

## FROM THE PAPERS

**29.05.13 EVENING STANDARD** – West End business leaders have launched a campaign to protect a £250M upgrade of Holborn station. They say the station must be renovated to cope with the 50% rise in demand in the past 10 years, with 180,000 passenger journeys a day. TfL wants to protect investment in capital projects, which could be threatened by next month's Government spending review. The upgrade would include a new passageway between the Central and Piccadilly lines, with more escalators, lifts to all four platforms, and an expanded ticket hall and entrance.

**29.05.13-11.06.13 RAIL MAGAZINE** – (see 03.05.13 'METRO', previous issue) – The 19 stations to get manual loading ramps for the disabled are: Caledonian Road, East Ham, Elm Park, Epping, Farringdon, Hainault, Hillingdon, Hounslow East, Kew Gardens, Mile End, Richmond, Rickmansworth, Roding Valley, South Woodford, Theydon Bois, Upney, Uxbridge, West Finchley and Wood Lane.

**30.05.13 METRO** – New annual figures (April 2012-March 2013) from the Metropolitan Police and BTP show crime on TfL's network has fallen by 2.3% compared to last year, with 803 fewer offences. Across the network robbery has dropped 17.6%, criminal damage down by 15.7% and violence against individuals reduced by 6.8%. However some crime types on LU and DLR have seen offences rise by 5.7%. London Overground also saw an increase of 18.3%, although this reflects a significant rise in passenger journeys. Higher crime levels on some parts of the network are largely due to a rise in theft driven by organised thieves. Measures to tackle this problem include the deployment of a specially trained plain-clothes pickpocket squad, and new crime-reduction awareness campaign and targeted activity against known offenders.

**31.05.13 EVENING STANDARD** – The £15B Crossrail project marked its first major milestone as a tunnel boring machine broke through at the new station in Canary Wharf. The TBM has dug westwards from Canning Town at the rate of one mile per month before emerging into the station area. The station has been sunk almost 30 metres into the waters of Canary Wharf's North Dock and will have four storeys. In tandem with a second TBM, the machine will now dig on to Stepney Green station, and will eventually meet in the middle of the western section at Farringdon to mark the end of tunnelling in 2014.

**03.06.13 EVENING STANDARD** – Crossrail should be renamed the Queen Elizabeth Line when trains start running in five years' time, says Mayor Boris Johnson. He suggested that naming the biggest engineering project in Europe after the Queen would be a fitting tribute to her. We need a proper name for Crossrail, the vast new line on London's underground network.

**03.06.13 EVENING STANDARD** – In a report by the Conservative Group at the London Assembly, TfL chiefs are "behind the curve" for failing to strike lucrative deals for the private sponsoring of stations and entire lines on the Underground and buses. Selling naming rights more aggressively across the public transport network would raise an estimated £136M – which would pay for a one-year fare freeze. TfL was urged to emulate cities such as Madrid, Dubai, New York, and Philadelphia which all sell station names to big businesses. This could give rise to names such as "Knightsbridge, Home of Harrods", "Burberry by Bond Street" and "Virgin Euston". TfL responded to the report by insisting that commuters valued station heritage and were against names being sold off "to anyone waving a cheque book and offering a bad pun".

**04.06.13 EVENING STANDARD** – *Text from Bic* – "If sponsorship of the Tube happens, are we going to start hearing messages such as "The next station is *Nike Town*, change here for the *Tesco Value* line"?"

**04.06.13 THE TIMES** – Additional suggestions for above item include, "*Greggs the Baker Street*" and "*Vidal Sassoon's High Barnet*".

**04.06.13 EVENING STANDARD** – A ban on bikes on the DLR is to be lifted next month in a move that campaigners say will open up large swathes of London to cyclists. Passengers will be able to take their bikes on DLR trains during a 6 month trial starting on 1 July but only at off-peak hours and all day on weekends and bank holidays during the trial. Making the DLR cycle-friendly was included in the Mayor's "Vision for Cycling". DLR's Rory O'Neill admitted to "some concerns about passenger safety and maintaining the high levels of reliability". Parts of the Underground where bikes can be

carried during off-peak hours include the Hammersmith & City and District lines and parts of the Bakerloo, Jubilee, Northern, Piccadilly and Circle lines.

**05.06.13 METRO** – *Text from Patricia* – “Why do Tube announcers refer to berthing trains on platforms? It always makes me smile and I expect a ship to be coming in”.

**06.06.13 METRO** – Add a touch of transport chic to your home with a reclaimed and refurbished luggage rack from the LT Museum shop. Reclaimed from decommissioned A Stock Metropolitan Line trains, the racks have been cleaned and powder coated to make them suitable for home use. There are 15 shades available including the colours of the 11 Underground lines and London Overground. Also available are gold to celebrate the 150th anniversary of the Underground, white for the map background and silver. Small racks are £150, and large racks £250 each.

**06.06.13 EVENING STANDARD** – *Text from Clive Batterbury* – “Why is the Waterloo & City not being considered for extension to Clapham Junction and Battersea? Rather than installing a costly unnecessary spur on the Northern Line. The W&C extension could connect the rejuvenated south bank of the river with the City and Crossrail too”.

**07.06.13 WATFORD OBSERVER** – Politicians and transport bosses are currently in discussions what names to give the two new Metropolitan Line stations to be built in West Watford as part of the Croxley Rail Link. The station in Vicarage Road is most likely to be called *Vicarage Road* as it was a recognisable name outside of the town. However transport bosses has expressed displeasure about *Ascot Road* being eponymously named due to there already being an Ascot station in Berkshire. The name currently under consideration is *Cassio Bridge*, due to the station’s proximity to the bridge over the Grand Union Canal. (*See also 21.06.13*).

**10.06.13 EVENING STANDARD** – A mother was left on an Underground station platform after a train pulled away with her baby on board. The woman had placed the child in its buggy on the train before returning to the platform at South Kensington to pick up her luggage when the train doors closed. An eyewitness said the woman became hugely distressed and began screaming at the driver to stop the train. He then asked someone to pull the emergency handle. The train came to a halt while still in the station, but the driver came on the speaker and said, for safety, he would have to continue to the next stop. The mother was reunited with her baby at Gloucester Road station.

**11 06.13 EVENING STANDARD** – Mayor Boris Johnson set out his plans for a “golden age” of transport to take London into the next decade and beyond. He put Crossrail 2 – linking north and south London – at the heart of his vision for the future of the capital. It was “critical” to begin construction on the £12B project in 2019 to prevent London falling behind its major rivals.

**12.06.13 EVENING STANDARD** – Tim McCready created a unique piece of London Underground history in 2012. How many commuters have taken the time to get off at every Underground station on every line? New Zealand-born businessman McCready has been to all 270 stations after spending seven days spread over five months travelling the entire 250 miles of the Underground network. The world record for travelling the entire length of all 11 lines stands at 16.5 hours, but McCready wanted to create his own record. He said: “What has never been before was anyone getting off at each platform and having a photo taken next to the station name”.

**14.06.13 BUILDING MAGAZINE** – LU will take on a much higher proportion of the construction risk under its radical new approach to procuring work that will see it bypass main contractors. Miles Ashley, programme director of Crossrail and LU stations, said LU’s new approach which involves bypassing Tier 1 contractors and entering into direct relationships with trade contractors, will lead to the client taking on a much greater level of construction risk. LU is in the process of setting up the new system that will mean engaging directly with lower levels of the supply chain on its 7-year £331M station upgrade programme. LU expects to achieve cost savings of at least 12%, and up to 25% though this system.

**14.06.13 BUILDING MAGAZINE** – Spanish contractor Dragados and a consortium of Costain and Vinci are the two final competitors for the £500M upgrade to Bank station. The upgrade is aimed at increasing capacity at Bank station, the networks 4th busiest interchange, as well as delivering a step-free route between the Northern Line platforms, the DLR and street levels.

**14.06.13 THE TIMES** – “*Friday Night Is Music Night*” is almost worth listening to just for the sheer pleasure of knowing that a programme with such a title still exists in the modern world. Tonight’s

offering is a particularly idiosyncratic pleasure. In honour of the 150th anniversary of London Underground, the presenter Ken Bruce is embarking on a “musical tour of the Underground map”, getting off at Green Park to celebrate Handel, Sloane Square for Mozart, and St. John’s Wood for the Beatles.

**14.06.13 EVENING STANDARD** – A memorial has been erected to honour those killed and injured in Britain’s worst Underground train crash, nearly 40 years after the disaster. 43 people died and 73 were injured in the crash at Moorgate station on 28 February 1975. Campaigners raised £1,500 and Islington council made up the balance of the £6,000 cost. The crash happened on the Highbury branch of the Northern City Line, now part of National Rail, when the southbound train failed to stop at Moorgate and crashed into the wall at the end of the tunnel. No fault was found with the train equipment and the government report found that the driver had failed to slow the train, but there was insufficient evidence to determine the exact cause. The 4ft x 3ft memorial is on the City Road side of the square, to the north of Moorgate station.

**14.06.13 METRO** – From Monday 17 June until mid-October passengers will be unable to exit Highgate station from the ticket hall to Archway Road using the escalator, as it is out of service for “improvement work”. Passengers can only exit via the steps to the car park or steps to Priory Gardens and ramp thence to Wood Lane. However, the escalator to and from the platforms (currently out of use) will be returned to service.

**19.06.13 EVENING STANDARD** – A video-maker has revealed the secrets of the Underground by creating an app that visualises all the stations in 3D. The maps show the tunnels, escalators, tracks, exits, lifts and concourses of every Zone 1 station so that users can plan the speediest and easiest routes. It also reveals the “sneaky” shortcuts that can cut walking times between platforms by as much as 3 minutes. The app, *Station Master*, also tells users what carriage to get in for the easiest exit when they get off, as well as which is the closest to the escalator. Examples include King’s Cross (the “secret” staircase between the Victoria and Northern/Piccadilly), Piccadilly Circus (the “secret” spiral staircase from the northbound Bakerloo Line and the Piccadilly Line), Camden Town (at the south end of the station there are passages that connect all four platforms).

**20.06.13 METRO** – Work has started on the new entrance at Bank Underground station. Situated in Walbrook, it will feature a new ticket hall with escalator access to Waterloo & City Line platforms, and will include lifts to provide step-free access for street to platform level. The new entrance is due to open at the end of 2015.

**21.06.13 METRO** – Two entrances to King’s Cross St. Pancras Underground station are now closed so work can continue to redevelop the area outside the National Rail station. The two entrances are located on the north and south side of Euston Road. Passengers for the Northern, Piccadilly and Victoria lines are being directed to enter via the station’s northern ticket office. Passengers for the Circle, Hammersmith & City and Metropolitan lines can enter via the south-eastern entrance.

**21.06.13 METRO** – During the weekend of 22/23 June the entire Northern Line will be closed for testing of the new signalling system, currently operational between West Finchley and High Barnet. The Northern Line manager said: “When the upgrade is complete in 2014, the line capacity will increase by a fifth”. (*The whole line was not closed – see page 423, this issue – Ed.*)

**21.06.13 WATFORD OBSERVER** – (*see 07.06.13 above*). The West Watford Local History Group (WWLHG) are in favour of the choice of the new stations on the Croxley Rail Link to be *VICARAGE ROAD* for the station proposed for that road, and *CASSIOBRIDGE* for the station in Ascot Road, which is near the site of a common and a farm of that name.

**24.06.13 METRO** – They are overgrown, forgotten spaces that, with a little love and lots of ambition, could be transformed into treasure for us all to enjoy. The Forgotten Spaces Project saw 147 ideas pitched the Royal Institute of British Architects, which have been shortlisted down to 26. One of these ideas was to turn the disused Aldwych station into an underground swimming pool.

**24.06.13 METRO** – It may have been decidedly muggy in the capital last week but passengers using two of London’s busiest Underground stations, Green Park and Oxford Circus, have been able to chill out thanks to the latest air-cooling technology. At Green Park, water is extracted from nearby boreholes and pumped to eight platform air units, mounted above the tracks. Cooled air can then be discharged over the platforms and drawn into platforms by moving trains. At Oxford Circus, the

cooling is created by rooftop chillers where the cooled air can then be released on to the platform the same way.

**25.06.13 TIME OUT** – Never be caught short again with this online Underground map showing the nearest free comfort stops at [www.timeout.com/toiletmap](http://www.timeout.com/toiletmap)

**25.06.13 TIME OUT** – The Underground Map and Lego – the marriage of these two must constitute an image made in heaven – one recently made a reality by LU, which has created five Lego Underground maps as part of the 150th anniversary celebrations. Each of the maps show a different moment in LU's history – South Kensington has the 1927 version, Piccadilly Circus displays Harry Beck's 1933 map, the 1968 version is at Green Park, Stratford logically gets the 2013 version; and the forward looking 2020 map (which includes Crossrail, the Croyley Rail Link and the Northern Line extension) is at King's Cross. Each map took four days to build and is made up of more than 1,000 Lego bricks, and will be on display over the summer before going on show at the LT Museum.

**25.06.13 EVENING STANDARD** – New York's former transport boss, Joe Lhota, who is running for Mayor of New York, has said the right way to handle Underground strikes is to make them illegal, and put militant union bosses in jail. He criticised LU employees who walk out "at a moment's notice" over minor grievances. He claimed that the system in New York was better as strikes had been banned and workers could be fined or sacked for taking industrial action.

**26.06.13 – 09.07.13 RAIL MAGAZINE** – Mayor Boris Johnson's "Ambitions for London" agenda includes a pledge to study into potential further Underground and light rail services south of the Thames including: the Bakerloo Line beyond Elephant & Castle, the DLR to Bromley and the Tramlink network to Sutton, Crystal Palace and Wimbledon.

**26.06.13 – 09.07.13 RAIL MAGAZINE** – In Spalding, a Blue Plaque at the birthplace of former LT chief Frank Pick was unveiled on 15 June by Sir Peter Hendy, Commissioner of TfL.

**26.06.13 EVENING STANDARD** – Chancellor George Osborne's 2013 Financial Review included the following key developments: Modernisation of the Underground stays on track, including completion of Northern, Circle, District, Hammersmith & City and Metropolitan lines, with new phases begun for Piccadilly, Central and Bakerloo lines, a £2M study into future financing options of Crossrail 2, and £90M electrification from Gospel Oak to Barking.

**26.06.13 EVENING STANDARD** – Driverless Underground trains should be fast-tracked to slash the £141M wage bill. Transport chiefs should introduce full automation on the Victoria, Central and Jubilee lines as a priority, a report by the Conservative group on the London Assembly urges. It says this would enable TfL to freeze recruitment of Underground train drivers, who currently number about 3,500 and earn an average £40,000 per year. TfL faces substantial cuts in its government grant, but it said it would stick to its timetable for driverless trains to avoid provoking a strike by rail unions.

**27.06.13 METRO** – Last year London's transport network carried record numbers of passengers, with the Underground being more reliable than at any point in its 150-year history. Figures from TfL's 2012/13 Annual Report also show high levels of customer satisfaction, with all services seeing improved or consistent scores. TfL's rail operations now account for around half of all daily UK rail journeys.

**27.06.13 EVENING STANDARD** – *Letter from Bill Bryant* – "I support the case for Crossrail 2, but I am worried by the cost of the proposed route due to the enormous length of the tunnel. A much shorter tunnel between Waterloo and Liverpool Street connecting Vauxhall and Bethnal Green Network Rail stations. Stops at Shoreditch High Street, Bank and Blackfriars could provide links with other lines".

**28.06.13 EVENING STANDARD** – The Northern Line upgrade will be completed next summer, six months ahead of schedule. It will bring relief to hundreds of thousands of commuters who have suffered repeated delays and closures on a service dubbed the "misery line". Modern signalling is being fitted to the route – the network's busiest carrying 900,000 passengers a day – in a £392M, six-year project. It should mean trains will be faster and more frequent, easing congestion. The early finish to the work will bring an end to weekend and holiday shutdown, which frustrates travellers.

**28.06.13 EVENING STANDARD** – *By columnist Lucy Tobin* – "At 06.30 on a Tuesday morning at Finchley Central station, not the usual place of many smiles, but that is what people were doing. People also seemed to be talking to each other. I wondered if it was because the sun was shining.

But it was the alliums which were peeping out of the top of a colour bursting border next to the southbound platform. The flowers – so glorious that no one was bothering to gaze at the arrivals board – had bloomed and offered a major contrast the Tube’s utilitarian platform clobber. A few waiting minutes smelling the sprawling lavender plants rather than commuter fumes, was enough to make the other consequences of living at an over ground Tube station worthwhile. And the gardener behind this little corner of Finch-elsea Flower Show? Not Alan Titchmarsh, but station supervisor Hilda Vandy and her fellow staff weed and water and plant in their spare time. The reason they do it? Hilda and Co. do it because the blooms brighten up thousands of people’s days”.

**28.06.13 EVENING STANDARD** – TSSA union leaders clashed with LU over claims that fares may have to rise more than forecast to pay for the Chancellor’s spending cuts. The union claimed that fares could have to rise up to 6%. LU bosses deny such plans. The Chancellor left Underground projects intact, but LU’s operating budget will be cut by 12.5%.

**30.06.13 THE MAIL ON SUNDAY** – *Moan from Columnist Rachel Johnson* – “Why on earth do LU stations keep those signs that say: “Warning 192 steps. Only use stairs in an emergency?”. As two surveys last week revealed – one by PruHealth – we are couch potatoes and far flabbier than our grandparents. If I were Mayor, I’d change the signs to read: “Warning: Please use lifts only if unable to manage stairs”.