 2015 and pushes for more stringent licence regulation. Accident statistics are not collected for licence type but we can assume that the majority of PTW less than 125cc are ridden with Compulsory Basic Training (CBT) licences. This being the case, 68% of PTW accidents involve CBT riders.

We are unable to take a view on the use of motorcycles in bus lanes without further evidence on safety or the wider implications of this for the network.

We also note a lack of police presence on our roads. Fear of crime is a high priority for residents and business.

6. Policy 3 and proposals 12-14 set out the Mayor's draft plans to ensure that crime and the fear of crime remain low on London's streets and transport system (see pages 68 to 69).

- To what extent do you agree or disagree that these plans would ensure that crime and the fear of crime remain low on London's streets and transport system? Please also describe any other measures you think should be included.

We fully agree that addressing crime and the fear of crime should appropriately be a core element of the MTS, reflecting the fact that this is a top concern for Londoners, who need to feel safe whilst travelling if the city is to continue to prosper in the decades ahead.

Moped crime is a particular concern at the moment and we support the Mayor and police in taking appropriate steps to tackle.

References to bicycle theft are missing from the MTS. In addition a clear message of the provision of good quality parking would be welcomed.

7. Policy 4 and proposals 15-17 set out the Mayor's draft plans to prioritise space-efficient modes of transport to tackle congestion and improve the efficiency of streets for essential traffic, including freight (see pages 70 to 78).

- To what extent do you agree or disagree that these plans would tackle congestion and improve the efficiency of streets? Please also describe any other measures you think should be included.

We support and encourage the use of DSPs, not just for Central London but London-wide. Research shows that only 30% of businesses are interested in understanding their transport impacts but do not see delivery/servicing traffic as their concern. We would welcome greater communication between the Mayor and businesses supporting businesses (not just central) to consider their transport impacts.

We support the use of consolidation centres but note that London already has several consolidation centres, some of which are even specific to the construction industry. We expect any new consolidation centres to be independently financially viable unlike earlier attempts to develop borough led schemes. There is evidence that the logistics industry already operates efficiently as they work to respond their customers' demands - we suggest stronger engagement with business to consider the use of upstream consolidation and the implementation of DSPs.

We welcome a London Lorry Standard and look forward to working with the Mayor to develop one. We ask that the implementation of such a standard be carefully timed to allow operators and manufacturers time to comply.

8. Proposals 18 and 19 set out the Mayor's proposed approach to road user charging (see pages 81 to 83).

- To what extent do you agree or disagree with this proposed approach to road user charges? Please also describe any other measures you think should be included.

No View - Borough and London Wide issue (TBC)

9. Proposals 20 and 21 set out the Mayor's proposed approach to localised traffic reduction strategies (see page 83).

- To what extent do you agree or disagree with this approach? Please also describe any other measures you think should be included.

We broadly support these proposals but believe TfL need to work collaboratively with the boroughs and include TfL roads too where appropriate.

We question which wards and boroughs will be the first to act on these proposals as they could influence the relocation of some businesses to those parts of London that have not chosen to implement the proposals?

10. Policies 5 and 6 and proposals 22-40 set out the Mayor's draft plans to reduce emissions from road and rail transport, and other sources, to help London become a zero carbon city (see pages 86 to 103).

- To what extent do you agree or disagree that these plans would help London become a zero carbon city? Please also describe any other measures you think should be included.

We note that a London-wide ULEZ is not part of the draft MTS. We are also concerned that the inner London ULEZ may have a perverse impact on the air quality in Outer London, especially in the vicinity of the North and South Circulars. We ask what additional measures will be available to assist boroughs mitigate any negative congestion or air quality impacts associated with a control London-only ULEZ.

Proposal 31 is unclear and requires more detail before responding. We cannot take a view on this proposal at this time.

11. Policies 7 and 8 and proposals 41- 47 set out the Mayor's draft plans to protect the natural and built environment, to ensure transport resilience to climate change, and to minimise transport-related noise and vibration (see pages 104 to 111).

- To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included.

We are pleased to see policy 7 supports the development of green spaces but feel the wording could be stronger than is currently the case. We ask for a more robust policy that will deliver more green space.

We appreciate the impact weather events can have on the transport network and look forward to resilience work; Policy 8 has the potential to cover a vast range of circumstances while proposal 45 suggests we have an unlimited budget. Can this be reworded to account for budgets.

A GOOD PUBLIC TRANSPORT EXPERIENCE

12. Policy 9 and proposal 48 set out the Mayor's draft plans to provide an attractive whole-journey experience that will encourage greater use of public transport, walking and cycling (see pages 118 to 119).

- To what extent do you agree or disagree that these plans would provide an attractive whole journey experience? Please also describe any other measures you think should be included.

We fully support the aims of the mayor to improve the transport experience for all travellers and to help them to keep moving as the population of the city approaches 10 million people in the years ahead.

We would be interested to have more detail about how improvements are to be measured for Healthy Streets and what the interim targets will be to deliver this. Proposal 48 aims to make improvements measured against the Healthy Street indicators - we would welcome assurance that funding for Healthy Streets will be based upon the improvement achieved rather than on any bureaucratic process. Otherwise, places with better natural factors will flourish at the expense of poorer quality streets.

13. Policies 10 and 11 and proposals 49 and 50 set out the Mayor's draft plans to ensure public transport is affordable and to improve customer service (see pages 121 to 125).

- To what extent do you agree or disagree that these plans would improve customer service and affordability of public transport? Please also describe any other measures you think should be included.

We support this - it is important that transport is affordable for everyone, including lower-wage and key workers.

14. Policy 12 and proposals 51 and 52 set out the Mayor's draft plans to improve the accessibility of the transport system, including an Accessibility Implementation Plan (see pages 127 to 129).

- To what extent do you agree or disagree that these plans would improve accessibility of the transport system? Please also describe any other measures you think should be included.

Work to improve station accessibility is welcome but additional detail relating to how the proposals will actually be delivered would have significant value to boroughs. For example, what will be the process for selecting some stations for

improvement over others? We note that by 2041 many stations, including many in Outer London, will not have been upgraded - we ask that this additional detail be included in the final MTS.

15. Policy 13 and proposals 53 and 54 set out the Mayor's draft plans to transform the bus network; to ensure it offers faster, more reliable, comfortable and convenient travel where it is needed (see pages 133 to 137).

- To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included.

Proposal 53 seems to omit the opinion of the boroughs and other stakeholders. It is also far too vague and requires a guarantee that essential users will still have access to a reliable service.

Proposal 54 implies that radial routes will take greater priority over other routes, including orbital, despite emphasis elsewhere in the strategy on the crucial role of improved orbital connectivity. We wish to remind the Mayor that in Outer London, orbital links are poor and buses are a major mode for many people, especially between town centres. There is also significant passenger demand for improved orbital rail routes. In the future as London continues to grow it will be these orbital routes that will need to be invested in order to have the greatest impact on reducing car usage. We ask that this be reflected in the final MTS.

16. Policy 14 and proposals 55 to 67 set out the Mayor's draft plans to improve rail services by improving journey times and tackling crowding (see pages 140 to 166).

- To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included.

We ask why Crossrail 2 does not stop at Imperial Wharf? We believe there is significant regeneration potential for it to be included.

There is a severe lack of orbital rail routes for Inner and Outer London. Given the clear, collective commitment from West London's Leaders and recent positive feasibility appraisal (see attached) we ask that the Mayor places a stronger focus on orbital routes and make a commitment to delivering a West London Orbital line from Hounslow to West Hampstead via the West London Orbital Line.

17. Policies 15 to 18 and proposals 68 to 74 set out the Mayor's draft plans to ensure river services, regional and national rail connections, coaches, and taxi and private hire contribute to the delivery of a fully inclusive and well-connected public transport system. The Mayor's policy to support the growing night-time economy is also set out in this section (see pages 176 to 187).

- To what extent do you agree or disagree that these plans would deliver a well-connected public transport system? Please also describe any other measures you think should be included.

We do not have a West-London view on this question.

NEW HOMES AND JOBS

18. Policy 19 and proposals 75 to 77 set out the Mayor's draft plans to ensure that new homes and jobs are delivered in line with the transport principles of 'good growth' (see pages 193 to 200).

- To what extent do you agree or disagree that these plans would achieve this? Please also describe any other measures you think should be included.

We fully support the principles of good growth set out in the draft MTS. It will be essential that these are fully integrated into the Local Plans and operational delivery of the MTS across a broad cross section of partners in both the public and the private sectors if they are to be realised.

One point to make in terms of converting the strategy into a reality is that a significant proportion of developers all too often ignore their transport and wider community commitments. For example, the West London "WestTrans" partnership of transport planning officers has recently inspected the cycle parking facilities at over 200 new developments and noted 17% of sites failed to provide any cycle parking at all and 56% provided less spaces than required. 92% of sites failed to provide good, reasonably spaced and safe cycle parking.

We request then that London government and TfL take a more robust stance on enforcement in new developments, especially in terms of quality as defined in the West London Cycle Parking Guidance 2017. If people can't store a bike, they won't own one and are less likely to use one.

We are pleased to see DSPs in proposal 77 and have already begun work to engage with businesses. We ask that TfL assist the boroughs with the use of DSPs by communicating their importance to businesses all over London.

Good growth should also allow for brave and innovative schemes to be developed, we would like to see how waste could be managed here through a pipe network - reducing the need for waste vehicles in the development area.

19. Proposals 78 to 95 set out the Mayor's draft plans to use transport to support and direct good growth, including delivering new rail links, extensions and new stations, improving existing public transport services, providing new

river crossings, decking over roads and transport infrastructure and building homes on TfL land (see pages 202 to 246).

- To what extent do you agree or disagree that these plans would ensure that transport is used to support and direct good growth? Please also describe any other measures you think should be included.

We support proposal 83, that the Mayor, through TfL and relevant boroughs, will examine the feasibility of delivering a new London Overground rail link between Hounslow and Old Oak, and assess options for an extension towards Cricklewood. The scheme makes use of existing underused freight lines and passenger lines along its entire length.

The West London Economic Prosperity Board, a cross-party, joint committee of West London boroughs has made this scheme a standing item on its agenda and West London boroughs will be incorporating it into Local Plans of individual West London boroughs.

West London boroughs have commissioned a full feasibility study into this scheme with the support of TfL. This study has found the scheme to be feasible and with a high level of passenger demand and strong strategic fit with the objectives MTS. It would have significant economic and environmental benefits with potential to unlock a significant volume of new housing and employment space in support of the principle of good growth. It will also benefit the environment through reducing the need for polluting and time-consuming orbital car journeys.

As well as its deliverability and strategic fit the line also has the potential to offer London an opportunity to test innovative new approaches to suburban-metro rail including making use of Battery-powered rolling stock rather than polluting diesel units or expensive electrification. It also supports the principle of good growth by making better use of what are currently severely under-used freight lines that happen to connect some of the most significant housing and employment growth areas in London including Brent Cross, Wembley, Park Royal, and the Golden Mile in Hounslow.

A general characteristic of the orbital schemes and suburban metro-rail that the draft MTS is supporting is that fares for orbital journeys, which by definition don't run across multiple fare zones, are lower than for radial journeys into and out of central London that do. This reduces the income generated per passenger for orbital journeys compared with an equivalent radial line. Given the fact that the majority of future growth in London will be in outer-London this is an unsustainable position. This is not then just a challenge for the West London Orbital Line but for orbital lines more generally that will need to be addressed if the GLA wants to meet its target to have only 20% of journeys by car by 2041. Many car journeys take place in outer London where the majority of Londoners

live, and these drivers will need good quality public transport alternatives if they are to make the mode shift from their cars in the coming years.

There are a number of practical and achievable solutions for addressing any initial shortfall in fares that could be implemented relatively easily. These are: 1) the use of modestly higher “premium” fares as are already in use by the Channel Tunnel Rail Link or the Heathrow Express service. 2) part of the line e.g. around the OPDC area could be re-designated as Zone 1 London, enabling higher fares and supporting further growth in the regeneration area. 3) operating costs could be brought down through greater use of technology that serves as a case study for innovation and best practice nationally e.g. battery-powered rolling stock.

As well as operating costs, there are also a number of solutions for resourcing the capital requirements associated with construction of the line itself. These include through the development of new housing and employment space along the route of the line, a variety of external sources, and possibly Central Government. It is estimated that the West London Orbital Line will release the development of at least 20,000 houses. Alongside securing funding it will also be possible to bring down capital costs through innovation and use of new technology e.g. battery powered trains that would negate the need for more expensive stabling and maintenance facilities for diesel rolling stock.

Further, more detailed GRIP stages and a Strategic Land Availability Assessment are now needed to explore the detailed specification of the line, and well as to develop a funding package for its construction and subsequent operation along the lines set out above.

We invite the Mayor and TfL to continue to work with West London boroughs to bring this line to completion by the mid 2020's and to support further detailed development work on the line and on scheme financing by including sufficient reference to this scheme in the final MTS.

We welcome the Mayor's decision to pilot new buses services in outer London. Given the wide geography of outer London, can the Mayor give any details on the operation of such a service? We very much see a demand response service filling the gaps in areas with the poorest connections.

We are encouraged to see the Mayor can consider decking over the A13 and has committed to looking at the feasibility. We ask the same for the A4 at Hammersmith, given the potential land values in Hammersmith and research provided by LBH&F, we expect this to be equally viable.

Figure 44 in the section, Focus On: New Homes and Jobs on Transport Land, must be a mistake - the Mayor must be aware that West London extends beyond old Oak Common? We expect this oversight to be rectified in the final draft.

We know Travel Plans can motivate businesses to think more about the facilities they offer and the mode their staff use to travel. Measures within travel plans already promote the Mayor's aims for Healthy Streets, active travel and modal shift. While we are pleased to see Travel Plan guidance will be updated, Proposal 94, it stops short of instructing new developments to employ them fully. We ask that this proposal be strengthened to: Developers are to ensure Travel Plans are employed at new developments to promote walking, cycling and public transport while discouraging the use of private cars, in-line with the Mayor's Transport Strategy. TfL's Travel Plan guidance will be updated to include the new policies in the MTS.

20. Policy 20 and proposal 96 set out the Mayor's proposed position on the expansion of Heathrow Airport (see pages 248 to 249).

- To what extent do you agree or disagree with this position? Is there anything else that the Mayor should consider when finalising his position?

No West London view.

DELIVERING THE VISION

21. Policy 21 and proposals 97 to 101 set out the Mayor's proposed approach to responding to changing technology, including new transport services, such connected and autonomous vehicles (see pages 258 to 262).

- To what extent do you agree or disagree with this proposed approach? Is there anything else that the Mayor should consider when finalising his approach?

The proposals here are welcome and proportionate to the scale of the opportunity presented by changing technology. However, the section misses the wider point relating to big data sharing and the "smart cities" agenda, especially amongst the GLA, TfL, London Councils and the Local Authorities. Many of these organisations now hold spatial data on journeys, highways and other infrastructure, yet few of them use the same platforms, data labels or formats; making data sharing impossible. London needs to standardise its data storage, make more comprehensive, cross-cutting use of the GLA Datastore and engage with data users/app designers and start-ups to encourage better use of technology to solve many of our transport issues. If London as a whole can provide a complete and concise dataset, it will help it to become a destination for new transport technology and investment.

In terms of orbital connectivity there is an opportunity to trial world-leading battery powered train technology on the West London Orbital Line (proposal 83).

22. Policy 22 and proposal 102 set out the Mayor's proposed approach to ensuring that London's transport system is adequately and fairly funded to deliver the aims of the strategy (see pages 265 to 269).

- To what extent do you agree or disagree with this proposed approach? Is there anything else that the Mayor should consider when finalising his approach?

West London does not take a view on this (TBC).

23. Policies 23 and 24 and proposal 103 set out the proposed approach the boroughs will take to deliver the strategy locally, and the Mayor's approach to monitoring and reporting the outcomes of the strategy (see pages 275 to 283).

- To what extent do you agree or disagree with this proposed approach? Is there anything else that the Mayor should consider when finalising his approach?

We believe the new guidance and templates for the monitoring of LIPs to be overly detailed and as a result require significant bureaucratic capacity from borough officers to complete. We would greatly welcome the issuing of a streamlined LIP template by London government that will allow boroughs to focus on delivering excellent real-world outcomes for Londoners without being unduly caught up with administration.

24. Are there any other comments you would like to make on the draft Mayor's Transport Strategy?

The MTS describes a welcome vision for 2041. It is necessarily high level and strategic in nature, but says less about the interim milestones and targets that will be required along the way to deliver the ultimate ambition. We would strongly support the inclusion of material relating to the phasing and trajectory of various elements of the strategy so that we can as a partnership put the necessary mechanisms and resources in place to deliver the strategy at the necessary pace.

In terms of data and digital solutions to improving connectivity and boosting growth, it would be useful for there to be additional guidance on the use of new technology for monitoring, and for this to be reflected in the final version of the MTS.

The use of electric bicycles is absent from the strategy altogether and this feels like a significant omission. Electric bicycles have well-established health, wellbeing, environmental, congestion, noise, and air quality benefits that are all consistent with the objectives of the draft MTS. A notable body of evidence indicates that this mode will play a large and growing part in the future of our transport system and the MTS should be promoting their use.

West London Economic Prosperity Board September 2017	
Title	WLA Employment and Health Programmes
Report of	Paul Najsarek, London Borough of Ealing Chief Executive
Wards	All West London Boroughs
Status	Public
Urgent	<i>No</i>
Enclosures	<i>None</i>
Officer Contact Details	Dan Gascoyne, WLA Director 07545 412433

Summary
<p>West London boroughs, through the WLA with Ealing as the lead borough, is commissioning a number of Programmes supporting the unemployed people with barriers to employment gain sustained jobs. This report covers two key areas of activity:</p> <ol style="list-style-type: none"> 1. In June 2016, EPB agreed to delegate the procurement and award of the devolved Work and Health programme across WLA to the CEO of Ealing Council. This report provides an update on the procurement process and next steps 2. Through Delivery Area 1 of the NHS Sustainability and Transformation (STP), WLA officers are working to secure funding from all boroughs and Clinical Commissioning Groups (CCGs) and the Cabinet Office Life Chances Fund (LFC) to set up a Social Impact Bond (SIB) to enable Drug and Alcohol Addiction Service Users to get into work.

Recommendations
<p>EPB are asked to:</p> <ol style="list-style-type: none"> 1. Note the progress with the procurement of the Work and Health Programme; 2. Invite the successful provider appointed to deliver the Work and Health Programme to attend a future meeting of the Board to present their delivery model. 3. Agree to the establishment of a Social Impact Bond, subject to successfully securing funding contributions, to enable Drug and Alcohol Service users to get into work; and

4. Delegate to the CEO of Ealing Council authority to lead the procurement of a Social Investment Partner and Delivery partner for the IPS employment service for Drug and Alcohol Addiction Service Users, once all funding contributions have been secured and to make an award.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Work and Health Procurement is nearing the award of contract decision; given the tight timetable imposed by DWP, it will not be possible to revert to WLA EPB with the detail of the winning bidder, and, at the same time go-live in the required timescales.
- 1.2 For the SIB IPS D&A, a decision is required as to which borough should lead the procurement of the SIB assuming funding is secured.

2. REASONS FOR RECOMMENDATIONS

2.1 Devolved Work and Health Programme

- 2.1.1 In June 2016, EPB delegated procurement of the West London Work and Health Programme to the CEO of London Borough of Ealing
- 2.1.2 Ealing have conducted a Competitive Dialogue procurement. Final Tenders will be received on 15th September.
- 2.1.3 There are three bidders expected to submit final Tenders from the work done through Pre-qualification, Development of Detailed Solutions; and dialogue discussion. It is likely that three high quality bids will be received on 15th September, all of which will be above the threshold to be appointable.
- 2.1.4 Pursuant to the EPB's agreement in June 2016, the CEO of Ealing Council will award the contract for the devolved Work and Health Programme to the most economically advantageous tender.

2.2 Social Impact Bond (SIB)

- 2.2.1 In October 2016, partners were invited to submit Business Cases as part of the NWL NHS Sustainability and Transformation Plan (STP) for projects that would address the wider determinants of health as under the overall objective of prevention. Priorities included providing high quality employment support for a variety of client groups with health needs.
- 2.2.2 One of the Business Cases with the most convincing return on investment was to put in place an IPS (Individual Placement Support) service for clients of local authorities' Drug and Alcohol treatment services. The DA1 (Prevention) Board prioritised this project for funding.
- 2.2.3 In parallel, the Cabinet Office / DCMS conducted a funding round under the Life Chances Fund, inviting expressions of interest for a Social Impact Bond (SIB) to help people with Addictions gain employment. WLA submitted an application; and will hear very soon whether this has been successful. If so, this will bring in an additional £1.2M of funding. LA CEOs; CCGs, and the JCP are currently being consulted to secure the necessary funding to match the Life Chances funding (LCF).

2.2.4 In order to put in place the SIB and Associated IPS Service, WLA will need to conduct one or more procurement exercises through a lead borough, in this case Ealing Council (as lead borough for the LCF application).

2.2.5 It is proposed that the WLEPB delegates authority to the Chief Executive of Ealing Council to seek a Social Finance Partner and to procure a delivery partner for the IPS service, in accordance with WLA procurement regulations.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 None

4. POST DECISION IMPLEMENTATION

4.1 The timetable for contracting the programme is as follows (SIB timeline is dependent on funding contributions being secured).

26th September Scoring of Bids complete (WHP)

9th October Ealing Cabinet paper published – Standstill commences

17th October Ealing Cabinet Decision

31st October end of Call-in

1st November, first date Contract can be signed (WHP)

1st November Commence procurement of SIB D&A

28th February – WHP Go Live

31st March – SIB D&A Go Live

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 Agreed priorities will underpin the boroughs' shared West London vision for growth and action plan; and will inform borough spatial local development frameworks and local plans and associated service business plans towards delivery e.g. economic development strategies and service plans

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 The Budget for the WHP is being provided by DWP Grant, and ESF matched funding. The appointed provider is being assessed on the basis of Most Economically Advantageous tender; and the procurement approach demonstrates that the winning bidder will represent Value for Money. The bidders all presented compelling sustainability approaches, supporting the WLA CFO Sustainability Policy. There are no Staffing, IT, Property implications associated with this report.

5.2.2 The SIB would be 54% funded by the Life Chances fund. Remaining funding would be split between 9 Local Authorities; 9 CCGs and Jobcentre Plus.

5.3 Social Value

5.3.1 All the bidders were invited to identify how they will deliver social value, and all will deliver Social Value including apprenticeships, and volunteering. The

SIB structure would bring in social investment to mitigate the risks to local commissioners of outcomes not being achieved.

5.4 Legal issues

5.4.1 These are addressed in the body of the report.

5.5 Risk Management

5.5.1 A locally led approach offers significant levels of additionality but does require local government to bear increased financial, reputational and political risk to make this a reality.

5.6 Equalities and Diversity

5.6.1 A locally commissioned Work and Health programme will provide services to the unemployed people with Health conditions; a EIA has been completed and no equalities issues have been identified.

5.7 Consultation and Engagement

5.7.1 West London chief executives have been engaged in developing the recommendations in this paper in consultation with London Government and the other London sub regions; and the STP Board

5.8 Insight

5.8.1 N/A

6. BACKGROUND PAPERS

6.1 None

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**West London Economic
Prosperity Board - Forward
Work Plan**

June 2017 – May 2018

Contact: Thomas Cattermole, Email: Thomas.Cattermole@brent.gov.uk, Tel: 07918 360 030

Title of Report	Overview of decision	Report Of (<i>officer</i>)
22 June 2017		
External Speaker	TO CONSIDER a presentation from an external speaker in relation to business priorities in London	External Speaker (tbc)
Manifesto of the new Government	TO NOTE the manifesto of the new Government and to identify any areas of particular interest of concern to be incorporated into the sub-regional work programme and associated lobbying activity	Luke Ward, Head of Growth, WLA
WLA Growth, annual review and forward look	TO REVIEW progress to date and TO AGREE future priorities for the Board	Paul Najsarek (LB Ealing)
Employment and Health Programmes	TO CONSIDER the current position and next steps in the Work and Health Programme and other employment projects	Paul Najsarek (LB Hounslow)
Skills Commissioning	TO AGREE Terms of Reference for the West London Skills and Employment Board	Mary Harpley (LB Hounslow)
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman
20 September 2017		
GLA Priorities and the London Plan	TO CONSIDER a presentation from an external speaker in relation to the Board's priorities for the London Plan and local planning	Jules Pipe, Deputy Mayor for Planning, Regeneration and Skills
West London Skills and Productivity Strategy (DRAFT)	TO AGREE the draft West London Skills and Productivity Strategy	May Harpley (LB Hounslow)
West London Orbital Rail	TO AGREE next steps taking forward the West London Orbital (Dudding Hill) rail line	TBC

Title of Report	Overview of decision	Report Of (<i>officer</i>)
Mayor's Transport Strategy	TO COMMENT ON collective response to and key asks of West London for inclusion in the key London Plan strategic documents.	Amar Dave (LB Brent)
Work and Health Programme procurement	TO CONSIDER an update on the Work and Health Programme Procurement (PRESS AND PUBLIC EXCLUDED)	Paul Najsarek (LB Ealing)
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman
21 November 2017		
Old Oak Common and Park Royal Development Corporation	To hear a presentation from the Chair of OPDC and to identify areas to work together and align activity and priorities in the future.	Liz Peace MBE, Chair of OPDC
Draft London Plan	TO CONSIDER the draft London Plan and Agree to submit a West London response to it covering all aspects of the sub-regional growth agenda	Amar Dave (LB Brent) Cath Shaw (LB Barnet)
Work and Health Programme update and Life Chances Fund CIV	TO NOTE the outcome of the Work and Health Programme procurement and AGREE next steps on the Life Chances Fund CIV	Paul Najsarek (LB Ealing)
Orbital Rail	Standing item to consider progress and next steps relating to orbital rail in West London	TBC

Title of Report	Overview of decision	Report Of (<i>officer</i>)
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman
21 February 2018		
External Speaker	TBC	External Speaker
West London Skills, Employment and Productivity Strategy	To consider the draft Strategy and its development in relation to the pan-London approach	Mary Harpley (LB Hounslow)
Orbital Rail	Standing item to consider progress and next steps relating to orbital rail in West London	TBC
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman
Date TBC		
External Speaker	TBC	External Speaker
Inward Investment	To discuss the West London Inward Investment Plan that has been developed by the external providers following a procurement exercise in late 2017.	Amar Dave (LB Brent)
Orbital Rail	Standing item to consider progress and next steps relating to orbital rail in West London	TBC
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman
Date TBC		
External Speaker	TBC	External Speaker

Title of Report	Overview of decision	Report Of (<i>officer</i>)
Orbital Rail	Standing item to consider progress and next steps relating to orbital rail in West London	TBC
Economic Prosperity Board Forward Plan	To review and APPROVE by the Board	Chairman

DRAFT

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