

## FROM THE PAPERS

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**11.09.15 SOUTH LONDON PRESS** – Plans to build an extension to an Underground line further in to South London will be consulted on again after alternative routes were suggested. TfL conducted a consultation last year on bringing the Bakerloo Line through Southwark towards Lewisham. More than 15,000 people responded with their views with more than 95% supporting the proposals. TfL published the responses this week. They include suggestions regarding a number of alternative routes which will now be considered. The current routes proposed are from Elephant & Castle to New Cross and Lewisham via Old Kent Road or via Camberwell and Peckham Rye. TfL said: “We are now reviewing these options further. Once the options have been fully explored, a further public consultation is anticipated in 2016. This consultation will be able to present the extension proposals in more detail”.

**03.11.15 EVENING STANDARD** – Writer William Boyd today became the latest well-known figure to join the campaign against bringing Crossrail 2 to Chelsea. He accused TfL of proposing an “act of civic and urban vandalism”. The campaign against Crossrail 2 is backed by about 4,000 residents including director Sir Alan Parker and actress Felicity Kendal. TfL has launched a public consultation into the £27B landmark rail project.

**03.11.15 EVENING STANDARD** – *Letter by Lester Truter* – “I am appalled at the decision to remove Tooting Broadway (*replaced by Balham*) from the list of Crossrail 2 stations. Tooting desperately needs this type of investment and the reasons for the exclusion are vague and short-sighted. I have always supported Sadiq Khan, who has been quiet on the matter, but Conservative spokesman Dan Watkins is the only person I’ve seen galvanising local support. It may be a lost cause but Tooting needs a champion. If Mr. Khan can’t help his own constituency, how effective will he be as Mayor?”.

**04.11.15 THE TIMES** – *By columnist Matthew Parris* – Public transport in the capital, particularly the Underground, is operating uncomfortably close to the margins. Crossrail 1 opens in 2017 but will take little pressure off (for instance) Oxford Circus station, around whose entrances crowds of upwards of 500 people sometimes now press for up to three hours from about 16.00. Sometimes staff have to shut the gates, for fear of accidents. It doesn’t feel quite safe. There are no “rush hours” on many central London lines anymore – they are packed all day. We mucked up Crossrail 1, delaying by decades. Just for once, couldn’t we get ahead of ourselves and start on Crossrail 2 right away? London must pay. But London should act.

**05.11.15 EVENING STANDARD** – A 1935 poster of Harry Beck’s iconic Underground map is to fetch about £12K when it goes under the hammer in London this month. The map will be sold at Southeby’s Travel, Atlases, Maps and Natural History sale on 17 November.

**06.11.15 WATFORD OBSERVER** – The rising cost of the Croxley Rail Link shows Hertfordshire County Council (HCC) “was not up to the job” of delivering it on time and on budget, the TaxPayers Alliance say. The proposed extension to the Metropolitan Line was discussed by TfL’s board on Wednesday. The TfL documents highlighted the final cost is forecasted to be close to £300M. In December, it emerged the government had asked LU to take over construction of the scheme because costs kept rising. When the project was first given the go-ahead, it was expected to cost around £120M but the funding package signed off by the Chancellor showed the project would cost £284.4M.

**10.11.15 METRO** – Covent Garden station is now back to normal as major works to replace all four lifts have been completed. Westbound Piccadilly Line trains have started stopping at the station again at weekends, providing usual service for passengers. The new lifts – which replaced lifts that were 25 years old – can carry 25% more customers because they’re larger and quicker. They are also more energy efficient, contributing towards TfL’s commitment to reducing the carbon footprint of Underground stations.

**10.11.15 METRO** – This week, *Wrap-up London* volunteers will be collecting old and unwanted coats to help keep homeless people warm this winter. They will be collecting at Victoria, Canary Wharf, King’s Cross St. Pancras, Waterloo, Euston, Highbury & Islington, London Bridge and Charing Cross Underground stations. In 2014 more than 12,000 coats were donated.

**10.11.15 EVENING STANDARD** – Talks to try to kick-start the stalled *Night Tube* resumed today amid fresh rows over the service. There was a challenge from LU’s bosses that the network stood

“operationally ready” to run the *Night Tube* and that 500 staff, mostly part-time, had been hired in “to run it”. The unions claim there are “huge health & safety issues”, particularly over staffing levels and training, and say their concerns are backed by fire and safety chiefs. TSSA said they were attending the talks at conciliation service ACAS “in good faith”. ASLEF said: “We are happy to talk because we want a resolution – but LU have to come back with new and better proposals”.

**11.11.15 EVENING STANDARD** – Passengers at the biggest Underground stations are frequently queuing at ticket machines for 30 minutes or more, according to a “list of shame” published today. A survey by the TSSA union claims customers are facing huge delays in ticket halls – with some at Victoria having to queue for up to an hour, creating “dangerous bottlenecks”. Other stations where passengers often stand in line for more than 30 minutes include Euston, King’s Cross St. Pancras, Liverpool Street, Heathrow, Earl’s Court and Finchley Road. The situation is so bad that LU has been forced to use crowd control barriers that manage people into “snake-like” lines as they wait to buy tickets. TSSA said its members had to frequently help calm down frustrated and angry passengers. The plans to axe ticket offices were revealed by the Standard more than two years ago, with LU saying they were used on only 3% of journeys. At the time it promised more staff on station concourses. Mayor Boris Johnson pledged he would: “make transport more convenient by halting the proposed ticket office closures and ensuring there is always a manned ticket office at every station”; a promise he did not keep. LU’s Steve Griffiths claimed: “over 75% of stations now operate without a ticket office and customer satisfaction is at an all-time high”.

**11.11.15 EVENING STANDARD** – Sadiq Khan called for a fares freeze ahead of an expected 1% rise on London’s Underground, train and bus prices. The Labour mayoral candidate pledged a four-year “proper” freeze across all TfL for London fares, if elected next May. Mr. Khan also promised to introduce a new bus ticket called the Hopper, which allows you to make as many as changes as you need within one hour, but only pay a single fare. Mr. Khan said: “Tory fare hikes have cost Londoners thousands of pounds. It’s played a big role in making London increasingly unaffordable for ordinary Londoners”.

**13.11.15 THE TIMES** – Amanda Tweedale has sent in a wonderful defaced sign that has gone viral online, found beneath directions to London’s two main transport networks. After the words “Underground, Overground,” some wag had added “.... wombling free”.

**13.11.15 EVENING STANDARD** – *Letter by Martin Harris* – “I hold no brief for some of the actions of the transport unions, but what TSSA survey (“Huge waits at Underground ticket machines”), about the situation at some of our major stations is demonstrably true. I travel by Overground to Euston and transfer there to the Northern Line. At times you almost have to fight to get through the crowds trying to get tickets. My wife and I feel genuinely at risk at times, so for Steve Griffiths, LU’s Chief Operating Officer, to say that customer satisfaction as “at an all-time high” is disingenuous. Does he not go to major Underground stations at peak times? The scheme to close ticket offices might work at smaller stations but fails dreadfully at key stations such as Victoria or Euston at peak times. We are told “the vast majority” of passengers are not affected but tourists can’t see the city if they have to spend up to an hour getting a ticket – and many do not have contactless payment cards. We need a solution, not a pretence that all is well. Mr. Griffiths says “any concerns will be investigated” – well, I am very concerned”.

**13.11.15 EVENING STANDARD** – *Letter by Craig Alexander* – “It is obvious to anyone who commutes through St. Pancras or Euston regularly that closing ticket offices has had the effect the unions warned us about. What is even more depressing is that, in an effort to speed up the use of ticket machines, LU now positions at least two members of staff to help passengers, rather than letting them work in the ticket office. This is yet another case of decision makers pushing forward changes by ignoring advice from people who know better. I predict ticket offices will be reinstated – at huge expense”.

**17.11.15 EVENING STANDARD** – *Letter by Roy Gissop* – “LU is not the only organisation making customers queue to use machines. My local Barclays branch has replaced its counters with machines. Staff who used to serve at the counters now hover about, tablet in hand, hoping we never learn how to use them – otherwise their jobs will be on the line”.

**17.11.15 EVENING STANDARD** – *Letter by John Martin* – “Many people have complained about the length of the queues at Underground ticket machines, and that TfL needs a solution, but it already has one – it is simply not advertising it enough, especially to tourists. If people have a contactless debit or credit card, they do not need to queue for a ticket as they can just use their card instead”.

**18.11.15 THE TIMES** – Boris Johnson has the ability to surprise even himself. The Mayor told a fundraising event for the charity *Norwood*, that he recently received a letter from his office informing him, to his apparent surprise despite the signature, about the planned route for Crossrail 2. “It doesn’t just go through my backyard, it goes absolutely under my house. I haven’t yet dared to tell my wife about this wonderful thing that I’m doing for the property”.

**18.11.15 EVENING STANDARD** – Residents opposed to a new Crossrail 2 station in Chelsea claim that demolition of parts of the King’s Road is being considered by TfL. The campaign group *No Crossrail in Chelsea* say a leaked document shows TfL has been prepared to “think the unthinkable” by looking at possible sites in one of London’s best known roads. The document outlines arguments for and against 14 locations. TfL wants to build a station on Chelsea on the planned £19.5B route. Campaigners claim TfL’s own analysis shows a link between Victoria and Clapham Junction with no intermediate station could be a better option. TfL said the document was standard “preparatory work to identify the pros and cons of all possible locations”.

**18.11.15 EVENING STANDARD** – *Letter by Maureen Charles* – “I understand commuters who were annoyed with Warren Street station being temporarily shut. However, while this is a huge inconvenience, we should all thank the Met. and BT Police for doing their job properly, especially at such a trying time”.

**19.11.15 EVENING STANDARD** – *Letter by Hayley Harris* – “Well done to the young man who saved a woman in a hijab, from being verbally abused on the Underground. Shame on the other passengers who just stood by and let a vulnerable and innocent girl be abused and threatened by a grown man”.

**20.11.15 EVENING STANDARD** – A pickpocket who stole £1,630 of smart-phones in just one week from female rush-hour commuters has been banned from the Underground. He struck on the Northern Line between Kennington and Oval, and at Bank and London Bridge stations. He has had a string of previous convictions for theft. The magistrate banned him from the Underground in the rush hour ..... except to come to court.

**22.11.15 SUNDAY EXPRESS** – TfL bosses are all in a fluster over their famous sign, the barred roundel, being used to tempt people to get a taste of the capital in the Yorkshire Dales. Nick Osborn has been rapped for using it to lure people into his Skipton Pie and Mash Shop, more than 200 miles from the capital. TfL demands he remove his PIE STOP sign because it infringes their intellectual property. Nick, a born Londoner, brought the traditional taste of his home city to Skipton about 4 years ago and the distinctive sign has been up ever since.



Now TfL has told him in a letter: “The TfL roundel is, in fact, a registered trademark and, as such, should not be used without the permission of TfL”. Nick said: “I’m amazed TfL could be bothered with a pie shop tucked away in the North. I don’t think we’re going to any London buses stopping here, or are they to run the Underground to Skipton?”

**25.11.15 EVENING STANDARD** – 80 platforms across the Underground network were today branded “high risk” by unions because drivers do not have a clear view in their in-cab CCTV of passengers getting on and off. The claims sparked fresh fears that trains could move off after a passenger had fallen into the gap between carriage and platform or dragged along with their coat caught in the automatic doors. Drivers use in-cab and platform monitors to check if it is safe to move the train but they are being obstructed when the platforms are busy, it was claimed. In a survey conducted by ASLEF, up to 190 platforms were identified where drivers were having problems getting a clear picture on the screens with 80 at particular risk. These “high risk” platforms include Clapham South, both King’s Cross Northern Line platforms, both Victoria Line platforms at Victoria, and Oxford Circus northbound Victoria Line platform. ASLEF said LU’s regulations state that station staff should be on the platform to tell the driver when it is safe to depart if there is a defect with the in-cab or platform mounted CCTVs or mirrors. It accused LU of not having sufficient staff on the platforms. LU said: “The safety and security of our customers remains top priority which is why platforms are staffed during busy periods”.

**26.11.15 EVENING STANDARD** – Thousands of Underground staff are expected to accept a new pay and conditions offer from LU as it seeks to break the deadlock on 24-hour services. Union bosses were today studying the deal. RMT is expected to order a referendum among its members. This paper understands that union members are expected to vote in favour of the new offer. *Night Tube* was due

to start on 12 September, but postponed because LU and the unions failed to agree pay and working conditions. LU said it will be months before the service begins. The deal if accepted will be backdated to April. If RMT was to accept the offer, it would threaten a major split with the other unions.

**26.11.15 EVENING STANDARD** – Piccadilly Line commuters were today advised to apply for refunds after suffering another morning of Underground chaos. TfL offered passengers their single fare back after a faulty train at King's Cross led to partial and full closure of the line for about two hours. The problems came after more than a week of delays caused by lack of trains.