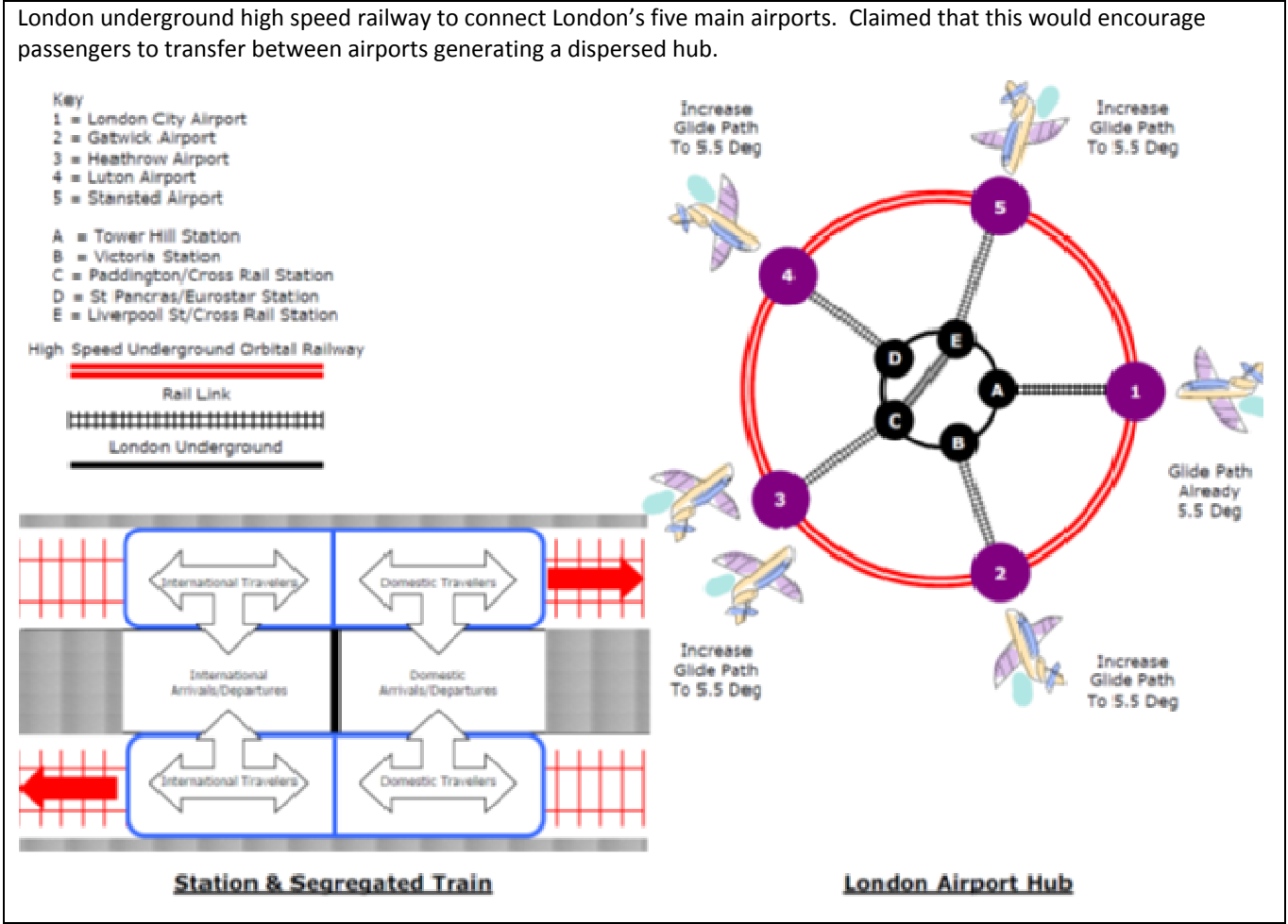


PROPOSAL TITLE:	London Orbital High Speed Railway	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Private Individual	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL



INITIAL ASSESSMENT COMMENT

Although a novel proposal, it is not clear that the scheme is required in order to make maximum use of the existing system capacity. Construction costs and risks would be high without adding capacity to the system.

<b>PROPOSAL TITLE:</b>	<b>London Orbital High Speed Railway</b>	<b>Short Term</b>	<input type="checkbox"/>
<b>SUBMITTED BY:</b>	<b>Private Individual</b>	<b>Medium/Long Term</b>	<input checked="" type="checkbox"/>

## OVERVIEW

<b>Proposal</b>	To construct a high speed underground orbital railway linking Heathrow, Gatwick, London City, Stansted and Luton.		
<b>Approach</b>	It is assumed that the proposal is for government to lead the development of the required infrastructure.	<b>Assumed Capital Cost</b>	£100 bn+
<b>Potential Benefits</b>	<ul style="list-style-type: none"> <li>▪ <u>Enables best use to be made of existing capacity.</u></li> <li>▪ <u>Reduction in car travel.</u></li> <li>▪ <u>Eases airline switching between airports.</u></li> </ul>	<b>Capacity (mppa)</b>	0
		<b>Capacity (ATM)</b>	0
<b>Key Issues &amp; Risks</b>			
<b>Strategic Fit</b>	<ul style="list-style-type: none"> <li>▪ Although the proposal could help enable best use of existing capacity by enabling better surface access, the proposal does not add capacity to the existing airport system.</li> </ul>		
<b>Economy</b>	<ul style="list-style-type: none"> <li>▪ Does not add capacity into the London system, so whilst it could help make maximum use of available capacity it does not clearly increase connectivity or add to economic activity.</li> </ul>		
<b>Surface Transport</b>	<ul style="list-style-type: none"> <li>▪ Uncertain whether the proposed scheme could operate at the high speeds suggested.</li> </ul>		
<b>Environment</b>	<ul style="list-style-type: none"> <li>▪ Large construction carbon footprint.</li> </ul>		
<b>Cost</b>	<ul style="list-style-type: none"> <li>▪ No cost estimate provided, but including the orbital route, plus indicated including interchanges at each airport, the cost is likely to exceed £100 bn.</li> </ul>		
<b>Operations</b>	<ul style="list-style-type: none"> <li>▪ Uncertain that the claimed operational benefits are demanded by airlines or, if the capacity were available, that it would be used to any great extent.</li> </ul>		
<b>Delivery</b>	<ul style="list-style-type: none"> <li>▪ Range of support measures likely to be needed for private financing, including government support / commitment and supportive regulatory framework and planning environment and wider package of measures to reduce the cost of finance.</li> <li>▪ High and significant construction risk.</li> </ul>		