

## D. PUBLIC TRANSPORT

### POLICY 5: Public Transport

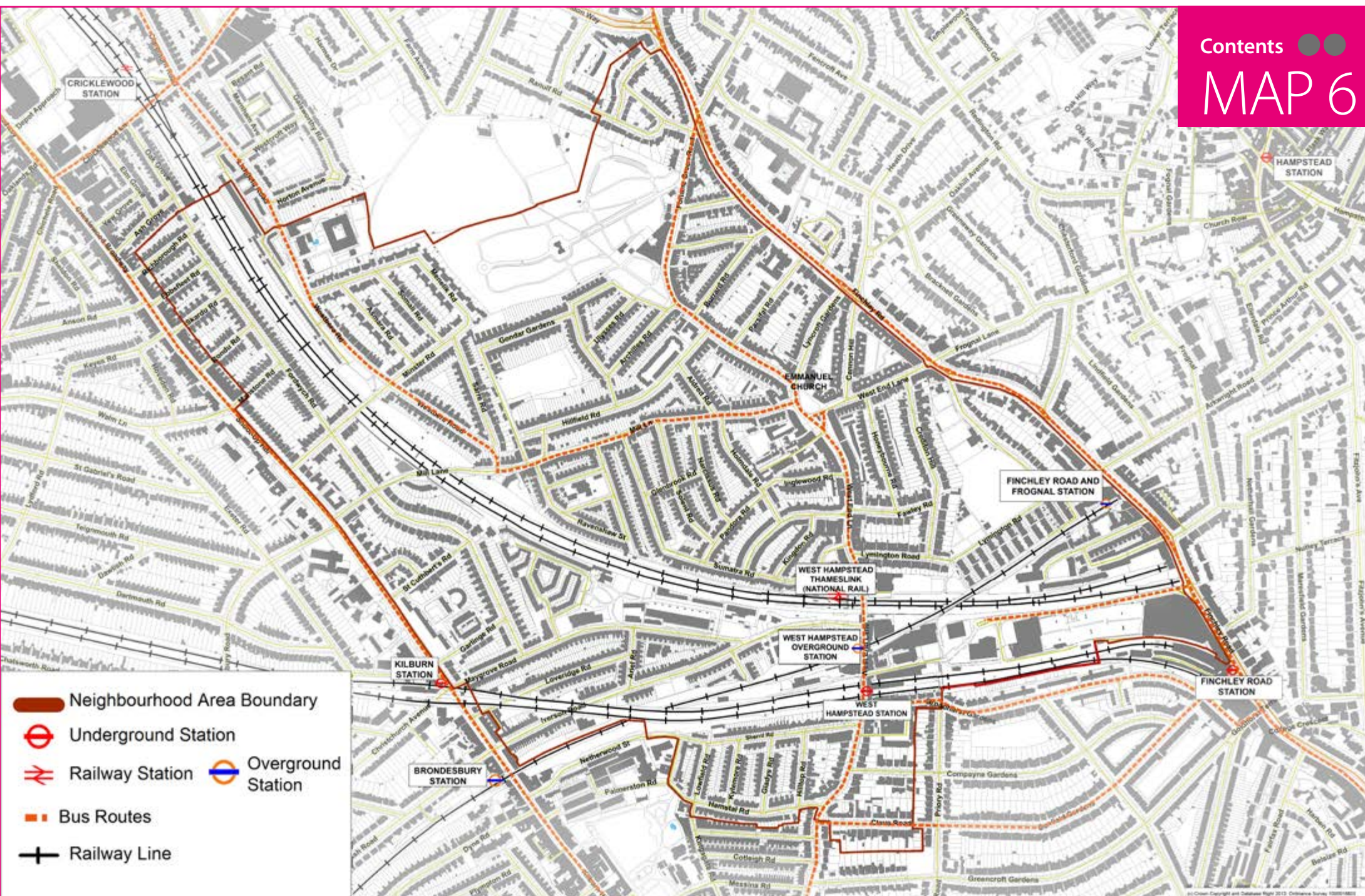
Development shall make appropriate provision for, and/or contribute towards, improvements to the public transport infrastructure of the Area – particularly in the West Hampstead Growth Area.

- D1.** Residents and businesses appreciate the excellent **public transport** the area offers, with good links to central London and beyond. The area is served by London Underground, London Overground and the Thameslink national rail route, as well as a number of bus routes. The NPPF states as a core planning principle (17) that planning should "actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling". This section seeks to fulfil this requirement, by promoting sustainable transport and the aims of **Objective 3**.
- D2.** There are **three rail stations in West Hampstead**, all in close proximity. Most recent statistics (2012/3) show that more than 16 million people use the three stations every year, with significant increases in usage.

**(See Table in Page 41)**

Many people from outside the Area use the stations and interchange between them. In addition, the large scale development of the West Hampstead

Growth Area, as well as sites near to it, mean there is additional pressure on these stations and the areas around them - particularly as nearly all such development is classed as 'car-free'. The area around the stations (often referred to as 'the **interchange**') is regularly crowded, with little room for pedestrians, causing them to spill over onto the road. This area is dominated by traffic, with narrow, cluttered and highly congested pavements – which are used both by local residents and commuters travelling in and out of central London. Urgent improvements to the public realm are needed in this area to make pedestrian movement safer and easier. Future developments in this area should be set back to provide wider footpaths. As the area around the stations is increasingly developed, there will be an ongoing need to support the improvement of the facilities at all three stations as the population increases. Improving the character of this area is also important, as it sits between two conservation areas. The current look and feel of this area can be unattractive and unappealing, with too many advertising hoardings and retail signs.



**Map 6: Public Transport**  
 Neighbourhood Plan Map

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## TRANSPORT TABLE

West Hampstead	2008/9	2009/10	2010/11	2011/12	2012/13	% increase 2008/9-2012/3
Underground	7,360,000	7,440,000	7,450,000	8,234,838	9,713,151	<b>32%</b>
Overground	1,500,000	1,315,000	1,897,000	2,880,760	3,674,166	<b>145%</b>
Thameslink	2,318,000	2,231,000	2,576,000	2,777,862	2,817,070	<b>22%</b>
<b>Total</b>	<b>11,178,000</b>	<b>10,986,000</b>	<b>11,923,000</b>	<b>13,893,460</b>	<b>16,204,387</b>	<b>45%</b>

(Source: TfL & ORR; total numbers of entrances & exits per station)

## POLICY 6: Public Transport Facilities

Proposals to improve the capacity, quality and accessibility of public transport facilities in the Area will be supported at the following locations:

- *West Hampstead Underground Station:* to allow for additional capacity - including providing an expanded and/or new/second entrance; and a lift from street to platform level.
- *West Hampstead Overground Station:* to allow for additional capacity - including an expanded entrance hall; a new building set back from the existing building line; and lifts to both platforms.
- *Finchley Road Underground Station:* to allow for additional capacity - including an enlarged entrance hall and lifts to both platforms.
- *Finchley Road and Frognal Overground Station:* to allow for additional capacity - including an enlarged entrance and lifts from street to platform level.