



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.

The WLP welcomes the opportunity to provide evidence to the Infrastructure Commission established by London First. This response has been prepared by the WLP and focuses on transport infrastructure issues which are seen as the key sub-regional issue by businesses and boroughs. The views expressed draw upon extensive work undertaken by the West London Strategic Transport Group for the WLP. The core WLP transport document is the West London 10 Point Transport Plan but the WLP responses to the Outer London Commission and the Mayor's Draft London Plan and Draft Transport Strategy area also relevant and cited here. All these documents can be viewed on the West London Alliance and West London Business web sites.

Key points in our response to the MTS were -

"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.

"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".

Our comments on detailed issues 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
- whilst MTS offers much on cycling, outer London boroughs are not included in the cycle superhighways and are given no direction or support for any cycling improvements. It is not apparent how any of the additional money provided for cycling will benefit such boroughs

Referring to your 25 questions we note that:

- There are deficiencies in London's transport infrastructure which need to be corrected to meet West London's residents and business needs.
- A clear plan is needed to identify what transport infrastructure is needed, and can be provided within resource constraints, to enable regeneration and to cope with forecast demand
- Funding and a concerted effort by borough regeneration and planning departments and by developers to achieve investment for regeneration is required
- We have no informed view on the benefits of different forms of governance and regulatory frameworks in achieving the funding and implementation of the transport improvements mentioned above
- Achieving carbon targets and providing a robust transport system are both important goals

West London 10 Point Transport Action Plan can be found here - <http://bit.ly/dnq8Ee>

West London Response to the MTS Draft 2009 can be found here – <http://bit.ly/dqUmjH>

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