

## FROM THE PAPERS

**18.05.19 THE TIMES MAGAZINE** – In a bid to highlight and solve the problem of homelessness, New Horizon has suggested a plan to use some of London's disused spaces, one being York Road station for mixed-use by homeless people. The station closed to passengers since 1932 but is still used by TfL. The oxblood red exterior would be retained but the interior of the station would be transformed for its new intended purpose, maximising personal space and privacy. For the time being, however, the idea remains on the drawing board, having been submitted in an 'ideas' competition.

**30.05.19 CITY A.M. – Mini Metro** – “Think you can design a better Tube Map than TfL? Now you can put your design skills to the test. This “subway simulator” game tasks you with managing the Underground rail network for a new city. Draw train lines between stations and as the city grows and new stations open up, you'll need to redraw your lines to be more efficient. How long can you keep the city and the network moving?”.

**30.05.19 CITY A.M. – OUT-OF-HOME** – advertising firm *Exterion Media* has boosted its partnership with TfL, unveiling plans to launch new digital screens at Liverpool Street, London Bridge, Oxford Circus, South Kensington and Waterloo Underground stations.

**04.06.19 EVENING STANDARD** – Crisis talks to try to prevent a summer of strikes across the Underground network over pay will take place tomorrow. Union leaders have rejected a one-year 2.5% offer as an “insult”. A revised deal from LU is also set to be turned down. They are demanding “substantial” rises and a shorter working week. The latest offer is the Retail Price index (RPI) plus 0.1% in the first year and RPI plus 0.2% in the second. RPI is 3.0%. The RMT and TSSA are ready to launch strike ballots if talks fail. TfL said the pay offer “reflects feedback from the unions”, but the TSSA said it “still doesn't meet the aspirations of our members”.

**05.06.19 EVENING STANDARD** – Union bosses are preparing to ballot 10,000 Underground staff over strike action in a jobs cut row. The RMT leader Mick Cash condemned plans to privatise waste collection. A TfL spokesman said a review had identified potential efficiency savings in waste collection at suburban stations and the proposals would not result in any compulsory job losses.

**12.06.19 EVENING STANDARD** – Londoners are prepared to pay an average of £43,000 more for their homes to be within a five-minute walk of an Underground or railway station. The study by Nationwide compared prices of homes within 500 metres of a station – equivalent to a five-minute brisk walk – with those of a similar property nearly a mile away. On average buyers were prepared to pay 9.4% more for easy access to public transport. The findings also showed that Londoners place far more weight on proximity when compared with buyers in other major British cities. Mancunians were only prepared to pay 7.8% more, while Glaswegians would stump up only an extra 3.8%. The report also showed that the best connected boroughs were Camden, Tower Hamlets and Kensington & Chelsea where 75% of properties are with 500 metres. At the other end of the scale fewer 20% of homes in Havering, Bexley and Barking & Dagenham are that close to rail links. The line with the most expensive homes along its route is the Circle Line, also one of the least popular with commuters because of its unreliability.

**13.06.19 THE TIMES** – It has been the bane of commuters' lives for decades. Now experts are working on a high-tech solution to the most primitive problem affecting Britain's railways, leaves on the line. New technology is being introduced that uses artificial intelligence to predict where trees and shrubs risk causing chaos for the rail network. The DfT is funding a trial of the system in an attempt to reduce the number of delays. The technology, developed by Hack Partners in London, uses a simple camera in the train cab that can give a driver's eye view of any vegetation encroaching on the line. The footage is fed into the AI system, which is able to predict where problems will emerge, including trees about to fall, branches hitting the train windows and trees about to shed their leaves. Network Rail will then be able to tackle the vegetation before it delays trains. The technology will undergo trials from 1 July on a 15-mile stretch of the Overground network for nine months before possibly being extended to other commuter lines.

**17.06.19 EVENING STANDARD** – London's business leaders condemned RMT union leaders threatening to cause a summer of chaos with strikes on the Underground. These in combination with simultaneous strikes on South Western Railway would cause massive disruption for millions of

commuters, particularly those travelling to the Square Mile, cost businesses millions of pounds a day in lost time and trade and hit London's reputation on the global stage. The RMT is actively preparing two network-wide Underground strikes; one over pay and the other over job losses. An announcement on the start of one or both is expected any time.

**17.06.19 EVENING STANDARD** – A young woman who was sexually assaulted on the Underground has hit out at delays installing CCTV cameras on the Central Line – which police warn is being targeted by predators due to their absence. The woman was left “frozen to the spot” after a man grabbed her waist and assaulted her as she made her way from Stratford to central London during the morning rush hour in March. When the 23-year-old reported the incident, police told her that attackers preyed on the Central Line because it was one of the three lines (Central, Piccadilly and Bakerloo) on the network without CCTV in carriages. The lines were used by 300M journeys last year. The woman said: “If there were cameras, he would have been caught, arrested and jailed. Instead he’s running around scot-free to attack or rape someone else”. Mayor Sadiq Khan wrote to the commuter expressing his regret over the “totally unacceptable” incident. But he said an urgent roll-out of cameras starting next summer would not be completed until 2023.

**20.06.19 CAMDEN NEW JOURNAL** – Drivers are demanding ear defenders when travelling through loud sections of the Underground system. ASLEF says it has made it “very clear” to TfL management that if they did not deal with the situation there will be “no option other than to ballot for industrial action”. This paper revealed earlier this year how Northern Line passengers were being exposed to noise equivalent in volume to a live rock concert. Passengers are sometimes seen covering their ears on a section of track between Euston and Tufnell Park. TfL says the noise levels are within HSE regulations, but they have been providing drivers with ear plugs. After six months of discussions, ASLEF is now demanding drivers are given ear defenders, which go over the head and cover the entire ear. TfL says it is reviewing the need for and type of ear defenders. ASLEF says a system of rail securing clips called *Pandrol Vanguard* was installed to help reduce noise in homes above tracks but has increased the din in tunnels. Now, some drivers are choosing to reduce speed in these areas. One driver said: “The noise levels between Kentish Town and Euston are beyond anything I can describe. You can’t hear radio messages at all”. The Victoria, Jubilee and Central lines also have noise issues. ASLEF said: “LU has consistently stated that noise levels are within “legal limits” and is refusing to provide adequate protection, such as ear defenders for drivers, to mitigate the problem until a fix can be found. Some drivers choose to drive at reduced speed in these *Pandrol Vanguard* areas. They will have full support of this union in acting to protect their health and safety. LU has said it is considering setting up a working group to deal with the issue. We advised them that it was too late for another talking shop and demanded that they act now”.

**21.06.19 EVENING STANDARD** – The firebrand RMT chief who has promoted rail and Underground strikes faces a leadership challenge – but the bad news for commuters is that the challenger is even more militant. More strikes and the threat of industrial action, including warnings of a national walkout across the entire rail network, will form a key campaign part of the clash between Mick Cash, current RMT general secretary, and leadership rival Sean Hoyle, a former RMT president. Mr Hoyle said of his bid for the job, which carries a £150,000 pay package, “I make no apologies when I promise that, if elected, I will be taking a more aggressive approach with opponents”. Mr. Cash, who has led the union following the sudden death of Bob Crow five years ago, has already warned of the first national rail strike for more than two decades in an escalating row over staff pensions.

**24.06.19 METRO** – From 25 July to mid-August, the footbridge between platforms 2/3 at High Barnet station will be out of service. This is so maintenance work can take place. During the work, passengers will be unable to use the footbridge to interchange between the entrance/exit/platform 1 and platforms 2/3. Instead, follow the signage to the step-free access route at the northern end of the platforms. Alternatively, wait on platform 1 for a train and change at Totteridge & Whetstone if necessary. The main ticket hall, which leads directly to the footbridge, will remain open, but its ticket gates will be closed. To access trains, passengers will need to walk along the staff car park towards the smaller ticket office.

**25.06.19 EVENING STANDARD** – Former Eurotunnel chairman Sir Robert Malpas today said: “justice has finally been served” after a man who pushed him off an Underground platform was jailed for life. Paul Crossley ran up behind Sir Robert at Marble Arch station and sent him tumbling off the platform in a shocking random attack. Crossley, a paranoid schizophrenic, was detained at the station by members of the public, while a French teacher jumped onto the tracks to rescue Sir Robert who had suffered a head wound and a broken pelvis. Only a few minutes earlier, Crossley had tried to kill a second man at Tottenham Court Road station. However, this man was able to resist by throwing himself to the ground on the platform instead of fall onto the tracks. The French teacher who pulled Sir Robert to safety, was awarded £600 by the judge. Each of the three who helped detain Crossley received £300.

**26.06.19 EVENING STANDARD** – LU workers have started voting on whether to strike over jobs and pay which threaten travel disruption this summer. 2,000 RMT members are being balloted in a dispute over union claims that job losses are being planned as part of a “transformation programme” on the Underground. The ballot will involve engineering, signals, electrical and control centre staff. RMT said: “This union is now on a war footing and it’s about time the management, and the London Mayor, woke up and took notice. If we are forced by their inaction to escalate the dispute then that is exactly what we will do”. A TfL spokesman said: “Over the next three years we will continue to reduce our operating costs while delivering improvements to our service, and we are consulting fully with our staff and trade unions. None of this will compromise the safety of customers or staff, which will always remain our top priority”.

**26.06.19 EVENING STANDARD** – *Letter by Jayson Edwards* – “The next government needs to invest in operator-less Underground trains, as has already happened with the DLR, as a union puts itself on a “war-footing”. That will end the need for operators and save the country billions of pounds as we would have almost no disruption. Driverless public transport is already here. Some trains on the Underground lines don’t have drivers, only operators, who are much like the nearly-defunct lift operators. Buses, by contrast, have true drivers. They interact with passengers, negotiate traffic, deal with irate or bad road users – none of which train or Underground operators do, though they get paid a lot more”.

**27.06.19 EVENING STANDARD** – Underground and bus users footed a £7.9M annual wage bill for TfL staff to work on union activities last year. A record 828 TfL staff were allowed paid time off to work on union duties in 2018-19. The figures emerged as the RMT began balloting members for strike action across the Underground this summer. The figures show that TfL has covered almost £24M in wages for staff to carry out union duties since Sadiq Khan became Mayor.

**27.06.19 EVENING STANDARD** – TfL have changed their “confusing” junk food advertising rules – after even one of their own adverts, featuring strawberries and cream, fell foul of the guidelines. They have made the changes just four months after they launched the ban. Mayor Sadiq Khan outlawed adverts showing food and drinks with high fat, salt and sugar on the Underground, Overground and bus network in February. He said he wanted to tackle the “ticking time-bomb” of child obesity in the capital. But six of the ten advertising policy rules have been revised, after a number of controversial decisions. TfL allowed a bucket of KFC to be promoted but rejected an advert for *Farmdrop* which delivers fresh produce across London. TfL decided to remove strawberries and cream from its own Wimbledon advert because it is thought it could contravene the rules by promoting fatty food. Now the edited rules clarify that when such a food is “incidentally” featured, TfL can permit the advert if it is not deemed to be promoting that product. Further changes will clamp down on brands using children to advertise products, while another says advertisers must be clear about portion sizes. TfL insists that it has not “changed” the policy but it has “amended” some of the rules.

**JULY 2019 MODERN RAILWAYS** – CAF will design, manufacture and deliver a fleet of 43 new trains for the DLR. The contract awarded by TfL will include a Fleet Support Agreement to provide technical support services and spares supply. The five-car sets, equivalent in length to three current units, will be based on CAF’s metro vehicle design, with the first train entering service from 2023. Of the 43 trains, 33 will replace 94 current units with a further 10 to increase frequency and capacity across the network. To accommodate the larger fleet, TfL is planning expansion of the DLR depot at Beckton.