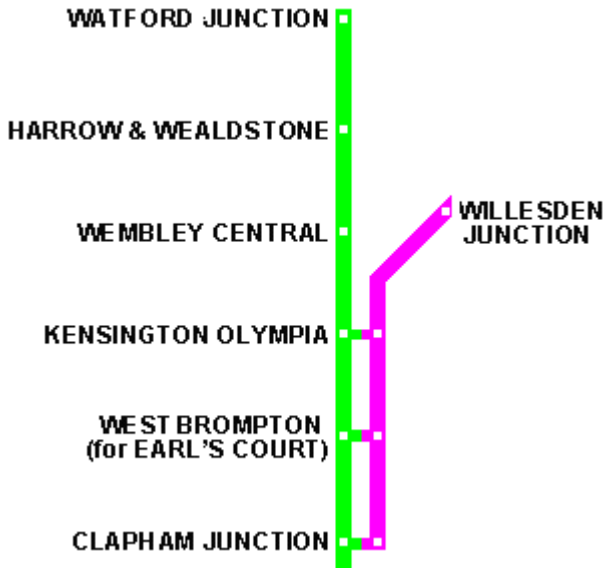


WEST LONDON LINE DEVELOPMENTS

2008 – 2015



5. Developments in Chronological Order - 2008

5.1 October 2008 – Shepherd's Bush

The opening of Shepherd's Bush WLL and Central Line stations and the Westfield development should be fully prepared for - this should include carefully crafted joint LU/LO/Southern/Westfield publicity with sufficient distribution for these three almost-simultaneous openings - especially given the imminent start of the redevelopment of Victoria underground station. When the last of these three is finished, it is going to result in a considerably lengthier walk from even the closer end of Platforms 15-19 at Victoria mainline station to the entrance of the northbound Victoria Line platform under Bressenden Place. At the same time, the T2025 document shows that the Central Line eastbound from Shepherd's Bush is one of the lighter used stretches of the tube in the morning peak. These two factors may make a Croydon – Shepherd's Bush – Oxford Street journey significantly more attractive for many commuters and others.

Moreover, this is only one of 18 new routes through this Shepherd's Bush interchange - with no rail/tube interchange as at present there are 8 different direct routes through Shepherd's Bush on the WLL and Central Lines - yet ALL 26 WILL BE AVAILABLE AS SOON AS BOTH STATIONS ARE OPEN IN MID-OCTOBER and all are liable to attract significant numbers of new through and interchanging passengers.

In addition, there is latent demand from the extensive residential hinterlands' population of nearly 40,000 (see

table below), the Shepherd's Bush/White City commercial centre, the BBC and other media businesses, plus that for the existing 601-room Kensington Hilton, the 220-room K-West and other local hotels, as well as that from bus passengers from the interchange between the two stations here. Further regeneration initiatives are also underway in both the White City and North Kensington areas.

These demands are all expected to reinforce the case for retaining and strengthening daily direct services to and from Clapham Junction, East Croydon and Gatwick Airport, as well as stations north of here and to the east along the North London Line.

These openings at Shepherd's Bush are likely to increase significantly the already serious problems of peak overcrowding at Clapham Junction and on all WLL trains between these points in both directions (see also 6.6 and 6.7 below).

Take up of new travel options via the new Shepherd's Bush WLL/Central Line interchange may be extensive and have crowding implications at both these stations and others such as Clapham Junction, West Brompton, Harrow & Wealdstone, Ealing Broadway, Notting Hill Gate, Marble Arch and Oxford Circus in either or both of the peaks and on the trains between them. The opening of Imperial Wharf in December 2009 is likely to add still further pressure on these parts of the rail and tube systems (see 6.6 below).

Existing population in the immediate vicinity of Shepherd's Bush WLL and Central Line stations (census 2001 data)

Ward	Population	Notes
Shepherd's Bush Green, LBHF	c. 10,250	
Addison, LBHF	c. 11,180	
Norland, RBKC	c. 8,770	
Holland, RBKC	c. 9,360	
TOTAL	c. 39,560	

Westfield is likely to have a totally wholly new workforce of c. 7,000, many of who are likely to travel by rail.

5.2 October 2008 – Kensington Olympia

Demand from the new 235-room aparthotel at Warwick Road should also reinforce the demand for daily direct Gatwick WLL services.

5.3 October 2008 – West Brompton

West Brompton (for Earl's Court) will attract many new commuters travelling to and from Shepherd's Bush using the interchange with the District Line. These extra commuters, together with the increasing numbers working at Empress State Building, will necessitate improvements to WLL services and station facilities, particularly wet weather shelter. These numbers will be swelled further in December 2009 with the opening of Imperial Wharf station and the Chelsea Academy (see below).

The Northern Access Road for the Earls Court Exhibition Centre should be finished at about this time, which in turn will allow work to start on the Seagrave Road Car Park site

(see below). Network Rail and Earls Court Olympia should liaise as soon as possible to ensure that both this Access Road and the freight loop as proposed in the South London RUS can both be accommodated between the WLL and Philbeach Gardens, SW5.

Cumulative increase in population in WLL stations' catchments to October 2008 39,560

Cumulative increase in hotel beds in WLL stations' catchments to October 2008 2,112

6. Developments in Chronological Order - 2009

6.1 2009 – Watford Junction

The major station area redevelopment proposals incorporate a whole new neighbourhood including homes, community facilities, shops, open spaces and better links to train and bus services and work could start some time in 2009. Not only will this increase potential demand from the site but this redevelopment of one the major nodes on the UK rail network will raise still further the attractiveness of rail travel. Watford is the location in the UK with the largest population catchment within an hour's drive time.

6.2 Spring 2009 – Wembley Central

Redevelopment of the mixed scheme immediately above and surrounding the station is already underway with the first phase comprising 85 affordable homes and new offices to be complete during Summer 2008. Delivery of the new shops, 150 private apartments and a 60-room hotel will take place in phases from Autumn 2008 to Spring 2009. Major high street retailers have signed up to trade in the new-look centre, including TK Maxx, Somerfield, Iceland and Holland & Barrett. The WLLG has assumed this development will bring another c. 700 residents into the 235 apartments on site.

In the Wembley Stadium area, Quintain Estates aims to take forward, together with the London Development Agency land, the current regeneration programme to deliver a world class setting for Wembley Stadium, including a new Wembley Park Boulevard, as long and as wide as Regent Street, with pedestrian priority and lined with a range of restaurants, cafés, bars, leisure facilities, shops and a 441-bedroom, international standard Hilton hotel.

There are due to be 6,900 jobs here; new designer fashion outlets and sports stores; major new public squares, including Arena Square, First Square, Stadium Piazza and Station Square; a new multiplex cinema and other leisure facilities, including tenpin bowling; new community facilities; 4,307 homes for around 10,000 people; accommodation for 656 students, a nursing home for 90 people and facilities for 20 people with special needs.

These developments at Wembley Stadium will be connected across the new White Horse Bridge right through to Wembley High Road and thus Wembley Central station.

We would urge that Platform 7 at Wembley Central be brought back into use to provide a northern terminal for the

second train per hour to and from Gatwick or the Croydon area – such trains would not impinge on the WCML.

6.3 Summer 2009 – Clapham Junction

Network Rail should have completed installation of the lifts to all platforms, thus improving access to and from the WLL. Work may then be able to be started on the major redevelopment of the station which in turn could be complete by Summer 2011 (see below).

6.4 December 2009 – Imperial Wharf

This and other points along the extended WLL corridor are also going to have to absorb additional demands from the existing and future residential areas and tower blocks, business and educational developments within the Fulham and Chelsea riverside areas between Wandsworth and Battersea Bridges. Imperial Wharf is in the epicentre of this area so poorly-served by heavy rail, but the station should now be open by the end of 2009 or early in 2010, JUST EIGHTEEN MONTHS AWAY, BUT STILL A YEAR BEFORE THE AUGMENTATION OF THE WLL LONDON OVERGROUND SERVICE WHICH IS NOT SCHEDULED UNTIL DECEMBER 2010.

One of the key areas for recruitment for the Westfield development (less than a ten-minute train ride away) could very well be the residents of the multi-tower World's End Estate, which will also be within yards of Imperial Wharf station. Latent demand from the extensive residential hinterlands, plus that for the existing 160-room Chelsea Conrad and 172-room Jurys Inn hotels will reinforce the demand for daily direct Gatwick services.

Other existing local facilities that are also expected to generate rail demand at Imperial Wharf include Chelsea Harbour with its office complex (100 companies employing 3,000 people) and 70-showroom Design Centre (open to all visitors), the Heatherley School of Art, Lots Road Auction Rooms and Chelsea Harbour Pier.

In addition, we already have a request from a Wandsworth resident for a walkway alongside Cremorne Bridge so that North Battersea residents can also use Imperial Wharf station.

Existing population in immediate vicinity of Imperial Wharf station (census 2001 data)

Ward	Population	Notes
Sands End, LBHF	c. 9,700 (7,953 in work, of which an estimated 65% are in managerial/administrative roles)	Likely to have been significantly increased by occupation of St George developments 2001-08
Cremorne, RBKC	c. 9,300	
TOTAL	c.19,000	
St Mary's Park, LBW	c.12,400	
TOTAL	c.31,400	

Demand will be swelled still further by the opening of the Chelsea Academy in September 2009 in temporary accommodation on Hortensia Road, (c. 350 metres north east of the station) with the new building opening a year later on Lots Road (almost immediately east of the station). The intake will be 1,050 pupils, half of who (under the terms of an agreement between RBKC and the London Diocesan Board) will come from outside the local catchment.

6.5 December 2009 – West Brompton

West Brompton (for Earl's Court) will attract many new commuters travelling to and from Imperial Wharf using the interchange with the District Line (see also October 2008 above).

However, the District Line northbound from West Brompton is already heavily loaded in the morning peak. Those from Imperial Wharf wanting a less crowded tube journey to Notting Hill Gate, the West End or City may continue to Shepherd's Bush and change there, thus causing WLL peak trains to remain as crowded as far north as Shepherd's Bush. This may restrict WLL passengers who presently board at West Brompton from doing so.

We have now heard that the Ibis Earls Court Hotel (300 metres west of West Brompton station) is applying for another 260 rooms. This will, with the existing Express by Holiday Inn Earl's Court, the Hotel Lily and the 60 or so hotel establishments in Earl's Court, further reinforce the demand for direct services to and from the UK's second international airport at Gatwick.

6.6 December 2009 – Clapham Junction

The opening of Imperial Wharf is likely to EXACERBATE STILL FURTHER peak overcrowding at Clapham Junction, already subject to increase as described at 5.1 above.

6.7 December 2009 – Shepherd's Bush

The opening of Imperial Wharf is also likely to increase peak crowding at Shepherd's Bush.

6.8 December 2009 – East Croydon – Watford Junction

The opening of Imperial Wharf is likely to EXACERBATE STILL FURTHER overcrowding on all WLL peak trains between East Croydon and Wembley Central (northbound) and Watford Junction and Clapham Junction (southbound) in the mornings and vice versa in the evenings.

Cumulative increase in population in WLL stations' catchments to December 2009 82,426

Cumulative increase in hotel beds in WLL stations' catchments to December 2009 4,328

By this time, the start of the first timetable of the new South Central franchise, there may be significant overcrowding already on WLL stations and trains – with more to come – and we would expect that without the introduction of significant resources and/or ingenuity it would be from this point that commuters especially would regularly suffer from not

being able to board an inadequate number of 4-car inter-regional and 3-car London Overground trains. This would be a wholly unacceptable state of affairs under which a new franchise is planned to be let and operated.

7. Developments in Chronological Order - 2010

7.1 December 2010 – West Brompton

Demand will be further augmented by the new c. 2,000 residents in the purpose-built blocks and tower, plus the users of the hotel, included in the proposed Seagrave Road Car Park development. WLLG has assumed the hotel would have 200 rooms

7.2 December 2010 – Kensington Olympia

Demand will be further augmented by the new c. 4,000 residents expected to take move into the tower above Tesco on the West Cromwell Road.

Cumulative increase in population in WLL stations' catchments to December 2010 88,426

Cumulative increase in hotel beds in WLL stations' catchments to December 2010 4,728

8. Developments in Chronological Order - 2011

8.1 2011 – East Croydon

The Arrowcroft scheme for the Croydon Gateway site includes a 12,500-capacity arena of regional significance, with nearly 900 new homes (we estimate c. 2,000 population increase); over 500,000 sq ft of offices; redevelopment of the station concourse; retail, restaurants, cafes and bars; a new plaza giving better links to Croydon Town Centre; plus community facilities, including a replacement Warehouse Theatre. The South London RUS also includes the option of an additional platform at East Croydon.

8.2 Summer 2011 – Clapham Junction

Completion of the redevelopment of one the major nodes on the UK rail network will raise still further the attractiveness of rail travel generally and through this, the busiest rail interchange in the UK.

8.3 December 2011 – Kensington Olympia

Demand will be further augmented by the new c. 2,500 residents expected to take move into the developments on the Telephone Exchange, the TA Centre and Charles House sites along Warwick Road. The site will also incorporate a new primary school with 240 pupils, a number of whom are expected to travel by train

Cumulative increase in population in WLL stations' catchments to December 2011 92,926

Cumulative increase in hotel beds in WLL stations' catchments to December 2011 4,728

9. Developments in Chronological Order – 2012

9.1 Summer 2012 – West Brompton and Wembley Central close to the Olympic venues of Earls Court (Volleyball) and Wembley (Football)

The Group has already referred in its letter to the Transport Secretary to the absurdity of cutting the one direct service between Gatwick and the two West London 2012 Olympic venues – and to the attendant dangers in terms of their reputation to any organisation who is involved in even contemplating it, from HM Government downwards, especially in the light of the high-profile international pledges given in relation to the Games' legacy that specifically is to include improved public transport in London.

10. Developments in Chronological Order – post-2012

10.1 Post-2012 – West Brompton

Another mooted scheme post-2012 is the possible redevelopment of the combined 43-acre Earls Court One/Earls Court Two/Lillie Bridge Depot site that straddles the WLL immediately to the north of West Brompton station.

10.2 December 2013 – Imperial Wharf

In 2007, the developers of the Lots Road Power Station site stated that its redevelopment should be complete by the end of 2013. WLLG have taken the project detail as reported to the GLA on 10 September 2003 (viz., 395 apartments, with 859 bedrooms between them in two towers flanking the Power Station) to arrive at an estimate of c. 1,000 new residents. It would appear that there would also be 78,000 sq m of commercial space inside the Power Station building.

10.3 December 2014 – Kensington Olympia

Demand will be further augmented by the new c. 1,000 residents expected to take move into the development on the Homebase site on Warwick Road.

10.4 2015 – Watford Junction

Planned completion date of the major redevelopment above

10.5 Unspecified – Harrow & Wealdstone

Land Securities is working in tandem with Kodak to redevelop the latter's plant in Harrow. Kodak is thought to have demolished a number of buildings on site, and the two firms are looking at ways of optimising the use of the 60-acre site.