

FROM THE PAPERS

29.06.18 EVENING STANDARD – *Letter by Sylvia Browning* – “When will Mayor Sadiq Khan keep his promise to restore public toilet facilities in London, that are conveniently located and available to everyone? Thousands of public toilets in the capital were lost with the closure of those at Piccadilly Circus, Oxford Circus, Charing Cross and Westminster Underground stations, to name but a few. Toilets on commuter trains, Underground stations and waiting rooms have also, disgracefully, been closed, forcing men to urinate in car parks because they have nowhere else to go. Women, meanwhile, do not have this option and cannot use the pop-up urinals in the city, either. This is discrimination against women. London is lagging behind the rest of the UK over this issue. Many provincial towns provided vandal-proof automatic toilets that are fully available to everyone. Why can't London follow suit?”

12.07.18 METRO – Head of Jubilee Line operations explained what the platform situation is at Stratford, and why changes will improve services for passengers. He said: “There have recently been some changes to the Jubilee Line platforms being used at Stratford station. Apart from at the quietest times of day, we are now only using platforms 14 and 15, so there will be no service from platform 13. It will actually enable us to run a more frequent train service through central London, which has 30 trains per hour in peak times. Each train spends less time in the platform at Stratford. Therefore we only have two trains at most in the platforms at any one time, before one of them departs. If a passenger were to just miss a train, it is easier to walk across to the other side of the platform for the next departure, rather than having to cross the footbridge or return via the concourse to platform 13.

24.08.18 CITY AM – Rents for city-fringe office space situated near Crossrail sites have soared as property hawks prepare to cash in on the new railway line coming to London. Grade A office rental values in Crossrail hotspots around the Square Mile have shot up far higher than neighbouring areas since 2010 according to Savills. Both Farringdon (113% jump) and Whitechapel (96% jump) have seen far stronger rental growth than the City average, which has risen 48% over the same period. Savills said: “Crossrail is something that has been talked about for 30 years and we are now within a year of it being ready”.

24.08.18 EVENING STANDARD – *By columnist Naomi Ackerman* – Real-life Ghostbusters have descended into a “haunted” disused Underground station in a bid to find signs of the ghostly actress rumoured to stalk its tracks. Numerous sightings of the apparent ghost have been claimed over the years, with stories told of a shadowy actress who had performed in the Royal Strand Theatre, which was demolished to make way for Aldwych station in 1905. The *Standard* joined paranormal detectives Nick Groff and Katrina Weidman in the dark recesses of the station, which closed in 1994 and has been used to shoot films including *Atonement* and *The Darkest Hour*. The pair claim to have captured ghosts using a combination of motion-activated “sensor boards” and a head-mounted camera. Their investigations are shown on *Paranormal Lockdown*, an USA TV program. Nick Groff said: “We are trying to find something new that we can't fully comprehend yet, that maybe technology has not caught up to yet. When we first walked down here it was weird, there was a lot of pressure. It is a radiant location. For a second when I walked in, I just sensed something down here”. The ghost, a woman dressed in Victorian theatrical costume, was said to have been first seen by the “fluffers”, who swept the Underground's tunnels.

31.08.18 EVENING STANDARD – *Analysis by Julian Glover* – “It's the flagship project that everyone wanted to be involved in – and was meant to prove Britain could build things on time and on budget. It was set up to be opened by the Queen, and named after her too. But today London's transport bosses finally came clean on what's been an industry secret for weeks. The Crossrail project is over budget and very late. This isn't just a small hitch. It is a humiliation, and it will lead to big questions – not least why both Transport Secretary Chris Grayling and London's Mayor have been silent about it. Did they know? If so, what have they been doing to sort it out? What's gone wrong? Building the tunnels is one thing – that went well. Turning them into a modern rail system ready to welcome trains and passengers is another. Hooking new tunnels up to old rail networks at each end proved much harder than expected – the new British-built trains aren't yet working with signalling on existing routes to Heathrow, for instance. And some stations such as Whitechapel aren't finished. It wouldn't have been safe to run trains, even if it was technically possible. This a big blow to a city already fearing Brexit next year and tough on everyone who's bought property close to new Crossrail stations. There will be fury at the lack of warning and it will take a lot to rebuild trust. Crossrail bosses were desperate to avoid delay – but with just weeks left until trains were supposed to run on 9 December, time simply ran out”.

31.08.18 EVENING STANDARD – *By Johnson Situ* – “A quick glance at TfL’s Underground map, and you can see the dramatic difference between the network north and south of the Thames. In the north the Underground stretches as far as Zones 8 and 9 while the most southern Underground stop is Morden, on the Northern Line, in Zone 4. While more than 10M people set to be living in London by 2030, many of them will be finding home in new opportunity areas such as Elephant & Castle, we need to ensure our transport infrastructure is ready. Now is the time to push for change. At Southwark council we have joined forces with Lewisham to back the Mayor’s commitment to extending the Bakerloo Line to support existing and future communities and businesses by dramatically improving transport links. The extension will also provide thousands of new homes in Southwark and Lewisham, including affordable homes. The current estimated cost of the Bakerloo Line extension is £3.1B. Regional benefits would include increased connections with other routes and reducing the need to interchange from the Overground to central London at New Cross Gate. Growth in London and the South-East is putting pressure on existing rail services into London and existing projects will not fully meet demand. TfL has set out plans to extend the Underground from Elephant & Castle to Lewisham via the Old Kent Road and New Cross Gate. A further extension beyond Lewisham has also been proposed which could potentially bring the Underground to Ladywell, Catford and Lower Sydenham. If central government approves plans for the extension and the funding needed is secured, construction could begin in 2023.

04.09.18 METRO – When Lots Road Power Station was completed in 1904, it was the largest power station ever built. Today, after closing in 2002, it is setting new records as the first major residential development on the north bank of the Thames for over a century. Sir Terry Farrell, the architect and master planner behind the redevelopment of the 11.3 acre site says: “There are many unique things about the power station. It was the longest-running power station in the world. It was reputedly the first steel-framed building in the British Isles, and it powered the Underground. It was a hero of wartime bombing and it has escaped from that. The beneficiaries today will not just be the people living here but all the people around. The landmark towers going up here relate to the chimneys (originally there were four, like Battersea). I like to think of them as a dancing pair, playing a game on the skyline”.

06.09.18 EVENING STANDARD – *Letter by Sir John Armitt* – “The frustration of passengers over the delay to Crossrail’s opening is understandable – but for a project of this size and complexity, set to benefit London and the wider UK for the best part of a century, that is a relatively short amount of time. Worse is the decades-long delay that Londoners have suffered as the idea of Crossrail was bandied around and until work got started – we must get better at planning our infrastructure for the long-term. The National Infrastructure Commission was established three years ago for this very purpose. We must keep an eye on the bigger prize, look beyond the next 12 months to the next three decades, and start planning projects now, such as Northern Powerhouse Rail and Crossrail 2, that we’ll need in years to come. However regrettable, the delay to Crossrail, which has overall been a very successful project, must not be allowed to jeopardise that”.

07.09.18 CITY AM – *“One Is No Longer Amused ?”* – TfL will miss out on £20M of additional revenue from the delay to the £15.4B Elizabeth Line, Commissioner Mike Brown admitted, is a severe blow to the cash strapped body.

08.09.18 VARIOUS SOURCES – A mother and child who fell onto the track at a busy Underground station only avoided serious injury by scrambling into a pit to allow an oncoming train to pass above them. The father also leapt down to help the pair as the incident unfolded at Baker Street station at about 22.15 on Friday. According to the British Transport Police, the woman was walking along the platform, pushing her child in a pram and looking up at the indicator board when she became distracted and accidentally fell. All three were “extremely fortunate” as they were able to move into a pit under the track. The train then passed over the top of them. The incident was an accident but it does underline the need for all passengers to remain behind the yellow line when waiting for trains or walking along the platform.

09.09.18 EVENING STANDARD – Knowing the exact Underground carriage where there is the remote chance of a seat is an art perfected by many a commuter. But now the inventors at Microsoft have gone one stage further with software that could detect the crowding hotspots on any train or bus. Using data received from sensors on trains, the floors of platforms and live “crowd-sourced information” beamed from people’s smartphones, the most crowded places – and the least – could be identified. The project, revealed in a European patent, would build a “mass transit computing system” for cities that predict the chances of being able to sit down and analyses peak “people traffic” to redirect passengers to a platform

or bus stop less “swamped” by crowds. Sensors would also help tell the software if carriages were “at capacity” relative to the number of people getting on and off, or if a train was so busy it could not stop at a station. Microsoft could also “sense when a user is seated or standing” inside a carriage.

12.09.18 EVENING STANDARD – Business leaders called for a “capable and committed” Mayor of London to get Crossrail 2 on track. In a hard hitting speech, Jasmine Whitbread, the CEO of *London First* warned of “siren calls” urging Treasury ministers to suspend the scheme to save money. She said Sadiq Khan or any successor as Mayor needs to lead the fight to defend the plan for a north-south rail link to relieve overcrowding on central Underground lines and trains. She stated: “Crossrail 1 would never have been given the go-ahead without a committed and capable leader in City Hall (Ken Livingstone). We now need a Mayor who is equally effective, if Crossrail 2 is to get on track and power ahead”. She warned against falling “into the trap of using a temporary setback to Crossrail 1 as an excuse for a permanent delay to Crossrail 2”.

12.09.18 – 25.09.18 RAIL No.861 – Alstom has filed a High Court claim alleging that TfL “botched” the procurement of the new Piccadilly Line train order awarded to Siemens. The French firm failed in its bid for the 94-train order, which could yet rise to as many as 250 trains. It is the second losing bidder to challenge the decision, after the Bombardier/Hitachi Joint Venture also filed a complaint. The first new trains are due for delivery in 2023. However, the legal challenges now threaten to delay the process. An Alstom spokesman said: “Alstom believe our bid was very competitive and it was based on successful experience of delivering metro trains around the world, including London. Alstom is proud of our successful products in London, including the maintenance of Northern line rolling stock. We do not comment on ongoing legal matters”.

13.09.18 METRO – Electricians turned down work on the Crossrail project because they could earn up to £400 a day working on the Tottenham Hotspur’s new football stadium, it has been reported. Unions said workers have “drifted” from the 70-mile east-west rail link in favour of employment on the White Hart Lane replacement in north London. A union source said: “This has not happened overnight. It’s been more of a gradual, but consistent, drift. A lot of it has been done by word of mouth”. A spokesman for Crossrail denied it was short staffed. “There is not a shortage of electricians or other skilled trades working on Crossrail”.

13.09.18 EVENING STANDARD – TfL has unveiled audacious plans to debut in the rental flats market with 3,000 homes that could allow tenants to live above Underground and TfL Rail stations. It said it had identified ten stations where it wants to create accommodation above existing stations and car parks, or on vacant land. These stations are: Arnos Grove, Canning Town, Cockfosters, Hounslow West, Kennington, Newbury Park, Nine Elms, Southall, Wembley Park and Woolwich. It has hired property agent Savills to find a joint venture partner, likely to be a property developer or investment fund, for the project. As part of any deal, the transport body would take a 49% stake and the investor 51%. This move would create a long-term rental income stream for TfL, which has a near £1B debt pile and has faced a catalogue of headwinds that have put its finances under pressure. It is struggling after a government grant worth £700M a year was axed, passenger numbers fell, and a partial fares freeze was introduced by Mayor Sadiq Khan. On top of that, Crossrail’s delay will mean TfL has to wait another year until it gets revenues from the new Elizabeth Line. TfL’s spokesperson said: “We are one of London’s largest landowners and our sites are in the best-connected parts of the capital. Build-to-rent provides us with an unrivalled opportunity to deliver affordable homes while also generating money to plough back into the transport network”. TfL has previously sold land and is developing homes in partnership with house builders. It has plans for thousands more private home sales in London. However, this is the first move into the rental market, and would provide it with longer-term income.

14.09.18 SOUTH LONDON PRESS – Plans to build an Underground station at the Bricklayers Arms roundabout as part of the Bakerloo Line extension have been rejected by TfL. Southwark’s council has expressed its disappointment at TfL’s decision not to consider plans for a new station by the roundabout at the north end of the Old Kent Road – a site which would be just under a mile from the existing station at Elephant & Castle. The new proposals for the Bakerloo Line extension could see two new Underground stations built in the Old Kent Road, one at New Cross Gate and another at Lewisham. A Southwark councillor said: “We are disappointed with TfL’s proposal not to include a third station at Bricklayers Arms, despite strong local support from residents, businesses and the council. A station at that location would help maximise the economic benefits of the Bakerloo extension, rebuilding the area

around the community, focusing on pedestrians rather than vehicles and help tackle air pollution. We will continue to make the case, alongside residents and businesses, for a station at Bricklayers Arms”.

14.09.18 SOUTH LONDON PRESS – The *Night Tube* boosts London’s economy much more than expected. Demand for overnight services grew in its second year, with 8.7M passengers using the service in 2017/18 compared to 7.8M passengers using the service in 2016/17, according to a report by *London First* and *EY*. The increase in demand has meant that *Night Tube* helped generate an additional £100M for London’s economy last year, up almost £20M from its first year of operation. The report states that the service is projected to contribute £1.54B over the next 10 years. That is double the initial projections made before the service launched in August 2016. It is also supporting more than 3,000 jobs, up 8.5% from last year. Night services now also include the *Night Overground*, launched in December 2017. In the future TfL will consider how best to introduce a similar service on the DLR when the next operating contract is let in 2021, while the massive upgrade of the four sub-surface lines will facilitate a night service once the programme is fully complete in 2023.

14.09.18 WATFORD OBSERVER – *Email by Christopher Horne (reference entry for 13.07.18 on page 505 in Underground News for September)* – “There is a very good reason for Epping, which is in Essex, and is the same distance from Charing Cross as Watford, being in Zone 6, but passengers from Watford stations being charged markedly higher fares. Under the 1935 proposals for extension of the Central Line a proposal was made to extend the line from Stratford (in London) to take over the Great Eastern Railway’s line to Epping and the Fairlop loop. This was finally achieved – due to delay caused by WW2 – in 1949. Essex County Council, recognising the benefit to the people of Essex agreed to make a contribution to the costs of the running of this line, which they continue to do to this day. Hertfordshire (and Buckinghamshire for that matter) have always refused to come such an arrangement – the late Robert Gordon in particular as a Hertfordshire County Councillor was most adamant in refusing to consider it. The petition that various local politicians presented to the Greater London Authority should have been presented to County Hall in Hertford – it is no responsibility of the ratepayers of London to support travel from Hertfordshire to London. The anomaly should have been solved by the creation of the London Borough of Colne in 1965, but that, of course, is another story (and another argument!)”.

14.09.18 EVENING STANDARD – An Underground passenger was left unconscious after being pushed down the escalator at Bond Street station. The 42-year-old victim was going between the Central and Jubilee lines when he was involved in an altercation with three men, at 09.50 on 26 August. BT Police are asking the public for any information.

17.09.18 METRO – A blind woman who got separated from her guide dog when Underground train doors clamped shut on his lead with her still on the platform has thanked quick-thinking bystanders for saving her from being dragged along. Paula Thomas said: “It all happened so quickly. As the train started to move my instinctive reaction was to hold on to the lead. If someone hadn’t stepped in in I don’t know what I would’ve done. I could have fallen on the track – it could’ve been disastrous”. A fellow passenger snatched the lead from her hand – while another alerted staff so her guide dog, Greg, could be picked up at the next station. The incident happened on the northbound Northern Line platform at King’s Cross St. Pancras station. The mum-of-one thanked those who came to her aid and the “brilliant” TfL staff who reunited her with Greg within 30 minutes.

17.09.18 DAILY EXPRESS – *Thought for the Day on the whiteboard at Kilburn station* – “Some talk to you in their free time, and some free time to talk to you. Learn the difference”.

19.09.18 EVENING STANDARD – *Letter by Nick Blackford* – “Yesterday morning on the Victoria Line I watched as a schoolteacher shouted at passengers to move down the carriage. He wasn’t wrong to ask, but the way he yelled at them was horrible. It set a terrible example to the school children he was leading. Also, if the train’s doors are closing it’s probably not a great idea to try to get an entire class of children on at that point. Can we all try to be a bit nicer to each other? No one likes taking the Underground to work in the morning. It’s hot, overcrowded and uncomfortable. But we all know the deal and we don’t need to make it worse for each other. I’m fed up with Londoners behaving so badly. If you want to direct your negative energy into something, direct it at TfL and put pressure on them to improve the services”.

21.09.18 THE TIMES – A talented rugby player was run over and killed by an Underground train after a six-hour drinking spree with his team-mates. The 24-year-old, a financial analyst, fell onto the tracks at Stockwell station in March, on a night out with friends after losing a match. The train driver mistook him for litter on the track, realising there was a person crouched on the line only moments before the

train the victim just after 05.00 on 17 March. Tests showed that the “happy go lucky” victim, who was said to be enjoying life in London, was more than three times the drink driving limit. He was killed immediately.

21.09.18 CHRONICLE & INFORMER – A year has passed since an explosion ripped through a packed Underground train carriage as it arrived at Parsons Green station. The explosive device, planted in a bucket, was loaded with shrapnel to maximise harm and caused a large fireball which injured 29 commuters. A day later, an Iraqi teenager had been arrested earlier that day at Dover Port, where he admitted to officers and he was the one who planted the bomb. Following a trial he was jailed for life after having being found guilty of attempted murder and using a chemical compound to cause an explosion likely to endanger life.

22.09.18 DAILY TELEGRAPH ON LINE – Britain’s first unmanned trains have sparked a safety row as politicians and union officials voiced concerns about football crowds on match days. The new Glasgow Subway trains were announced to much fanfare this week, designed to be driverless and completely unstaffed by 2021. As well as having no drivers, they will also have no door staff. While some lauded this as the future of transport, others worried that passenger safety was not being prioritised. Pat McIlvogue, a regional officer for the Unite union, said there were worries about overcrowding and rowdy passenger behaviour on match days. He told The Telegraph: “Match days are a well-used situation and how they're going to manage the influx of traffic and people piling into doors when the doors are shut, what happens then? Who is going to operate the doors and manage any situations that happen? If there's circumstances when there are crowds at football matches and other events - how are they going to deal with that if a situation happens on the train and it needs to be halted? “The move to driverless trains could be the first major signs in our transport sector showing the effects automation will have on the future of work, the impacts of which must be fully considered”. Andrew Boff, a Conservative member of the London Assembly, agreed and said he would not want unmanned trains to operate in London. He added: “I think our experience in London is that they’re best when there’s guards – public safety is your number one consideration when you have guards. “As much as technology is moving on I think it’s important to put public safety first and a train attendant is a crucial thing to have in case of emergencies. I am, however, absolutely committed to going driverless because of the stranglehold the Unions have on the network”. The Scottish National Party disagreed, arguing that the trains will be a “fantastic addition” to Glasgow. SNP MSP Sandra White said: “It is common practice in countries across the world like Denmark to have unmanned electric trains, however, safety and customer service will remain a top priority on the new Glasgow Subway trains that will be fitted with CCTV throughout. These trains will be a fantastic addition to Glasgow's infrastructure, helping serve passengers safely and efficiently on the historic metro system for many years to come”. A spokesperson from Strathclyde Partnership for Transport, which is responsible for the trains, commented: “We are currently looking at how we might best utilise front-line staff following the introduction of the new system. Staff understand and accept that there will be changes to current working practices. However, safety and customer service will always remain a priority”.

24.09.18 EVENING STANDARD – *Letter by John Ridley* – “On the Victoria Line between Pimlico and Victoria there has been an unacceptable level of noise for about a year. Is it to do with the speed of the trains and tunnel airflow? I’ve noticed other passengers putting their fingers in their ears. The same phenomenon has started on the Jubilee Line between Green Park and Bond Street, and on the Northern Line south of Camden Town.”

26.09.18 EVENING STANDARD – *Letter by Nihal Banneheka* – “As a commuter who has used the Jubilee Line for more than 25 years, I couldn’t agree more with reader John Ridley. To avoid train noise between Green Park and Bond Street and Baker Street and St. John’s Wood, I have to change trains more than necessary, making commuting time longer. It’s bad between some stations on the Bakerloo Line as well. Maybe some compensation claims for hearing loss may trigger action by TfL”.

26.09.18 EVENING STANDARD – Business leaders lined up to condemn the RMT union for strike action that will shut most of the Piccadilly Line from 26 to 29 September. They said the strike – deliberately timed to cause maximum impact on the line used by 800,000 passengers a day – will hit the economy and cause misery for commuters. The *CBI, Federation of Small Businesses, London First and London Chamber of Commerce and Industry* urged the union to resume negotiations and settle the dispute, which could lead to more walkouts. TfL warned of “little or no service” during this period and will halt the Piccadilly *Night Tube* service on Friday night. A *London First* spokesman said: “Instead of pointing fingers the RMT must keep talking to LU and keep our capital moving”. The RMT was accused

by an LU director of having “unilaterally ended” peace talks at ACAS. The union claims: “a comprehensive breakdown in industrial relations over a series of long-running unresolved grievances including the abuse of procedures and failure to implement key safety and operational improvements agreed in the past with the union”.

27.09.18 EVENING STANDARD – To counteract the headache caused by the Piccadilly Line strike, some pleasant travel news – Kylie Minogue has recorded a series of railway announcements. Playing the locomotion and getting the wheels spinning round sounds like a more effective way to get people moving down inside the carriage than repeating it in the exasperated primary-school teacher way of so many announcers. It’s certainly more appealing than when shepherding commuters becomes an opportunity for announcers to try out stand-up comedy routines. Just because passengers are a captive audience it doesn’t mean the Northern Line platform is an appropriate place for new material. Travelling in rush hour is bad enough without having to listen to comments about “hump day”. Typical quips include: “If you move down inside the carriage you might make new friends”. Why would I want to be friends with someone whose rucksack is colonising the carriage? What TfL needs is more Kylie – if anyone can get the train out of the shed it is her.

27.09.18 EVENING STANDARD – Thousands of commuters were stranded in tunnels and on “dangerously” packed platforms at the height of the rush hour as a strike on the Piccadilly Line unleashed chaos. Crushing at Victoria station forced an emergency evacuation with passengers trapped underground for up to 40 minutes, while crowd control measures also had to be activated at Green Park. Commuters described frightening scenes at Victoria as they battled to escape tunnels and stairwells. The confusion was worsened by the closure of station escalators to the District and Circle lines. Other Underground lines and stations were also far busier than usual, with thousands of passengers using alternative route for their journeys to work. The 48-hour strike was called by the RMT union after the breakdown of talks with LU bosses earlier this week. Tourists said they faced a “dreadful” welcome to London as the strike caused transport misery for people arriving at Heathrow, where the chaos was compounded by a failure of flight information screens. Passengers arriving at London’s busiest airport face paying for taxis or a £25 ticket for the Heathrow Express to Paddington in order to get into central London.

October 2018 BRIXTON BUGLE – *Art on the Underground (AotU)* has unveiled its latest commission at Brixton Underground station. The work *Remain, Thriving* by Njideka Akunyili Crosby is part of a new programme that takes its inspiration from murals created in the area during the 1980s. The commission is from *AotU*’s 2018 programme of exclusively female artists, a part of *#BehindEveryGreatCity* – a Mayor of London campaign. The artist’s work explores her hybrid cultural identity, combining strong attachments to the country of her birth, Nigeria, and her home in Los Angeles. To prepare for the work, she spent time talking to members of the local community as well as the public historian Kelly Foster, the Black Cultural Archives, and the Lambeth Archives.