



West London Partnership

Consultation Response to Draft Mayor's Transport Strategy 2009

The West London Partnership (WLP) is the strategic sub-regional partnership for West London and comprises the six West London Alliance Boroughs (Brent, Ealing, Hammersmith and Fulham, Harrow, Hillingdon and Hounslow), West London Business, West London Network and the Learning and Skills Council. This response has been prepared and agreed following consultation and discussion within the WLP.

Overview

The West London Partnership (WLP) welcomes and supports the overall aims and objectives of the Mayor's Transport Strategy (MTS) 2009 draft. The WLP has adopted a 10 Point Transport Plan for West London and the MTS has been reviewed in that context and in light of the West London response to the Outer London Commission made earlier this year

Summary

- 1.1 The draft MTS covers most of the West London 10 Point Plan topics and its actions for each of these topics and so is generally welcomed. But there are some strategic concerns and some detailed issues which the WLP would like to see dealt with in the final MTS.

Strategic Concerns

- 1.2 Section 7.3.2 of the MTS outlines the need for sub-regional transport plans "to provide more detail about the priorities for the regions, and how the policies and proposals set out in the MTS may apply." There are several West London issues that are not dealt with satisfactorily in the draft MTS. The strategic concern is that either the draft MTS needs to include these issues or it needs to include a clear statement setting out that they will be dealt with in the Sub-regional Transport Plan. Currently there is no "hook" for the Sub-regional Transport Plan to deal with these issues whilst remaining compliant with the MTS.
- 1.3 TfL "will also take steps to ensure the involvement of county and unitary strategic transport authorities immediately outside the Greater London area." There is no clear statement on the mechanism for achieving cross-boundary coordination which should include sub-regional partnerships and boroughs. This will be particularly important in considering the Western Wedge and its three radial transport corridors and in considering access to Heathrow.
- 1.4 It would be better if less was said in the MTS about the needs of and proposals for the sub-regions so that there would be more scope for the Sub-Regional Transport Plan for West London to respond to the real issues the sub-region faces. It is important that there be sufficient flexibility in the MTS

proposals that proper consideration of West London's transport needs can be provided and schemes funded within the West London Sub-Regional Transport Plan.

- 1.5 We respond to the London Plan separately but note that there should be a more consistent read across between the MTS and the London Plan. We are particularly concerned that population and employment growth and also development and regeneration opportunities, set out in the London Plan as specific Opportunity Areas and Areas of Intensification, will be frustrated by lack of transport investment. The emphasis in the MTS should be on identifying and providing appropriate investment such that this growth and these opportunities can be achieved.
- 1.6 Car Parking policies are described in the London Plan. The importance of car parking policy and standards as a demand management tool and as a means of enabling access to developments should be noted in the MTS.

Detailed Issues

- 1.7 These now follow:
- there is a need to monitor congestion levels on key hub-and-spoke routes in West London, to monitor carbon footprint reduction and to publicise the results;
 - there is no MTS ambition to reduce journey times or support for removing bottlenecks on West London's highway system except through smarter travel initiatives
 - there is no mention of the hub-and-spoke network in West London in MTS policies and proposals
 - there is no detail in the MTS on how town centres, Opportunity Areas and major developments are to be served with transport infrastructure and public transport services to support development; if these details are to be identified in specific OAPFs based on the sub-regional plans then this should be stated in the MTS
 - investment in orbital public transport in West London is completely focussed in MTS on the North and West London Lines but there has been no attempt to connect this orbital transport provision in West London with Crossrail at Old Oak Common
 - there are no proposals to improve orbital public transport elsewhere in West London even though the MTS recognises the need for orbital travel to Heathrow and the growth that is planned in metropolitan town centres in West London; there is no MTS reference to West London Orbital Rail, to the Wembley – Park Royal Fastbus and other high-quality bus-based orbital services proposed by West London or to the proposed extension of the North London Line to serve Hounslow and improved rail access to Uxbridge.
 - the MTS definition of strategic interchanges excludes interchanges at Heathrow and on LUL lines in town centres in West London; this definition should not determine investment priorities for interchanges in London
 - Figure 24 is unrepresentative and needs to be removed from MTS with connectivity details and funded schemes developed in the Sub-Regional Transport Plan; Figure 39 needs improving to reflect actual bus services
 - MTS recognises the need for orbital public transport links to support Crossrail though funding for these links is not included in the MTS Implementation Plan; there needs to be a review of the existing bus network and of proposals that provide improved connectivity to Crossrail

- We disagree with the MTS statement (para 329) that London has a “comprehensive orbital bus network”.
- there is no MTS support for a Heathrow Western Access Rail link
- there is no MTS support for providing interchange at Park Royal, Old Oak Common and West Ruislip.
- there is no explicit MTS comment on the need for Transport for Sustainable Communities or any explicit linkage to the Government’s national plans for a Sustainable Transport System
- there is no MTS mention of the need to develop the bus network serving Heathrow or of how to develop a clear and comprehensible public transport network for West London; it would be helpful if MTS set out bus route planning criteria and the role of express buses
- there is no mention of encouragement in MTS for 20 mile/hr zones, schemes constructed to Manual for Streets guidance and shared-space schemes
- Harrow and Wealdstone is an Area for Intensification in the London Plan but is not shown in the draft MTS (refer to Figure 9)
- there is a lack of plans for improving accessibility at West London stations
- there is no mention of the need to follow best practice in responding to major incidents on the TLRN
- Aviation plans are not satisfactorily detailed in the MTS
- there is no attempt made to reform smarter travel initiatives to reduce carbon emissions by focussing on those movements that are carbon intensive; that is long-distance commuter travel, business travel, visitor travel and fleet and goods movements
- the role of freight quality partnerships has been ignored
- a clearer distinction needs to be made between potential metropolitan centres and major centres and consideration given to their impact on existing metropolitan centres for example the impact of the Brent Cross, Cricklewood development on Harrow town centre.
- the potential for a high-speed rail line interchange providing access to Heathrow to additionally regenerate areas of West London should be recognised

2 Comments in Full

- 2.1 We have analysed the draft MTS by relating it to the West London 10-point Plan for Transport. We then provide draft comments for submission to TfL.
- 2.2 The West London 10-point Plan (10PP) is included as an Appendix for convenience. We list each of the ten topics in order and analyse the draft MTS against each topic.

3 Traffic Reduction

- 3.1 10PP asks for:
 - monitoring of congestion levels and publicising of the results
 - identify specific causes of congestion and design measures to alleviate bottlenecks

- promote, monitor and develop the effectiveness of Travel Plans
- monitor options for traffic reduction through road user charging

Monitoring congestion levels and publicising results

- 3.2 Monitoring is included in MTS Figure 84 under “Smoothing traffic flow – journey time reliability” and defined as “for a selection of routes, percentage of journeys completed within five minutes of a specified typical journey time”.
- 3.3 West London seeks a monitoring of key routes (spokes) providing access to town centres and other key attractors (hubs). This is not the same as “a selection of routes”. There is no mention of publicising the results.

Identify specific causes of congestion and design measures to alleviate bottlenecks

- 3.4 The equivalent statements in MTS are about “Smoothing traffic flow (managing road congestion and improving journey time reliability)”.

Para 666 refers to bottlenecks. “In addition, the Mayor also proposes that more localised smarter travel interventions should be targeted to reduce or manage traffic flows in particularly sensitive locations, for example, along key road links or at bottlenecks on the network to control traffic volumes and improve reliability

- 3.6 Proposal 115 immediately follows this paragraph. “The Mayor, through TfL, and working with the London boroughs and other stakeholders, will work with the boroughs and other stakeholders to use smarter travel initiatives across London to facilitate more efficient use of the transport system, achieve mode shift to cycling, walking and public transport and encourage the take-up of healthier travel options.”
- 3.7 We do not believe that smarter travel initiatives will resolve all bottlenecks and improve journey time reliability in West London given the anticipated increase in traffic flow.

Promote, monitor and develop the effectiveness of Travel Plans

- 3.8 Travel planning is mentioned many times in MTS. For example para 145 states that : “through...smarter travel planning and making public transport more attractive, the Mayor will encourage the use of public transport, walking, cycling and car sharing.” But there is no mention of the need to reduce carbon emissions by focusing on those movements that are most carbon intensive.

Monitor options for traffic reduction through road user charging

- 3.9 We note that the option for traffic reduction through road user charging is retained in the MTS.

4 Integrating Land Use Planning and Transport Planning

4.1 10PP seeks:

- alterations to the London Plan to ensure that transport facilities keep pace with land use development
- promotion of sustainable land use planning and a bridging of the gap between the development industry and borough planners
- sustainable business development and a register of major developments for discussion with TfL on accommodating transport consequences
- development of transport infrastructure to serve designated opportunity sites and other major developments
- increasing development density at public transport hubs
- promote town centres to help increase the proportion of travel needs that can be satisfied locally

4.2 The MTS provides some comments and a policy that relate to the 10PP measures and aspirations and these are covered further in the London Plan. But there is no detail in the MTS on how town centres, Opportunity Areas and major developments are to be served with transport infrastructure and public transport services to support development growth. Transport investments need to be linked to proposals in the London Plan.

4.3 There is also no information on integration with landuse and transport strategies outside London. There is no MTS comment on the need for Transport for Sustainable Communities or any explicit linkage to the Government's national plans for a Sustainable Transport System.

4.4 Harrow and Wealdstone is an Area for Intensification in the London Plan but is not shown in the draft MTS (refer to Figure 9).

5 Facilities for Orbital Movement

5.1 10PP seeks to:

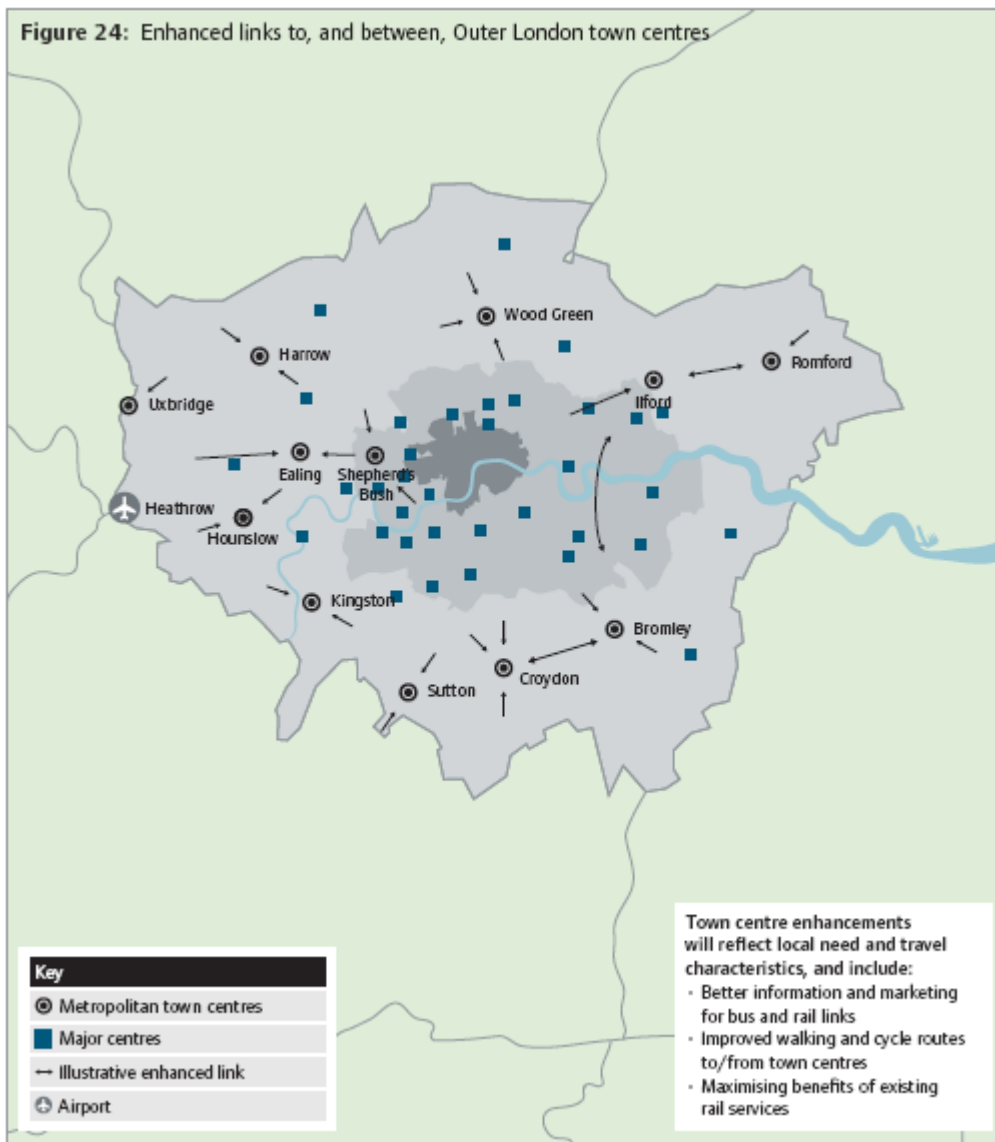
- promote opportunities for improving orbital movements and to use accessibility techniques to develop options
- promote Wembley – Park Royal and other high-quality bus-based orbital services
- support improvements to the West London and North London Lines
- make the case for substantial improvements in orbital capacity through major enhancements such as the West London Orbital Line (Kingston to Brent Cross)
- press for the extension of the North London Line to serve Hounslow

5.2 Since preparing the 10PP, and following meetings with the Outer London Commission, a greater emphasis has been placed by WestTrans members on a hub-and-spokes network. The hubs are town centres and key trip attractors whilst the spokes connect town centres to their hinterlands and to

one another. Orbital routes are seen as being spokes connecting town centres in orbital rather than radial directions. The attached Plan A shows these Hubs and Spokes.

Orbital Movements

- 5.3 Figure 33 shows "Airtrack and other orbital links to Heathrow". In para E15 the MTS states that: "The strategy also seeks to improve interchange between radial and orbital rail lines, and between modes, in order to facilitate orbital travel." In the following diagram (also reproduced as Figure 44), the priority strategic interchanges are (in West London) only Willesden Junction and Ealing Broadway.
- 5.4 So West London is shown in MTS to have only 2 of the 25 strategic interchanges defined in the MTS outside central London. Heathrow, Hammersmith and Shepherds Bush are ignored. MTS emphasizes rail travel and in so doing ignores the fact that, in West London, rail lines are under-represented compared with other sub-regions and that there are several LUL lines that are performing the same role as rail lines in other sub-regions.
- 5.5 Figure 80, being the Transport Strategy Implementation Plan, states that a programme of schemes for strategic interchanges is under development. West London may then suffer by many of its interchanges not being included in this programme.
- 5.6 No orbital routes are shown outside the route of the West London Line and there is no connection planned between the West London Line and Crossrail.
- 5.7 Para 35 mentions new orbital rail services on London Overground. Figure 3 then refers to Airtrack and other orbital links to Heathrow. Figure 8 shows the M25 and North/South Circular Roads as two orbital roads. The only orbital rail shown is inside the North/South Circular Road; there is no orbital rail between the two orbital roads. Para 66 notes that both Croydon and Heathrow generate "a significant number of orbital commuting trips from elsewhere in London as well as the outer metropolitan area." Para 75 recognises that "orbital links are far more limited" in West London.
- 5.8 Figure 24 and paras 138-140 and Policy 7 define what is actually intended .is investment "in better journey time information and improved interchange quality focusing on strategic interchanges".
- 5.9 We are concerned the MTS emphasis is on better information and not on new orbital infrastructure and services.



5.10 Figure 24 shows “illustrative enhanced links” which appear to be more radial than orbital. The Figure does not accurately reflect the need for enhanced links. We are concerned the MTS emphasis is on better information and not on new infrastructure and services.

5.11 These links in Figure 24 can be compared with the network of hubs and spokes prepared by West London (see Plan A). This network gives a clearer picture of the key links (spokes) into town centres (hubs).

5.12

Plan A – Hubs and Spokes

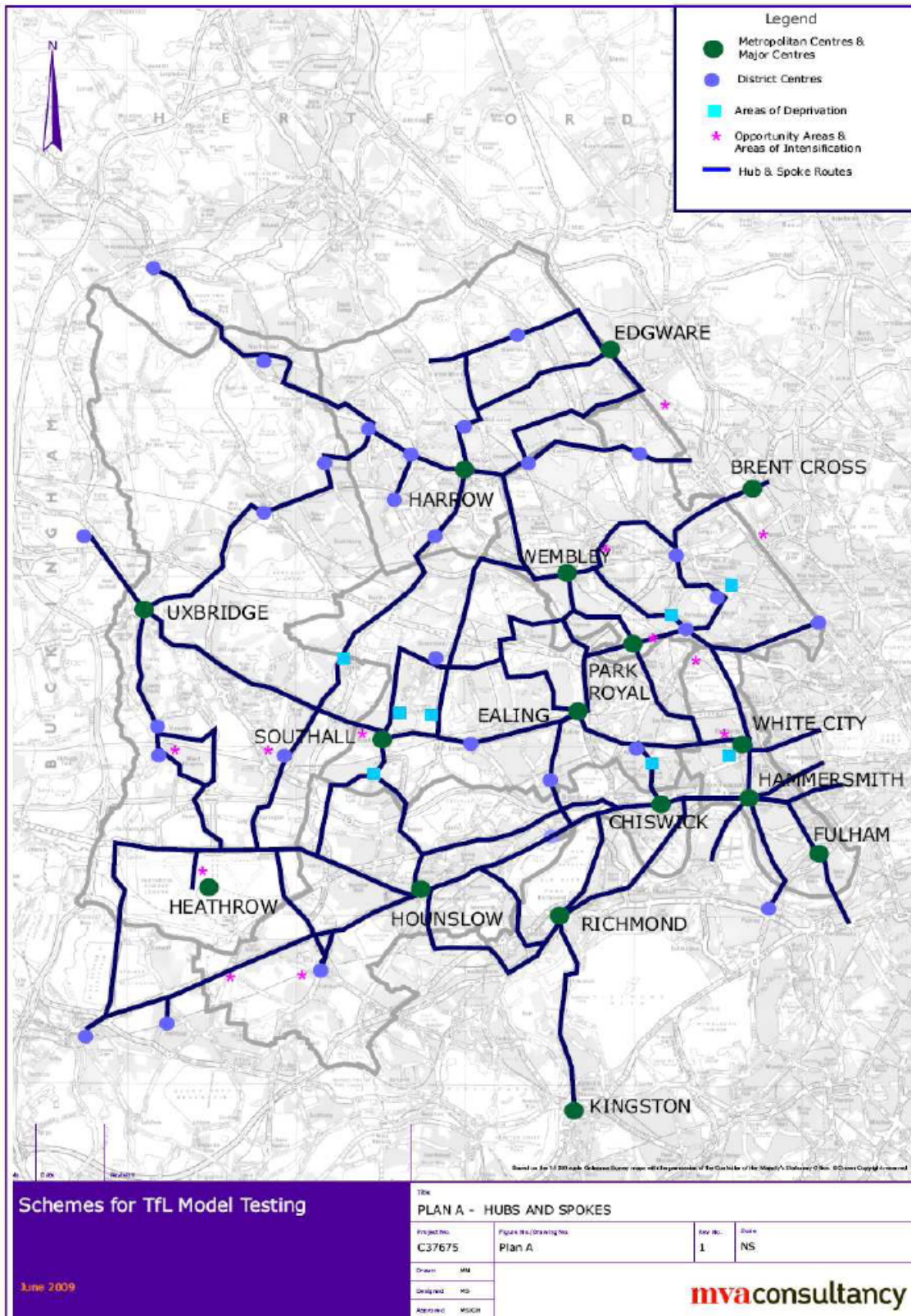


Figure 39 shows some but not all orbital bus routes in West London and para 329 claims that London has a comprehensive orbital bus network.

5.13 The MTS does not refer to the Wembley – Park Royal and other high-quality bus-based orbital services

- 5.14 The MTS does not make any case for substantial improvements in orbital capacity.
- 5.15 The MTS does not press for the extension of the North London Line to serve Hounslow.

6 Improving Interchange

6.1 10PP seeks to:

- promote the case for improved interchange, make use of the TfL Station Access programme and developer contributions to achieve improvements
- improve interchange between rail lines in West London including First Central (Central & Piccadilly Lines at Park Royal); interchange between Crossrail / Great Western mainline and North London Line at Old Oak Common and connecting Uxbridge to the Central Line at West Ruislip Depot. Willesden Junction should be included as a stop on the Watford – Clapham Junction – Gatwick route

Promoting the Case

- 6.2 There is strong support in the MTS for interchange improvement but no mention of the Station Access Improvement Programme or of developer contributions. We understand that this Programme will be subsumed within the Major Schemes programme under the LIP reforms.
- 6.3 There is a lack of plans for improving accessibility at West London stations for disabled travellers.

Improve interchange in West London between rail lines

- 6.4 Improving strategic interchanges is a major element of the MTS proposals. For example E40 describes a key proposal to be: "Improving interchange between bus, Underground, rail and other forms of transport" and "Promoting strategic interchange between Inner and Outer London rail to facilitate more orbital movement".
- 6.5 Para 133 refers to strategic interchanges and states that: "The strategy will seek to relieve the pressure on central London termini by developing strategic interchanges to facilitate orbital movement and help people avoid travelling through central London if they do not need to (this is set out in sub-chapter 5.10)."
- 6.6 Para 286 "There are, however, significant further opportunities to improve orbital travel, such as by providing or improving interchange opportunities where radial and orbital lines cross."
- 6.7 Proposal 46 describes Strategic Interchanges; we have discussed this in paragraph 5.4.
- 6.8 There is support for strategic interchanges which include Willesden but no support for providing interchange at Park Royal, Old Oak Common and West Ruislip. This appears to be related to the definition of strategic interchanges as those interchanges which can relieve pressure on central London rail termini.

7 Infrastructure

7.1 10PP seeks to:

- improve efficiency in the use of radial highway capacity, improve the design quality of the public realm and minimise the displacement of traffic onto residential streets.
- promote the development of local infrastructure, particularly in association with brownfield site developments, that can facilitate transport improvements such as FastBus.
- press for the long-range planning of transport infrastructure, alongside the development of plans for sustainable communities and services
- make the case for substantial improvements in orbital capacity through the development of major capacity enhancements such as West London Orbital Line between Kingston and Brent Cross (Capita Symonds, 2002) and improved rail services serving Heathrow including the Airtrack proposal.
- supports further investigation of the Heathrow Western Access rail link from the Great Western line.

Highway efficiency

7.2 Section 5.6 deals with the efficiency of the highway network though it refers to public realm with a different meaning, that is in the wider context of all places where the public move and meet one another. There is no mention of displacement of traffic onto residential streets and how to minimise it.

7.3 There is a focus on smoothing traffic but not of improving journey time reliability.

7.4 There is no mention of the need to follow best practice in responding to major incidents on the TLRN.

Local Infrastructure

7.5 Whilst FastBus is not mentioned, MTS is supporting the principle of brownfield sites and local infrastructure.

Transport infrastructure for sustainable communities and services

7.6 Whilst the MTS does not have a section on the issue of transport for sustainable communities, it could be argued that it is implied within the document. It should be made explicit.

Make the case for orbital capacity

7.7 This has been discussed in section 5.

Heathrow Western Access Rail Link

7.8 MTS is silent on the issue of a Heathrow Western Access rail link from the Great Western line.

8 Bus Service Improvements

8.1 The 10PP seeks to:

- improve the routes, speeds, frequencies, and operating hours of bus services in West London and work with TfL and bus operators to improve bus reliability where the required measures can be shown to be to the benefit of the community.

- better understand bus route planning criteria and work with TfL Buses to develop options for further appraisal (such as FastBus orbital routes, express routes and 24/7 operation to serve Heathrow employment centres) and assess their merits against competing priorities.

Improving bus services

- 8.2 There are several mentions in the MTS of how well developed the bus network is and how improvements are sought in better information, security, capacity, access to bus stops and low-emission vehicles and that buses will also be cleaner and have climate-change adaptation measures. Para 81 states: "The car and bus are used for longer local trips between one and five kilometres, with lower levels of walking and cycling. A challenge will therefore be to encourage further modal shift towards walking, cycling and the bus network for those short distance trips."
- 8.3 This remark presupposes that there is a viable transport alternative for journeys in Outer London greater than 5kms long; in some areas this is not the case.

Bus planning criteria and options for further appraisal

- 8.4 The only opportunity for enhanced bus services in West London appears to be to provide services to link with Crossrail: this is shown as unfunded in MTS. There is no definition in MTS of bus route planning criteria.

9 Heathrow

9.1 10PP seeks:

- to work with BAA to secure implementation of a travel plan for T5 that will provide efficient internal distribution between terminals and minimise the transport impact on surrounding communities.
- to see further development of the bus network serving Heathrow including 24/7 operation to provide secure access for shift workers.
- To support the Crossrail scheme and the Airtrack proposal to increase rail services to Heathrow.
- to support further investigation of the Heathrow Western Access rail link from the Great Western line

9.2 A travel plan for T5 has been secured.

9.3 The MTS is silent on the need for further development of the bus network serving Heathrow.

9.4 Crossrail is a MTS funded scheme and Airtrack is supported.

9.5 MTS is silent on the issue of the Heathrow Western Access rail link.

9.6 There are no plans to provide adequate airport runway capacity for London though this is recognised as critical to the competitiveness of London's economy.

10 Complementary Local Services

10.1 10PP seeks:

- improvements to maintain the vibrancy and viability of town centres, shopping parades and other local services, including improvements to the public realm, walking and cycling with Community Transport services assisted to provide complementary travel opportunities.
- the adoption of travel plans, so that businesses will encourage employees to use walking and cycling modes where appropriate.
- to promote the development, enhancement and improved quality of local employment, services and shopping and the transport means to access them.

Town centres

- 10.2 MTS recognises (para E7) that: “there is a need to strengthen the role of Outer London town centres in London’s economy.”
- 10.3 Sections 5.12 and 5.13 have extensive proposals for walking and cycling.
- 10.4 Community transport is discussed in section 5.5.4.
- 10.5 There is no mention of encouragement in MTS for 20 mile/hr zones, schemes constructed to Manual for Streets guidance and shared-space schemes.
- 10.6 **Travel plans**
- 10.7 This has been discussed in section 3.
- 10.8 **Local Employment, Services and Shopping**
- 10.9 This is not specifically dealt with in MTS but remarks about supporting town centres are pertinent.

11 Freight

- 11.1 10PP seeks:
- to work through West London Freight Quality Partnership (WL FQP) to secure improvements to the efficiency of freight deliveries, while protecting communities from disruption and disturbance from freight vehicles.
 - to promote the location of developments generating large volumes of freight in locations accessible by rail or the major road network and to promote further developments such as consolidation centres, to reduce the impact of freight transport
- 11.2 Freight is well covered throughout the MTS, even with a reference section on page 314, though surprisingly there is no mention of the Freight Quality Partnerships.

12 Customer Focus

- 12.1 10PP seeks:
- to promote the adoption of high quality customer service standards in all aspects of transport service provision.

- to reduce fear and apprehension about encountering crime and other anti-social behaviour while travelling in West London.
- to work with TfL to promote a clear and comprehensible network of public transport services for West London on a sub-regional basis.

Customer Service Standards

12.2 Para 35 and Proposal 42 refer to customer service improvements directly.

Fear of crime whilst travelling

12.3 Section 5.16 and Proposals 74-81 deal with this issue.

Clear and comprehensible public transport network for West London

12.4 There is nothing in MTS specifically on this matter. There is no MTS mention of the need to develop the bus network serving Heathrow or of how to develop a clear and comprehensible public transport network for West London; it would be helpful if MTS set out bus route planning criteria and the role of express buses

West London Partnership

12th January 2010

Appendix -TRANSPORT - ACTION PLAN

TOPIC	Short term actions (during 2007-08)	Longer term actions (3-5 years)
1 Traffic Reduction	<p>WL STG will work with TfL to monitor traffic, speeds and congestion levels on a representative sample of roads in West London and to publicise the results.</p> <p>WL STG and WestTrans will work with TfL to identify the specific causes of local traffic congestion and to design measures to alleviate bottlenecks (e.g. Petts Hill railway bridge, Harrow), making best use of available network capacity for all road users.</p> <p>WestTrans will continue to develop and promote Travel Planning, and public and private organisations, including the Boroughs, will pledge their commitment and support to advancing the spread of travel plan agreements across the sub-region and to implementing travel planning in their own organisations. All WL STG members, including the six Boroughs, will have established and started implementation of a Travel Plan for their workplaces by the end of March 2008.</p> <p>WL STG and WestTrans will monitor the results of trials of individualised travel planning being undertaken by TfL later this year, with a view to considering its applicability and impact in West London, together with other "softer" methods to manage traffic growth.</p>	<p>WL STG will continue to promote, monitor and develop the effectiveness of Travel Planning across the sub-region.</p> <p>WL STG will monitor the options for traffic reduction through road user charging, including both the ideas for a national road user charging system (technology trials are being developed) and developments undertaken by TfL. These include options for congestion charging in locations outside central London and technologies such as tag and beacon systems to facilitate time-distance charging.</p>
2 Integrating Land Use Planning and Transport Planning	<p>WL STG, in association with WLA & WLP, will make representations to the EiP into the Mayor's proposed Alterations to the London Plan with the aim of ensuring that transport facilities, capacity and investment keep pace with land use development and the consequent traffic generation.</p> <p>London Boroughs will continue to promote sustainable land use planning through their plan making and development control functions.</p> <p>Businesses affiliated to WL STG will pursue their development ambitions in a way that is compatible with sustainable development principles.</p> <p>WL STG will develop and then maintain a map and register showing major development sites in West London as a basis for ongoing discussions with TfL and other stakeholders on how best to accommodate the transport consequences arising from this pattern of new developments.</p> <p>WL STG and WestTrans will work with the GLA and TfL to develop transport infrastructure and service plans to serve designated opportunity sites and other major developments in West London.</p>	<p>WL STG will promote the ideas of increasing development density at hubs in the public transport system and securing adequate access by public transport and other sustainable modes to new developments and opportunity sites throughout the sub-region.</p> <p>WL STG, through the actions of its constituent parties, will continue to promote the viability, vitality and attractiveness of town centres and local facilities to help increase the proportion of travel needs that can be satisfied locally and avoid the need for longer distance travel beyond the sub-region.</p> <p>WL STG will help to promote consistency and good practice in development planning through bridging the gap between the development industry and Borough planners, for example through the proposed Urban and Sustainable Design Forum.</p>
3 Facilities for Orbital	<p>WL STG and its constituent parties will take every opportunity to promote improvements to facilities for</p>	<p>WL STG will seek a commitment to the long-term planning of orbital transport</p>

<p>Movement</p>	<p>orbital movement.</p> <p>WL STG and WestTrans will seek to work with TfL to undertake a transport needs analysis for West London, using accessibility mapping techniques to identify existing network deficiencies and develop options to address these problems.</p> <p>The initial FastBus proposal (Wembley- Park Royal) route will be promoted by WestTrans and LB Brent as an exemplar of high quality bus based orbital services and further opportunities to advance this concept will be sought.</p> <p>WL STG will support the improvements to services on the West London Line and North London Line being delivered through the TfL London Rail Concession.</p>	<p>facilities, integrated into the wider context of planning for sustainable communities and services such as healthcare, schools and social services.</p> <p>WL STG will continue make the case for substantial improvements in orbital capacity through the development of major capacity enhancements such as West London Orbital Line between Kingston and Brent Cross (Capita Symonds, 2002).</p> <p>WL STG and LB Hounslow will continue to press for North London Line services to be extended to serve Hounslow</p>
<p>4 Improving Interchange</p>	<p>WL STG will promote the case for improving interchange opportunity and quality across the area.</p> <p>WestTrans and the Boroughs will use the opportunities offered by the TfL Station Access improvement programme to improve interchange between modes at stations across West London.</p> <p>Boroughs will promote improve interchange through s106 development agreements in the vicinity of stations and at other appropriate locations.</p>	<p>WL STG will seek a review of opportunities to improve interchange between rail lines in West London including First Central (Central & Piccadilly Lines at Park Royal); interchange between Crossrail / Great Western mainline and North London Line at Old Oak Common and connecting Uxbridge to the Central Line at West Ruislip Depot. Willesden Junction should be included as a stop on the Watford – Clapham Junction – Gatwick route.</p>
<p>5 Infrastructure</p>	<p>WL STG will support the development of the Crossrail and Airtrack projects.</p> <p>WL STG will seek to secure improved efficiency in the use of radial highway capacity along the Uxbridge Road and the wider west London highway network, whilst recognising the need to maintain and enhance orbital capacity, to improve the design quality of the public realm and to minimise the displacement of traffic onto residential streets.</p> <p>WL STG, through the Boroughs and WestTrans, will promote and support the development of local infrastructure, particularly in association with brownfield site developments, that can facilitate transport improvements such as FastBus.</p>	<p>WL STG will press for the long-range planning of transport infrastructure, alongside the development of plans for sustainable communities and services (see point 3 above).</p> <p>WL STG will continue make the case for substantial improvements in orbital capacity through the development of major capacity enhancements such as West London Orbital Line between Kingston and Brent Cross (Capita Symonds, 2002) and improved rail services serving Heathrow including the Airtrack proposal.</p> <p>WL STG supports further investigation of the Heathrow Western Access rail link from the Great Western line.</p>
<p>6 Bus Service Improvements</p>	<p>WL STG seeks the improvement of the routes, speeds, frequencies, operating hours and reliability of bus services in West London.</p> <p>WL STG and WestTrans will gain a better understanding of bus route planning criteria and work with TfL Buses to develop options for further appraisal (such as FastBus orbital routes, express routes and 24/7 operation to serve Heathrow employment centres).</p>	<p>WL STG will work with TfL Buses to devise practical and feasible options for bus services in West London and to assess their merits against competing priorities.</p>

	WL STG and WestTrans will work with TfL and bus operators to improve bus reliability where the required measures can be shown to be to the benefit of the community.	
7 Heathrow	<p>WL STG and its constituent parties will work with BAA to secure implementation of a travel plan for T5 that will provide efficient internal distribution between terminals and minimise the transport impact on surrounding communities.</p> <p>WL STG wishes to see further development of the bus network serving Heathrow including 24/7 operation to provide secure access for shift workers.</p>	<p>WL STG supports the Crossrail scheme and the Airtrack proposal to increase rail services to Heathrow. These will enhance connectivity between west London communities and the airport and relieve existing facilities, such as the Piccadilly Line) from present overcrowding problems.</p> <p>WL STG supports further investigation of the Heathrow Western Access rail link from the Great Western line.</p>
8 Complementary Local Services	<p>WL STG, WestTrans and the Boroughs will seek improvements to maintain the vibrancy and viability of town centres, shopping parades and other local services, including improvements to the public realm.</p> <p>Opportunities to improve facilities for walking and cycling will be pursued. Community Transport services will be assisted to provide complementary travel opportunities.</p> <p>Businesses, through the adoption of travel plans, will encourage employees to use walking and cycling modes where appropriate.</p>	<p>WL STG and its constituent parties will promote the development, enhancement and improved quality of local employment, services and shopping and the transport means to access them.</p>
9 Freight	<p>WL STG will work through West London Freight Quality Partnership (WL FQP) to secure improvements to the efficiency of freight deliveries, while protecting communities from disruption and disturbance from freight vehicles.</p>	<p>WL STG will promote the location of developments generating large volumes of freight in locations accessible by rail or the major road network. WL FQP will continue to promote further developments such as consolidation centres, to reduce the impact of freight transport.</p>
10 Customer Focus	<p>WL STG will promote the adoption of high quality customer service standards in all aspects of transport service provision.</p> <p>WL STG will work with WestTrans, the Boroughs, TfL, transport operators and the Metropolitan and British Transport Police forces to reduce fear and apprehension about encountering crime and other anti-social behaviour while travelling in West London.</p> <p>WL STG will seek to work with TfL to promote a clear and comprehensible network of public transport services for West London on a sub-regional basis.</p>	<p>WL STG and its constituent parties will seek the adoption of quality standards in all aspects of transport customer service.</p>