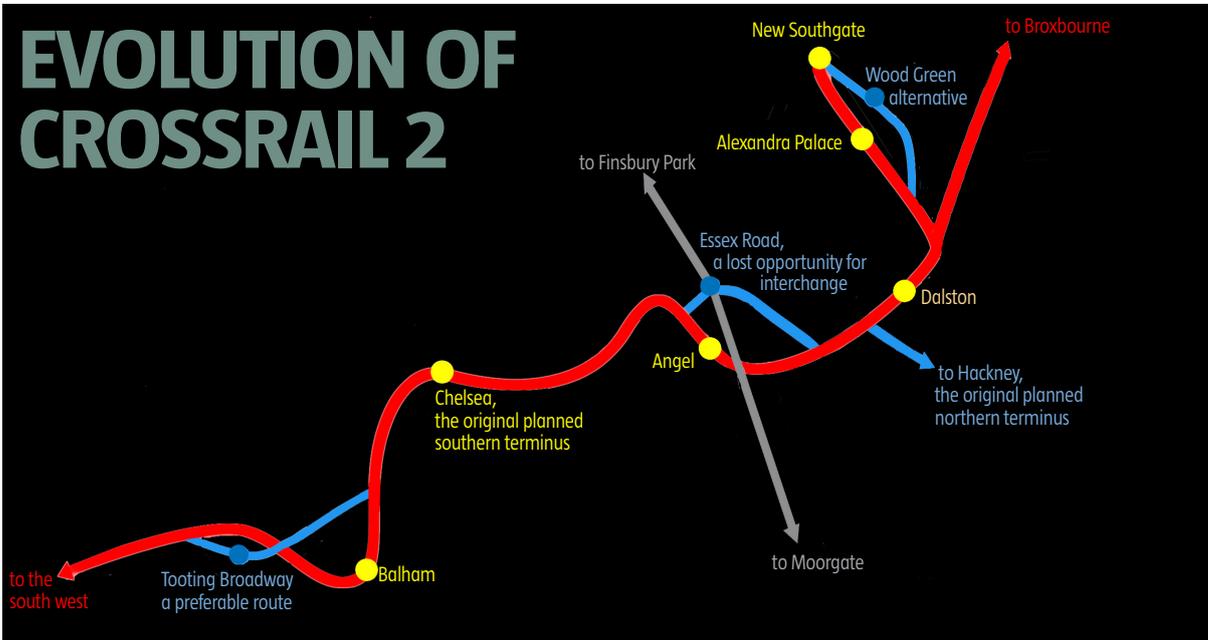




## EVOLUTION OF CROSSRAIL 2



**Crossrail2 has evolved considerably since the Hackney to Chelsea line was safeguarded. It is even being spoken of as a high speed line. It is being promoted as the means to disperse HS2 passengers, which rather ignores the original objective.**

The Hackney-Chelsea line was seen as a means of relieving congestion from the Victoria and Central Lines in particular. It was to reach the parts of London that other tube lines did not reach. Its cost:benefit ratio was far higher than that of Crossrail 1, which was only ahead in the pecking order because it was felt that excavation of the area through which it ran would be subject to a higher rate of inflation than Hackney-Chelsea.

Key to the relief of overcrowded lines is the provision of interchange wherever one line crosses another. This governed the siting of stations on Hackney-Chelsea. A particular attraction was the station at Essex Road, where buses simply could not cope with the growth of passenger numbers.

This road and Walworth Road in south London were easily the most densely packed bus routes in the capital.

The Moorgate branch of the Great Northern, inherited from the Northern Line, is packed to the gills in one direction during the peaks and grossly underused at other times. The interchange would have both relieved the congestion and promoted a more frequent off-peak service. Weekend services axed in the late 80s have only just been restored.

The first Regional version of Crossrail2 replaced Essex Road with Angel, duplicating an interchange with the Northern Line that would already be provided at Euston and/or King's Cross. It did offer interchange for Great Northern passengers further north, with a station at Alexandra Palace. However, this is now under threat in turn. The alternative of an interchange at New Southgate excludes everyone from the Hertford loop line.

The Hackney-Chelsea Line also offered interchange with the North London lines at

Dalston and the West Anglia routes at Hackney Downs. It then served the part of London where most commentators believe there is most scope for growth, providing interchange and congestion relief with the Central and Great Eastern services.

The current scheme takes the line through the existing corridor to Broxbourne, and possibly beyond. Many have commented that Crossrail2 has lost its way. While this line is undoubtedly poorly served, and Angel Road is the most dehumanised station in London, the overwhelming need is for a high speed link to Stansted that would free up the existing line. Moreover, the idea that there is scope for housing development in this area seems to overlook the fact that it has been constrained by the existence of several large reservoirs which as far as I know are still very much required.

The obsession with dispersing HS2 passengers has diminished the interchange at King's Cross. It has been replaced by a Euston/St. Pancras station, a better idea than

two stops close together but the two stops are too far apart to give good interchange at either. Destroying more council housing, on top of that threatened by HS2, is as barmy as it is unwelcome to those who live there. To grow the economy you have to expand all aspects of infrastructure, which includes housing in close proximity to the new stations.

And while expense seems no object north of Victoria, it is now proposed to delete Tooting Broadway in favour of Balham, solely because of difficult ground conditions. This duplicates an existing rail link from Clapham Junction when what are needed are new links and interchanges.

A scheme developed to reduce travelling distances and congestion threatens to encourage people to travel further to work, which means that congestion relief will evaporate very much more quickly. The scheme's planners must be weaned off 'predict and provide' as the only solution to our transport needs.

Andrew Bosi

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.

**Follow us on our website at: [bettertransportforlondon.com](http://bettertransportforlondon.com) and on twitter @CBTransportLDN**

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**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.

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 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](mailto:cmartin1713@gmail.com).

Previous issues of the newsletter can be found at [bettertransportlondon.org.uk](http://bettertransportlondon.org.uk).



**Lorry safety** On 17th November the London Cycling Campaign delivered a petition to the mayor calling for a rush hour lorry ban and the introduction of 'direct vision' lorries. Mayor Boris Johnson responded that Transport for London will be looking at restrictions on lorry movements during rush hours 'for reasons of congestion not just cycle safety.' He also agreed fully with the LCC's view that lorry designs should change to eliminate 'blind spots' and give drivers much better all round vision.

The Freight in the City exhibition, held at Alexandra Palace on 27th October, shows that freight operators are taking the threat to safety from large trucks seriously. Exhibits included audible and visual devices to warn drivers of nearby objects including cyclists and a camera array which gives drivers an all round view of their vehicle on one screen. It can be said that drivers using such devices suffer from a 'sensory overload' which makes it difficult to take in all the information provided whilst also manoeuvring the vehicle. This might be supplemented by another idea, championed by the GLA, to move to vehicles with low cabs and doors with big windows so that drivers have more chance of seeing cyclists. Whilst these are widely used on refuse vehicles there have been doubts whether they are suitable for other purposes, particularly in the construction industry. However, two manufacturers, Mercedes and Dennis, are now showing that this layout can be used for all types of vehicle. In off-road conditions the whole vehicle can be lifted on an air cushion.

## SILVERTOWN – YET ANOTHER RIVER CROSSING

**The Silvertown Tunnel will run from just before the commencement of Blackwall Tunnel Approach to near Victoria Dock Road facing west towards the Lower Lea Crossing.**

It will have two bores, with two lanes in each bore. This would suggest a capacity of 4,000 vehicles (PCUs) per hour in each direction.

It is therefore puzzling to read, 'We have carefully modelled the traffic impacts of the scheme and do not anticipate that implementing the Silvertown Tunnel scheme would lead to any significant overall increase in traffic levels.'

The Silvertown Tunnel is one of a clutch of schemes devised to replace the unpopular proposed East London River Crossing, The other two schemes, which will go out to consultation at the end of this month are the Gallions Reach and Belvedere river crossings to the east of the Thames Flood Barrier and Woolwich Ferry. Gallions Reach would appear from a glance at the A-Z to substitute for the Barran Report proposed Underground (River Line) to Thamesmead, whilst Belvedere might connect a tank farm on the South side of the River with the Ford Motor Works and Heathway

to the North. Consultations on these three schemes were held in February – March 2012 see:- [consultations.tfl.gov.uk/river/crossings](http://consultations.tfl.gov.uk/river/crossings)

The Silvertown Tunnel is the scheme that has the strongest case as it is presented as a replacement for the restricted northward bore of the Blackwall Tunnel. This probably explains why it has been presented first, in order to create a 'snowball' effect after it has been approved, for it is said that the schemes have met public acclaim – 80% of respondents say something must be done. There were 1,000 incidents at the Blackwall Tunnel in 2014. A common cause of delay is lorry drivers not finding out that their vehicles will not fit in the tunnel, until they are well down the route – so why not have a loading gauge?

Due to the low capacity of the Blackwall Tunnel there can be delays of 25 minutes – rationing by time rather than by price. The tunnel will have a bore large enough to take high cube HGVs and double deck buses. This will obviously aid road hauliers competing against trains on HS1 to the Barking Ripple Lane terminal, though this traffic might pass via the Belvedere link.

As is usual with urban roads the unstated agenda is to provide a market for petroleum. Assuming constant use for most of the day and given a mean lead of ten miles per trip, the four new links, including Pimlico-Nine Elms, could generate a petroleum market of around £120 million pa at current prices. What these schemes will do for global warming, I leave to others to elucidate. **Robin Whittaker**

## Should Tfl run our trains?

**According to a London Assembly Transport Committee report, 68 per cent of respondents to their survey favoured devolution of South London rail services to Tfl. Complaints about the present service centred around the level of fares, overcrowding, delays and cancellations.**

A more frequent service was also cited. The present Overground services seem to satisfy most of these complaints although this might prove more difficult on the crowded tracks of South London.

Valerie Shawcross, Chair of the London Assembly Transport Committee said, 'There is a growing consensus that rail devolution to London is a good idea, including among passengers both inside and outside of London... Another thing we found was that the nightmares at London Bridge station might have been avoided, had a strong partnership existed between Network Rail and Tfl.'

Tfl have also proposed managing central London rail terminals but the Transport Committee has said this would be too complex and is not worth pursuing.



**Waiting to access Camden Town station** Plans to expand the underground station at Camden Town have been published. A possible site for the entrance would be on Buck Street, between Camden High Street and Kentish Town Road. It would lead to three new escalators and two lifts. Below ground there would be more space to change between trains.

This is a rehash of a scheme floated some 20 or more years ago which was withdrawn in the teeth of opposition from property owners. It is certainly needed with the station having to be regularly closed because of overcrowding. Interchange between the Edgware and High Barnet will also be improved. This would become particularly important if the two branches of the Northern Line are split so that all Barnet trains go via Bank and all Edgware trains via Charing Cross.



# The Future of Electric Transport

**The question that is being increasingly asked is whether the electric motor is the best way to drive the wheels of our road transport vehicles?**

We all know that for rail this debate has long been settled although sadly we are still waiting for electrification on many lines. For road vehicles, electric drive systems offer much higher efficiency, smooth power transmission, zero vibration, extremely low noise and zero pollution at the point of use.

So what's not to like and why are they still produced in relatively small numbers? Well, battery range, lack of public charging infrastructure and re-fuelling time. This is of particular importance to private car owners. Although average UK mileage is about 22 miles per day, motorists like the freedom of covering longer distances and with electric cars that is difficult at the moment. Not so with public transport buses. The fixed routes are ideally suited for electric drive. Many urban bus routes are well within the range of battery systems available today. Buses spend time sitting idle during which they could be recharged.

Buses by the US company Proterra and the Chinese BYD

manufacturer claim a range of 200 miles, plenty for most London routes. However the Dutch technology company ABB claim they now have superfast chargers, capable of replenishing in about 6 minutes, quite enough for buses to recharge at terminal points. ABB suggests that this could be done by a pantograph connecting with a contact bar.

Electric drive systems add hugely to the comfort of passengers. The vibration of the diesel engine not only increases the maintenance bill but is an irritation to the user. Electric motors can be programmed to start and stop the vehicle smoothly, reducing discomfort for elderly and infirm passengers thrown around by inconsiderate drivers. Idling combustion engines are also a nuisance to residents living near bus stops and terminals.

Electric drive systems are about three to four times more efficient than combustion engines and it is predicted that by 2050 80 per cent of motor vehicles will be hybrid or fully electric. Most vehicles in development now incorporate some sort of electric drive. 'Electric motors are actually the perfect drive system,' says Dr. Karsten Michels, head of development

at Siemens. The cost of electric vehicles is falling fast as the numbers manufactured increases. Competitiveness will improve through saving on fuel and maintenance cost.

There are plans to add electric motors to ships and even aircraft, cutting fuel consumption and pollution. Siemens developed the technology for the world's first electrically powered car ferry in Norway. The ferry entered service in early 2015 and causes no carbon dioxide emissions due to Norway's renewable energy generation.

Most car manufactures are adding pure electric vehicles to their range. There are about 45,000 electric vehicles in the UK. Registration of electric vehicles increased by 50 per cent from 2013 to 2014 due to excellent products now available from Nissan, BMW, Renault and Tesla. Electricity is all around us and it can be generated from renewable sources. There are plans to convert lampposts to charging points. No need for tankers to supply fuel to petrol stations.

The steam engine was replaced by the internal combustion engine. Will the internal combustion engine go the way of the steam engine?

Maybe quicker than we think. **Friedbert Meinert**

## Paying people who don't drive

**In Spring 2015 the London boroughs of Hounslow and Hackney joined a new app called BetterPoints, which rewards residents who walk, cycle and run. It is part of a new trend which aims to encourage citizens to walk and cycle, both for their own health and that of the wider community.**

Points are earned via a smartphone app which records activity. There is also a weekly bonus of 250 points for five days of activity. 2,000 points earns a treat such as a reward voucher of £2 to spend in selected shops. Meanwhile there is also the option of donating.

Isabel Dedring, Deputy Mayor for Transport has suggested paying Londoners to walk and cycle, as has Simon Birkett of Clean Air London. It makes both health and economic sense to pay people who reduce their contribution to air pollution and congestion by their choice of active travel.

It also cuts inactivity which is responsible for one in six deaths in the UK. The CEO of NHS England has already said that obesity will bankrupt the NHS. A sharp rise in urban diabetes is causing great concern in Brent and Newham where one in ten now has diabetes.

In Stockholm they want to balance their congestion charge zone with a 'reverse' congestion charge which pays cyclists. It is part of a carrot and stick strategy that is particularly directed at the suburbs, outside the congestion zone, where citizens are resisting giving up their cars.

We see a similar picture in London with car household ownership as low as 29 per cent in inner London Tower Hamlets but actually increasing in many outer boroughs such as Sutton, which now has 78 per cent car ownership. In order to persuade more people to give up their cars and free up space on the underground, this is another tool that may prove very valuable.

**Rosalind Readhead**

## NEWS ROUNDUP

### Curse of the diesel

GMB, the union for staff working on streets across the UK, has published a new study of official data on the mean average level of Nitrogen Dioxide (NO<sub>2</sub>) pollutants in the air measured at 110 monitoring stations across the UK for 2015.

At 18 sites NO<sub>2</sub> levels exceeded 40ug/m<sup>3</sup> (micrograms per cubic metre) which is the level the European Union sets for the average over a year. Seven of these sites were in London, headed by Marylebone Road which returned a colossal 84ug/m<sup>3</sup>. The other London sites were Camden Kerbside, Tower Hamlets Roadside, Hillingdon, Bloomsbury, Southwark, Old Kent Road and Haringey Roadside.

GMB members working on the roadside such as street cleaners and refuse workers are particularly exposed to such pollutants. GMB is calling for more local monitoring and for action to further reduce exposures.

John McClean, GMB National Health, Safety and Environment officer, said 'These figures on nitrogen dioxide confirm the urgent need for better air quality monitoring in urban and built up areas. Clean air should be a right, not a privilege'.

Under EU law any location should not exceed 200ug/m<sup>3</sup> more than 18 times in a year. It is reported that Putney High Street exceeded the limit for 2016 on 8th January.

### Signs of Thameslink upgrade

Crucial to the plan to run 24 trains per hour through the Thameslink core tunnel by 2018 is the provision of 115 new class 700 trains and depots to service them. The depots are at Three Bridges and Hornsey. The Three Bridges depot is now complete and the first two class 700 trains have been delivered. The Hornsey depot is due to open in July 2016.

### Train timekeeping

A new report from Passenger Focus reveals a gulf between what passengers and rail industry consider 'late'. The current rule is that a local train is on time if it arrives within five minutes of its scheduled arrival time and a long distance train within ten minutes. Passenger Focus reveals that for every minute of lateness overall passenger satisfaction declines by one and a half percentage points and by three percent for commuter trains.

The figures only relate to time at

destination and not intermediate stops so the situation could well be worse if other calling points are included. Timetables for long distance trains are often 'padded' with extended times for the last stretch to enable late running trains nevertheless to arrive on time.

Network Rail publishes figures for the percentage of trains arriving early or within one minute of scheduled arrival time. This shows that, for 2012/13, the last year for which figures are available, the figure was 68.1 per cent.

### Is this the demise of the third runway?

'No third runway! No ifs, no buts!' David Cameron's ringing declaration seems to be coming back to bite him as the Government once again postpones the decision on the third runway at Heathrow. It seems that the issues of noise and atmospheric pollution and the predicted snarl up of surface transport in the area are becoming overwhelming. To add to the pressure all the London mayoral candidates are opposed.

The choice seems to be between Heathrow and Gatwick, but similar problems, if not so intense, arise if a new runway is built there. The truth is that more flying and a new runway anywhere will make it more difficult to ensure the continuing habitability of planet Earth. We need to reduce and not increase the number of aircraft in the air.

### Rosalind Readhead for mayor

Our member Rosalind Readhead is standing as an independent candidate for mayor of London. Her manifesto includes a ban on private cars in central London and a ban on diesel vehicles. She wants to prioritise active travel like walking and cycling, reclaim car parks for housing and making solar power integral to new builds. You can see more details on her website [banprivatecarsinlondon.com/](http://banprivatecarsinlondon.com/)

### Just Space community vision for transport

Just Space, an informal alliance of community groups, campaigns and concerned independent organisations, has published a draft transport policy to influence the Mayor's Transport Strategy (MTS) which has not been updated since 2008 and will be refreshed alongside the new London Plan.

The draft presents four transport objectives:

- Reduce the need for people to have to travel by providing key amenities and job opportunities locally and more balanced economic development between the Central Area and the rest of London.
- More investment throughout London in walking, cycling and accessible transport, and in outer London in public transport services, particularly bus services and orbital rail.
- Strong road traffic reduction targets, implementing road user charging, strengthening low emission requirements and avoiding traffic generating transport schemes.
- Promote an integrated approach to freight with a network of consolidation hubs and managed distribution for the final leg of delivery. Shift road freight to rivers and canals by implementing the Blue Ribbon Network.

### Lift closures compromise accessibility

Transport for All is campaigning about lift closures at underground stations which make it impossible

for disabled people to travel. On 21st September a demonstration was held at Oakwood which has one of the worst records – closed for 13 days during July and August alone. TfL blame staff shortages for the closures but also cite industrial action as being responsible for recent closures.

Transport for All want it to be better publicised that when people are unable to use the tube because of lifts being out of order they are entitled to alternative means of transport. TfL policy states: 'If you arrive at a tube, TfL Rail or Overground station and the lift is unavailable, staff will help you to plan an alternative journey to your destination. If there isn't a reasonable alternative route, we'll book you a taxi (at our cost) to take you to your destination or another step-free station from where you can continue your journey.'

To help make accessibility more affordable London Underground has built an inclined lift at Greenford, an ingenious device which uses the existing stairwell instead of requiring a new vertical shaft.

