

The new MTS and some areas highlighted in our Consultation Response to the draft MTS – An Initial Assessment May 2010

Introduction

Many of the issues raised in the West London Consultation Response to the draft MTS have been addressed in the MTS. These are now included below with their MTS Paragraph or Policy Reference; for example:

- The need for and purpose of Sub-regional Transport Plans - paragraphs 138,151,211, 428, 707,708,709 and Policy 28
- Involvement of county and unitary strategic transport authorities – paragraph 707
- Opportunity Areas and Areas of Intensification and their transport access – paragraphs 210 and 211
- Hub and Spoke network – paragraph 8
- Orbital public transport and Strategic Interchanges – paragraphs 72,139 and 140 and Policy 46
- Heathrow and Aviation – paragraphs 34,58,434 and 435
- Accessibility at stations – Policy 21
- High Speed Rail Link and West London interchange – paragraph 58
- Freight and FQPs – paragraph 387 and Policy 117
- Airtrack – paragraph 439
- Development centres and town centres – paragraph 138

The highlights in the text reflect the issues raised.

MTS Paragraphs and Policies

8 The Mayor set up the Outer London Commission to review the opportunities to improve the economy, quality of life and transport in Outer London This strategy reflects the interim findings of the Commission: that the development of Outer London should be based upon a **'hub and spoke' approach** making particular use of the existing town centre network, and recognising other strategic business locations; that transport should meet the needs of people to access places with a competitive choice of goods and services; that the solutions for Outer London vary across London and need to be applied flexibly at a local level.

34 Improved national and international links from London will be achieved with development of high-speed rail services in the UK and to more destinations in Europe, and **seeking better use of existing capacity at Heathrow (and other airports) while resisting further expansion of the airport**, due to resulting environmental, public transport overcrowding and traffic congestion impacts.

58 The Mayor is supportive in principle of the development of a new **high-speed rail line** to the north and locating the London terminus in the central area would maximise access to jobs and London's population, and enable efficient onwards dispersal of high-speed line passengers. The proposals allow **access to Heathrow via a connection with Crossrail in west London**, though there is a need for further research before the final location of any such interchange can be confirmed.

72 West London primarily comprises the boroughs of Hillingdon, Harrow, Brent, Ealing, Hounslow and Hammersmith & Fulham. It is home to four metropolitan town centres (Ealing, Harrow, Hounslow and Uxbridge), the largest industrial park in London, and the largest urban shopping mall in Europe. The population of the region is forecast to grow by 10 per cent to 1.6 million in 2031 (Based on GLA forecasts, 2010). **While trips to central London are well-served by public transport (though often crowded), orbital links are far more limited** The region also includes Heathrow airport, the destination for more than 45,000 trips daily by London residents, of which over half are made by car.

138 Detailed transport proposals for Strategic Outer London Development Centres and town centres will be developed, taking into account connectivity and crowding on radial corridors to, and from, the town centres as part of the London sub-regional transport plan process.

139 London's transport system provides for orbital travel through existing orbital bus services, orbital London Overground and National Rail suburban services and orbital roads such as the North and South Circulars. However, planning and undertaking orbital journeys can still be difficult. **The strategy will seek to improve Londoners' awareness of orbital public transport options as well as making improvements to the services themselves where value for money can be demonstrated.** The strategy will also seek to improve orbital road links.

140 Because of the relatively low demand for orbital public transport, particularly in Outer London (compared to radial transport to central London), **the most value for money approach will be (following the delivery of the London Overground investment which will significantly improve orbital public transport connectivity in London) to invest in better journey planning information and improved interchange quality. This will involve focusing on strategic interchanges,** and better integration of the National Rail network with other transport modes; and bringing stations, service frequency and quality to minimum standards.

151 The proposals contained within the MTS and **sub-regional transport plans** will need to be included in borough core strategies in their Local Development Frameworks and will inform the use of section 106 agreements and/or tariffs to secure transport improvements or mitigation as part of the development control process.

Policy 21 The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to increase accessibility for all Londoners by promoting measures to improve: a) **The physical accessibility of the transport system, including streets, bus stops, stations** and vehicles b) Information provision, staff service and the travelling environment This policy is taken forward by proposals: 5, 9, 13, 18, 19, 21, 22, 23, 24, 25, 26, 27, 29, 40, 41, 42, 43, 44, 45, 60, 83, 84 and 115.

210 London's Opportunity Areas have the greatest potential for brownfield development, each being typically capable of accommodating at least 2,500 homes and/or 5,000 new jobs. In order for this growth to be sustainable and not adversely impact on other desired

outcomes, such as CO2 emission reduction targets, it must be linked closely to existing or potential improvements in public transport capacity and accessibility. **The development of Opportunity Area Planning Frameworks (OAPs) in partnership between the GLA Group and boroughs will be the mechanism of directly linking land use and transport planning in each Opportunity Area.** This will ensure there will be the appropriate level of transport capacity and connectivity to support the growth targets set out in the London Plan.

211 London's Intensification Areas are built-up areas with good existing and potential public transport capacity and accessibility which can support significant redevelopment at higher densities. There is a need to closely link land use and transport planning through the preparation of **Intensification Area Framework Plans**, to ensure that transport capacity and connectivity can support the required levels of growth. The Mayor recognises the important role of the boroughs in developing local solutions. **As a result, further assessment of the transport measures that may be required to support growth in the Opportunity and Intensification Areas will be undertaken in partnership with the boroughs as part of the sub-regional transport plan process.**

Proposal 46: The Mayor, through TfL, and working with Network Rail, the train operating companies, London boroughs and other stakeholders, will prioritise improvements to strategic interchanges that will:

- a) **Provide opportunities for orbital public transport services**
- b) Provide interchange opportunities before arriving in central London, in order to reduce interchange capacity pressure at London's rail termini
- c) Provide opportunities to accommodate population and employment growth, with developer contributions towards the interchange improvements sought in appropriate circumstances

387 This strategy supports the retention of these wharves Furthermore, the Mayor believes that there is **potential for additional transfer from road to water, particularly for deliveries to central and west London.** This will necessitate the reactivation of some of the safeguarded wharves that are not currently in use, and may require the addition of further wharves in appropriate locations to serve this demand Road access will also be a consideration at these sites.

428 In order to better understand the additional interventions that may be required to ensure maximum synergy with other intervention programmes, to maximise benefits of transport investment and ensure transport fully supports the principle of convergence outlined in chapter four, the Mayor proposes to develop a Transport Legacy Action Plan with key partners. **The plan will be embedded in the sub-regional transport plan process and delivered through the TfL Business Plan and the boroughs' LIPs.**

434 **Air quality is also a serious issue at Heathrow.** The airport is at risk of failing to meet EU NO2 maximum limit values in 2015. Surface access trips further compromise air quality: an extra three million car trips per year are forecast between 2010 and 2015. Measures to improve air quality are outlined in section 5 21 and policy 3 of the draft Mayor's Air Quality Strategy.

435 Nevertheless, the Mayor recognises that adequate airport capacity is critical to the continued competitiveness of London's economy. For this reason, **the Mayor will consider whether optimum use is being made of existing airport infrastructure** (though mixed mode operation is not favoured at Heathrow).

439 **The Mayor supports the principle of Airtrack** (being promoted by BAA/Heathrow Airport Limited), subject to clarification of its impact on existing services to Waterloo, its impact on level crossings, and the scheme having a robust business case. If implemented, Airtrack would deliver a new rail link connecting the existing rail line from Waterloo to Reading with Heathrow Terminal 5. This project would cost around £650 –£700m, and could be delivered by 2014. Airtrack has the potential to significantly improve connectivity to Heathrow by enhancing public transport access from southwest London, and support its role as a major transport and employment hub.

. 636 **Freight Quality Partnerships (FQP)** provide a mechanism for TfL, boroughs, freight operators and other stakeholders to liaise with each other and work together to conduct research and develop solutions for sub-regional freight issues. Hauliers and other businesses in the supply chain are able to raise issues they face with organisations responsible for highway and transport planning to help them work more efficiently. Local authorities can gain a greater understanding of these issues and are able to encourage more environmentally and socially responsible practices from operators, through such partnerships.

Proposal 117: The Mayor, through TfL, and working with the London boroughs, and other stakeholders in the public and private sectors, will improve the efficiency and effectiveness of freight operations through the promotion of 'delivery and servicing plans', 'construction logistics plans', the Freight Operator Recognition Scheme, Freight Quality Partnerships and other efficiency measures across London.

7.3.2 Sub-regional strategy development

707 TfL is working closely with the boroughs and London regional partnerships to develop more detailed sub-regional transport plans – referred to as **London sub-regional transport plans. These address the specific challenges facing each region and the options for addressing them based on analysis of current and future demand, travel patterns, etc. TfL will also take steps to ensure the involvement of county and unitary strategic transport authorities immediately outside the Greater London area.** These plans will provide more detail about the priorities for the regions, and how the policies and proposals set out in the MTS may apply. They will provide a framework for local and modal delivery through the development of borough LIPs and TfL implementation plans, the development of specific schemes or broader business planning processes.

708 **In parallel with the development of the London sub-regional transport plans, TfL will update its Interchange Plan.** This plan will complement the MTS, London Plan and EDS and help TfL and the boroughs to prioritise how available resources should be put into the development and implementation of particular interchange proposals. It will build on the analysis at a regional level, identifying strategically and regionally important

interchanges and provide a common benchmark for quality across all categories of interchange. It will provide a framework to enable consideration of arising opportunities to leverage funding as well as consideration of area and system-wide initiatives, including facilities for walking and cycling, adjacent to the interchanges.

Policy 28: The Mayor, through TfL, and in consultation with the London boroughs and other stakeholders, will develop a **London subregional transport plan for each of the five sub-regions of London.**

7.3.3 Local Implementation Plans

709 At the borough level the implementation of the MTS is delivered by the LIP, prepared by each London borough council (including the City). **The MTS and non-statutory London sub-regional transport plans will provide the overarching framework for their development.** The new LIPs must be prepared as soon as reasonably practicable after this new MTS is published in 2010, and when approved by the Mayor, will supersede any previous version.