



Following criticism that the cycle superhighways gave insufficient priority to cyclists the mayor has now published new proposals for cycle routes in central London which give them unprecedented road space.

Two routes are planned, crossing at the north side of Blackfriars Bridge. The east-west route starts at Tower Hill as a continuation of existing superhighway 3 and runs along the Embankment, through St James's Park, Green Park and Hyde Park before continuing along Westway to Acton. The north-south route runs from King's Cross to Elephant and Castle.

The London Cycling Campaign (LCC) is delighted with the plans whilst being concerned that some of the

planned new junctions are not safe enough and that the width of the new cycle tracks is too narrow in places. A report from London Travel-Watch pointed out that there will be significant impacts on London's bus services and their passengers – bus journeys will be slower and may be less reliable over a wider area than just the superhighway routes. TfL are proposing additional bus priority schemes in order to mitigate the impacts.

TravelWatch are also concerned about the effect on bus passengers. The environment around bus stops will change significantly for passengers along these routes, particularly along the route between Bow and Aldgate, perhaps to such a degree that some visually impaired passengers cannot continue

to use bus services.

Additional pedestrian crossings are to be installed but this will involve not only additional waiting times for pedestrians but will also have an impact on other traffic. At the junction at the north-west corner of Parliament Square, for example, TfL's modelling shows the junction capacity for vehicles in the afternoon peak will fall by 70 per cent which would not leave enough capacity even for the buses and taxis which currently use the junction, let alone other traffic. Westminster City Council has suggested that a route via Trafalgar Square would be preferable than the planned route through Parliament Square. Criticism has also come from the RAC Foundation, the City of London and the Road Haulage Association high-

lighting the effect of congestion on other traffic.

However LCC points out that there are likely to be changes in the behaviour of road users as a result of this type of re-allocation of road space, as has been found to happen in New York when protected bicycle lanes were installed. There road users shifted to other modes, including cycling, potentially relieving the pressure on bus routes.

While it is clear that great attention will need to be paid to bus stop design where these are located on cycle superhighways, in the case of Superhighway 3 LCC claim that the its introduction will result in the creation of over 5000m² of extra footway.

Chris Barker and Norman Beddington

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 <http://bettertransport-london.org.uk>.

Getting to the Airport

London TravelWatch have published a detailed report entitled "Improving public transport access to London's airports" largely based on the experience of the travelling public reported to them in complaints, comments and enquiries.

The report covers Heathrow, Gatwick, City, Stansted and Luton airports. TravelWatch has received too little comment on Southend Airport to include it. Of course, all these airports carry the prefix London in their full titles and this seems to be the source of one of the difficulties faced by public transport travellers who expect a common ticketing system to be available. Instead there is a plethora of rival carriers and modes of transport. Few respect tickets issued by their competitors. Many bus and coach companies expect payment in cash while TfL refuses cash and insists on Oyster card or contactless payment for its services. At no airport did TravelWatch find any clear explanation of what services were available and how they should be paid for. TravelWatch recommends the extension of the Oyster card system to all transport modes at London's airports and the employment of easily identified "Olympics" style helpers to guide travellers to the most appropriate means of continuing their journeys.

Most of the airports are adequately served with means of accessing Central London but TravelWatch found that there has been no improvement in access to Heathrow from areas to the south and south-west and recommends that one of the several schemes for links from Woking should be adopted.

There are a number of other practical developments that TravelWatch would like to see taken up in order to reduce the number of changes passengers have to make on their journeys to and from the airports. The development of a travel hub specifically for air travellers at Farringdon would link services to Luton, Gatwick and Heathrow. The continuation of Crossrail to Terminal 5 would remove a frustrating final change of train. The proposal

to bring services from Tring to join Crossrail at Old Oak Common would greatly simplify travel to Heathrow from Buckinghamshire and Hertfordshire. The extension of current peak time DLR services from City Airport to Stratford throughout the day would give much better access to the very wide range of rail services there.

For some time TravelWatch have recommended the development of a new interchange at West Hampstead between the Chiltern Line, Thameslink, North London line and Jubilee line; this would certainly ease access from both Gatwick and Luton to a much wider range of destinations.

In the absence of a straightforward minimum change of mode for the journey, TravelWatch found that the alternative of choice was to take to the road; either in one's own car or in a private hire vehicle. With main roads leading to Gatwick and Heathrow subject to increasing amounts of traffic, some of it empty private hire vehicles unable to pick up a return load, it makes sense for public transport to the airports to be as easy as possible.

This is just a taster of the detailed study covered in the TravelWatch report.

Stephen Garrett

The full report can be found at the London TravelWatch website, they may also be contacted by post at Dexter House, 2 Royal Mint Court, London EC3N 4QN.

Diesel Pollution in London

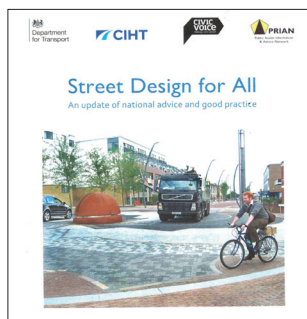
Boris Johnson has announced plans for a £10 daily charge for pre-Euro 6 diesel vehicles entering the central congestion charging area from 2020 after previously planning a ban.

Simon Birkett, founder and director of Clean Air in London, said 'Boris must end his love affair with carcinogenic diesel exhaust.

His failings include: forcing taxi drivers to buy one of two large diesel taxis; buying expensive new diesel electric hybrid buses; scrapping the Western Extension of the Congestion Charge zone; and proposing a so-called ultra low emission zone (ULEZ) in 2020 that has always been too small, too weak and too late.'

STREET DESIGN FOR ALL

An Update of National Guidance and Good Practice



This most interesting (28pp) publication has just been produced by the Department for Transport, The Chartered Institution of Highways & Transportation and Civic Voice (the (English) National Body of Civic Societies). It is a masterly study of the many traffic and transport problems associated with the current design (or lack of design) of the urban street scene. It reflects and updates the novel design philosophy of the 1963 Buchanan Report 'Traffic in Towns'. The present message in 'Street Design' is that a more orderly street picture is not just a matter of amenity but also of road safety. The moral is that a reduction of visual clutter is just as important as the currently fashionable 'safety audits' carried out by Transport for London (TfL) and others. Better still, the twin objectives of amenity and traffic safety can both be met, thus saving public money (fewer road signs and many fewer road deaths and serious injuries).

The essence of this argument is contained in the first few chapters of the publication:

- Design the Street for a sense of place as well as for movement; to complement its local character.
- Encourage wellbeing through healthy, active lifestyles and encourage cycling and walking with safe routes.
- Design and manage the highway to make unsafe actions less likely and combine safety with amenity.
- Aim for total street design not just its individual components, with each and every necessary element considered.

These themes are portrayed by its cover. This shows a Prince Harry

look-alike (helmetless) cyclist about to (safely) encounter a very large Volvo HGV in the centre of a 'shared space' roundabout somewhere in the middle of Ashford, Kent. The publication is richly illustrated by a wealth of drawings, tables, photographs and graphics to make its various points on the congruity of better urban design and enhanced road safety. As its subtitle implies, such ideas have been advanced by past initiatives and policy proposals by DoE, DfT, CIHT, English Heritage and the Chartered Institute of Logistics and Transport. In the present timely publication we find the compromise idea of dual (or multiple) use. This means that streets can (and indeed should) work as places for all sorts of traffic as well as being much safer places of public resort and meeting.

Much of this stuff is contained in Boris Johnson's latest 'blue-sky' thinking on London's road system.

'Street Design for All' is available for free download on www.civ-icvoice.org.uk/uploads/files/street_design_2014.pdf. It will also be available for purchase from the sponsors (price tba). Perhaps a sign of these times is that the joint sponsors were a government department, a professional institute and a consortium of (mainly amateur) civic societies. They are strange bedfellows in that the first two are traditionally viewed by the latter as suspiciously pro-road building and pro-motoring and not overly concerned with amenity and road safety. However right or wrong this perception may be, 'Street Design' is to be welcomed by all (not least by our own Campaign for Better Transport) as a sign of better times to come.

John MacBryde ARIBA MRTPI MCILT

New website

We now have our own website at bettertransportlondon.org.uk, and a Twitter account @CBTransportLDN. The website is still under development, but already contains an archive of all our newsletters. In time we hope to provide content that reflects our perspective on news of transport developments in London. We welcome anyone to write articles and reviews, or contribute stories for publication on the website. To do this either send material directly to the editor Chris Barker (chrisbarker46@gmail.com) or, if you would like to receive an invitation to be a direct contributor, please send a request to the site administrator Charles Martin (cmartin1713@gmail.com).



Ban private cars in London

In cities around the world, mayors have been grappling with how to persuade or legislate to get people out of their cars. In New York they have created new pedestrianised areas in Manhattan.

In Paris the mayor intends to ban all diesel cars from 2020 and ban non residential cars from the four central arrondissements leading to a car free city centre. Here in London, having the same critical levels of pollution and congestion.

The Congestion Charge, once seen as a radical policy, has clearly not succeeded.

Car culture is largely responsible for creating an environment and infrastructure that prioritises the desire to drive a private car at will against the health of its citizens.

And yet there seems little real political will to address these issues. Cars are so endemic, it seems almost taboo to logically question their dominance. London is still designed around cars, traffic lights synched in their favour, pedestrians made to wait longer to cross the road, cyclists elbowed to the kerb. It is culturally engrained to believe they deserve this preferential treatment and 'politically astute' to avoid telling the truth. Maybe we don't even notice how these out-moded forms of transport are making us miserable, ebbing away and curbing our freedom to breathe clean air, running us scared to exercise our rights to use the roads for cycling and walking, and absorbing vast amounts of precious space that could be otherwise be employed for housing, recreation or nature.

Our children, who make up nearly 25 per cent of Londoners are hemmed in. The natural and healthy freedom to roam has gradually been eroded over four gen-

erations. It is a rare parent who allows their children to cycle to school, primarily for fear of motorised traffic. And even walking to school has been decreasing year on year. Instead fear has encouraged parents to wrap up their children in armoured, high vantage SUVs. This has contributed to an epidemic of childhood obesity. In Holland where 50 per cent of children cycle to school, they have an obesity rate of 11 per cent. Here in the UK it is 27 per cent.

But things are changing. The 2011 census recorded a radical shift in car ownership. 69 per cent of households in the City are now car free, in Hackney it is 65 per cent, in Westminster 63 per cent and in Kensington and Chelsea 56 per cent. A large majority of inner city London households do not own a car.

This change in people's behaviour is partly led by young people who do not share their parents' and grandparents' love affair with the car. Whilst baby boomers and Generation X saw car ownership as a symbol of freedom and status, young people have other priorities. They achieve freedom through new technology, the flexibility of apps, the connectiveness of social media. They value services and experience over posses-

sions. The average age at which young people get driving licences has been steadily rising in London over the last ten years and now less than 30 per cent of young people of 17 to 20 have a car licence. It has been statistically shown that young people's uptake of car ownership is linked to access to the internet. Few young people believe having a car is a necessity and many even admire the ability to live without one.

In Madrid, the local residents of the four central barrios of Cortes, Embajadores, Chueca and Malasaña actively petitioned the Mayor to ban non residential cars from entering their neighbourhoods. This encouraged more cyclists and pedestrians to use the streets and these areas will be completely car free by 2020.

I believe it is time to do the same in London. Gradually increase residential parking revenues and reduce parking spaces to pave the way for a total ban on private cars in Zones 1 and 2.

When everyone feels safe to cycle, children, women, older people, the disabled, as well as men, this will help free up much needed public transport for the outer boroughs so even more people can go car free.

Rosalind Readhead
Banprivatecarsinlondon.com

Who wants megalopolis?

John Cartledge writes

In CBT's London newsletter 22 (September 2014) you reported on the Mayor's recently published Infrastructure Plan 2050.

The central thesis of this is that over the next 35 years, London's population will grow by somewhere between 1.3 and 5.2 million. Employment is forecast to rise by 29 per cent and demand for public transport by 50 per cent. The rest of the document is devoted to considering the impact of such growth on the existing infrastructure, and rehearsing options for how best it might be accommodated.

What seems astonishing is that this projection of ever-increasing demand is simply asserted as a fundamental premise from which all of the rest of the document's content flows, without any discussion at all as to its inevitability or tolerability. Whether Londoners wish it or not, it seems, growth on this scale – with all the consequential pressure it will exert on our al-

ready overstretched transport, housing, education, health, energy supply, water, drainage, waste disposal, telecommunications and other vital services – simply has to be accepted. 'Predict and provide' is the only planning mantra on offer, and the current consultation is simply about alternative scenarios for its delivery.

But is this dystopian vision really the only one in town? Why is there no discussion about the drivers of this growth, the possibility of negating these, and the optimum level of population at which a city's liveability is maximised?

A number of organisations produce indices of liveability (google World's 27 most liveable cities). Their exact criteria and methodology vary, but typically include safety, transport, environmental issues, climate, cultural and recreational facilities, medical services and economic stability.

Three widely reported indices are those published by Monocle, the Economist Intelligence Unit

and Mercer. London does not appear amongst the top 20 cities in any of their most recent reports. But Vienna is placed in the top 10 in all three, and Auckland, Copenhagen, Helsinki, Melbourne, Munich, Vancouver and Zurich are amongst the top 10 in two.

These cities differ in detail – but they share one vital characteristic. Their average population is a little over one million, and even the largest is less than half London's size. They are large enough to sustain a full range of amenities, but not so large as to be overwhelmed by the pressures of excess size.

And first amongst such pressures is that on transport. As a city expands, the range of possible journeys within it grows exponentially, and the challenges faced by its transport system become ever more complex. Beyond a certain point, it is simply impracticable to attempt to cater for all the demand that arises, so the system becomes unstable and prone to seizure at critical times and nodes. Signs that London has passed this threshold are not hard to find.

The Mayor clearly believes that – with a tokenistic injection of demand management here and

there, and the deflection of some growth to suburban nodes – it is possible for London to build its way out of trouble, and accommodate the impact of an ever-rising population. Retaining 'world city' status is the unquestioned goal. But it is possible to imagine an alternative to this megalomaniac ambition – that of a smaller, quieter, more relaxed and more civilised city than the one we know today, let alone the one which the Infrastructure Plan 2050 holds in prospect. What are the obstacles to achieving this, and where are the visionaries exploring the means to its attainment?



London's transport in 2050

Predictions of an increase in London's population of over a third by 2050 and the effect on infrastructure including transport prompted the Mayor to launch his 2050 Infrastructure Plan. Isabel Dedring, the Deputy Mayor for Transport, outlined the consequences at a well attended meeting organised by CBT London on 22nd October. There would be, she said, a 70 per cent increase in the demand for public transport involving more roads, some in tunnel, the bringing into use of under-used rail corridors and an increase in the rail network. There is also a need for increasing emphasis on facilities for cycling and walking.

A number of issues were raised in the discussion which followed. Peter Eversden pointed to the need to link a transport strategy with an economic strategy and a housing strategy. This would reduce the need for commuter travel. Christian Wolmar questioned the strategy of 'predict and provide'. Why do we accept that London will just expand in this way? The most attractive cities to live in are all much smaller than London. The plan looks to a bigger and better city. It can be bigger or better but not both.

These points were taken forward by CBT London in their response to the plan. We also stressed the need for decarbonisation of transport and to reduce car transport by boosting public transport, cycling and walking.

New rotemasters

Despite the fact that TfL admits that the new Routemasters are more expensive than standard off the shelf double deckers an order is going in for an extra 200 vehicles bringing the total to 800. The justification, according to TfL's managing director of surface transport Leon Daniels, is their 'popularity with passengers' and 'brand momentum'. The buses will normally be operated with the rear door closed between stops, obviating the need for conductors but making them, like the bendi-buses which they replaced, vulnerable to free riders.

Sick of waiting

Campaigners for disabled people, Transport for All, has launched a report entitled 'Sick of Waiting'

highlighting problems in patient transport and promoting positive solutions of how improvements can be made. They are asking hospital trusts to endorse a patient transport charter setting minimum standards in their procurement of patient transport services.

The charter demands minimum standards in patient transport contracts to be regularly and closely monitored, no more endless waiting or missed appointments, text messages or calls to confirm that patient transport is booked and on its way, and fair and transparent eligibility criteria. A key demand is that patients should be delivered to the hospital at least fifteen minutes before the appointment and should not have to wait for more than an hour after the appointment for transport home.

Patients are often told to be ready two or even three hours before their transport arrives.

The good news is that, after years of vigorous campaigning by Transport for All, it has now been agreed that all Crossrail stations will be fully accessible from the date of opening in 2019.

Fares for part time workers

The campaign for cheaper fares for part time workers is bearing some fruit in London with Mayor Boris Johnson announcing that the daily fares cap on TfL services is to be reduced to one fifth of the weekly rate. Those travelling on less than five days in a week will certainly benefit from the change. A drawback of Oyster, however, has been that, whilst capping daily fares, it does not apply a weekly cap. The new proposal goes some way towards resolving this but falls short because, unlike a weekly travelcard, it does not allow free travel on the other two days. It would still therefore be useful if Oyster could automatically apply a weekly cap.

To pay for this it is proposed to increase the cost of a one-day zones 1-4 travelcard to £12, a ticket of particular use to casual visitors to the capital.

Pedestrianising Oxford Street

Lib Dem London Assembly member Stephen Knight has launched a petition to fully pedestrianise Oxford Street by 2020. He says Oxford Street is one of the most iconic shopping

streets in the world with 200 million people visiting a year. It is one of the cornerstones of London's economy, generating around £5 billion of retail trade annually. Yet it is under increasing threat from international rivals and indoor shopping centres like those at Stratford and Shepherd's Bush. He alleges also that it is one of the most dangerous roads in the UK with diesel fuelled buses and taxis producing the highest known concentrations of nitrogen dioxide pollution anywhere in the world. One person is knocked down by traffic on Oxford Street every five days.

The petition can be found at http://www.londonlibdems.org.uk/ped_oxford_street.

This follows a poll conducted by Christian Wolmar who is also advocating the complete pedestrianisation of Oxford Street. In addition he suggests that, following the opening of Crossrail, tube travel between Marble Arch and Tottenham Court Road could be made free.

Lea Bridge Station

Lea Bridge Station on the Stratford to Tottenham Hale line should have opened in December 2014. Unfortunately the site was found to be infested with Japanese knotweed, a new electricity sub-station was found to be needed and the original designs using a modular footbridge and lifts were found to be unsuitable. All these problems have now been resolved and work on the new station should commence in January 2015 with completion planned to enable opening to coincide with the December 2015 timetable change.

Quietways for cyclists

Construction is about to start on the first two Quietway routes running from central London to Greenwich and Hackney with a later extension to Walthamstow. Quietways are designed to give cyclists a direct, pleasant, back-street alternative to busy main roads, suitable for cyclists of all ages.

Sustrans has been awarded a three year contract by Transport for London (TfL) to help deliver the £120 million network. Unlike the old London Cycle Network, Quietways will be direct and clearly signed, mostly on the road itself, making it difficult for cyclists to lose their way. Because they

are on lower-traffic roads, they will be largely unsegregated. Where Quietway briefly join a main road, full segregation and direct crossing points will be provided, wherever possible, on that stretch.

Engine idling in Ealing

The Road Traffic (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002, state that if a driver doesn't turn off their engine after being spoken to, they are liable for a £20 fixed penalty notice. A number of boroughs, including Ealing, Islington and Camden, have started to implement this rule. Ealing's Councillor Bassam Mahfouz, said: 'Turning off car engines saves money and reduces pollution and I would like drivers to give more thought to the poisons they are pumping out into the atmosphere unnecessarily'.

Stop killing cyclists

Following the death of 44 cyclists on London's roads since 2011, a new group, Stop Killing Cyclists, was formed with a radical edge and a focus on direct action. Their key demands are to double the Netherlands per person investment in cycling infrastructure, a comprehensive segregated cycling network within 5 years; and two places for cyclist representatives on the TfL Board.

In November 2013 2,000 people joined a massive 'die-in' to protest at recent deaths of cyclists and on 15th November 2014 a march was organised along Oxford Street behind a horse-drawn hearse ending in a die-in at Marble Arch. A video of this impressive event can be seen at <http://goo.gl/njcCEw>

Crossrail 2 consultation

TfL recently consulted on the route for Crossrail 2. One question was whether the line should serve Dalston Junction or Hackney Central. CBT London in their response argued that the route should take in both stations (see report in newsletter no. 22). They also suggested that there should be a branch east to Stratford and Barking.

The Mayor has now confirmed the proposed route. It is to serve Dalston Junction. However a spur to Hackney has been safeguarded in order that an eastward extension might be made at a later date.