

Transport for all

Transport for All is the organisation representing London's disabled and older transport users. We work for an accessible transport network in London, providing advice and information to older and disabled people about getting from A to B.

Disabled and older people in London have come a long way in the last twenty years. Due to the tireless work of accessibility campaigners, more and more of London's transport system had been unlocked.

There are now more step-free tube stations than ever before – sixty six of them to be exact! And every London bus now has wheelchair access and audio visual information. London transport has improved a lot since the days when disabled activists chained themselves to Routemaster buses in protest at not being able to board. Yet there's a long way to go until older and disabled people are able to use transport with the same freedom and independence as everyone else.

We believe that when transport is made accessible, everyone benefits: cyclists, parents with buggies, people carrying shopping...and almost all of us will be old one day! But from bus stops with nowhere to sit down to trains without audio-visual information and to stations with no tactile paving, much of our transport system remains out of bounds to disabled travellers. And that means that without a car, we're unable to get to work or school or to see friends and family – to

participate fully in life.

We offer a telephone information hotline which specialises in free advice and information about accessible transport in London for disabled and older transport users and takes up complaints. Phone 020 7737 2339: we're open 10 – 5 pm.

We also do outreach on accessible transport issues. If your group or social club would like a speaker, get in touch with Transport for All. Live in Lambeth, Ealing, Newham, Redbridge and Brent? We facilitate Transport Action Groups for members in those boroughs.

We also offer a regular e-newsletter roundup of the latest accessible transport news (sign up by emailing contactus@transportforall.org.uk). As well as sending a monthly newsletter, Transport for All regularly publishes live information about accessible transport in London on Twitter and Facebook: look for 'transportforall' on Twitter, Facebook and YouTube. For more info, visit our website (www.transportforall.org.uk).

Truly public transport

One in five rail stations have no step-free access and remain inaccessible to those who have limited mobility.

We are currently campaigning for a step-free Crossrail. Despite the fact that £15 billion of public money is being spent on this new railway spanning London, seven of the stations were planned without step-free access. Installing lifts would cost only 0.02% of the Crossrail budget.



Last summer, exactly one year on from the Paralympics, our members came together for a stunning protest by the Crossrail offices, calling for full access as a Paralympic legacy. We're glad to say that since then, both DfT and TfL have said they support step-free access and have funded a feasibility report into making the line step-free – although they have not yet confirmed it will be step-free by the time it opens.

Patient Transport

Transport for All's current campaign is for reliable, accessible patient transport for everyone who needs it. The patient transport system, designed to ensure that everyone can access healthcare, isn't working.

While some hospitals work

hard to offer excellent transport, others have a dismal patient transport service. We have been gathering stories of people's patient transport experiences, and it's clear that things need to change. On 7th October, our members will gather to ask health trusts to sign up to our Patient Transport Charter. We want to see minimum standards on things like waiting time and eligibility criteria written into patient transport contracts.

Transport for All is free to join. If you'd like to join with the UK's only charity dedicated to transport accessibility, phone us on 020 7737 2339 or join on our website. Accessible transport is our right.

Raphaël Harfaux,
Communications and Projects
Officer.

Our Newsletter is sent out to our London members and other contacts. The group exists to campaign for sustainable transport solutions in London and to support the work of the Campaign nationally. If you have not already done so we would be pleased if you would also join our group and take part in our London based activities.

To contact the group write to Chris Barker, Campaign for Better Transport, 46 Redston Road, London N8 7HJ. e-mail: chrisbarker46@gmail.com; phone 020 8347 7684. Regular meetings of the group are held in central London. The Newsletter is edited by Chris Barker.

Contributors are welcomed. Opinions expressed are those of the authors and not necessarily those of the Campaign for Better Transport.

Previous issues of the newsletter can be found at: bettertransportlondon.org.uk.

Crossrail 2 consultation



Will Crossrail 2 reach here?'

A second round of consultation for Crossrail 2, incorporating some changes to the original plans, closed on 25th July.

At our meeting on 2nd July the group decided to make a collective response. We addressed the three changes proposed.

1 Extending the line from Alexandra Palace station in Wood Green to New Southgate.

If the line were to go to Alexandra Palace, with a depot further north, it would make sense to run trains in service to New Southgate where interchange could be made with the National Rail service to Potters

Bar and further north. It would be desirable to make the interchange as smooth as possible by bringing Crossrail trains to either side of the station, giving cross platform interchange. This would also facilitate further extension at a later date if demand warranted it.

2 Alternative location for a station in Chelsea between Victoria and Clapham Junction

The group has no view on the merits of the alternative sites, which do not have anything more than local significance - neither offers interchange with other lines. However, we would be opposed to the option of omitting a Chelsea stop altogether.

3 Splitting into two further north than previously suggested with the loss of either Dalston Junction or

Hackney Central station

We appreciate the desire to reduce tunnelling costs. The route safeguarded in 1989, for which safeguarding is still in place, envisaged a single route in tunnel serving first Dalston Junction and then Hackney Central. This would preserve an interchange with the East London line and with the North London Line, and would provide much needed relief to Highbury & Islington station and the Victoria line by providing residents of Dalston and Hackney with a direct link to the West End. We therefore oppose either alternative in the current consultation, and support use of the safeguarded route.

Andrew Bosi, Chair CBT London

River crossings



Boris Johnson's rejection of Ken Livingstone's proposed river crossings has now been reversed.

The original bridge at Gallions Reach which would have been an extension of the North Circular Road is in the plans again. A stumbling

block for the scheme was the fate of Oxleas Wood which would have to have been penetrated to enable the road to reach the A2. The new bridge crosses the Thames at the same place but ends on the new road through Thamesmead, the A2016.

Although there will be a lane for buses and only one in each direction for general traffic it will clearly attract add to congestion in Erith and around.

This is not the only proposed new crossing. Further downstream

another bridge would also end on the A2016.

TfL are launching a consultation on these proposals and also adding the options of a higher capacity Woolwich Ferry and a ferry to replace the Gallions Reach bridge.

OBITUARIES

Nicholas Russell

We were shocked to receive news of the death of Nicholas Russell at the absurdly young age of 45. For many years Nicholas was an active member of our committee and of the Capital Transport Campaign. Nicholas was a tireless campaigner for the rights of users and would be users of public transport whose access to it was compromised by impaired mobility and the reluctance of operators to spend money to make it accessible. He was able to advance their cause at the RNIB and later the Guide Dogs for the Blind Association. He also represented Cann Hall as a Labour councillor in Waltham Forest from 2010 to earlier this year.

Nicholas was largely responsible for the legislation in 2002 which ensured that guide dogs are guaranteed access to taxi cabs. As well as supporting the Campaign for Better Transport, he served on committees of the London Civic Forum and a host of Disability groups. He was a well respected member of the stakeholder group of Overground Users: LOROL too will miss his advice.

Our sympathy goes to his partner Georgina and also to his beloved cats.

Harley Sherlock, MBE.

Another stalwart of transport campaigning, Harley Sherlock, passed away in May. Harley's interest in transport and planning grew from a realisation that, even when people were benefiting from improved conditions within their homes, the urban environment outside was becoming more hostile than ever, due mainly to the excessive use of the motor car. From 1972 to 1980 he was Chairman of the London Amenity & Transport Association (LATA) and from 1980 to 1985 he was Chairman of Transport 2000 (as the Campaign for Better Transport was then known), before persuading Michael Palin to succeed him. Those were the days when we had to convince governments not to pull down houses to widen roads.

Harley was an advisory member of Islington Council's planning committee for 18 years (with a vote, until the government changed the rules). He also became a transport advisor to the London Forum of Civic & Amenity Societies.

Harley must be the only outspoken campaigner never to have offended anyone. No-one had a bad word for him, and he very rarely had one for anyone else, although it might have been a close run thing with Christopher Chope.

Andrew Bosi



Photo: EVE BARKER

London in 2050

London's population is set to grow by 37 per cent by 2050. There will be a nearly 30 per cent rise in the workforce and a 40 per cent increase in visitors.

Public transport usage is likely to rise by 50 to 60 per cent. To understand the implications the Mayor has published a Long Term Infrastructure Investment Plan to highlight the scale of the challenge which embraces not only transport but housing, energy, water and waste.

Transport is, of course, a crucial element. How is our transport system going to cope with this massive increase in the number of people wishing to move around the city? Part of the answer must be to increase the attractiveness of cycling

and walking and to encourage modes of communication which do not involve travelling. In a rational world every effort would be made to reduce the numbers of cars but, although the importance of public transport is recognised, grandiose plans to build road tunnels around central London are championed. But an increase in the supply and efficiency of public transport is essential. How can we bring this about?

It would be difficult to radically increase the number of buses on the road, although there might well be scope for guided busways in some areas and opportunities for express buses linking nodal points for interchange. These developments involve changes in the road

layout, inevitably inconveniencing car drivers. A better option in many cases where road layout is to be changed is to build tramways although, apart from extensions to the Croydon system, this is not mentioned.

This leaves rail as the mode which most readily could be improved. There is scope to increase usage of many lines with such improvements as updated signalling systems and longer trains.

TfL have shown how passengers can be attracted to rail by their Overground system. This is soon to be extended when they take over the West Anglia lines and the Plan envisages that the London suburban system could be entirely in TfL hands by 2050.

National rail has so far prevented this citing the incompatibility of a frequent metro style service with longer distance trains which would be delayed. Freight interests are also disturbed by the fear of losing out to metro trains. In the long run this points to the need for more tracks.

In Berlin the S-Bahn system of metro trains operates entirely on separate tracks often parallel to the main line tracks but never conflicting. This of course takes a lot of land which, in Berlin, was historically provided. A London parallel would probably often need tunnelling.

It is not just the capacity of the rail network which is at issue but where its routes go. Most employment and other activity in London is in the centre and the rail and road networks radiate out from there. The result is that orbital travel is difficult and there is less bus use and more use of cars.

Orbital travel has been helped

by the enormously successful orbital rail route of TfL's London Overground and the Plan envisages a further orbital rail network making use of a number of existing lines but also needing some land take or tunnelling.

All this is massively expensive. Isabel Dedring, London's Deputy Mayor for Transport mentioned a figure of a hundred billion pounds by 2050. It is however inevitable that this kind of expenditure is going to be necessary unless bolder policies, such as breaking London's stranglehold on inner investment and dispersing jobs and population to other parts of the country is introduced. Whilst a regional industrial policy would certainly help there is not much sign that London's galloping growth can be calmed.

Chris Barker

■ **Come and hear Isabel Dedring London's Deputy Mayor for Transport speak about the Mayor's 2050 Infrastructure Plan at GLA's City Hall on Wednesday 22nd October 16.00**

For security reasons it is essential that you let us know if you plan to attend. Email chrisjbarker46@gmail.com or phone 020 8347 7684

The Transport Supporting Paper for the Plan can be downloaded at https://www.london.gov.uk/sites/default/files/Transport%20Supporting%20Paper_3.pdf

Archway Gyratory

Another gyratory scheduled shortly to bite the dust is that at Archway.

The Archway roundabout owes its existence to a grand scheme conceived by the London County Council in 1963 as part of the Archway Tower redevelopment scheme. It was intended to create the southern end of the proposed dualling of the A1. In the event, only a short section of dual carriageway was built because the Middlesex County Council and the Ministry of Transport were unable to agree a detailed scheme or finance.

Enter the late Transport Minister

Ernest Marples. Being aggrieved by his recent M1 motorway ending up at the end of an unimproved A1(T) road in North London, he launched one of his more "juicy" one-way schemes of the 1960s. This created a de facto dual carriageway through Highgate by twinning the existing A1 road with the relatively minor B519 up Highgate and North Hill. Cue outrage by the wealthy burghers of Highgate Village who finally succeeded in having this route, the only part of Marples Grand Design actually implemented, closed in 1993.

Meanwhile plans for the du-

alling of Archway Road were going ahead, finally defeated after two near-riotous public inquiries in the 1970s. The dualling project was finally withdrawn in 1993.

Only two of the satellite gyratories, Archway and one at the A1-A1000 survive today and both are the subjects of investigation by TfL for possible abandonment.

A revised plan for the Archway gyratory has been prepared by CBT London member John MacBryde. This envisages confining the south west arm of the gyratory to buses and cyclists except for northbound Highgate Hill traffic. A1 traffic

would travel two-way around the south east and north east arms. John's scheme can be seen on our website – <http://bettertransportlondon.org.uk>.



NEWS ROUNDUP

More gyratories to go

A 26 million pound scheme has been unveiled for the Tottenham Court Road and Gower Street one-way system. Tottenham Court Road will be reserved for buses and bicycles only during daylight hours from Monday to Saturday. Gower Street will be made two-way for other traffic with protected cycle lanes. University College will receive an extra wide crossing. A new pedestrianised plaza will be created at the foot of Centre Point next to the new Crossrail station.

The next gyratory goes looks likely to be Aldgate where St Botolph Street will be made two way.

Demise of the estuary airport.

Boris Johnson's grandiose plan for an entirely new airport in the Thames estuary to replace Heathrow seems finally to have hit the buffers. Pressure for a third and fourth runway at Heathrow or a second at Gatwick will now resume. The arguments against expansion is not just that thousands more people will have their sleep disturbed but that air travel is one of the most potent sources of global pollution and needs reducing not expanding.

The costs of commuting

Rocketing house prices in London are forcing more and more people to consider buying outside London and commuting in to work, putting increasing strain on the already stretched rail system. There is at present a net outflow of people from London to the south east region and the number of people travelling into London has risen by a third in the past four years. Consultants Steer Davies Gleave have recently carried out an interesting study looking at the trade off between house prices and the cost of season tickets and plotted the results on a map.

They looked at the prices of houses near railway stations and assumed a £65,000 deposit before estimating mortgage cost. They then added the cost of an annual season ticket from that station to London. The results are startling if predictable. The most expensive area by far was inner

London where the monthly combined cost was reckoned to be £2,500 a month. But this drops dramatically (although unevenly) as the distance from London increases so that, for example, along most of the south coast the combined cost drops to around £1,000 a month.

There are worrying implications in this. The ever increasing demand for rail travel concentrated in narrow bands of time in the morning and evening is clearly not in the interests of sustainability nor in the efficient use of resources, and the pressure is likely to grow. House prices are continuing to rise whilst season ticket prices are capped.

Apart from pricking the housing bubble one answer to this would be to relocate jobs away from London and there is some indication that some firms are doing this. John Collins, the Steer Davies Gleave researcher, said that some engineering firms near Victoria have relocated to Surrey from where a number of their staff commute. A more even spread of employment throughout the country would ease this pressure and do a lot to revitalise other parts of the country but it will need a change in Government policy to make this happen.

Ticket to Bromley

Improvements to rail services to south east London is in the news. A number of rail based modes are in the frame.

Extending the Bakerloo line from Elephant and Castle has been talked about for many decades and it does seem an anomaly that trains go for such a short distance from central London in this direction. Taking over the Hayes line from South Eastern is one idea. It would give much relief to the congested lines into Charing Cross and Cannon Street although commuters on this line might be unhappy if they were to lose their direct service to the City. It might also be possible to use the curve from New Beckenham to Beckenham Junction and then, either by the Bakerloo line or Tramlink, an extension to Bromley and perhaps Grove Park.

The other ideas are to extend either the DLR from Lewisham or Overground from New Cross to take over the Bromley North line.

Bromley has long been con-



cerned that it is not on the tube network and it was this factor that enabled the Council to scupper Ken Livingstone's Fares Fair scheme in the 80s, complaining that their ratepayers were not able to benefit and it was therefore unfair to them.

Crossrail to Hertfordshire

The government has announced a study to see if Crossrail trains terminating at Paddington might take over some outer-suburban trains on the West Coast main line. Passengers might find central London Crossrail destinations more useful than Euston, with the added advantage of reducing congestion at Euston, although this is unlikely to change the intended land-take there.

The rail connection from the West Coast main line to Crossrail would either be via the Dudding Hill freight line or a faster new tunnel. It is possible to access that freight line from both the fast and slow lines near Willesden, but a connection with the Great Western Main Line at Old Oak Common would be tricky. There are also plans to use the Dudding Hill line for new London Overground services to Hendon and West Hampstead, both mentioned in the Mayor's recent London 2050 documents.

New cycle superhighways

TfL has issued detailed consultation plans for two Cycle Super Highways across inner London. Unlike the mayor's original Cycle Super Highways, this time they really have the feel of being proper Cycle Highways. They are almost entirely segregated. They have priority over side roads just the same way that other traffic does. The London Cycling Campaign says they are pretty impressive, although they have reservations over details.

Consultation ends on 19th October and the plans can be viewed at consultations.tfl.gov.uk/cycling after which you have to navigate either to the north-south or the east-west proposals.

Extension for the Gospel Oak to Barking line

Transport for London (TfL) has launched a consultation on the proposed extension of the Gospel Oak to Barking line. The proposal is for a 4km extension of the line to Barking Riverside. The service would operate from Barking along the existing Essex Thameside Tilbury line and then via a new section of railway that would end at Barking Riverside, where a new station would be built at the heart of a new district centre with commercial and leisure facilities, providing opportunities for employment and training during construction and in the final development.

The consultation will run until 19th October. Details of the extension and a consultation form can be found at www.tfl.gov.uk/gospel-oak-barking.



Access show

To attend show please register at www.tfl.gov.uk/access-all-areas