



# WestTrans Partnership

## ANNUAL REPORT 2011/2012





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# 1. Introduction

WestTrans is a partnership of the six West London boroughs of Ealing, Brent, Hammersmith & Fulham, Harrow, Hillingdon and Hounslow. The partnership is led by Ealing Council. We work with Transport for London and other West London stakeholders to identify, develop and implement transport projects to the benefit of the sub-region.

The performance of our partnership has been under close scrutiny in recent years as public spending is curtailed and some projects are called into question to protect core services. In 2010 a review of London sub-regional partnerships recommended a reduction in the number of partnerships supported by Local Implementation Plan (LIP) funds from 14 in 2010/11 to six from 2011/12 onwards. WestTrans emerged from this review process as one of the six partnerships that would continue to receive funding; testament in part to our past record in delivering a strong programme of activity, and our ambitious programme for the years ahead.

At WestTrans we are proud that we have maintained our focus, and as a result we have been able to sustain the level of support offered to our partners and stakeholders.

This year was our first year following the transition to a more streamlined partnership arrangement. WestTrans is now tasked with a broader, more strategic transport planning role and we are rising to the challenge; we were shortlisted for the London Transport 'Partnership of the Year' award in recognition of our collaborative approach to project delivery.

Our highlights for 2011/12 included the delivery of strategic corridor studies, where we have investigated problems on orbital corridors in West London and identified potential solutions, our ongoing support for the Biking Borough programme in Brent, Ealing, Hillingdon and Hounslow, and a number of new and innovative behaviour change initiatives. These headline achievements, together with some updates on our core activities, are described in further detail in this year's annual report.





## 2. The West London Sub-Regional Transport Plan

Transport for London, in conjunction with the Greater London Authority, worked closely with the West London boroughs and other stakeholders such as WestTrans to develop the West London Sub-Regional Transport Plan. Since the Plan's publication, WestTrans' activities have been guided by its contents – both in terms of its overarching objectives and the specific items in its implementation plan.

The West London Sub-Regional Transport Plan was published in November 2010, alongside the Sub-Regional Transport Plans for the four remaining London sub-regions. The West London Sub-Regional Transport Plan is intended to fill the gap between the strategic policies and proposals in the Mayor's Transport Strategy (MTS) and the local initiatives in boroughs' Local Implementation Plans, defining the strategic direction in the medium and longer term.

The key challenges identified in the West London Sub-Regional Transport Plan were to:

- Improve north-south connectivity;
- Improve access to, from and within key locations;
- Enhance east-west capacity and manage congestion;
- Enhance the efficiency of freight movements in the sub-region;
- Improve land-based air quality.





**“We now have agreement on the types of initiatives that will have to be delivered in each sub-region if London’s transport system is to meet the needs of all those who live, work and visit here. This means that we can adopt a co-ordinated approach to delivery and to securing funding for longer-term priorities”**

Councillor Catherine West, Chair,  
London Councils’ Transport and  
Environment Committee

With these challenges in mind, the following major projects have been highlighted as being crucial to the wider success of the West London sub-region:

- Implementation of Crossrail: Crossrail’s phased opening from 2018 will bring significant benefits to West London. Not only will it directly serve the Heathrow and Southall Opportunity Areas and Ealing metropolitan town centre, it will also support population and employment growth in other opportunity areas and town centres within the sub-region.
- Improved capacity and frequency of London Overground services.
- High Speed 2 Old Oak Common interchange: London Euston has been chosen as the central London terminal location for High Speed 2. To help address onward dispersal problems at Euston, the Department for Transport proposals recommend an interchange with Crossrail before reaching central London, at Old Oak Common in the borough of Hammersmith & Fulham. As part of the High Speed 2 proposals at Old Oak Common, all of the 14 Crossrail trains currently planned to terminate at Paddington will be extended to Old Oak Common.
- Upgrade of London Underground services: Major upgrades are underway to the Metropolitan, District, Hammersmith & City and Jubilee lines, which will deliver an increase in peak capacity into central London by 25-40%. In the future there will also be upgrades to the Piccadilly, Bakerloo and Central lines.
- Improving connectivity within sub-regional corridors.







## 3. Strategic Corridor Studies

One of the key challenges in the West sub-region, as highlighted in the Sub-Regional Transport Plan, is enhancing north-south public transport connectivity. Public transport journey times between certain metropolitan centres are well in excess of one hour and not competitive with private car journey times.

Through a process of analysis led by Transport for London, seven West London corridors were identified as 'underperforming' – that is, orbital routes which were subject to congestion and delay, overcrowding, or excessive journey times. The corridors were:

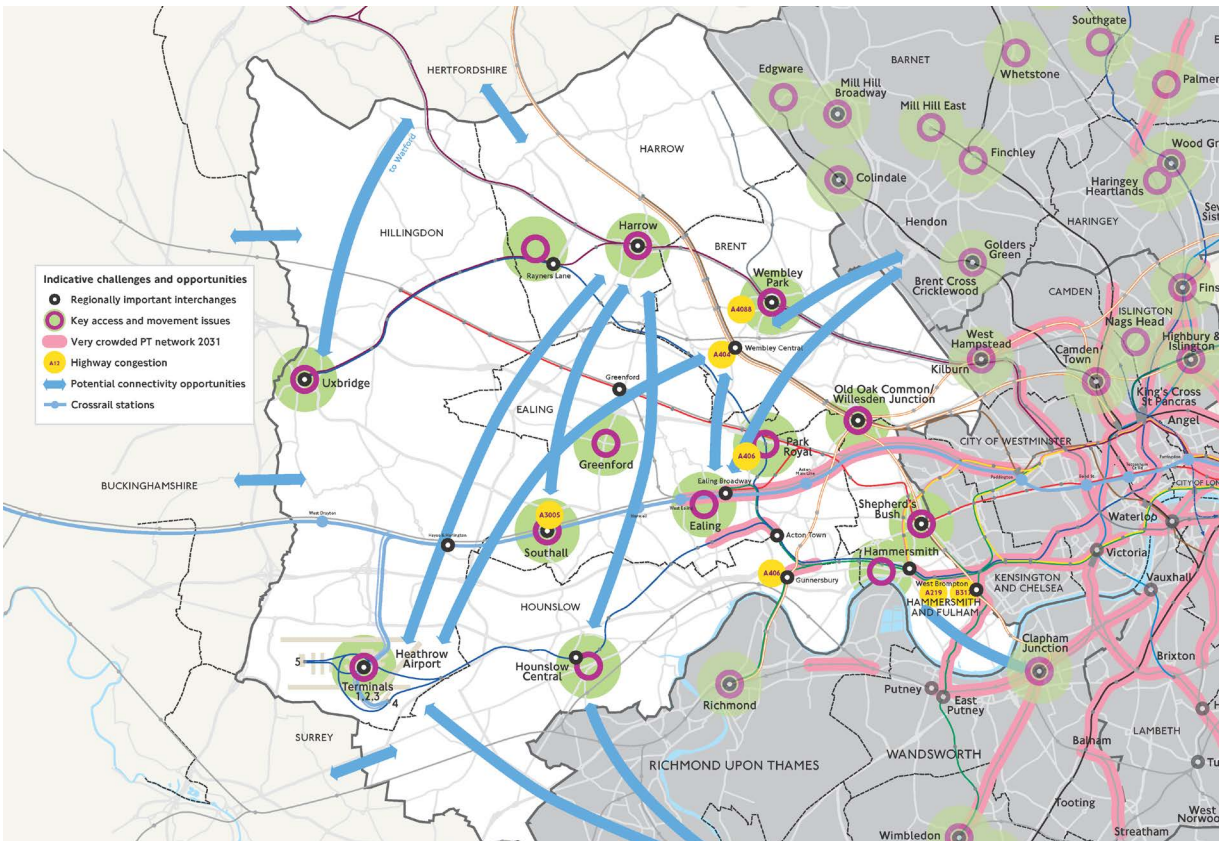
- Heathrow – Harrow
- Hounslow – Kingston
- Ealing – Brent Cross
- Wembley – Ealing
- White City – Hammersmith – Clapham Junction
- Heathrow – Kingston
- Heathrow – Uxbridge

To identify short and medium and term solutions to improve journeys on these corridors, WestTrans commissioned a series of studies to investigate the specific corridor issues in more detail. The study objectives were:

- To define and describe problems and issues affecting 'point to point' journey times and experience as a result of poor links, congestion or overcrowding.
- To identify connectivity challenges associated with the stated corridors.
- To identify and develop appropriate, multi-modal proposals for each corridor, that will deliver relevant outcomes that reflect and enhance the unique characteristics of each area.

The high-level corridor assessment was divided into two phases.

- The first phase was a corridor review, which defined the key movement routes within each of the corridors and categorised the different sections of the corridor based on the predominant characteristics, e.g. whether a section was a 'link', 'place', or 'interchange'.
- The second phase involved a detailed appraisal of the identified issues, data analysis and stakeholder feedback. It identified opportunities for improvements and solutions that could be made within the corridors, and provided a high level evaluation of their relative benefits and costs.



**TFL CHALLENGES WEST**  
London

The headline conclusions were to take forward the following short and medium term schemes:

- The creation of continuous cycle routes;
- The scoping of new cycle links;
- Junction signal improvements; and
- Improved interchange access and improvements to the interchange environment.

These recommendations are now being reviewed and taken forward by WestTrans as part of our ongoing work as a member of the West Sub-Regional Panel.

If you are interested in the finding out more about the content of the studies click the following link to view the final [strategic corridor studies reports](#).





## 4. Cycling Projects

Bringing about a 'Cycling Revolution' is a key Mayoral priority, and demanding targets for cycling mode share have been set for London. Transport for London's target is for 5% of all trips – 1.2 million trips per day – to be made by bicycle by 2025. Facilitating a significant and sustained modal shift to cycling from private car and public transport will cut carbon emissions, relieve congestion and overcrowding on the road and public transport networks, and deliver a range of health benefits to users across West London.

WestTrans is working in partnership with the West London boroughs and other stakeholders to encourage more people cycling, more often, bringing the 'Cycling Revolution' to West London.

### Biking Boroughs

Biking Boroughs were created in 2010 by the Mayor and Transport for London. The Biking Borough strategies are designed to help facilitate the development of several cycling suburbs and villages, all with their own unique cycling character and culture. In the WestTrans area, four out of five eligible boroughs have Biking Borough status: Brent, Ealing, Hillingdon and Hounslow.

Since 2010, WestTrans has supported Brent, Ealing, Hillingdon and Hounslow in the development of 'cycling hubs' in each area. Cycling hubs are key pockets of high demand in a borough around, for example, town centres and bus, rail and London Underground stations. It is envisaged that the development of these hubs will create beacons of cycling excellence within the borough and act as a catalyst for change.



The Brent Biking Borough programme is a three year (2011-14) package of measures aimed at increasing cycling levels in Brent, with a particular focus on the Kensal Rise area in the south of the borough. The package includes:

- Cycle improvements in Kensal Rise, including 300 additional cycle parking spaces, cycle routes to local destinations, resurfacing, contraflow access for cyclists and the installation of Advanced Stop Lines;
- Free 'Safe Urban Driving' training course for HGV drivers to promote sharing the road safely with more vulnerable road users, including cyclists and pedestrians;
- Residential cycle parking programme;
- Local community and workplace cycle events; and
- Support of Cycletastic, a local group of volunteers who undertake bike maintenance and recycle bikes for sale.

Ealing has a strong history of supporting cycling, and it is hoped that as the Biking Borough concept develops, Ealing will have the opportunity to become a leader in making cycling the norm in outer London. As part of the Ealing's Biking Borough programme, a new cycle hub at Ealing Broadway station is currently in development.

The new Ealing Broadway hub will be covered by CCTV and will also include a separate cycle hire facility, allowing people to hire bicycles for as little or as long as they like.

Councillor Bassam Mahfouz, cabinet member for Transport and Environment, said: "We've been working with partners like Ealing Cycling Campaign and are committed to making cycling as easy as possible for residents. By creating this hub, we have prioritised funding towards improvements that bring real benefits to bike riders."

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Councillor Bassam Mahfouz, cabinet member for Transport and Environment





Hillingdon received an allocation of £309,000 from Transport for London in 2011 to implement the measures identified in its Biking Borough strategy, including the creation of the Uxbridge Area Cycle Hub. This hub covers clusters of key attractors such as Hillingdon Hospital, Brunel University, Uxbridge College, Hillingdon Town centre and the Borough Council offices.

Hounslow secured £324,000 of funding from Transport for London to implement its Biking Borough programme, the fifth largest allocation across all London boroughs. The funded projects are concentrated in the cycle hub area of Isleworth and Brentford, and include:

- Improvements to the road network for cyclists in Isleworth and Brentford, including new cycle accesses, contraflow cycle lanes, improved surfacing and a cycle bypass;
- Trialling a Brompton Dock cycle rental system at the Civic Centre;
- Improvements to residential cycle parking across the borough;
- Cycling (and walking) health referrals, in partnership with NHS Hounslow;
- Recruitment of community cycle champions to promote cycling to their peers and communities; and
- Continuation of the Bike It programme at local schools.



### Stanmore to Thames Cycle Route Study

Westrans in partnership with Harrow, Brent, Ealing and TFL, commissioned a study to develop a radial cycle route for commuters and other users from Stanmore to the River Thames. It is hoped that the new cycle route will achieve the following:

- Provide a high quality designed and connected long radial route from Stanmore area to the Rotherhithe area;
- Deliver modal shift by attracting walking and cycling trips and thereby diverting journeys away from the car;
- Attract families and children and act as a 'nursery' for new cyclists who will then develop the confidence and skills to ride on the road;
- Improve overall access to nature for those with mobility difficulties and visual impairments; and
- Link areas that are currently poorly connected.

Options for the route are currently being developed, and it is anticipated that planning of the preferred route can begin as soon as the scoping study is complete.



## Cycle Wayfinding Project

WestTrans has supported a study led by the London Borough of Hounslow to develop an accepted methodology and standard for signing London Cycle Network (LCN) routes in outer London. The work focused on a review of the route and current signs linking Ealing, Brentford, Isleworth, Twickenham and Kingston (LCN routes 75 and 85), before recommending a detailed signing schedule for the routes. The research showed:

- The majority of cyclists use paper maps rather than online resources to help them plan and navigate on their journey;
- The majority of wayfinding behaviour is informed by pre-journey tools;
- Existing signage in most areas of London is perceived as adequate for navigational purposes;
- Route planning is more informed by information provided before the journey, whilst on-journey information serves mainly to reassure.

Key recommendations from the study will be implemented on LCN route 75 in summer 2012, and on LCN route 85 in 2013.



## West London SkyRides

WestTrans has been particularly keen to support outer London Sky Rides across the West London boroughs in recent years, and in 2011 the outer London Sky Ride event was held in Hillingdon. The Hillingdon event followed the success of the Ealing event in 2010, which attracted 13,000 cyclists onto the streets of central Ealing and Hanwell, and the Hounslow event in 2009, which attracted 11,000 cyclists.

The Sky Ride event in Hillingdon in 2011 was held on a sunny day, and the route included Barra Hall Park, Lake Farm, Minet Cycling Circuit and Hayes Town Centre. 7,000 people took part in the nine kilometre ride, including one keen cyclist who was just 3 years old. One child even learnt to ride a bike before setting off on his first ride. The day was very well organised and it gave the public the opportunity to learn more about other sports and cycling initiatives that they could become involved in.



## Barclays Cycle Hire

Spring 2012 saw the opening of the latest phase of the Barclays Cycle Hire scheme at the Westfield Shopping Centre in White City, Hammersmith & Fulham. The docking stations at Westfield enable shoppers to make journeys using the hire bikes to and from central London.

This extension of the existing cycle hire 'core' around central London paves the way for the installation of further docks in Hammersmith & Fulham. WestTrans will continue to support partnership boroughs in their bids to embed the Barclays Cycle Hire scheme in West London.

The Mayor of London, Boris Johnson, said: "My thanks go to the boroughs who have been champing at the bit for an expansion of this scheme, and to Westfield London for providing an investment that will enable hordes of shoppers to make the journey to their glittering halls by the cleanest, greenest and most enjoyable form of transport available."

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Boris Johnson, Mayor of London





# 5. Sustainable Travel

Promoting sustainable travel is at the core of WestTrans' activities, and the WestTrans team and their partners are committed to funding tried and tested initiatives that deliver behaviour change, as well as investigating and nurturing new and innovative approaches.

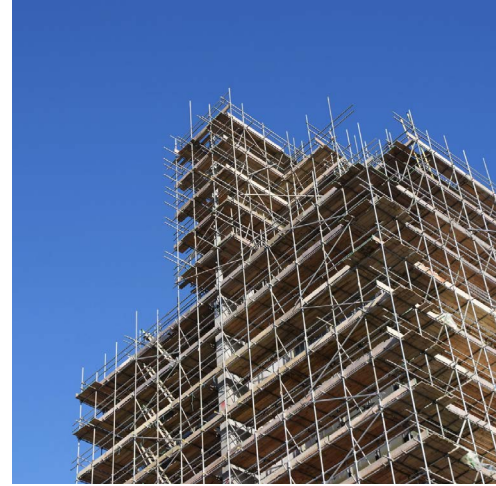
WestTrans is proud to lead the way in innovation through the ongoing delivery of its sustainable travel programme.

## Development Control Travel Planning

Asking an organisation to develop a workplace Travel Plan is one of the key ways in which a sustainable travel message can be 'rolled out' across the WestTrans area. For new developments, a Travel Plan is now frequently a part of the condition of development. The requirement to develop the Travel Plan can be secured through a planning condition or Section 106 agreement (a legally binding obligation). This means that all new developments which are likely to have an impact on the local transport environment will be bound to a number of sustainable travel goals through their Travel Plan.

The WestTrans team works closely with Transport Planners and Planning Officers at all six West London boroughs to ensure that the way in which the Travel Plans are secured, written and monitored promotes sustained and measurable behaviour change within the organisation. WestTrans has a significant role in each stage of the Travel Plan process:

- Securing the Travel Plan. WestTrans provides advice on the way in which Travel Plans can be secured (e.g. planning condition or Section 106), and the wording that should be used for legal clauses. This year WestTrans developed an online tool that enables borough officers to search through real examples of clauses related to Travel Plans, so a borough officer can 'build' an agreement from scratch (subject to advice from planning or the borough's legal team).
- Improving the standard of submissions. WestTrans has developed guidance to help developers and those new to the Travel Planning process write Travel Plans that are fit for purpose.
- Expert review and comment. WestTrans can review Travel Plans on behalf of the borough to provide expert advice on the quality of the submission, and what further commitments and checks are required in future versions to bring the Travel Plan up to a suitable standard.
- Monitoring. WestTrans has recruited a full-time Monitoring Officer to ensure that the Development Control Travel Plans are being implemented and monitored. Development Control monitoring is covered in further detail in the following section.



## Development Control Monitoring

The Development Control Monitoring project was commissioned by WestTrans in 2009/10 to investigate the extent to which development related Travel Plans were being implemented and monitored after the development had been granted planning permission. Time and resource constraints in all borough offices had meant that once the final version of the original Travel Plan had been approved there was little further action, resulting in a situation in which only the most proactive sites were delivering and monitoring the implementation of their Travel Plans.

Since the start of the project in 2010 over 200 sites with an obligation to deliver a Travel Plan have been contacted in Brent, Ealing, Hammersmith & Fulham, Hillingdon and Hounslow to remind them of the requirements of the associated planning condition or Section 106 agreement. The Monitoring Officer has provided sites with proactive support to help them commission Travel Plan surveys and compile the monitoring report.

This year saw the recruitment of a full-time Monitoring Officer to the WestTrans team. The position is being funded using fees collected by each borough from developers for the monitoring of Development Control Travel Plans.

### Securing Travel Plan Monitoring Fees

WestTrans commissioned a study to investigate the most suitable fee structure and process to ensure that the cost of monitoring Travel Plans is covered by developer contributions when planning permission is first agreed.

The study recommended that the West London partner boroughs introduce a standardised fee scale for the administration and assessment of monitoring to ensure a consistency of approach.

The London Borough of Hounslow have now introduced this system and are securing monitoring fees as standard.

**“The fee structure proposed was simple and transparent and met the requirements from the Department for Communities and Local Government in terms of justifiability. We now secure monitoring fees as standard, which means that we’ll always have the right level of resource to ensure sites are making progress towards their Travel Plan targets.”**

Mark Frost, Senior Transport Planner at Hounslow

## Supporting Initiatives

This year WestTrans continued its work with organisations in West London who are developing and implementing a voluntary Travel Plan to reduce the carbon impact of its employees' travel or the congestion generated by their workplace.

The WestTrans offer includes:

- The Take-a-Stand scheme: WestTrans provide cycle stands to organisations who already have a Travel Plan or are actively working towards producing one. This scheme remained a popular initiative in 2011/12, with organisations from across the sectors expressing interest. Organisations that received cycle stands this year included the West London Mental Health Trust, Babul Murad Mosque, St Benedict's Parish and the Park Inn Hotel, Heathrow.
- Dr Bike sessions: WestTrans arranges for organisations to receive a visit from the 'Dr Bike' team so that cyclists can receive free maintenance advice, and have minor problems with their bikes fixed.
- Cycle training: WestTrans can arrange for organisations to receive free cycle training sessions. These sessions help those who want to start cycling to gain the skills and confidence necessary for making on-road trips. One of the organisations to benefit from this offer was the BBC, based at White City in Hammersmith & Fulham. Employees received training in two sessions in June 2011.
- Bespoke travel information leaflets: WestTrans undertook a project to map the entire West London area in a user-friendly style. With this mapping now produced, organisations can commission pocket sized maps, leaflets or poster style charts of local cycle, train, tube and bus routes to help them encourage staff and visitors to travel sustainably. Organisations receive a 50% discount on printing of the materials through WestTrans match funding.



**NEW CYCLE STANDS**  
Babul Murad Mosque

## Travel Planning Networks

### The NHS

The NHS, like many other sectors, has seen considerable change in the past year through transition and restructuring. Throughout this period, WestTrans has continued to support the NHS through maintaining its active support for NHS sites across the region. This has included:

- Direct support and guidance for the development and delivery of site specific Travel Plan strategies; and
- Financial assistance for innovative sustainable travel projects and initiatives through the sub-regional growth fund, with projects including:
  1. **North West London NHS Trust:** implementation of their new active travel policy.
  2. **West London Mental Health NHS Trust:** pedometer challenge.
  3. **Inner North West London Primary Care Trusts (Hammersmith & Fulham, Kensington & Chelsea, Westminster):** cycle maintenance training and materials.
  4. **Ealing Hospitals Trust and NHS Ealing:** cycle support package (cycle training and Dr Bike sessions).
  5. **Imperial College Healthcare NHS Trust:** 'I heart walking' challenge.

### Higher and Further Education Green Travel Days

WestTrans first promoted and funded Green Travel Days at Brunel University and the University of West London last year. The success of these exhibition days in raising awareness of sustainable travel meant that the universities repeated the event this year, and have made the event part of their regular calendar of events.



**BRUNEL UNIVERSITY****CASE STUDY**

Brunel University's Travel Day was held as part of the wider programme of events in their Green Week. The day aimed to encourage students and staff to think about travelling to University in a more sustainable way. External organisations with a sustainable travel message were invited to exhibit. Those in attendance were as follows:

- London Borough of Hillingdon: the team were on-hand to provide information on the different sustainable journey options available to staff and students, so they can make the right choice to reduce carbon emissions.
- Dr Bike: experts made minor repairs to bikes free of charge, and provided information on basic bike maintenance. Over 30 bikes were repaired on the day.
- Hertz car club: representatives from Hertz encouraged students to sign up to the car club scheme. Over 300 students signed up on the day.
- Eco Driving Simulator: more than 300 students received practical advice on how to drive more efficiently by trying out a special driving simulator.
- Relentless: the Relentless team showed students and staff the more adventurous side of cycling by showing off their cycling skills – dispelling the myth that cycling is 'boring'! Over 260 students took part.



**UNIVERSITY OF WEST LONDON (UWL)****CASE STUDY**

The University of West London's Green Transport Day took place in March 2012 as part of the University's programme of activities for Green Week. All those who travelled to the University by bike or on foot on the day were rewarded with a free breakfast. Exhibitors included:

- Zip car
- Eco Driving Simulator
- Rollapaluza: a cycle race against the clock.
- Blendavenda: a pedal powered smoothie maker.
- Police Safe Neighbourhood Team
- Ealing Cycles
- Dr Bike

The day received very positive feedback, and it is estimated that several hundred students and staff participating, with the Rollapaluza and the Eco Driving Simulator attracting the biggest crowds on the day.



## The Golden Mile

The 'Golden Mile' comprises a section of the Great West Road (A4) within the London Borough of Hounslow, including the areas of Chiswick, Brentford and Isleworth. With access to the M4 motorway, the area is a prominent commercial area with an estimated 200 organisations located in the area, employing between 20,000 and 25,000 people in total.

The Golden Mile Transport Group unites businesses along this corridor by providing a forum to discuss common transport problems and opportunities that apply to all organisations, with the aims of improving accessibility and reducing congestion through effective travel planning. WestTrans is a steering group member.

A key event in the calendar in 2011/12 was the Brentford Bike Fest, which took place in Boston Manor Park in June. Golden Mile companies were invited to take part in a celebration of cycling, which included:

- The Rollapaluza time trial challenge;
- MAD cycle stunt display team;
- Bike Doctor; and
- Metropolitan police security tagging.

For further information on Golden Mile initiatives and offerings, visit [www.goldenmilegroup.org.uk](http://www.goldenmilegroup.org.uk).

## HammersmithLondon BID

With the assistance of WestTrans funding, in 2011/12 HammersmithLondon Business Improvement District (BID) organised a series of guided walks on the last Friday of every month for the local business community, and on the first Saturday of every month for local residents. The series attracted more than 700 walkers.

In addition, more than 30 businesses within the BID attended an Olympic workshop which gave advice to businesses on business continuity during the Olympics.

Approximately 100 cyclists benefited from Dr Bike sessions, which culminated in the 'Wise Up' event in November: a crime prevention and community awareness event, including crime prevention advice from the Metropolitan Police, Olympic travel information and Dr Bike.



## Heathrow Mobility Management

The Heathrow Mobility Management group was created by Heathrow Airport, with Hillingdon Council and WestTrans as partners, to encourage sustainable commuting habits for its 76,000 employees. As a result, a comprehensive package of mobility management measures have been introduced to provide high quality alternatives to single occupancy car user for all employees.

This year, a Cycle Hub was launched to cater for employees who already cycle or are considering cycling to the site. The on-site cycle shop runs the cycle to work scheme for Heathrow Airport, arranges Dr Bike sessions and has a 'try before you buy' scheme to encourage would-be cyclists to gain valuable experience before they commit to a cycle purchase.

## European Projects

### Destination Heathrow

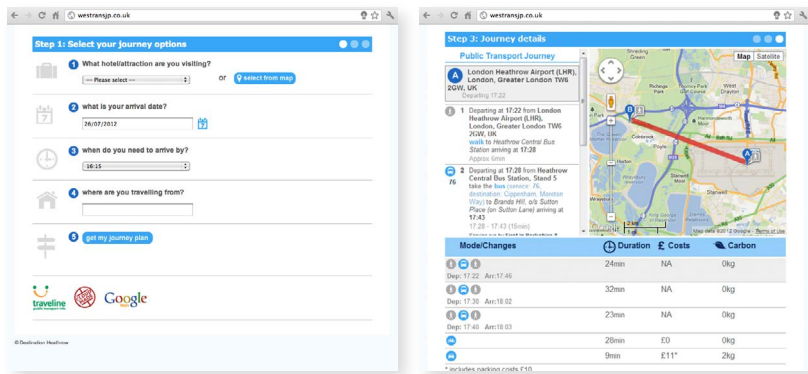
As part of our ongoing work with hotels in the Destination Heathrow area, WestTrans commissioned a multi-modal journey planner to support event management planning and to provide an easy way of providing sustainable travel information to guests.

The journey planner was designed to help guests and conference attendees plan their journey by public transport, walking or cycling direct to their hotel for their overnight or conference stay, without having to rely on a taxi or private car in order to make an unfamiliar journey.

The journey planner integrates easily with existing websites (including the Destination Heathrow website). For hotels who wanted to link to the planner from their own webpages, a unique link was set up for each hotel.

Eight hotels are listed in the journey planner, four of which have the journey planner linked to on their website or have integrated the journey planner into an existing page. The planner has been visited 2,000 times since its launch in November 2011. The majority of visitors are from the UK and US, with a smaller minority from European countries, United Arab Emirates and Canada.

Visit [www.westransjp.co.uk](http://www.westransjp.co.uk) to see the journey planner in action.



## Olympics 2012

The London 2012 Olympic and Paralympic Games are Britain's largest peacetime logistical events. In summer 2012, Olympic events at venues throughout London will attract 9 million spectators, with the number of Paralympic Games spectators expected to total 2 million.

The extra demand from athletes, spectators, the wider Games family and the media immediately before and during Games time will put additional strain on London's transport system. WestTrans have been investigating the expected transport impacts of Games operations on journeys into, around and out of West London, identifying the particularly busy areas and times when travelling will be more difficult in order to assist those who live and work in the area.

WestTrans have worked closely with the Travel Advice for Business team (Transport for London) to encourage West London businesses to sign-up for Olympics workshops so that they are better prepared for Games time.

Organisations can find more information about preparing for the Games at [www.getaheadofthegames.com](http://www.getaheadofthegames.com).





## 6. Freight

This year WestTrans has continued to support the delivery of freight improvement schemes across the West London sub-region.

### Harrow Freight Movement Strategy

In 2011 WestTrans commissioned a Freight Movement Strategy for Harrow. The aims of this strategy were:

- To set out the context for road freight movement in Harrow including the national, regional and local policy;
- To identify the key destinations for freight in the borough and set out how the Council will facilitate movement to these destinations;
- To identify the major environmental impacts of freight movement in the borough and explain the Council's criteria for determining how freight movement will be managed; and
- To set out the Council's future action plan to meet the objectives of the freight movement strategy and the wider policy objectives in the short, medium and long term.

The resulting document, The Local Freight Movement Strategy, is a living document, which the Council will review and update and action on a periodic basis to ensure the impact of freight movements are managed effectively and efficiently within Harrow.







## 7. Transport and Enhanced Emissions Model (TEEM)

The Transport and Enhanced Emissions Model (TEEM) is an emissions calculation model developed for West London by the West London Air Quality Group.

This year, the London Borough of Hillingdon further developed the model to calculate the current level of emissions from transport sources (including CO<sub>2</sub>, NO<sub>x</sub>, and PM<sub>10</sub>). This baseline calculation provides the starting point against which future reductions in emissions can be measured.

Other West London boroughs are currently considering the opportunity to use TEEM to calculate the emissions baseline across the whole West London area.





## 8. Plans for 2012/13

2011/12 has been a highly successful transitional year for the WestTrans Partnership and we are now well positioned for 2012/13 and the opportunities it brings with it. There are exciting times ahead for West London with the progression of schemes such as Crossrail and HS2, and the potential benefits these could have for areas around Old Oak Common and Park Royal. WestTrans will endeavour to play a key role in influencing a better transport system for West London with improved efficiency, accessibility and connectivity.

The continued need to enhance efficiency will once again place an emphasis on achieving value for money and will ensure that our resources are appropriately targeted to deliver the greatest benefit for our partners and the sub-region.

We remain committed to maintaining our engagement with key stakeholders to make sure that we are aligned with wider activity while also having a clear direction for the progression of the WestTrans core work programme.



West London boroughs have once again demonstrated their commitment to sub-regional working by providing additional funding to the WestTrans Partnership to support the agreed work programme; a programme that for 2012/13 includes:

- Strategic Corridor Implementation: building on the comprehensive outputs of the Strategic Corridor Studies (2011/12) through the development of implementation strategies for all boroughs to ensure documented issues and suggestions are converted into tangible action.
- Smarter Travel: ongoing commitment to deliver Smarter Travel initiatives and interventions including the continuation of programme activity aimed at major trip generators by focusing on key sectors such as;
  1. Faith
  2. Higher Education/Further Education
  3. Area based, including Business Improvement Districts, Uxbridge Town Centre, Heathrow and the Golden Mile
  4. The NHS
  5. Olympic 2012 legacy.
- Delivery of Area Based Access Schemes, for example Sudbury and Willesden Junction.
- West London Freight Quality Partnership: relaunch of the Partnership with an emphasis on industry representation and engagement.
- Cycling Manifesto: research and analysis of the opportunities that exist in West London to increase cycling mode share. Looking at current activity (programmes, funding, resourced provision), cycling statistics (current levels, potential barriers and accident data) and engaging with stakeholders to determine a collective vision of cycling in West London.

We fully acknowledge the importance of maintaining excellent working relationships with our partners and stakeholders and would like to take this opportunity to both thank you for your positive interaction with the WestTrans team and also request that this continues in order to fulfil joint expectations and deliver mutually beneficial outcomes.

As always, please don't hesitate to contact us to discuss any aspects of WestTrans' work.



**Tim Forrester**  
WestTrans Manager



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