

Please see the following answers / comments from individual members of the Hillingdon Motorist Forum to the Initial questions from the Outer London Commission.

Q15. How would you make the super-hubs you have indicated more generally accessible to residents and workers from across London and outside? What is an acceptable balance between public transport and provision for cars? Will this vary in different parts of Outer London eg in the Thames Gateway relative to West London.

A15. Yes the balance between the provision for the Public Transport and the private car will vary in different parts of Outer London. If the area is predominately residential there should be greater provision for the private car. It is simply uneconomic to provide buses which are almost empty in the suburbs during off peak times of the day.

Q16. What approach should be taken to traffic management including car parking, congestion and pollution and the bearing these have on climate change? How could this bear specifically on super-hubs, and more generally across Outer London if employment growth rose above historic trends and travel patterns changed as Outer London became a more attractive place to work?

A16. The private car is becoming cleaner and cleaner, when fuel cell powered vehicles become available the pollution will be virtually zero. Park & Ride schemes should be considered for super-hubs. If a real congestion hot spot is identified, additional road capacity should be provided.

Q17. Where traffic demand exceeds capacity in outer London, what tools would be most effective for smoothing traffic around town centres (and managing crowding) in addition to or where there is not scope for infrastructure improvements?

A17. Again what about Park & ride schemes. Green Flow traffic light systems may be another approach.

Q18. Extensive radial public transport networks already exist to town centres and some super-hubs, what needs to change to make them the modes of choice?

A18. In outer London these networks may not always be the mode of choice. Provision for alternatives should always be provided.

Q19. The development of super-hubs is likely to require public transport improvements to make them more accessible. That in turn is likely to need residential densities to be optimised around and within the super-hubs to justify the necessary transport investment. Is this trade-off acceptable to secure better public transport access and employment growth and is there a particular, economically viable, balance to be struck between residential intensification, transport investment and employment growth?

A19. High density housing causes many problems, if transport infrastructure can be improved this would avoid the need for high density estates. However there are several successful industrial areas in Northwest London. On the basis that there will be peak periods of travel these are good opportunities for public transport schemes at specific times.

Q20. Do super-hubs need to evolve into 'hub and spoke' networks serving the neighbouring areas to make the most of opportunities for local residents? How could a hub and spoke network service the more geographically extensive labour markets required to support super-hubs (and provide accessible opportunities to more workers within and outside London)? If these networks are road based systems, should options for further demand management be considered?

A20. More use of trains, underground networks should be considered for public transport systems, cross-rail, extension of the underground, more connection between underground lines should be introduced.

Q21. More generally, what are the key destinations/services which people in Outer London want access to

A21. A difficult question to give a detailed answer to but in general - Shopping centres, Sporting venues, Leisure facilities, residential and industrial areas.

Q22. How important is the provision of local transport infrastructure to the quality of living in outer London? How does this bear on the economy of outer London?

A22. The provision of transport infrastructure in Outer London is extremely important to the quality of life. Without the ability to move around freely and easily life is very restrictive and unfulfilling.

General Points.

We are pleased that at last it is recognised that the solutions for all sorts of issues is likely to be different for Inner & Outer London. The motorcycles in bus lane trials and the examination of traffic light phasing are welcome initiatives in an effort to get London traffic moving more freely.

Regards

Richard Walker - Chairman Hillingdon Motorist Forum.