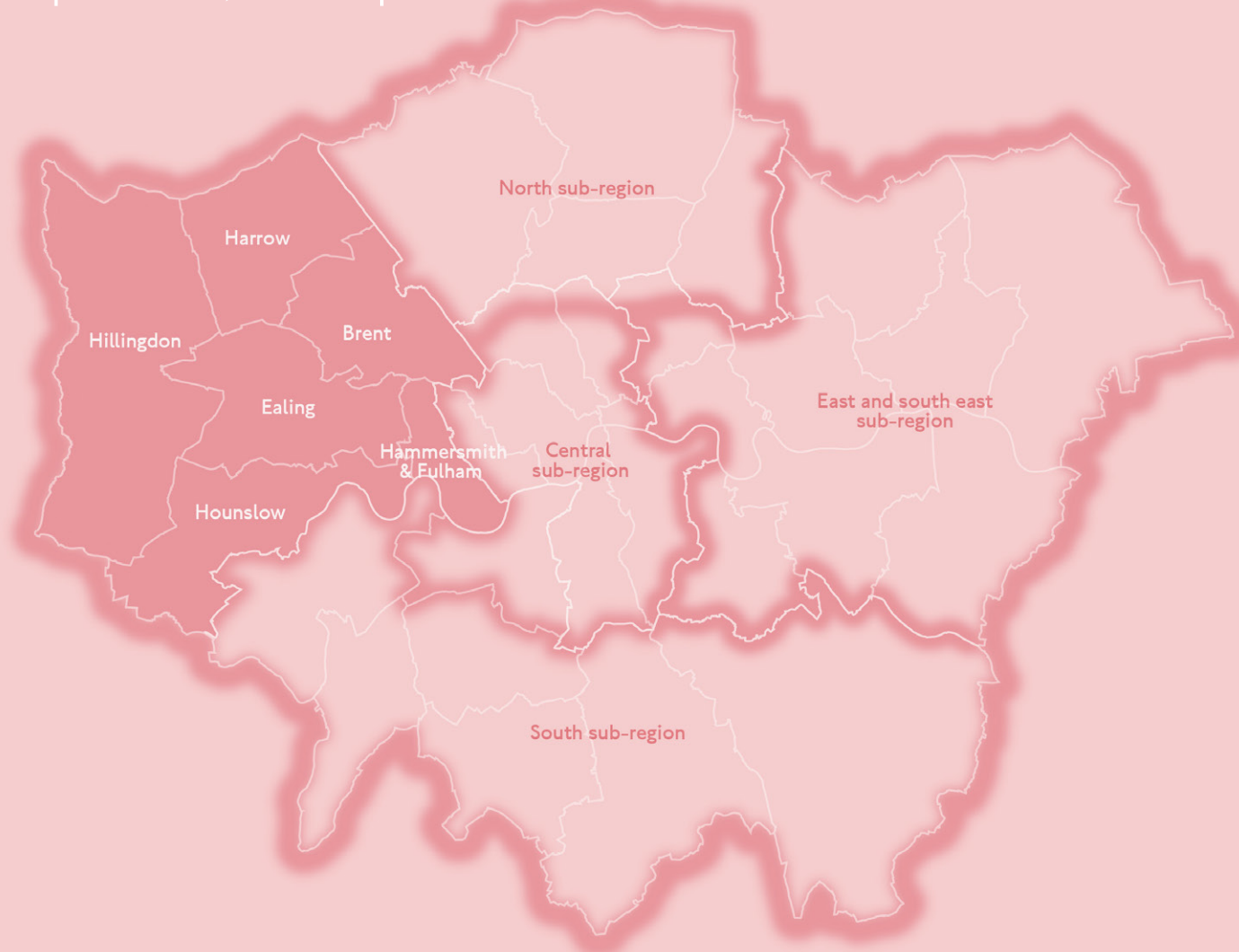


West London

Sub-regional Transport Plan, 2014 update



Information

All information is current until 31st March 2014

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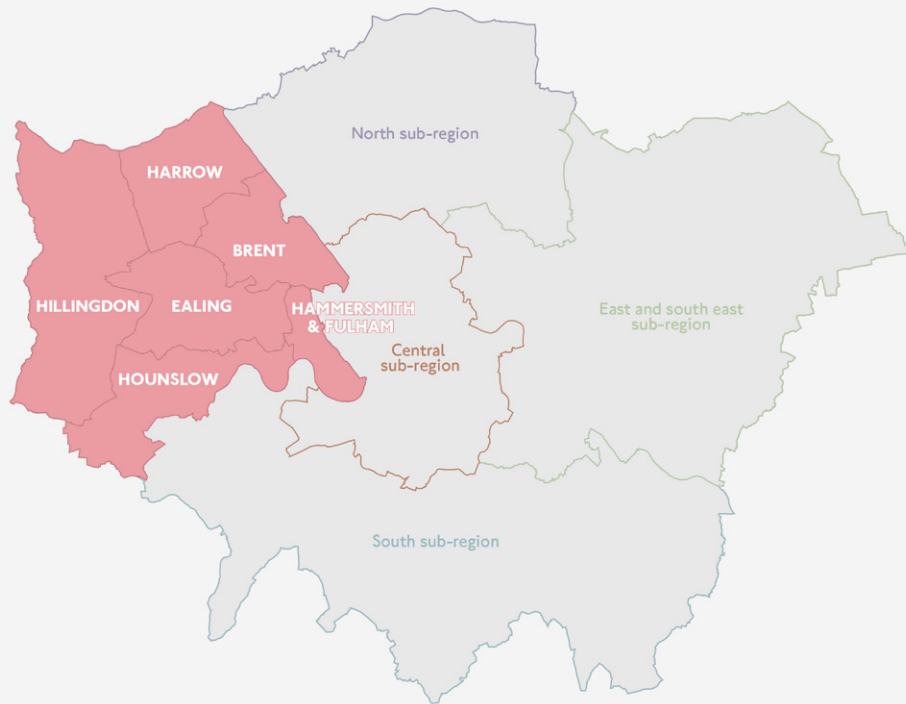
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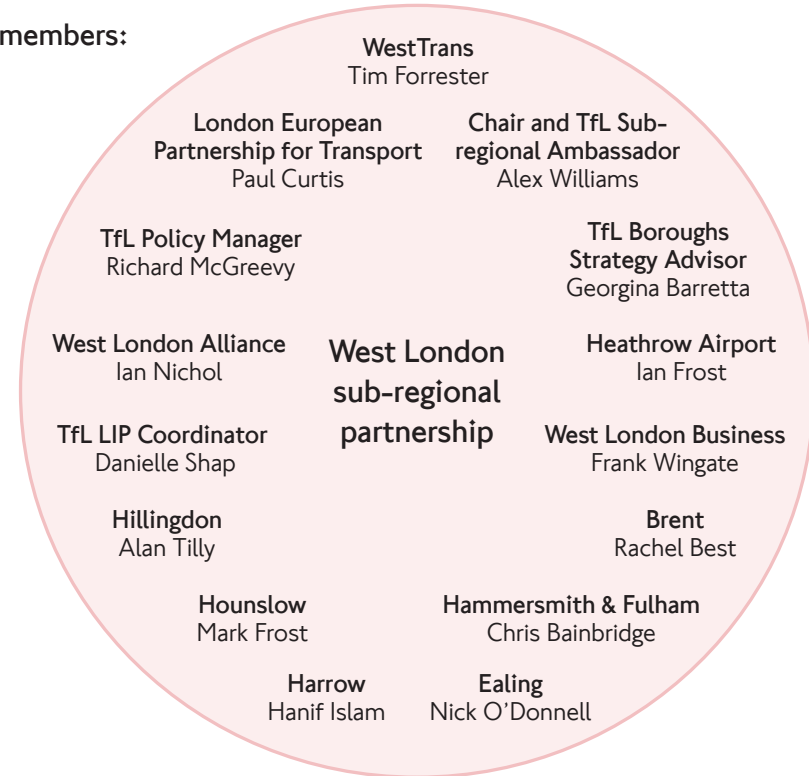
Appendix A: Significant schemes that unlock and facilitate growth

The west London sub-region

The west London sub-region consists of the London boroughs of Brent, Ealing, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow. Needless to say, the transport network in the sub-region is influenced by neighbouring areas, principally central London.



Panel members:



Introduction

The purpose of this West Sub-regional Transport Plan (SRTP) update is to provide information on:

- » Developments over the last 12 months
- » Commitments made in the TfL Business Plan and through Local Implementation Plan (LIP) funding
- » Future opportunities to improve transport and address the remaining challenges

This plan aims to help boroughs with the development of LIPs and TfL in developing the priorities for business planning in order to address the medium to longer-term challenges for London and the sub-regions.

This SRTP is accompanied by a poster which provides a snapshot of the challenges, priority work areas and opportunities that can be collectively addressed over the coming years and shows the initiatives that have been completed or are planned within the sub-region.

Publications

Roads Task Force (RTF) Report, July 2013

The RTF report sets out a vision for world-class streets and roads. It provides a road map to ensure London's continued vibrancy and economic growth by tackling the impacts of rapid population growth.

The RTF progress update was published in March 2014.

Safe Streets for London: The Road Safety Action Plan for London, 2013

Safe Streets for London sets a target of a 40 per cent reduction in killed or seriously injured (KSI) casualties by 2020.

Safety Action Plans, Spring 2014

During spring 2014, three focused safety action plans were published:

- » Motorcycle Safety Action Plan
- » Pedestrian Safety Action Plan
- » Updated Cycle Safety Action Plan

Safe London Streets: Our Six Road Safety Commitments, February 2014

TfL have set out six commitments making clear how TfL and their partners will reduce the number of people killed and seriously injured on London's roads by 40 per cent by 2020.

Travel in London (TIL) Report 6, 2013

The TIL report summarises trends relating to travel and transport. This year's topics covered the legacy of the Olympic and Paralympic Games and the monitoring of the RTF vision.

London 2012 Olympic and Paralympic Games: The Transport Legacy, 2013

This report reviews the progress made in embedding the transport legacy and sets out key transport legacy opportunities.

Improving the Health of Londoners: Transport Action Plan, February 2014

TfL's first Health Improvement Plan sets out the main impacts of transport on health, the ways in which TfL is improving health and the 10 actions being taken over the next three years.

Future publications

The **2050 Infrastructure Plan** will set out London's high level infrastructure requirements, together with funding implications for transport, energy, water, waste, telecoms, green infrastructure and social infrastructure.

A draft report for consultation will be published in mid 2014 and a final report in the autumn.

Further Alterations to the London Plan are proposed which include key elements of the Mayor's Vision for Cycling and the RTF report. The Examination in Public for the draft Further Alterations to the London Plan will be in autumn 2014 and a more significant review is expected after the next mayoral election.

Pedestrian Design Guidance

The new Pedestrian Design Guidance will be drafted during the spring and published in summer 2014.

Cycle Design Guidance

The revised London Cycling Design Standards are due to be published for public consultation in summer 2014 and will be finalised later in the year.

Travel in west London

Cars and motorcycles continue to account for the largest share of trips originating in west London.

There has been no significant change in the share of trips originating by public transport, including rail, the Underground and bus.

Interventions are committed and under way to enhance capacity and manage congestion in west London. These include the construction of Crossrail and the lengthening of trains on the London Overground.

The recommendations of the Mayor's Roads Task Force provide direction for making more efficient use of the sub-region's road network for the movement of people and goods. The rollout of cycling infrastructure in west London including Barclays Cycle Hire and a Barclays Cycle Superhighway form part of a broader effort to improve air quality and health impacts by shifting transport to active modes. The sub-regional partnership will continue to work together to make the most of these opportunities and address the sub-regional challenges.

Sub-regional mobility forums

An outcome of TfL's Single Equality Scheme 2012/2013 is the creation of sub-regional mobility forums. The forums provide a platform for representatives of TfL, borough and disabled and older people's organisations to discuss strategic accessibility issues.

Last year TfL successfully piloted the forums in the central and south sub-regions and they will now be rolled out to the remaining sub-regions during 2014/15.

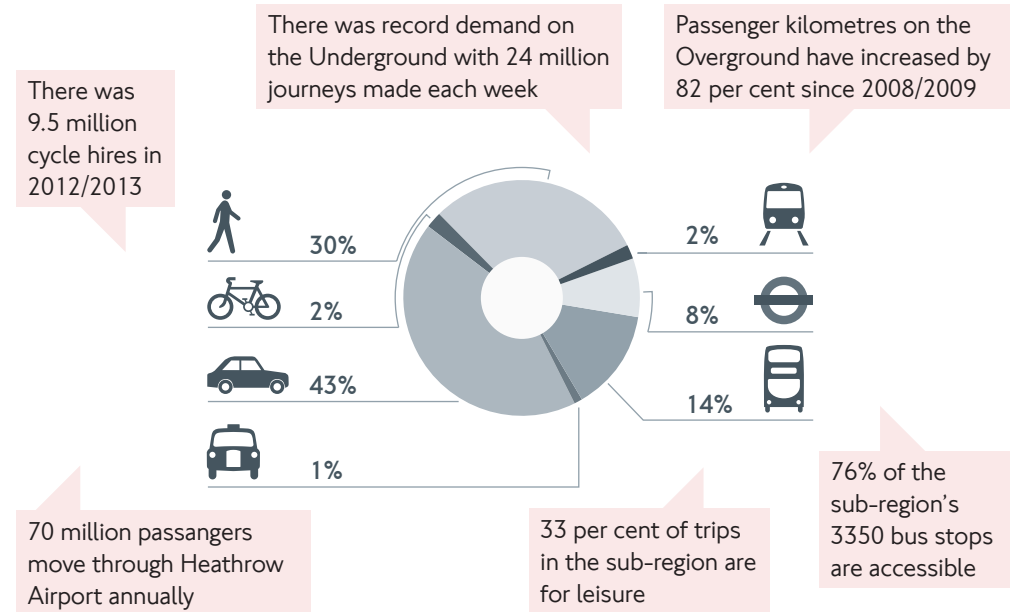
Health and travel in London

Travel made by modes other than the car provide opportunities for improving the health of Londoners through physical activity, improving air quality, reducing road traffic collisions and noise, and reducing community severance.

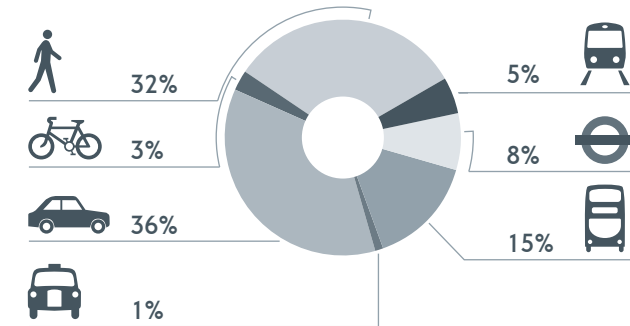
For example, additional cycling London-wide is expected to give up to 6,000 extra years of healthy life and £250m of economic health benefits annually.

More on health and travel can be found in TfL's Transport Action Plan.

Modal share for London residents in the west London sub-region*



London wide mode share, 2012



* Source: London Travel Demand Survey, 2011/12 (Average day/seven – day week)

Addressing the challenges

When the west sub-regional Transport Plan was first developed in 2010 it helped to translate the Mayor's Transport Strategy (MTS) goals, challenges and outcomes at a sub-regional level.

It was agreed with boroughs that while all MTS challenges must be considered across London, and addressed locally through LIPs, there were some which would benefit from having a concerted effort at a sub-regional level.

Consequently, the challenges of improving air quality, reducing CO₂ emissions and achieving the targets for – and desired results from – an increase in the mode share of cycling and walking were all identified as challenges for the sub-regions.




In addition five other challenges were identified and agreed for each sub-region.

On an individual basis, each west London local authority strives to deliver its responsibilities effectively and efficiently, in a very challenging financial and operational environment in order to address these and other challenges.

However, as a number of key issues are cross-boundary, key priority work areas were agreed for the sub-regions.

While each priority area can be addressed in isolation, the inter-related nature of these issues illustrate why an integrated approach is required. The following sections provide an update on the challenges and priority work areas.








Challenges in every sub-region

-  Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners
-  Transform the role of cycling and walking in the sub-region
-  Meet CO₂ targets

West London-specific challenges

-  Enhance east-west capacity and manage congestion
-  Improve access to, from and within key locations
-  Enhance the efficiency of freight movement
-  Improve north-south public transport connectivity
-  Improve land-based air quality

What are the priority work areas?

- Cycling enhancements with connections across boroughs 
- WestTrans is leading on a cycle strategy for the west sub-region. 
- Investing in area, corridor, and junction studies to address challenges on the road network 
- Freight routing enhancements, including journey planning 
- Development of Old Oak Common Opportunity Area Planning Framework (including Overground and Crossrail spur) 
- Smarter Travel initiatives targeted at key trip generators (NHS, HE/FE, faith, hotels, businesses) 
- Cross-borough Rail and Underground station access schemes 

Supporting growth areas and regeneration

Growth and Regeneration

Transport plays a key role in supporting growth and regeneration across the sub-region.

In a climate where London's population is growing faster than expected (with the population forecast to be nine million by 2018 and 10 million by the 2030s) the transport network will need to continue to expand to enable new communities to be developed, while maximising the existing services and addressing key challenges such as deprivation, severance and environmental quality.

A significant proportion of the growth in the west sub-region is projected to occur within the Opportunity Areas and Areas for Intensification.

Since the last update, work has continued on a number of key

growth areas in the sub-region, as summarised in the opposite table.

Growth Fund

The TfL Business Plan and associated investment will deliver significant transport benefits to growth areas, as well as supporting London's growth more widely through projects, such as Crossrail, Tube upgrades and further enhancements to London Overground. However, we identified that targeted transport investment was required to lever additional funding from other sources to address constraints that would otherwise prevent development.

The Growth Fund was therefore established as a £300m allocation, focused on priority areas in which transport improvements are the key to 'unlocking' growth areas.

Opportunity Areas and Intensification Areas in west London with recent ongoing activity

Growth Area	2013/14 Update
Earls Court and West Kensington	Supplementary Planning Document (SPD) to be published in 2014.
Old Oak Common	Ongoing development of an OAPF. Ongoing establishment of Mayoral Development Corporation (MDC).
Southall	OAPF adoption summer 2014. Development Infrastructure Funding study being undertaken.
White City	OAPF adopted in winter 2013.
Heathrow	Pending Davies Commission outcome in 2015
Harrow & Wealdstone	Uplifted in Further Alterations to the London Plan (FALP) from Intensification Area to Opportunity Area.
Hounslow – Golden Mile	Adopted as a Media Strategic Outer London Development Centre (SOLDC) in FALP 2014.
Wembley	Adopted as a Retail SOLDC in FALP 2014

Appendix A includes the strategic transport interventions that have been identified to unlock and support growth within the Opportunity and Intensification areas.

Who lives and works in the west sub-region?



Population
1.6m (2011)
1.8m by 2031



Jobs
810,000 (2011)
900,000 by 2031



Households
600,000 (2011)
710,000 by 2031

Delivering the vision for London's streets and roads

The RTF was established by the Mayor in July 2012 to tackle the challenges facing the Capital's streets and roads.

The RTF report, published in July 2013, sets out a new approach to managing London's streets to enable it to accommodate major population growth and remain one of the world's most vibrant, accessible and attractive cities.

Working in partnership with the boroughs, TfL will advance the recommendations of the RTF, including those that relate to the longer-term or to strategic studies.

The priorities for west London include:

- » An assessment of the many **proposals on and around the Inner Ring Road**, while maintaining its strategic movement function

- » An assessment of the **potential to shift some freight vehicles** to out of peak operations
- » Understanding the **implications of the RTF street-types** and how they can be implemented to help steer policy and shape specific schemes in different locations.
- » The development of **new generation of travel demand management measures**.

Road Task Force west London sub-regional schemes

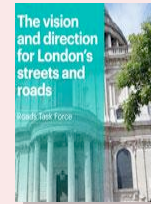
Installation of traffic signal optimisation to reduce delays and improve journey time reliability

Shepherd's Bush Town centre (west) scheme

Investigation of carbon reduction and modal shift on the A437 corridor

Crossrail complementary measures outside stations

LIP funding for Principal Road maintenance



RTF Vision for London

The RTF online interactive map illustrates the location of some of the challenges on London's road network. These represent some of the issues that have been considered by the Roads Task Force in formulating its report entitled 'The vision and direction for London's streets and roads'.

To view map go to:

<http://www.tfl.gov.uk/assets/downloads/corporate/road-network-challenges-map.pdf>

Improving air quality and meeting CO₂ targets

Ultra Low Emission Zone

TfL has put forward proposals for the introduction of an Ultra Low Emission Zone (ULEZ) in central London by 2020.

The ULEZ focuses on reducing emissions from vehicles driving into central London.

A preferred proposal will be selected in the summer and taken forward for public consultation later this year.

Beyond central London, TfL are happy to work with boroughs to develop ULEZ proposals that meet their local requirements.

Next generation taxis

The Mayor announced in January 2014 that, subject to consultation, all new taxis presented for licensing should be zero emission capable from 2018.

The Mayor and TfL are exploring supporting measures to help the transition to these vehicles.

Congestion Charge discount

In July 2013, a new Ultra Low Emission Congestion Charge Discount

was introduced to increase the proportion of cleaner vehicles in central London, helping to reduce CO₂ emissions and air pollutants.

Transport Emissions Action Plan

A Transport Emissions Action Plan has been developed to identify initiatives to help London achieve the Mayor's target to reduce CO₂ and meet EU limit values for air pollutants.

The plan considers the current gap between meeting these targets and considers what can be achieved with committed funding. A summary document will be published in autumn 2014.

Mayor's Air Quality Fund

The Mayor's Air Quality Fund will provide up to £6m over the three year period to support local action to improve air quality.

Projects which received funding include clean air/low emission zones at schools, businesses and hospitals; working with the freight industry and trialling new technologies.

Mayor's Air Quality Fund – Initial west sub-regional projects

Reducing vehicle emissions via alternative fuels	Substituting the use of diesel fuelled vehicles with zero emissions vehicles and increasing the numbers of road journeys substituted by alternative transport such as cycling
Scrubs Lane dust suppression project	Use of dust suppressants to improve air quality at Scrubs Lane industrial site
AQ impact assessment of west London strategic transport corridors	Project to reduce emissions from freight and fleet sector through engagement with operators and use of Delivery and Servicing Plans
Green infrastructure improvements and evaluation	Providing green infrastructure, including planting and green walls



Innovative green wall implemented as part of Mayor's Air Quality Fund, 2014 (Source: Louise Durkin, Warren School, 2014)

Making west London safer

Road safety continues to be a key priority for the Mayor and TfL.

Fatal casualties were down by 37 per cent and KSIs (killed or seriously injured) were down by 36 per cent in 2013, against the 2005-09 baseline.

Improving the safety of vulnerable road users (VRUs) – those who walk, cycle or ride a motorcycle - is crucial to improving road safety, around 80 per cent of KSI casualties in London in 2013 were VRUs.

These groups experience a higher level of risk. A 40 per cent reduction in KSIs on London's roads by 2020 cannot be achieved without significant progress in reducing casualty numbers among these road users.

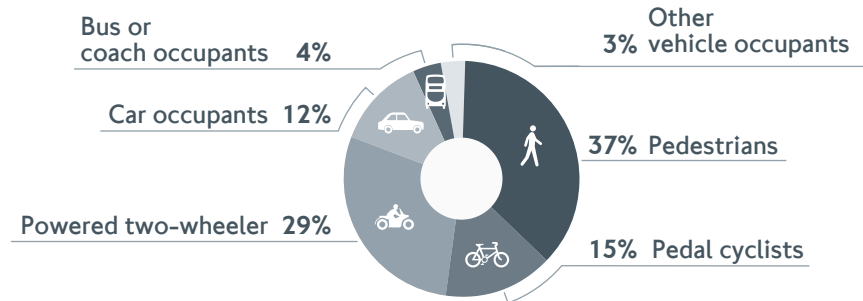
When considering different VRUs within the west sub-region, pedestrian KSIs reduced by 32 per cent and motorcycle KSIs reduced by 17 per cent.

Cyclist KSI casualties have increased, but this should be seen in the context of a considerable increase in cycling in recent years.

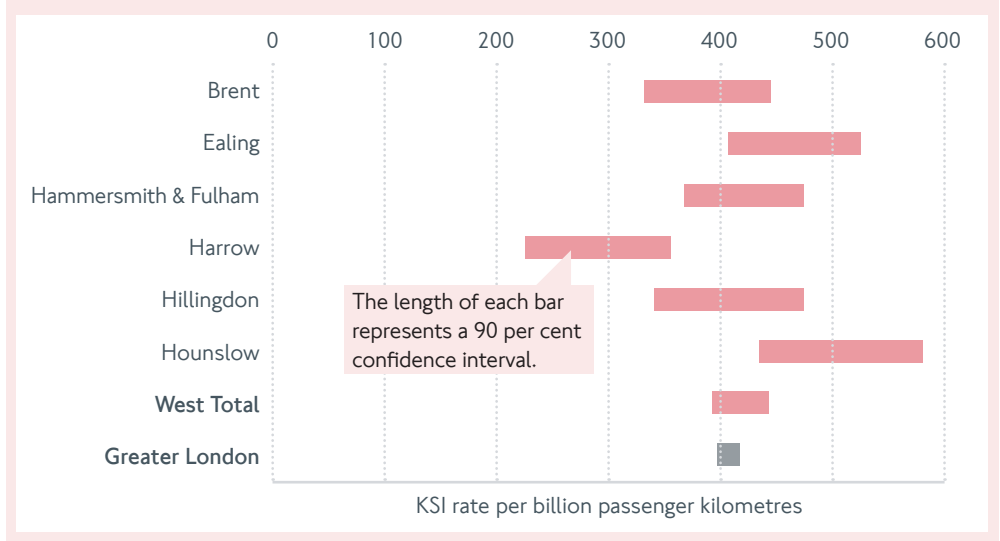
The graph shows KSI risk for VRUs in each of the sub-regional boroughs. Risk was calculated by mode and aggregated, with each mode weighted by its average modal share across all boroughs. This has the effect of normalising the risk levels with respect to mode share, so the difference between boroughs on the graph are those NOT explained by differing modal share. Some boroughs stand out as being above or below average, potentially meriting further investigation.

Trends and progress for these groups will be monitored and reported throughout the period of the Safety Action plan.

Killed or seriously injured casualties for all modes in 2013 – west sub-region



KSI risk by west London boroughs for vulnerable road users after normalisation to account for variation in mode share



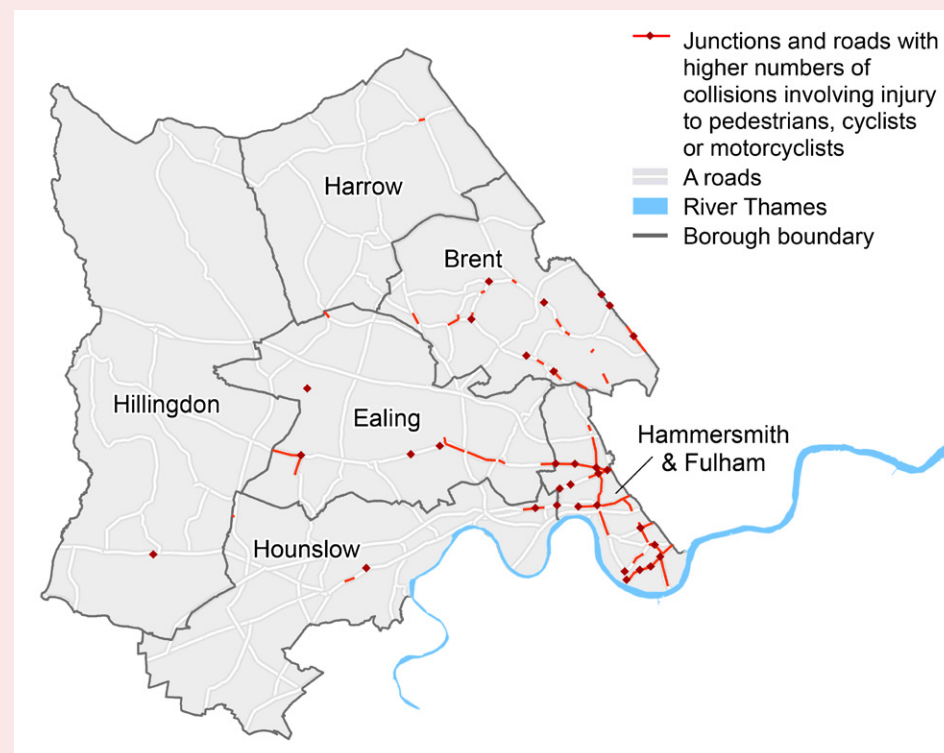
Making central London safer

To assist the sub-region to identify locations where VRU collisions are over-represented, TfL has developed Road Safety Priority Lists. The Priority Lists are ordered according to the nodes or links with the largest number of collisions involving injury to a VRU. The map shows the Priority 1 sites (nodes or links) which are locations where VRU collisions are more than two standard deviations from the mean, and are therefore of highest priority. This map is a simplification of the borough road Priority List, a full map and a separate TLRN map are available on request.

Further information

Details of progress towards achieving the 40 per cent reduction in KSI casualties by 2020 and Road Safety Priority Lists can be requested from: DPRoadSafety@tfl.gov.uk.

Junctions and roads in the west London sub-region with higher numbers of collisions involving injury to pedestrians, cyclists or motorcyclists



Transforming the role of cycling

Cycling is a core part of travel in London. Since 2001, the number of cycling journeys on the Capital's main roads has almost tripled.

Every day more than 580,000 cycle trips are made – more journeys than currently on the DLR. It is expected that by 2020 more than one million journeys a day will be made by bike, well above today's ridership on any Tube line.

The Mayor published his Vision for Cycling in March 2013. It sets out how cycling provision will be transformed to support the growing numbers of cyclists across London.

The Mayor's Vision outlines plans to invest more than £900m on cycling over the decade to 2021/22. An extensive network of cycle routes will allow simpler and safer access to and around London and local town centres.

The Cycle Superhighways – a network of radial routes into central London from all around the city – will be expanded.

In addition, there will be a network of Quietways across London that will provide routes for new and inexperienced cyclists. In central London, these will combine with the Superhighways to form a dense network or 'grid.'

More details on the cycle schemes which are to be implemented as part of the Mayor's Vision for Cycling are being announced throughout 2014. Please refer to the TfL website for the latest information.

As part of the vision to improve cycling safety, TfL is working with London boroughs to introduce a Safer Lorry Scheme (SLS) to increase the safety of lorry journeys in London.

Cycle Superhighways

High capacity Superhighways, mostly on main roads, for fast commuters

Quietways

Slightly slower than superhighways but still direct Quietways on pleasant, low-traffic side streets for those wanting a more relaxed journey

Central London Grid

Grid of high quality, high-volume routes, using a combination of Superhighways and Quietways (including EW and NS Cycle Routes)

Mini-Hollands

Three outer London boroughs to be transformed into Mini-Hollands, with very high spending concentrated on these relatively small areas



Addressing the sub-regional priorities in 2013/14

The west sub-regional partnership continues to address the area's transport challenges by working together to implement pilot studies and undertake research.

The following projects were implemented within or by the west sub-region during 2013/14:

Bus Lane Lighting pilot

WestTrans has been working on an innovative pilot project geared towards removing uncertainties that drivers may have relating to the use of bus lanes by other vehicles during non-operational hours. The pilot will use in-road chevron lighting to indicate more clearly (than the current signage provision) when the bus lane is open to other vehicles and will be supported by both signage and a media campaign to inform road users of its purpose and operation.

The predicted benefits of this are considered to be two-fold:

- » better through flow of traffic (potential benefits

of reduced congestion & improved air quality);

- » decrease in penalty charges for motorists arising from uncertainty over permitted use of bus lanes.

Detailed design has been undertaken and a construction methodology approved. Scheme construction will be completed

by end July 2014. Monitoring of the scheme will be ongoing with a full review taking place within a year of it being fully operational.

Freight Mapping and Management

WestTrans is working with PIE Mapping and TfL to undertake a three-phase project to allow freight organisations/operators to more easily utilise freight-related data held

by local/regional authorities. The three phases are described below:

- » Phase 1: Data collection – sourcing all applicable freight data from west London boroughs
- » Phase 2: Data processing and automation – formatting the data to make it accessible to freight industry stakeholders
- » Phase 3: Providing the appropriate mechanism to ensure 'open source' access to the data collected and analysed in order to allow interested parties to make best use of it.

Continuous Review of the Bus Network

TfL's network development process is a continuous activity reflecting the constant change in travel demand. Around 50 changes were made to the bus network in 2013 to increase capacity, including peak time frequency increases, night time frequency increases, conversion to double-deck operation and route extensions.



Major LIP and TLRN Schemes Implemented in 2013/14

Sub-surface line upgrades to rolling stock and signalling	Completed 2013	Hammersmith flyover: phase 2 strengthening	Completed 2014
<p>New fleet on Metropolitan line was delivered in 2013 and roll-out of new trains on the Circle and Hammersmith & City lines was completed in early 2014. The new District line rolling stock will complete roll out in summer 2016.</p>		<p>Following the first phase of work successfully delivered in spring 2012, the final maintenance will extend the life of the structure. During the works the remaining 11 of the flyover's 16 spans were strengthened in a similar fashion to the five spans that were strengthened previously. The bearings carrying the structure were also replaced, carriageway drainage renewed and the entire flyover waterproofed and resurfaced to reduce the need for further maintenance in the future.</p>	
Reconstruction of the Willesden Junction approach	Completed 2013	North Acton cycle hub	Completed 2014
<p>Reconstruction of the station approach, Legible London, accessible bus stops and footway widening (2013).</p>		<p>A cycle hub at North Acton station is planned. It will consist of additional 24 stands and is due to be delivered in 2014.</p>	
Fulham Palace Road corridor, Hammersmith & Fulham	Completed 2013		
<p>Improvements along the corridor from Talgarth Road to Putney included CCTV, resurfacing carriageways and highway improvements. The works aimed to improve traffic flow along the road, pedestrian safety in the area and to reduce crime.</p>			
Fulham Palace Road & A306 Castelnau	Completed 2013		
<p>Following the first and second phase of works which concentrated around Hammersmith Bridge Road/Castelnau and Fulham Palace Road where signals were modernised, new crossings added and a junction redesigned, the final phase concentrated on Lillie Road with relocation of an existing traffic island and enhancements to provide a southbound two lane approach.</p>			

Investing to improve west London from 2013/14

The following schemes have committed funding from sources including the TfL Business Plan and LIP funding.

Implementing the Cycling Vision

The future Cycle Superhighways, Better Junctions, Quietways and Mini-Hollands continue to be developed in light of the aspirations and direction set by the Mayor's Vision for Cycling.

Barclays Cycle Hire Expansion and Intensification Programme

Barclays Cycle Hire is continually reviewing and monitoring demand for the scheme.

As part of the Expansion and Intensification Programme, TfL will be delivering over 25 docking stations and more than 750 docking points across the network to improve accessibility and coverage.

By spring 2014 there will be over 11,000 bikes, over 720 docking stations and around 19,000 docking points across the scheme.

Improved local bus services

As detailed in the Business Plan published in December 2013, TfL expects service levels to increase by 3 per cent and demand to increase by 7 per cent over the next seven years. TfL will continue to keep the bus network under regular review to ensure sufficient capacity is provided to serve London's growing population. Engagement with boroughs and other stakeholders will be central to this work.

TfL has been working with borough officers from Brent in the west sub-region, for example, to consider new additional capacity and new bus links for the Wembley retail and residential development.

Finally, the TfL Business Plan has allocated £200m over the period to 2020/21 for the development and implementation of schemes to give buses new priority at pinch points and along new bus priority corridors serving key growth areas. With around 80 per cent of bus services running on borough-controlled roads,

TfL staff will work with borough officers to ensure that this is spent in the most cost-effective way.

TfL bus fleet technology

TfL completed the fitment of selective catalytic reduction (SCR) equipment to 900 buses with Euro 3 engines in March 2014 as part of a £10 million NOx reduction programme jointly funded by the Department for Transport (DfT). This reduced the tailpipe emissions of retrofitted vehicles by up to 88 per cent.

TfL will replace the remaining Euro 3 vehicles by the end of 2015 with new buses fitted with the ultra-low emission Euro 6 engine and exhaust after-treatment system which reduces tailpipe emissions by up to 95 per cent. The two measures combined will result in a 20% NOx reduction from the overall fleet by 2015 compared to 2012 levels.

TfL is tackling climate change through the rapid introduction of hybrid diesel-electric buses to the

fleet and through trials of all-electric vehicles. The current 660 hybrid buses are to be increased to 1,700 by 2016 which represents one in five vehicles, and the Mayor aspires to increase this number further so all buses operating in central London harness this technology by 2020.



The first two all-electric buses entered the fleet in December 2013 and will increase to eight in 2014. These will be evaluated in operational service so a strategy can be developed for the wider adoption of zero-emission vehicles in the fleet and for further emissions reduction. TfL will also be trialling rapid wireless induction charging and the range extended to diesel-electric buses in 2014/15 to understand the added contribution these initiatives can make.

Energy efficient street lighting

The energy efficient street lighting programme on the TLRN introduces LED lighting and a central management system (CMS) to control lighting levels according to time, location and traffic flow.

As well as offering considerable energy efficiencies, more than 50 per cent in some cases, LEDs provide better lighting control which reduces light pollution. CMS goes live in summer 2014.

National Rail capacity increases

Measures to increase peak time capacity on National Rail routes include:

- » South Western Main Line peak time train lengthening to 10 car trains by end of 2014. Frequency increases to 5 tph from December 2014 rising to 6 tph in 2015 and 8 tph in 2019
- » West London line train and platform lengthening to eight cars between Croydon and Watford / Milton Keynes (2014)
- » Network rail continues to work with Heathrow Airport and the DfT to develop plans for rail access to the airport from the west. The project will provide direct rail connections to key catchments within the Thames Valley, as well as faster journey times to South Wales and the South West. It is estimated the project will be completed by 2021

Crossrail

Crossrail is a new railway that will link Reading and Heathrow in the west, to Shenfield and Abbey Wood in the east. Less than five years after works began Crossrail reached the halfway point of its construction in January 2014. The line's central section is expected to be operational by the end of 2018.

The new railway will provide west London with fast, frequent, high capacity services to the City, the West End and Docklands.

Crossrail complementary measures

As a complementary measure TfL, Crossrail and the local authorities have developed urban realm master plans for the environs of its stations.

Electrification of Great Western main line

Electrification allows faster and more frequent services, including the introduction of new rolling stock and IEP (Intercity Express Programme) services, providing higher capacity into Paddington.

London Overground capacity increase

The Overground capacity increase programme is underway and includes the construction of longer platforms and the delivery of an additional 57 carriages by the end of 2015 that will increase the capacity of the service by 25 per cent.

London Underground service improvements

The Bakerloo line will have an additional two trains operating in the peak hour running from Elephant and Castle to Queen's Park. Jubilee line timetable improvements will extend the high-peak period and increase off-peak services.



Investing to improve west London sub-region from 2013/14

Night Tube service at weekends on the Northern, Piccadilly, Victoria, Central and Jubilee lines (2015)

A new 24-hour service will be introduced on the Tube at weekends from 2015. The Night Tube will run initially on the Piccadilly, Victoria, Central and Jubilee lines as well as key sections of the Northern line.

Contactless ticketing expanded to the DLR, London Overground, Trams and Tube

Since the launch of the contactless payments using bank cards in

December 2012, over five and a half million journeys have been made using contactless payment. To allow for even faster boarding, a reduction in bottlenecks, and to make it easier for customers to pay for travel, contactless payment has been introduced on bus services and will be extended for use on the Tube, DLR, Trams and Overground.

Sub-surface line upgrades to rolling stock and signalling

All new trains with air-conditioning and walk-through carriages are expected to be in service in 2016.

To improve accessibility, they will also have wider doors and walkways, lower passenger alarms and a smaller gap between the train and platform.

A signalling upgrade is planned on the District, Metropolitan, Circle and Hammersmith & City lines, which together make up 40 per cent of our network. This will enable a more reliable service with increased frequency and capacity.



Greenford station Step-free access

Work is well underway to make Greenford Underground station step free with a new 'incline lift', which customers will be able to start using in 2015. Station improvement works will also include a new and wider centre staircase. A new cycle hub is also being planned at the station.

Pedestrian projects

Pedestrian countdown technology will continue to be rolled out across the sub-region. Key walking route projects are planned through 2014/15. Further significant

expansion of the popular Legible London system is also underway.

In summer 2014 TfL is set to launch trials of world leading "intelligent" pedestrian technology to make crossing the road easier and safer. This will include the introduction of video camera technology to automatically detect how many pedestrians are waiting at crossings and adjust signal times accordingly. In addition, TfL is developing a 'call cancel' technology, which can detect when a pedestrian who has pushed the crossing button has either crossed or walked away.



Major LIP and TfL Schemes from 2013 / 14

Sudbury Village (2017)

The scheme is located on Greenford Road between Sudbury Hill station and Sudbury Hill Harrow station on the boundaries of LB Harrow, LB Ealing and LB Brent. Its overarching objectives are to address access and safety issues at the junctions, station spaces and links in the area in order to better unify this local shopping centre and improve interchange between the stations, whilst also enhancing the surrounding environment. The area will also benefit from cycling improvements.

Ealing Broadway interchange (2015)

The scheme complements Crossrail investment in the station and forecourt and seeks to provide bus operational and infrastructure improvements to enhance the bus/rail interchange, establish step-free access, provide enhanced pedestrian and cycle routes from surrounding areas, improve cycle parking and ensure adequate capacity to cater for forecast growth in transport use. Urban realm improvements will also be delivered as part of the scheme.

Shepherd's Bush town centre (2015)

The proposals aim to significantly improve routes from the local area to the two stations on the Hammersmith and City Line, which have recently benefitted from capacity improvements. Wider footways, reducing street clutter, cycle lanes and improved crossings form part of the scheme.

Hayes town centre (2016)

The proposals aim to regenerate all aspects of the town centre, linking to the opportunities offered by Crossrail investment. The measures include the proposed re-opening of Station Road to two-way working including for buses in the main town centre with improved lighting, reducing street clutter, and improved crossings to enhance accessibility. It will also reduce crime and antisocial behaviour and improve access to the canal towpath for pedestrians and cyclists.

Hounslow (2016)

The major scheme complements the current Outer London Fund (OLF) project to regenerate the pedestrianised section of Hounslow High Street with proposals for the eastern end of the High Street including enhanced bus stop accessibility, urban realm improvements, cycling enhancements as well as improved pedestrian link through the town centre to the LU stations and the bus stops on Hanworth Road.

Future opportunities

Many challenges in west London will still remain after the committed initiatives set out in the TfL Business Plan and LIP programme are implemented.

More can still be done to support continued economic growth; deliver a better quality of life; improve access to opportunities; reduce transport's contribution to climate change, and improve safety and security both within west London and more widely for London as a whole.

The following projects can be further explored to work towards addressing the challenges in the west sub-region.

Crossrail complementary measures

In order to support transport interchange improvements around Crossrail stations within London, and alongside Crossrail and Network Rail's separate investment, TfL has identified in its Business Plan a total funding budget of £28.5m to be spent over four financial years (2015/16 -2018/19).

TfL's Crossrail Complementary Measures (CCM) funding programme supports the ambition and priority to see improvements outside every Crossrail station in London in order to deliver an enhanced urban realm and transport interchange. The CCM funding will be predominantly used for the core area works at stations outside of the central area. The initial part of the process requires boroughs to submit a scoping application by the 1st August 2014 for each station for which funding is being sought.

Maximising the potential of HS2 - Old Oak Common

TfL continues to work with HS2 Ltd to ensure that the opportunities offered by the HS2 project are maximised and the impacts on the London transport network kept to a minimum.

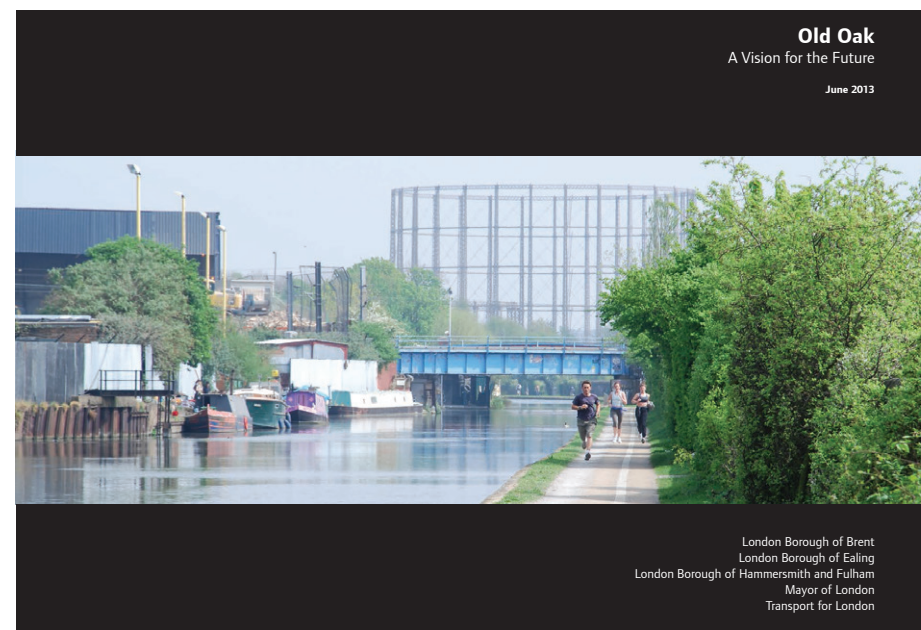
Through the Hybrid Bill process, TfL is pushing for a number of changes to the project to ensure a better solution is ultimately delivered. TfL has responded to the consultation on the Environmental Statement (ES) and hopes that a number of these

changes are incorporated ahead of the second reading of the Bill.

At Old Oak Common, additional connections are required to ensure that the station is connected properly to its west London surroundings. In particular, the following are needed:

- » Links to the London Overground service via a new station in the Old Oak Common area

- » A second highway access to the east, allowing traffic to disperse across a range of routes
- » A pedestrian / cycle way between North Acton LU station and Old Oak Common to allow local connections to the west of the station
- » Extension of some Crossrail services from Paddington / Old Oak Common to the West Coast Main Line,



allowing a number of existing suburban services to come out of Euston. This would free up space at Euston for HS2 passengers and trains, and also spread the benefits of Crossrail into north west London and Hertfordshire.

All of the above links are essential to facilitate regeneration at the Old Oak Common site, as set out in the Old Oak Common Vision. Without these links, the site would be almost entirely dependent on Crossrail, which only offers access in an east-west axis. Options to extend rail access from Old Oak Common to Heathrow are also being considered.

New Tube for London programme

As a co-ordinated series of line upgrades for the Bakerloo, Piccadilly, Waterloo & City and Central lines, the New Tube for London programme will form the next generation of line upgrades and aims to deliver asset renewals in a more comprehensive, consistent and systematic manner.

The first deliverable is a new generation of trains across the various lines. This provides a unique opportunity to transform the customer experience and the operation and maintenance through technology-enabled change and asset renewals.

Airport surface access and the Airports Commission

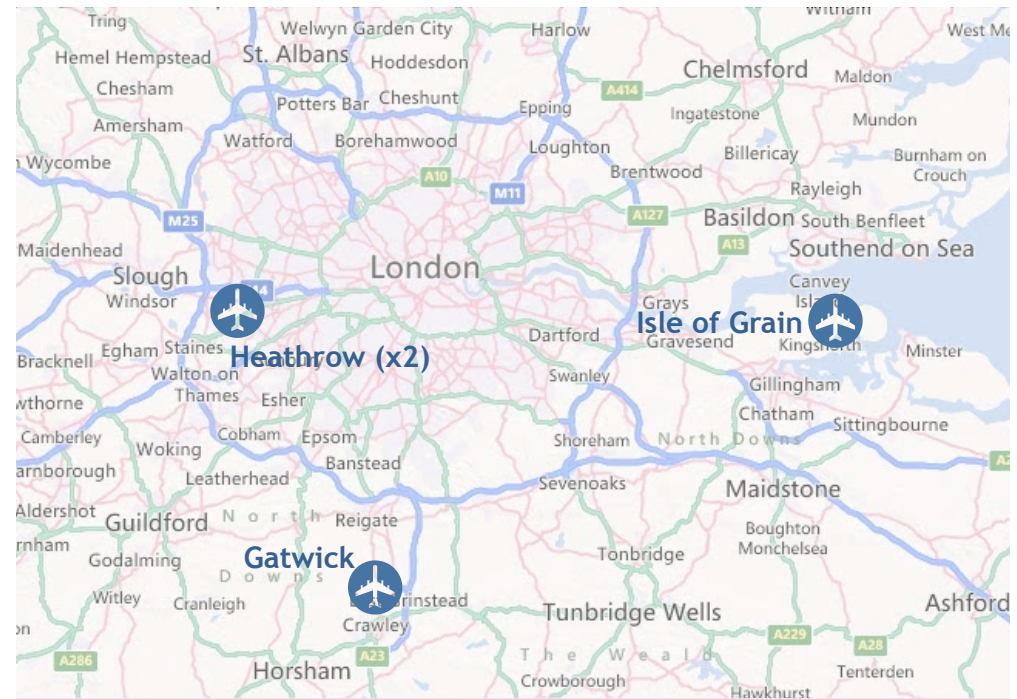
Supporting sustainable access to all London’s airports is a key challenge for all sub-regions. TfL will continue to work with the airports via their Transport Forum Steering Groups, together with boroughs, councils and other organisations, such as Network Rail, to support the Government’s requirements for sustainable aviation whilst mitigating its impacts.

The Airports Commission has been established by the Government to tackle the UK’s aviation hub capacity shortage. In December 2013 three options were short-listed for Gatwick and Heathrow. TfL’s Aviation

Unit has supported the Mayor in building a robust case for a new hub airport to the east of London and in 2014 will continue work with the Commission to investigate options for a new hub airport. The Commission plans to publish a final recommendation in 2015.

Improving rail access to Heathrow from south and south west London

A study to look at potential connections to the rail network is proposed to enable trains to connect Heathrow Airport with key locations in south west London and Surrey.



Options for new airport capacity under consideration by the Airports Commission

Future opportunities

Improving Night bus services

The new 'Night Tube' network will complement existing 24 hour Night bus services, giving passengers an extensive and integrated service throughout the night. When the weekend Tube service is running there are likely to be reduced capacity requirements. TfL will also review connections in the suburbs from the Night Tube network.

20 mph speed limits

TfL supports the roll-out of 20 mph on borough roads and trialling 20 mph on some parts of the TLRN, subject to considering the balance with modal requirements and characteristics of the area.



Next steps

Addressing the sub-regional priorities in 2014/15

The west sub-region partnership has the opportunity to continue to address the sub-regional challenges by working together.

The draft priorities for the west sub-region to address the identified challenges within the sub-region for 2014/15 include:

2014/15 draft priority work areas

- Improving air quality and reducing CO₂ emissions
- Developing the sub-region's cycling network
- Making the freight network more efficient
- Investing in area, corridor and junction studies to address challenges on the road network
- Improving road safety
- Improve the quality of urban realm and promote walking

Funding

In December 2013, TfL published its Business Plan which sets out proposals to deliver the Mayor's Transport Strategy over the coming decade.

The targeted investments outlined in the plan will support economic growth through increased capacity and connectivity, as well as achieving wider aims to improve Londoners' quality of life.

The most recent spending review resulted in a 25 per cent cut to our operational funding from central Government.

However, TfL's key role in London's growth is reflected in the protection of our capital grant to 2020/21. We remain committed to delivering key projects including major Tube line and station improvements, road upgrades and rail capacity increases.

Where necessary we have stopped or reduced the scale of our lower-priority activity, and we are developing commercial third party revenue schemes and innovative solutions to further reduce costs.

We work in partnership with borough councils which we fund through a combination of Local Implementation Plans (LIPs) and project-specific funding for Mayoral and borough priorities, many of which have been described in this plan.

We are working with the boroughs to reduce costs and enable them to do more with LIP funding.

Match funding

The gap between what is assumed to be funded and what

is required widens over time within the central sub-region.

The importance of working in partnership with businesses, Business Improvement Districts and other third parties is critical to securing match funding and to maximise delivery.

Potential funding sources for future match funding

- » TfL LIP programme
- » Horizon 2020
- » BID funding

- » Clean Air Fund 2
- » Mayor's Air Quality Fund
- » Incubator Fund
- » Local Authority EMAS and Procurement (LEPT) European funding
- » Road Strategy
- » S106 contributions
- » Community Infrastructure Levy (CIL)
- » OLEV

Summary of funding allocations 2014/15

Borough	Corridors, neighbourhoods and Supporting measures (£,000)	Principal road maintenance (£,000)	Local transport funding (£,000)	Major schemes funding (£,000)	3 year funding
					Borough cycle programme (£,000)
Brent	2,480	851	100	0	468.7
Ealing	2,919	870	100	1,006	622.6
Hammersmith & Fulham	1,724	522	100	1,363	296
Harrow	1,400	790	100	0	568
Hillingdon	2,615	907	100	681	326
Hounslow	2,568	0	100	2,137	525
TOTAL	13,706	3,940	600	5,187	2,803.3

For more budget information and a more extensive scheme list refer to the TfL Budget for 2014/15.

Appendix A:

Significant schemes that unlock and facilitate growth

Significant schemes that unlock and facilitate growth

Growth areas within the sub-region	Significant Schemes	Contributes to unlocking and facilitating:	
		Homes	Jobs
Colindale / Burnt Oak Opportunity Area	Thameslink programme Northern line frequency enhancements	12,500	2,000
Earls Court and West Kensington Opportunity Area	Sub-surface line upgrades to rolling stock and signalling	4,000 7,500 (FALP)	7,000 9,500 (FALP)
Heathrow Airport Opportunity Area	Crossrail (2018) Crossrail complementary measures Electrification of the Great Western Main Line Options to extend rail access to Heathrow	9,000	12,000
Old Oak Common Opportunity Area	Additional peak trains on the Bakerloo line Crossrail (2018) Crossrail complementary measures Crossrail 2 High Speed 2 Willesden Junction Overground platform extensions New London Overground station	24,000	55,000
Southall Opportunity Area	Crossrail (2018) Crossrail complementary measures Southall Broadway public realm improvements	4,000 6,000 (FALP)	2,000 2,500 (FALP)
Wembley Opportunity Area	Additional 10 per cent capacity on Chiltern services Increased Jubilee line timetable improvements Wembley Stadium access corridor improvements North Circular Strategy	11,500	11,000
White City Opportunity Area	Sub-surface line upgrades to rolling stock and signalling Shepherd's Bush Town Centre West Public Realm improvements	4,000 6,000 (FALP)	2,000 10,000 (FALP)
Harrow and Wealdstone Area for Intensification	Additional 10 per cent capacity on London Midland Additional peak trains on the Bakerloo line	2,800	3,000

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MAYOR OF LONDON

