

## London Group

CBTLondon meeting with Heid Alexander 8<sup>th</sup> January 2020.

### 1. Introduction (Chris Barker)

CBT London's stance as *critical friend* of TfL.

We hope all at this meeting will feel that it has been worthwhile and perhaps should recur regularly.

### 2. New roads and Silvertown Tunnel (Chris Barker)

We are concerned by any proposal for new roads; it is well documented that new infrastructure induces new traffic, not just in the immediate area of the new road but elsewhere. This is contrary to the mayor's transport strategy of reducing traffic and is not in line with step changes needed to tackle the climate emergency. This is why we oppose the building of the Silvertown Tunnel and regret that it was the proposed foot and cycle bridge at Canary Wharf that was cancelled rather than the Silvertown Tunnel.

### 3. Heathrow including access (Andrew Bosi )

CBT (London) strongly supports policy T8D of the Mayor's London Plan and the supporting text. **We strongly endorse the Mayor's response (December 9th) to the EiP panel recommendation.** If the government's commitments to carbon footprint are to be achieved, it is essential that major contributors like air travel are not exempt from measures needed to achieve it. Yet Heathrow Ltd. themselves, in their most recent consultation, claim only that the impact on air quality will be no worse than at present. The Inspectors claim that the Plan as drafted is in conflict with Government policy, but it is government policy that is itself conflicted. The Mayor should be free to set appropriate policy for London and we are confident that his proposed policy carries the overwhelming support of the London electorate. "

### 4. Bus services and reducing car use (Peter Osmon)

Private car use is worsening our bus services. During the past eight years, London's working population has grown, but bus use in Inner London has declined, while private car use has increased, along with increased congestion. This is a causal relationship- not a coincidence.

Many car owners can see obvious advantages to driving rather than using public transport: convenience (just get in the car and go- no walking to the bus stop or station, no waiting in all weathers for the bus), shorter journey time, greater comfort (our buses and trains are crowded at the times when most people want to travel). But along with these relative disadvantages of public services, car owners perceive an economic case for driving their cars.

Car ownership brings a *sunk cost bias*: depreciation, insurance, tax and MOT costs £3,000+ a year in London, on average, or roughly £10 a day- before doing any driving. A car owner, comparing bus or rail fare for a journey with the cost of fuel for the same journey, will likely find they are similar. (For drivers with an electric car- battery charged from their domestic supply- the fuel cost may well be lower than the fare.) Put this economy together with the above list of convenience and comfort advantages and it becomes obvious why so many people prefer to drive their car.

Car use has been rising, bringing more congestion and worsening bus services. This is especially apparent on the relatively narrow roads that comprise the routes for orbital bus services, where a journey at the peak can take nearly twice as long as off-peak (requiring nearly twice as many buses to maintain the same service interval).

While from their viewpoint, private motorists' decisions to use their cars are rational, from the bus users' viewpoint these decisions have oppressive consequences and are unreasonable.

TfL could, and should, level the playing field: by rationing private car use- by issuing daily permits- or by road use charging. Both options are feasible by adapting the technology for CCZ enforcement.

#### 5. Orbital train routes (including the West London Orbital scheme) and the need for interchange stations (Neil Roth)

London's rail network is primarily radial: making some orbital journeys by rail involves going into the Central area and out again, exacerbating the crowding of trains and stations in the Central area. Cars are often faster for an orbital journey (e.g. around the North Circular) but more problematic for society. Exploiting orbital rail routes, on the other hand, can relieve crowding of trains and stations in the Central area and cause modal shift away from cars onto rail.

TfL has done a great job encouraging orbital passenger journeys to be made by rail: the North, East, South and West London lines have been incorporated into the London Overground network which (with the Circle Line, the DLR and Tramlink) carry much of London's orbital rail passenger traffic.

TfL's proposals to extend the (radial) Bakerloo line to Lewisham and Hayes (Kent) would enable more journeys with orbital elements to be made via the proposed interchanges at New Cross Gate (with London Overground) and at Lewisham (with the DLR).

The Campaign for Better Transport-London Group also welcomes that TfL is developing a case for the West London Orbital scheme which proposes to exploit existing underused tracks between Hounslow and a new station at Brent Cross West on the Midland Line

We wish to suggest some further interchange schemes between orbital and radial rail routes which might, subject to network modelling, encourage more rail journeys with orbital elements.

The examples listed below are by no means exhaustive.

We note that there is no interchange where the District & Piccadilly lines are crossed by the West London Orbital Scheme and the North London line. There were once train services between Acton Town and South Acton but they ceased in 1959 (long before the Piccadilly line was extended to Heathrow) and the alignment has since been built upon. Perhaps there is now a case for restoring a link between Acton Town and South Acton with a modern people-mover not requiring a railway-type alignment?

The Gospel Oak-Barking line (GOBLIN) is newly electrified and part of the London Overground network. It is planned to be extended to Barking Riverside.

The existing route crosses many radial lines without effective interchanges, as in the table below:

STATIONS ON GOBLIN	NEARBY STATIONS ON RADIAL ROUTES CROSSING GOBLIN	REMARKS
GOSPEL OAK		Interchange with North London Line
(Junction Road: closed 1943, demolished 1950s)	Tufnell Park	There has been a campaign to rebuild and reopen Junction Road station
Upper Holloway	Archway	TfL allows "Out of Station Interchange"
Crouch Hill	Finsbury Park	
Harringay Green Lanes	Harringay (GN), Manor House (Piccadilly Line)	The Piccadilly line crosses GOBLIN very close to the latter's station, but the former has no intermediate station between Manor House and Turnpike Lane.
South Tottenham	Seven Sisters	
	Tottenham Hale	
Blackhorse Road	Blackhorse Road	Exemplary interchange
Walthamstow Queens Road	Walthamstow Central	A long-awaited footpath has shortened the walking distance between the two stations
Leyton Midland Road		
Leytonstone High Road	Leytonstone	TfL allows "Out of Station Interchange"
Wanstead Park	Forest Gate	
Woodgrange Park	Manor Park	
BARKING		Exemplary interchange

Many of the above claim to offer interchange but the signage is vague and the route to be taken vaguer still.