

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

## PROPOSAL

London orbital MAGLEV system to connect London's five main airports. Proposed to run beside/over the M25 with spurs to each airport. Claimed that this would encourage passengers to transfer between airports generating a dispersed hub.

## 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.

## OVERVIEW

Proposal	To construct a high speed MAGLEV orbital route adjacent/over the M25 with spurs to Heathrow, Gatwick, London City, Stansted and Luton.		
Approach	It is assumed that the proposal is for government to lead the development of the required infrastructure.		Assumed Capital Cost <b>£13 bn</b>
Potential Benefits	<ul style="list-style-type: none"><li>▪ <b><u>Facilitates better use to be made of existing capacity.</u></b></li><li>▪ <b><u>Potential to allocate flights to compass points around London.</u></b></li><li>▪ <b><u>Reduces over flying of central London.</u></b></li><li>▪ <b><u>Reduces car travel.</u></b></li><li>▪ <b><u>Minimum disruption from diversions.</u></b></li><li>▪ <b><u>Eases airline switching between airports.</u></b></li></ul>		Capacity (mppa) 0  Capacity (ATM) 0
Key Issues & Risks			
Strategic Fit	<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 itself not add capacity to the existing airport system.</li></ul>		
Economy	<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>		
Surface Transport	<ul style="list-style-type: none"><li>▪ Uncertain whether proposed scheme could operate at the speeds suggested (<b><u>c 600 mph</u></b>).</li></ul>		
Environment	<ul style="list-style-type: none"><li>▪ Likely to impact a number of designated sites.</li><li>▪ Large construction carbon footprint.</li></ul>		
Cost	<ul style="list-style-type: none"><li>▪ Stated cost likely to significantly under-estimate cost of the orbital route, which with all required local adaptations to existing airports, would be expected to be far higher.</li></ul>		
Operations	<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>		
Delivery	<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>▪ Unproven technology on this scale likely to be too risky for private investment without government guarantee.</li><li>▪ High and significant construction risk.</li></ul>		