

## FROM THE PAPERS

Items for “From the Papers” should be sent to Ian McKenzie at 24 Thamespoint, Fairways, Teddington, TW11 9PP (or E-Mail [secretary@lurs.org.uk](mailto:secretary@lurs.org.uk)), and not to the Editor of this journal. Please ensure that contributions are identified by date and source publication.

**14.03.17 SE1** – Calls for a Bakerloo Line station at Bricklayers Arms, have been endorsed unanimously by Southwark councillors and by transport watchdog London TravelWatch. Now City Hall has published a response from Mayor Sadiq Khan about the choice of station locations on the Bakerloo extension. The Mayor was asked: “Why do TfL’s plans for the Bakerloo Line extension not include three stations on the Old Kent Road to improve transport links and match the stations per km of the rest of the line?”. He responded: “TfL took into account the emerging proposals in the Borough of Southwark’s *Old Kent Road Area Action Plan* before launching its consultation on the proposal for two stations along the Old Kent Road. The distance between stations varies significantly on different parts of the Underground network. TfL has focused considerations on the planned changes in the *Old Kent Road Opportunity Area* to determine the number and location of stations that would support future growth. TfL considers that two stations would be sufficient alongside improvements to local bus services, walking and cycle networks to support the travel demand impacts of the planned new development. The consultation TfL is running provides the opportunity for the public and stakeholders to give their views and I know that TfL would welcome as much feedback as possible to help shape the scheme to best serve local communities”. Councillor Damian O’Brien: “We welcome plans to extend the Bakerloo Line bringing with it improved public transport links and huge economic benefits to the local area. However, it is vital that local residents’ views and concerns are listened to and heard when TfL clarifies its plans to extend the Bakerloo Line. We want to ensure that all residents reap the benefits of the new Bakerloo Line extension and we will continue to fight residents’ corner in demanding an additional station be built at the Bricklayers Arms Roundabout”.

*(It will be recalled that local politician, Simon Hughes, blocked the JLE bill until it was agreed to construct Bermondsey station – it has been suggested locally that similar tactics may be invoked).*

**12.04.17 CITY A.M.** – The number of complaints against Underground drivers in 2016 was at its highest level in seven years. TfL has received nearly 2,500 complaints against Underground drivers between 2010 and 2016. Last year the number of complaints stood at 515, the highest number shown in the data set, which begins in 2010, which is that reported grievances have increased more than 56% between 2010 and 2016. TfL refused to divulge the nature of the complaints, but insisted it received “very few complaints” in relation to the *Night Tube*, which launched last year.

**15.04.17 THE TIMES** – Museums and galleries are tracking visitors’ movements using the wi-fi on their mobile phones to learn everything from their taste in paintings to the time they spend drinking tea. There was an outcry from privacy campaigners last year when TfL tracked Underground passengers using wi-fi without their consent to examine possible improvements at selected stations. Retail analysts say this sort of technology is routinely used without people’s knowledge or consent in shops, to learn about customer behaviour and desires.

**25.04.17 EVENING STANDARD** – The pile of money left on unused Oyster cards has reached £250.87m. It has led to fresh calls for TfL to scrap the rule that someone buying an Oyster, paying £5 deposit and loading it with cash can only claim a refund after 48 hours. There was hope today that the restriction could now be eased so passengers can obtain refunds more quickly. The amount of cash on dormant Oysters – those left unused for 12 months or more – is increasing by more than £1M a month. The London Assembly’s Caroline Pidgeon said: “It is staggering that TfL has now accumulated a huge cash pile of over a quarter of a billion pounds. Since I first raised this issue five years ago, the amount has increased five-fold and shows every sign of continuing to even dizzy heights. TfL must make it easier to reclaim money starting with ending the 48-hour restriction on refunds. TfL must step up the information provided to the public over how they can reclaim their money back”. A report by *London TravelWatch* examining the impact of Underground ticket office closures recommended changes including removing the 48-hour restriction, saying it “does not represent good customer practice, especially for visitors who are only here for a short time. We understand TfL are looking into

it, but before this can be done they will need to make technical adjustments and ensure there is protection against credit/debit card fraud”.

**27.04.17 EVENING STANDARD** – A specialist pickpocket squad that targets thieves operating on the Underground is to be axed in a shake-up of policing on the railways. The so-called Dip Squad which has clocked up hundreds of arrests of pickpockets in recent years is to be disbanded at the end of the week. The move by BT Police (BTP) echoes a plan last year to axe another specialist squad investigating sex attacks on the Underground. That decision was reversed after outrage when the move was revealed by the *Evening Standard*. BTP have said the Dip Squad was not getting disbanded “as such” but its work was being divided between two teams. A BTP spokeswoman said: “We will have a dedicated team of detectives responsible for investigating theft of passenger property in London and the South-East. We will have six “proactive” teams in London, responsible for carrying out patrols to target offenders and reduce crime. Previously all this work was the responsibility of the Dip Squad”.

**28.04.17 EVENING STANDARD** – Caught on camera – the Underground driver travelling with his door wide open. This is the extraordinary moment when an Underground train driver was spotted last week travelling at speed with the door of his cab wide open at the start of the rush hour. “The ‘shocking’ picture shows a Central Line train, which are automatic computer controlled, moving near North Acton station with no physical barrier between the drive and the tracks just feet below. LU bosses said they were investigating the incident, and insisted safety was their “number one” priority. It is not known whether the door had malfunctioned. The photographer was photographing a bridge with graffiti and only noticed the open door when examining the photograph two days later. He said: “It is shocking. If there is one big bump and the driver falls out, he is not only going to injure himself, he is going to leave the train without a driver in charge”. A senior LU source said: “It would be against the regulations to have the driver’s door open like that. It is dangerous. There are safety features in the Central Line trains to prevent a driver’s door being open while the train is moving – but that can be over-ridden – although there is no suggestion the driver photographed did that. He will be questioned on whether there was a problem with the door”.

**28.04.17 WATFORD OBSERVER** – Design work on the Metropolitan Line Extension (MLE) is continuing, according to a senior TfL manager involved. He said: “I can confirm that design works are continuing as planned with the agreement of our funding partners, and good progress is being made with this and we are on track to complete those designs by the summer as planned. I understand that funding partners are in ongoing discussions, but I’m afraid that at this stage there’s nothing to report any movement on the wider funding issues. Since taking on the MLE from Hertfordshire County Council in 2015, has been undertaking a detailed review to establish firmer costs of the project. Following this extensive work we estimate that to complete the Extension, we would need to double the funding commitment we have already made, requiring more than an additional £50M that TfL are simply unable to provide”. He goes on to explain that Mayor Sadiq Khan believes further discussions are needed with the DfT and other funding partners, and that the design work should be completed by late July.

**02.05.17 – 08.05.17 TIME OUT** – It turns out subway carriages can be more than just places to hone your eye-contact-avoidance skills. An architect in the US capital Washington DC has dreamed up a much worthier use for them – as accommodation for homeless people. Arthur Cotton Moore has drawn up plans to transform decommissioned subway carriages into one-person homes, each with a bedroom, living room, kitchenette and bathroom. He told *The Washington Post* that the idea came about after the city council announced its intention to retire some of its subway cars. It isn’t so far-fetched, as the cars provide “a very nice enclosure which is watertight and has lovely windows. The scheme is just a sketch at this stage”, but DC’s Metro service told press that it “will consider any viable proposal for other uses of the cars”.

**02.05.17 CITY A.M.** – The first Elizabeth Line services for the Crossrail project are set to hit the tracks later this month. Eight years after building work started on the project, the first stage of the railway will open between Liverpool Street and Shenfield. The line is expected to be fully open in December 2019. (*The new trains didn’t enter service in May – Ed.*)

**02.05.17 METRO** – People who find it difficult to stand on public transport could soon have their journeys made easier thanks to a new badge and card designed to help them find seats. The “Please offer me a seat” badge and card were created by TfL following requests from passengers, particularly those with invisible conditions and illnesses, who can struggle to get a seat. More than 1,000 people took part in a trial using the badge last autumn and found it helped them secure a seat on public

transport, with 72% of journeys made easier. 98% of people said they would recommend the badge to someone who needed it. The badge and card be used on all TfL services – Underground, Overground, TfL Rail, Buses, DLR, Tramlink and River Services – as well as on station platforms and waiting areas. The free badge and card are available through the TfL website.

**02.05.17 METRO** – *London Calling* – We think this made-to-measure wallpaper of the iconic London Underground map is awesome, whether you live in the capital or in a country bolthole, available from [lovemapson.com](http://lovemapson.com)

**04.05.17 EVENING STANDARD** – LU bosses today pledged to keep London Bridge Underground station open on 8 May despite a 24-hour strike (22.00 on 7 May to 22.00 on 8 May) by the RMT union. The station, one of the busiest on the network, is used by more than 100,000 passengers a day. Mainline rail services at the interchange station are not affected by the walkout by RMT members, called in protest over the sacking of a ticket barrier worker involved in a fracas with an alleged fare dodger. London Bridge is a deep level station serving the Jubilee and Northern lines and needs specific staff levels to remain open, but LU bosses are confident they have enough staff ready to replace strikers. They also hope some RMT members will defy the strike call. The union has also ordered indefinite other actions, instructing members not to service any ticket machines or challenge passengers failing to produce a ticket at the station. It ordered the walkout after LU refused to reinstate the barrier staff member who was accused of “unacceptable conduct when dealing with a member of the public”. The union now plans to escalate the dispute with a strike ballot among all its station staff members across the Underground network.

**08.05.17 EVENING STANDARD** – LU bosses today defied an RMT strike and kept London Bridge Underground station open during the morning peak. They said they planned to operate the station, all day including for journeys home this evening. LU brought in staff from other areas to keep open the Jubilee and Northern Line platforms, but the RMT is threatening to escalate the dispute if the sacked Jubilee Line worker is not re-instated. LU called the strike “totally unjustifiable”.

**08.05.17 METRO** – A short pilot scheme to reduce congestion at Oxford Circus around the Central Line platforms starts today. Some routes around the station have changed and signs will direct customers.

**08.05.17 METRO** – The subway entrance at South Kensington leading to the Victoria & Albert museum is temporarily closed for refurbishment. The work started today and is expected to take until the end of June. Alternative access is available at street level, via exit 2.

**11.05.17 EVENING STANDARD** – The *London Chamber of Commerce and Industry* (LCCI) called on Theresa May and Jeremy Corbyn to commit firmly to Crossrail 2 amid fears they have cooled towards the vital London infrastructure plan. The LCCI said the north-south link was vital to the capital’s future as a “megacity”. It calls for parliamentary time for a Bill to designate the £27B scheme “of national importance” and to start development work. However, questions over Labour’s commitment resurfaced this morning after a close ally of Mr. Corbyn said the major investment should be shifted to the north of England. Steve Rotheram, Mr. Corbyn’s former aide said: “Down south of course they have got Crossrail, they are going for Crossrail 2. I think they should forget about Crossrail 2 and they should be concentrating on Crossrail for the North”. His comments echoed those of Mr. Corbyn, who said last year that Crossrail 2 should not be approved until northern cities get better links. The northern rival, dubbed HS3, is a proposed coast-to-coast high speed rail link from Liverpool to Hull. Borough leaders and Mayor Sadiq Khan are also alarmed at the relative silence of the Conservative ministers in the past ten months. The All-party Parliamentary Group of London MPs recently sought a private meeting with Transport Secretary Chris Grayling to ask for reassurances.

**18.05.17 METRO** – Millions of DLR commuters will benefit from 43 new walk-through trains with air-conditioning and USB charging points. Capacity on the DLR will increase by more than 30% when they enter service from 2022. TfL said: “The new fleet will significantly improve the comfort, reliability and quality of our service”. The contract to build the trains for the route, which serves the east and south-east of London, will be awarded later this year.

**19.05.17 METRO** – A new timetable is being introduced on the Metropolitan Line on 21 May and will operate until 7 October 2017. The Amersham/Chesham and Watford Tube guides are available online to download but will no longer be distributed at stations to reduce carbon footprint. Timetable posters will continue to be displayed at stations.

**19.05.17 METRO** – Chancery Lane station will be closed over three weekends while retiling takes place in the station concourse. The closure dates are 20-21 and 27-29 May and 8-9 June. Passengers are advised to use Holborn or St. Paul's stations which are a short walk or bus journey away. While the works are taking place, Night Tube services will not stop at the station on either Friday or Saturday nights.

**22.05.17 THE TIMES** – London's £15B Crossrail service may not stop at Heathrow when it opens next year after the owners of the airport said that they should be paid millions of pounds if trains travel along its private railway line. Heathrow has requested an "investment recovery" charge of £570 for each train that runs along its five-mile track, as well as "operational expenditure" of £107 a train. The line is used by the airports *Heathrow Express* service, and cost £1B to build. Officials behind Crossrail argue that the charge is unwarranted. The DfT believes that the extra charges could cost Crossrail as much as £42M per year, fuelling concerns of higher ticket prices. Four Crossrail trains per hour will run to Heathrow, replacing the *Heathrow Connect* service. If the dispute is not resolved, officials are understood to have drafted proposals to avoid the charges – Crossrail would stop at a station near to Heathrow and passengers would change to another train to complete their journey. Industry insiders suggested that Heathrow was trying to ensure that Crossrail did not reduce revenues from its *Heathrow Express* service. One said: "If you as a passenger come out of Heathrow terminals, you'll only ever see *Heathrow Express* signs. Heathrow bosses want to make as much money as they can from their railway".

**24.05.17 – 06.06.17 RAIL** – More than 300,000 tonnes of spoil excavated from the Northern Line extension from Kennington will be shipped by barge to East Tilbury to create arable farm land.

**24.05.17 – 06.06.17 RAIL** – VIVARAIL has confirmed that the company's first two completed D-Trains will be available for delivery early in 2018. Construction of the two trains is underway at Long Marston, where they will be made available as either two- or three-car units, and as either diesel or battery-powered variants, or in a hybrid power configuration. Offering the refurbished former LU D Stock vehicles in a choice of motive power will enable operators to run the D-Trains on either electrified or non-electrified routes, although it is not yet known where they are likely to enter service. They are currently being advertised for sale. Prototype 230.001 has now been fully repaired and modified after the fire incident in December, and is currently undergoing main line testing. This is required before the D-Train can be granted safety certification, before it is scheduled to provide a passenger shuttle service between Honeybourne station and the *Rail Live* exhibition site at Long Marston during 21-22 June.

**24.05.17 METRO** – Visitors to the Victoria & Albert Museum are reminded that the entrance from the long subway from South Kensington station is now closed. Work began on refurbishing the area last week and is expected to take until late June to complete. People wanting to get to the Museum should access via street level.

**24.05.17 EVENING STANDARD** – *Letter by Stephen Spark* – "Theresa May is right to remain cool over Crossrail 2, given that cost estimates have shot up to more than £30B. Considering Network Rail's lamentable record on project management and cost control, I fear this may increase even further by the completion date. What will we get for all that money? While Crossrail 2 will connect to HS2 and Eurostar, as well as the Elizabeth Line at Tottenham Court Road, these interchanges should be made at Acton and Stratford, outside Zone 1. It also does not address the lack of fast public transport from south London. Perhaps the money should be invested outside London for a change".

**25.05.17 METRO** – Commuters using the Victoria Line now have one of the fastest underground services in the world. LU has introduced a new timetable on the Victoria Line that gives rush hour passengers a train every 100 seconds. A total of 36 trains an hour will now run on the entire line during peak times. By increasing the service, an extra 3,000 passengers can be carried every hour during the busiest times of the day. LU said: "We are running more trains than ever before and this will make a real difference to our passengers, creating more capacity and making stations and train services less crowded. We are also making more of our stations step-free as part of our huge investment in making the Underground more accessible".

**25.05.17 EVENING STANDARD** – The number of accidents involving passengers on the Underground has risen to a record high of almost 5,000 a year. It spiralled to 4,928 last year, an 11% increase from 2015, amid fears that overcrowding and fewer staff at smaller stations are fuelling the rise. There was a sharp increase in accidents at several busier stations including, Baker Street (205 – 2016 figures), Bank/Monument (141), London Bridge (136), Holborn (121), Green Park (116), Euston (89), Bond

Street (81), Westminster (78), Embankment (76), Canada Water (55), Southwark (49) Knightsbridge (45), and Tottenham Hale (35). Small rises were recorded at dozens of other stations. Figures for Zones 1-4 led to calls for TfL to ensure that the Underground is the “safest in the World”. As passenger numbers rise, TfL bosses are investing millions to improve capacity at key stations including Bank, Bond Street, Victoria and Tottenham Court Road. There will be more frequent services on several lines to reduce crowding. An extra 325 station workers are being recruited this year after a staffing review that followed ticket office closures.

**27.05.17 DAILY MAIL** – A deluded loner who planted a bomb on the Underground was jailed for 15 years as a judge said commuters escaped injury or death only by luck. Damon Smith built a shrapnel bomb with chilling similarities to the one which killed 22 in Manchester. The former altar boy was obsessed with explosives and had fallen into the Islamic State propaganda online. But his device, made from sparklers, a fairy light and a pound of ball bearings, failed to detonate on the Jubilee Line. Despite his interest in violent Islam, he escaped being charged with terrorist offences because authorities could not prove he had been radicalised. His mother blamed his Asperger’s syndrome and insisted he was “just a vulnerable little boy”. She added: “He just made a smoke bomb and the prank went wrong”. The judge said bloodshed was averted only by chance, and said: “It was entirely fortuitous as events turned out the device did not explode. If there had been successful ignition of the material in the sealed flask, it would have been capable of causing the flask to rupture, projecting metal fragments and ball bearings outward. This would have had the potential to cause serious injury and damage within the length of the carriage. Quite what your motives were in acting as you did is difficult to discern with any degree of clarity or certainty”. Smith sparked a massive counter-terrorism operation when he left a holdall containing the bomb on a Jubilee Line train last October. The bag was handed to the driver who discovered the contents as he drove into North Greenwich station, triggering an evacuation. Smith claimed his actions were simply a prank inspired by his favourite YouTube channel *Trollstation*. Bomb making materials were found in the family home in Rotherhithe, and another device was found in his grandparents’ home in Devon.

**27.05.17 THE TIMES** – Heathrow loses bid to charge Crossrail. Heathrow claims it faces a darker future after losing a fight for compensation over its Heathrow Express line that is likely to suffer from the launch of Crossrail next year but suffered a heavy blow yesterday after failing to force Crossrail to pay millions to use its tracks into the airport. The High Court dismissed claims that the new east-west rail service through the capital should pay excess charges of up to £42 million a year. It was feared that any attempt to impose higher charges would have pushed up ticket prices. Critics also warned that it could force the service, which is to operate through central London from next year as the Elizabeth Line, to miss out Heathrow altogether. Heathrow spent £1 billion building a five-mile spur into the airport 20 years ago to connect to the Great Western mainline. It is used by the Heathrow Express, the most expensive rail line in the country, and generates millions for the airport each year. Legal action was triggered after the Office of Rail and Road decided that the amount that Heathrow airport could charge Crossrail – and others – for using the spur could not include any amount connected to the recovery of the original building costs. The airport applied for a judicial review at the High Court, arguing that the decision was irrational and that the ORR had no power to reach any decision over the access charge. However, Mr. Justice Ouseley ruled yesterday that the challenge failed on all grounds. He refused permission to appeal, but the airport can still ask the Court of Appeal itself to hear the case. A Heathrow spokesman said: “We are disappointed with today’s ruling and are considering our next steps. Both Heathrow and Network Rail agree that track access charges must be fair to encourage future private investment.” He said that the airport was “committed to increasing sustainable public transport to the airport – that’s why we invested in Crossrail, built the Heathrow Express rail service, support Piccadilly Line services to the airport and subsidise Europe’s largest free bus network”. Heathrow is counting on the arrival of Crossrail next year as part of its plans to treble the airport’s rail access. However, the High Court decision has raised questions over whether the stance taken by ORR risks discouraging future private investment. An ORR spokeswoman said: “We welcome this judgment and we will now work with all the affected parties to enable Crossrail services to start running as scheduled into the airport”.

**30.05.17 EVENING STANDARD** – Reports that work is going to be undertaken by Network Rail for the next eight weekends between 01.00 Saturday and 04.00 on Monday to continue the abortive £130m electrification work. Work starts this coming weekend and involves noisy floodlit work to install the overhead line – the construction team of course have specialist vehicles that sound a piercing horn

whenever they move. Network Rail's letter to neighbours promises, however that although disturbance is unavoidable, every effort will be made to minimise unnecessary noise. The letter also warns of further weekend closures later in the year, although industry sources (the article says) indicate that this could be another month-long closure of the line, with NR refusing to confirm or deny this claim, calling it "speculation at this point".