

Hounslow



West London Orbital (WLO) – an overview



WLO is a cost-effective, deliverable rail project that would transform north-south connectivity in West London. It would unlock thousands of new jobs and homes, reduce journey times and traffic congestion, boost regional and national growth, and provide opportunities for deprived communities. Supported by the Mayor of London, West London boroughs and major regional employers, the WLO will bring underused freight rail lines into passenger use, as part of the London Overground. It would run from Hounslow, through Ealing and Brent, connecting with HS2 and the Elizabeth Line at Old Oak Common, before terminating at Hendon in Barnet.

Unlocking growth and opportunity

West London is a powerhouse of economic activity with a £70bn economy, held back by relatively poor intra-regional transport links. The WLO would unlock the region, offering new opportunities for businesses and residents alike. It is projected to help deliver:

- More than 15,000 new homes
- More than 11,500 new jobs
- Nearly £500m in wider economic benefits, including gains in productivity and labour supply
- Access to 3.6 million jobs within a 45-minute commute, including supporting employment clusters in media, tech, logistics and at Heathrow.

Status and next steps

We will be undertaking a first public consultation on the WLO proposals from September, running for eight weeks. A second public consultation will be held prior to a Transport and Works Act Order submission, with more detail on designs and scheme impacts.

Subject to funding and powers being secured, construction could start in the early 2030s, with the first services running by the mid-2030s.



What our proposals mean for your area

More trains and direct connections

The WLO would offer a new four trains per hour service at Hounslow station. This will provide new, direct rail connections to Brent Cross, Old Oak Common and Wembley.

Enhancement of station standards

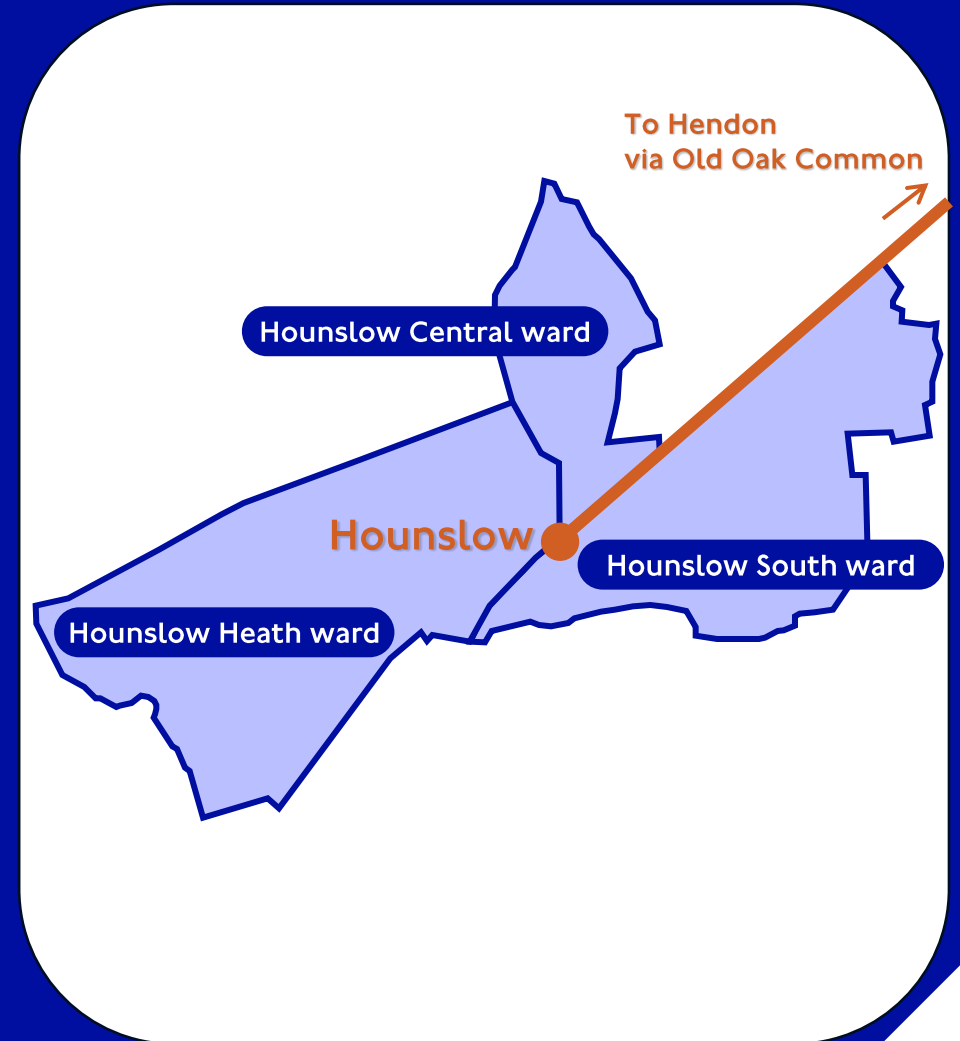
Isleworth station would be brought up to London Overground standards, such as all-day staffing, improved safety / perception of safety, improved journey information and wayfinding

Improved accessibility

As part of our proposals we will be developing options for full step-free access at Hounslow, between the street and platforms.

New turnback sidings

We would need to construct new turnback sidings within railway land to the south of the station, as Hounslow would be the southern terminus of the WLO service. Access and land for a construct compound is limited and we will be exploring options for these during the next stage of design work.



Benefits of WLO for local residents of Hounslow

WLO would transform travel in west London, linking communities to jobs and other new health, leisure, and educational opportunities.

Journey time and travel benefits



Direct train service from Hounslow to Old Oak Common, Wembley and Brent Cross

Maximum wait time for a train at Hounslow station reduced from 30 minutes to 10 minutes 



Significant reduction in journey times between WLO stations:

Journey time from Hounslow to Old Oak Common (for HS2 / Elizabeth line) reduced from 70 to 27 minutes (a 61% reduction) 

Journey time from Hounslow to Neasden reduced from 79 to 33 minutes (a 58% reduction) 

Journey time from Hounslow to Brent Cross West reduced from 85 to 37 minutes (a 57% reduction) 

Benefits of new connections



The WLO would enable local people to access 20,000 more jobs within an average commuting time of Hounslow than they would have been able to access without the WLO

The WLO improves people's access to education, training and jobs that will help people get the skills they require to access higher paid jobs. 



Around 250,000 people would be newly accessible to Hounslow within an average commuting time as a result of the WLO

LB Hounslow is estimated to see an increase of around 2,000 jobs as a result of improved journey times from the WLO, this is higher than any of the other WLO host boroughs 

Benefits for the local area



London Overground station standards, such as all-day staffing, improved safety / perception of safety, improved journey information and wayfinding

Public realm improvements, with opportunities for wider streetscape improvements and active travel links 



Around 4,000 additional rail passengers will use Hounslow WLO station daily, including those shifting mode from cars to rail

The WLO will electrify sections of railway that will enable the rail freight industry to switch from diesel to electric vehicles, which would result in cleaner air and reduced noise for residents neighbouring the railway 

Wider benefits for Hounslow residents



Around 50,000 Hounslow residents can access at least one additional further education college/university within an average commuting time

Nearly 4 million car kilometres per year would be avoided in Hounslow as a result of mode shift from car to WLO services 



Over 428 tonnes of CO2 emissions and 2.6 tonnes NO2 avoided through reduction in car kilometres associated with mode shift to WLO

The WLO would help support an estimated 6,800 new homes in LB Hounslow, increasing supply and therefore assisting with affordability issues 

