

Strategic Transportation  
City of London Corporation  
PO Box 270  
London  
EC2P 2EJ

***please reply to:***  
70 Dynevor Road  
Stoke Newington  
London  
N16 0DX

[strategic.transportation@cityoflondon.gov.uk](mailto:strategic.transportation@cityoflondon.gov.uk)

[roger.blake@railfuture.org.uk](mailto:roger.blake@railfuture.org.uk)

2019-01-13

Dear Sir/Madam,

## **City of London draft Transport Strategy**

Railfuture is Britain's leading independent national voluntary organisation campaigning for a better railway across a bigger network for passenger and freight users in order to support economic growth, environmental improvement and better-connected communities.

We respond first to the 10 Key Proposals.

Proposal 2: Put the needs of people walking first when designing and managing our streets.

Railfuture supports this proposal insofar as it will particularly benefit people walking to/from rail stations [National Rail, TfL Rail, London Underground, Docklands Light Railway] and walking to/from bus stops with services connecting with rail stations.

Proposal 11: Take a proactive approach to reducing motor traffic.

We support this proposal insofar as it will particularly benefit people walking, cycling and using public transport to/from rail stations, and walking to/from bus stops with services connecting with rail stations.

Proposal 14: Make the best and most efficient use of the kerbside and car parks.

Railfuture supports this proposal insofar as it will particularly benefit people cycling and using public transport to/from rail stations, by facilitating the free flow of such vehicular traffic along streets and thereby improving its journey times and their reliability.

Proposal 17: Keep pavements free of obstructions.

We support this proposal insofar as it will particularly benefit people walking to/from rail stations and to/from bus stops with services connecting with rail stations.

Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver Vision Zero.

Railfuture supports this proposal insofar as it will particularly benefit people walking and cycling to/from rail stations, and walking to/from bus stops with services connecting with rail stations.

[www.railfuture.org.uk](http://www.railfuture.org.uk) [www.railfuturescotland.org.uk](http://www.railfuturescotland.org.uk) [www.railfuturewales.org.uk](http://www.railfuturewales.org.uk)  
[www.railwatch.org.uk](http://www.railwatch.org.uk)

Proposal 24: Apply a minimum cycling level of service to all streets.

We support this proposal insofar as it will benefit people cycling to/from rail stations.

Proposal 29: Support and champion a central London Zero Emission Zone.

Railfuture supports this proposal insofar as it will benefit people walking and cycling to/from rail stations, and walking to/from bus stops with services connecting with rail stations.

Proposal 38: Reduce the number of freight vehicles in the Square Mile.

We support this proposal insofar as it will particularly benefit people walking, cycling and using public transport to/from rail stations.

Proposal 41: Reduce the impact of construction and streetworks.

We also support this proposal insofar as it will particularly benefit people walking, cycling and using public transport to/from rail stations, and walking to/from bus stops with services connecting with rail stations.

Proposal 43: Establish a Future Transport Programme.

Railfuture supports this proposal insofar as it will particularly benefit people walking, cycling and using public transport to/from rail stations, and walking to/from bus stops with services connecting with rail stations.

We comment now on other proposals considered especially relevant to the interests of rail users and their means of accessing the rail networks.

Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy.

In similar vein to our response to Proposal 14 above, Railfuture advocates 24/7 kerbside controls in order to benefit people cycling and using public transport to/from rail stations, facilitating the free flow of such vehicular traffic along streets and thereby improving its journey times and their reliability, particularly on the TfL road network shown in Figure 1, the proposed cycling network shown in Figure 9, and on all existing bus routes and on the potential bus priority network shown in Figure 14.

Proposal 19: Support and champion accessibility improvements to Underground stations.

Railfuture wholeheartedly endorses this proposal.

Proposal 25: Increase the amount of cycle parking in the City.

In similar vein to our responses to many Proposals above, Railfuture supports this proposal insofar as it will particularly benefit people walking, cycling and using public transport to/from rail stations, and walking to/from bus stops with services connecting with rail stations, by not only providing adequate parking facilities in appropriate locations for cyclists going to/from rail stations which may not have adequate facilities, but also by helping to reduce cycles being attached to street furniture thereby causing obstructions to pedestrians going to/from rail stations and bus stops with services connecting with rail stations.

Proposal 28: Improve cycle hire in the City.

We also support this proposal insofar as it will particularly benefit people who wish to cycle to/from rail stations rather than for example walk or use public transport to save journey time; in so doing it will help albeit in probably a small way to reduce congestion on the rail networks from short-hop journeys.

Proposal 30: Install additional electric vehicle charging infrastructure.

Proposal 31: Request an accelerated roll-out of zero emission capable buses.

Proposal 32: Support small businesses to accelerate the transition to zero emission capable vehicles.

Proposal 33: Make the City of London's own fleet zero emissions.

Proposal 34: Reduce the level of noise from motor vehicles.

Proposal 36: Encourage innovation in air quality improvements and noise reduction.

Railfuture takes these proposals together and in similar vein to our response to Proposal 29 above, wholeheartedly endorses them insofar as they will benefit people walking and cycling to/from rail stations, and walking to/from bus stops with services connecting with rail stations.

Proposal 46: Support and champion better national and international connections to the Square Mile.

Railfuture is agnostic on the location of any increased airport capacity in the South East, but is committed to supporting improved rail-based connectivity to all five of London's airports.

Proposal 47: Support and champion improved connections to the Square Mile from Greater London and the surrounding region.

We advocate a new 'Thameslink-2' north-south cross-London mainline rail route between East Croydon, Lewisham, Canary Wharf and Stratford, with continuous connections into the Brighton, West Anglia and Great Eastern mainlines, in order to add long-term capacity and connectivity to central and east London in general and for the City of London in particular to help relieve its congested rail networks. See <https://www.railfuture.org.uk/Thameslink+2>

Railfuture has long been a consistent advocate of 'devolution of suburban rail service franchising to TfL', and has supported TfL's proposals for the Barking Riverside Extension.

Railfuture has long been a champion for Crossrail 2 and throughout its various previous incarnations. We particularly advocate an 'Eastern phase' proposed by east London and Essex authorities, potentially beneficial for the City of London in relieving pressures on routes into London Fenchurch Street station. See <https://www.railfuture.org.uk/display1545>

Proposal 50: Support the Mayor of London in retaining locally-generated taxation.

Proposal 51: Encourage continued Government investment in major London transport projects.

Railfuture wholeheartedly endorses these proposals.

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS  
Railfuture  
Director for Infrastructure & Networks  
Vice-Chair, London & South East regional branch