railfuture

Campaigning for better services over a bigger rail network

West London Orbital - have your say

Railfuture London & South East regional branch views on TfL's first consultation

1. Do you wish to complete the full consultation survey?

Yes – I wish to complete the full consultation survey

About You and Your Journey

2. Can you please confirm if you are responding as an individual or as an official representative of an organisation (e.g. interest group, charity, or trade body)?

As an official representative of an organisation.

3. If you are responding as an official representative of an organisation, then please provide your organisation name below.

Railfuture Ltd, London & South East regional branch

4. Where do you live?

Live in another London Borough

5. Please provide your postcode.

BR5 1HQ

6. How do you currently travel to and from, or around, West London? (Please select all that apply)

Train

7. How easy or difficult do you currently find it to travel around West London?

Neither difficult nor easy - it's ok

8. If the West London Orbital were to go ahead, how do you think it would change your travel around West London compared to now?

Travel around West London would be quicker/easier

Your Views on our proposals for the West London Orbital

9. Thinking about all of our proposals, including new rail stations and a new rail line, which of the following potential benefits are most important to you? (Please select your top three answers)

Quicker and easier journeys for leisure activities

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10. What three things do you think are most important for us to consider when developing plans for new stations? (Please select three of the following)

Connections for onward travel / step free access / facilities

11. Do you have any specific views or comments on the proposed route and station locations for the West London Orbital which we have identified?

We support WLO, however as to routing, we have concerns best described as ‘maximising passenger reach’.

In the WLO documents made public we have seen no analysis as to where the demand for the service lies. Is it directly from the proposed stations on the WLO (the stations between Hendon and Hounslow) or is a large aspect of that demand expected to come from connecting services into the WLO?

At the north end of WLO, neither Brent Cross West nor Hendon are particularly busy stations. As to connection points, both have limited local services on the Midland Main Line, and neither has a connection to any other line.

At the south end of WLO, it is proposed that the service runs on the Hounslow Loop and terminates at Hounslow. None of the stations on that part of the loop are particularly busy, none having over one million passengers reported for the 2024/25 period. As to connection points, the current service on the Hounslow Loop is poor in terms of train frequency (just 2tph, although Railfuture continues to campaign for 4tph to be re-instated) and in terms of connecting destinations (trains on the loop are just Waterloo – Weybridge services).

Within the confines of the route and infrastructure, the services provided by WLO should reflect the locations of most demand. To the extent that is not between Hendon and Hounslow, connectivity is key to maximising passenger reach so as to tap into maximum demand.

At the northern end of WLO, even if cost restraints are such that an additional termination point at West Hampstead Thameslink is not possible now, provision should be maintained for future possible use.

The southern end of WLO creates more connection possibilities than the northern end, as potentially it feeds into a complex network of railways in south-west London served by South Western Railway (SWR). Railway usage in this region is very high. WLO needs to tap into that demand, either by itself being routed to directly serve that demand, or by terminating at a point with maximum connectivity potential. For the reasons stated above, the choice of Hounslow as the southern termination point satisfies neither of these.

Solutions to this vary, from the straight-forward to the more complex.

A comparatively straight-forward change to the current WLO proposal would be to terminate its services at its southern end at Feltham, rather than Hounslow. Being on the loop, Hounslow Station has very poor connectivity. Feltham is off the loop and served by more trains to more destinations, and it could readily work from an infrastructure and operational perspective, it being just one stop further on from Hounslow with room to its west to insert a turnback in similar fashion to that proposed at Hounslow.

We note the proposal for WLO goes back a decade or so (for example, it was included in Mayor's Transport Strategy 2018). To state the obvious, a great deal has changed since 2018, however the WLO as now proposed is fundamentally little different from that proposed a decade ago.

As stated, we do support WLO as proposed, however we suspect the current proposals miss potential opportunities. We consider WLO needs to either serve directly more places of demand in reasonably close vicinity to its current end points (which means adjusting the termination stations), or terminate at a place with much better connectivity than currently proposed, especially at its southern end.

It should be noted that devolution of transport is now high on the political agenda, and the Mayor's ambition for the metroisation of London suburban services are moving apace, and his ambitions include the suburban services run by SWR. A wish for greater connectivity between WLO and SWR services is likely to result, something to bear in mind when considering the southern end of the WLO route.

It should also be noted that one of the key benefits of WLO is to create an alternative route into central London, via the connection with the Elizabeth Line at Old Oak Common Lane. Therefore, the opportunity should be taken to consider routing WLO services so as to bring that benefit to more stations in southwest London. There are a number of alternative routes that WLO could take at its southern end, ranging from running as a loop South Acton - Hounslow - Richmond - South Acton and vice versa, to the more complex, including routes and circular aspects that could involve Clapham Junction.

Separately, in relation to Elizabeth Line/ WLO connectivity, we would like to see a secure dedicated covered pedestrian passage all the way from Old Oak Common Lane Station on the WLO, to Old Oak Common Station.

Railfuture has considered these more complex alternative routes, working on the pros and cons of each, keeping in mind cost and operational complications to ensure they are practical. One possibility could, for example, reduce the total number of paths necessary for passenger trains in the Acton area to 6tph (rather than 8tph) so negating the need and considerable cost of closing level crossings in that area, for which there is much local political opposition. The detail of these go beyond the scope of answering this consultation questionnaire, but we would of course be happy to share with you.

12. What aspects of our proposals are you currently concerned about? (Please select all that apply from the list below and note any specific locations and details in question 13)

The proposed route and areas served/ New station locations/ See answers to question 11

13. Please use this space to let us know your views about any general aspects of our proposals and how the scheme might impact you, whether positively or negatively. We are interested in your views on how the scheme may impact on local communities, businesses and residents, or any other comment or concern you might have. Please be specific if you have comments about any particular location. Please use question 11 to tell us about any views you have on the proposed route or stations.

See answers to question 11

Improving how we consult

14. How did you hear about this consultation? Please select the main way by which you heard.

Saw on TfL website

15. Having just completed this consultation, which of the following statements best reflects your experience of accessing the consultation information and sharing your feedback with us.

Met my expectations

16. If we didn't meet your expectations, please tell us how you would like us to improve our consultation service in the future.

Please only share your feedback on how we can improve our consultation service. If you want to leave further feedback on the proposals that we're consulting on, then **please return to question 13*** and leave your feedback there.

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17. It's always good to talk and we're always keen to discuss how we'll improve our consultation service going forward. If you'd be interested in taking part in helping to shape our consultation service in the future, by taking part in quick polls, webinars, surveys or focus groups, then select one or more of the options below.

Yes, online surveys or quick polls/ Yes, focus groups and webinars

17 November 2026