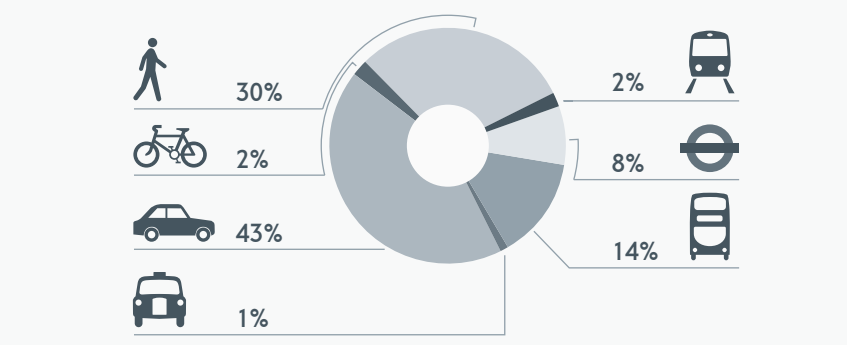


Who lives and works in the west London sub-region?

The west London sub-region, represented via WestTrans, consists of the London boroughs of Brent, Ealing, Hammersmith and Fulham, Harrow, Hillingdon and Hounslow.

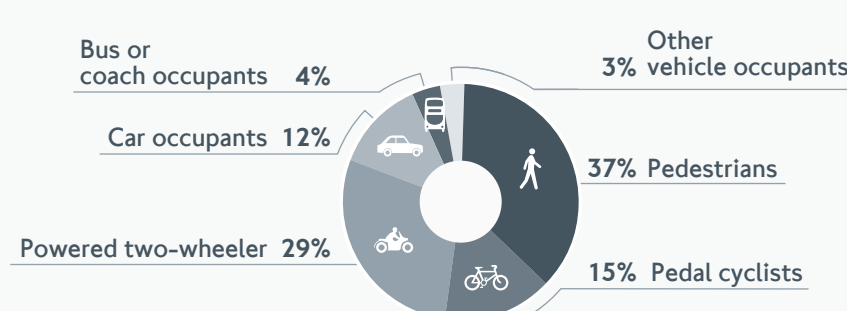


How people travel in the west London sub-region?



Londoners' mode share by sub-region of trip origin, average day (seven-day week), LTDS 2012/13

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



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 Park Royal City OAPF (including Overground and Crossrail spur)
- Smarter Travel initiatives targeted at key trip generators (NHS, HE/FE, Hotels, Businesses)
- Cross-borough Rail and Underground station access schemes

Opportunity Areas

Opportunity Areas include Heathrow, Wembley, Old Oak Common, Southall, White City, Earl's Court and West Kensington, Brent Cross, Colindale/Burnt Oak in the neighbouring North London sub-region

Further information

The west Sub-Regional Transport Plan 2013/14 update provides more detail on the sub-regional projects.

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What was delivered in 2013/14?

- Sub-surface line upgrades to rolling stock
- Barclays Cycle Hire expansion and intensification
- Major borough LIP and TFL schemes
- Hammersmith flyover strengthening phase 2
- Reconstruction of the Willesden Junction station approach

What is committed?

- Additional 10% capacity on Chiltern services (2019)
- Additional 10% capacity on London Midland (2014)
- Completion of Croxley link to Watford Junction
- Crossrail (2018)
- Crossrail complementary measures
- Electrification of the Great Western Main Line including a range of projects to add capacity and reduce journey times including Heathrow western access (2014-2022)
- Peak train lengthening on the South Western Main Line improving capacity by 10% (2014)
- West London line train and platform lengthening to eight cars between Croydon and Watford / Milton Keynes (2014)
- Sub-surface lines signalling upgrade
- Completion of the Thameslink Programme (2018)
- Jubilee line timetable improvements
- Night Tube service at weekends on the Northern, Piccadilly, Victoria, Central and Jubilee lines (2015)
- Two additional peak trains per hour on the Bakerloo line
- Contactless payment expanded to the DLR, London Overground, trams and Tube
- Train lengthening to five cars on London Overground (2015)
- Barclays Cycle Hire intensification
- Implementation of the Mayor's Vision for Cycling
- Bus priority opportunities at bus pinch point locations and within opportunity and growth areas
- Step free access stations
- Major borough LIP and TFL schemes
- Sudbury Village - Addressing access and safety issues at the junctions.
- Chiswick Roundabout/Kew Bridge junction
- Hammersmith Broadway Better Junction

7 Crossrail complementary measures

TfL, Crossrail and the local authorities have developed urban realm master plans for the environs of stations to be serviced by Crossrail to improve public space, safety and walkability.

25 Options to improve rail access to Heathrow from south and south west London

Delivering the vision for London's streets and roads

The Roads Task Force (RTF) report, 2013 sets out a vision of how London can cope with major population growth and remain one of the most vibrant, accessible and attractive world cities.

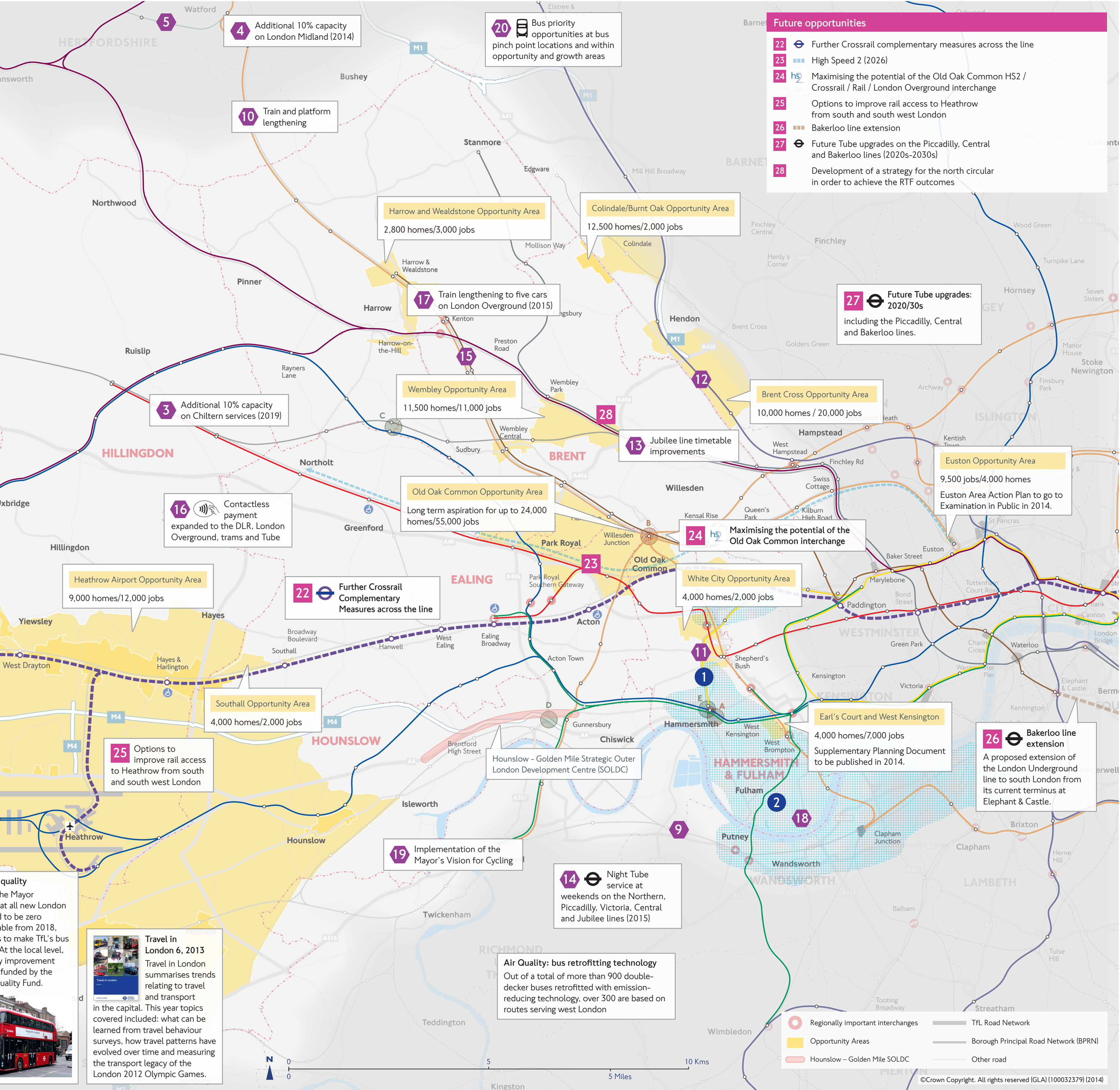
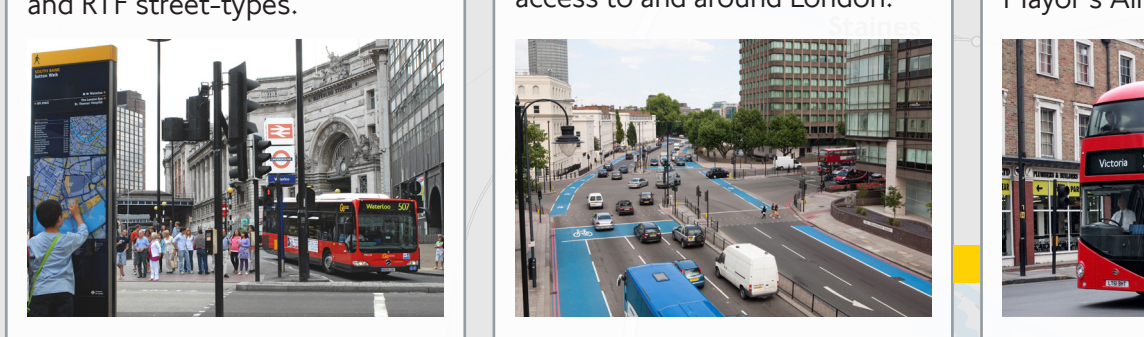
TfL is working with London's boroughs to take forward the RTF recommendations related to strategic studies of the Inner Ring Road, freight vehicles, travel demand management measures, and RTF street-types.

Transforming the role of cycling

The Mayor's Vision for Cycling, 2013 sets out how cycling provision will be significantly transformed to support more people to cycle across London. The plan to invest in an extensive network of cycle routes, including Cycle Superhighways and Quietways, will allow simpler and safer access to and around London.

Improving air quality

During 2014 the Mayor announced that all new London taxis will need to be zero emission capable from 2018, and proposals to make TfL's bus fleet cleaner. At the local level, new air quality improvement measures are funded by the Mayor's Air Quality Fund.



Travel in London 6, 2013

Travel in London summarises trends relating to travel and transport in the capital. This year topics covered included: what can be learned from travel behaviour surveys, how travel patterns have evolved over time and measuring the transport legacy of the London 2012 Olympic Games.

Air Quality: bus retrofitting technology

Out of a total of more than 900 double-decker buses retrofitted with emission-reducing technology, over 300 are based on routes serving west London