

Earl's Court and West Kensington Opportunity Area Joint Supplementary Planning Document

CONSULTATION RESPONSES SCHEDULE: STRATEGIC TRANSPORT STUDY REVIEW

MARCH 2012

SPD Supporting Evidence Document: Strategic Transport Study Review

ID	First Name	Surname	Organisation Representing	Chapter comments relate to	Section comments relate to	Comment Made	Officer Response
402	Lesley	Raymond		Strategic Transport Study Review	Page 4, Table 1	page 4 - tables of additional trips. Table 1 masks the likely impacts of additional journeys on the underground system in the morning. While broadly 7.00-10.00 is designated as peak travel, the reality is that peak travel at Earls Court is 8.00-9.00. During this time queues of people wait to move between the District and Piccadilly Lines, people then queue to access the single escalator link between the two lines, and then frequently have to let several tube trains go by before being able to enter a carriage. The Piccadilly Line route between Hammersmith and Green Park is currently barely able to cope with the morning peak demand.	No change necessary. The strategic transport study has considered the impact of OA development in both the am peak hour (08.00 till 09.00) and peak period (07.00 till 10.00). Over both time periods, with the interventions proposed in the SPD Earls Court station is considered to be able to operate at an acceptable level.
403	Lesley	Raymond		Strategic Transport Study Review	Page 4	Finally, I am not sure on what basis the number of walking/cycle trips is calculated, but this would seem to me to be an overestimate. While it may be the case that most people will walk or cycle within the OA, anyone needing to travel elsewhere for work or school is likely to use public transport. There are relatively few cyclists in Earls Court because of the amount of traffic on the system.	No change necessary. The walk and cycle trips generated by OA development have been reviewed and are considered to be an accurate representation of future travel demand to/from the OA. Such figures are representative of current travel patterns in inner west London and could be expected to be even higher if measures to promote walking and cycling were implemented in the OA.
404	Lesley	Raymond		Strategic Transport Study Review	Page 9	page 9 - tables on impact on public transport. I assume that the figures for 2007 are based on a realistic survey of travellers. However, in the past 4 years the numbers using both Piccadilly and District lines have increased dramatically, so I would suggest that the 2007 figure is not an accurate one from which to estimate future increased use. I also question the numbers for Earls Court v West Brompton/ West Kensington, since people equidistant between the 2 stations will always choose Earls Court rather than a branch station.	No change necessary. The transport modelling used to inform the SPD provides a forecast to 2031. This forecast includes all growth from 2007 to 2031 and is the basis for all the transport analysis used in the SPD.
405	Lesley	Raymond		Strategic Transport Study Review	Page 9	"Away from the stations, there is only a marginal impact on London Underground line loadings due to the level of existing (and forecast) flows already on each of the lines serving the OA." This is a highly questionable statement. People at both Gloucester Road and South Kensington stations are currently impacted by overcrowding on the Piccadilly line and can rarely enter the trains, so this problem will not be limited to Earls Court but will be carried down the line. Has an impact study of Piccadilly line access at these 2 stations been carried out in relation to this development?	No change necessary. The forecast future year flows and crowding levels on both the District and Piccadilly lines so not change significantly with the addition of OA development. The Piccadilly line upgrade will significantly increase capacity on the line. This is programmed to be implemented prior to OA development. No investigation has been carried out at either Gloucester Road or South Kensington stations as part of this study.
406	Lesley	Raymond		Strategic Transport Study Review	Page 12	page 12 - the tables allow for 2 additional gates at the Warwick Road entrance to Earls Court underground station but nowhere does the paper address the issue of where the real congestion occurs on this station. This (as I explained at the public meeting) is the 'pinch point' where people move between the District and Piccadilly line platforms. There are currently 2 staircases that join the two lines, followed by a single escalator. There are also two inadequate lifts, currently under repair. Even in normal times it is quite usual to have one of these lifts out of order. Unless a way can be found to add new lift shafts, and to add two more escalators (one up and one down), this congestion will continue to worsen with existing projected numbers, let alone the additional passengers anticipated by the OA.	No change necessary. The strategic transport study identifies that, with OA development and the interventions proposed in the SPD, Earls Court station is able to operate at an acceptable level. The proposed new entrance to the station (under Warwick Road) will allow Piccadilly line passengers to bypass the eastbound District Line platform reducing congestion on the two stair cases joining the District line platform to the Piccadilly line escalators.
407	Lesley	Raymond		Strategic Transport Study Review	Page 12	page 12 - reference is made to a new 'step free' entrance under Warwick Road. Please note that unless this leads directly to the Piccadilly Line level, this will do nothing to lessen congestion. A visit to Earls Court Station would demonstrate why this is the case. This entrance is likely to use the currently closed tunnel under the Warwick Road, which simply takes people to the level at which they have to get on the single escalator taking them down to the Piccadilly Line, so this particular 'pinch point' will	No change necessary. The new entrance would use the existing tunnel under Warwick Road, and link into the Piccadilly Line escalators. This would allow Piccadilly line passengers to bypass the eastbound District Line platform reducing congestion on the two stair cases joining the District line platform to the Piccadilly line escalators. As part of the strategic transport study, analysis has been undertaken to assess the impact on the escalators, and this concluded that they would function at an acceptable level with the addition of OA development.

					get even worse. What you are introducing here is a recipe for potential disaster, by encouraging more and more people to enter Earls Court when there is no planned way to move them around the station and between lines.	
408	Lesley	Raymond		Strategic Transport Study Review	I am very seriously concerned that the current transport review has not taken fully on board the particular issues I raised at the public meeting about issues regarding the Piccadilly Line that are specific to it and which nothing here suggests will be addressed	No change necessary. The strategic transport study has considered the impact of OA development on the future year transport network including the Piccadilly Line.
409	Lesley	Raymond		Strategic Transport Study Review	The Piccadilly Line transports people between two of the busiest incoming and outgoing transport hubs in the country - namely Heathrow Airport and Eurostar at St Pancras. Competitive pricing on the underground means that relatively few travellers choose to use instead the Heathrow Express into Paddington and the Piccadilly Line remains the favoured way of getting to and from this international hub airport.	Noted.
410	Lesley	Raymond		Strategic Transport Study Review	In addition to this additional heavy burden of travellers, the Piccadilly Line carries far more luggage than any other tube line. Frequently in the morning rush hour it is difficult to get on and off the train because of the number of suitcases and rucksacks blocking the way and taking up space. Either people need to be charged extra for carrying such luggage onto the tube (to discourage them and make the Piccadilly Line less competitive) or storage provision has to be made for luggage.	Noted. It is beyond the scope of the SPD to consider issues related the everyday operation of the Piccadilly Line
411	Lesley	Raymond		Strategic Transport Study Review	The obvious stations for people to move between the Piccadilly and District lines is at Hammersmith or Barons Court. Unfortunately the garbled messages from drivers to this effect are almost impossible to understand, so no one takes any notice of them. You then get the steps and single escalator at Earls Court clogged up with people trying to move their luggage between the lines, adding to the overall congestion.	Noted. It is beyond the scope of the SPD to consider issues related the everyday operation of the Piccadilly Line
412	Lesley	Raymond		Strategic Transport Study Review	The District line platforms are open-sided. If the station becomes dangerously overcrowded, there is nothing to prevent people falling onto the lines. Let us hope that before the OA plan is approved, that someone at TfL will have the sense to carry out a proper survey of the issues affecting underground transport in Earls Court, rather than relying on projections and case studies, none of which seems to bear any relation to the reality of the current situation - let alone what is to be visited on us.	No change necessary. The strategic transport study identifies that, with OA development and the interventions proposed in the SPD, Earls Court station is able to operate at an acceptable and safe level. The proposed new entrance to the station (under Warwick Road) will allow Piccadilly line passengers to bypass the eastbound District Line platform reducing congestion on both the platform and on the two stair cases joining the District line platform to the Piccadilly line escalators.