

## EPTUG committee

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All EPTUG committee  
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## Join EPTUG —

**and add more weight to our  
campaigning!**

Every extra member of EPTUG helps our campaigning, because the more people we directly represent, the more notice the TOCs (Train Operating Companies) and TfL (Transport for London) take of what we say.

So if you see a long bus queue or some other transport problem, please tell anyone involved about EPTUG and encourage them to let us know about the problem; we want to be involved, and it will help us to make EPTUG bigger and better.

We are grateful to the *Ealing Gazette* for publishing a regular column (usually the first Friday of each month) to keep readers in touch with what is going on in the world of local transport.

Annual membership of EPTUG remains a minimum of £5 for individuals, or £25 for organisations. If you wish to send us a cheque, or if you don't have email, please write to: **EPTUG, 3 Gordon Road, Ealing, London W5 2AD.**

Send to EPTUG, 3 Gordon Road, Ealing, London W5 2AD

I would like to join EPTUG. Please find enclosed my cheque for £ \_\_\_\_\_  
made out to EPTUG.

Name \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Phone \_\_\_\_\_

Email \_\_\_\_\_



www.eptug.org.uk • 020 8998 0999 • info@eptug.org.uk

## Greenford Line — the plan and your views

We reported in *Platform 13* that Network Rail intends to construct a new platform at West Ealing and to operate a higher frequency but simple shuttle service between West Ealing and Greenford, meaning travellers from Greenford would need to change trains at West Ealing if they want to travel any further.

This will free up space for two extra Heathrow Connect trains per hour to run between Paddington and Heathrow. The Greenford trains would run into a bay platform on the north side of West Ealing Station, so avoiding the need to hold up the flow of trains between Slough, Heathrow

and Paddington. This, says Network Rail, is necessary to accommodate Crossrail, and it has indicated that the West Ealing — Greenford shuttle would be increased from two to three or four trains per hour.

## Your views

EPTUG has been asking travellers on the line and local residents whether they approve of this change, or if they would prefer another alternative to the current Paddington service, travelling from Greenford through Ealing Broadway and Acton Main Line, but then using the West London Line through Olympia to Clapham Junction. **Over 70% said they would prefer this to the need to change at West Ealing.**

## What will the local political parties do for transport in Ealing?

EPTUG public meeting  
**Monday 21 September 2009**  
7pm in Liz Cantell Room, Ealing  
Town Hall

**All welcome: see page 4**

*Next Platform? — Autumn 2009*

## Inside

Chairman's comment	2
Crossrail	3
Details of open meeting	4
Pay your bus fares!	6
Hanwell Station	6
Your letters	7
Changes at Chiltern	8
207 extended	9
Section 6 money	10
Sunday 607?	11

## Chairman's comment

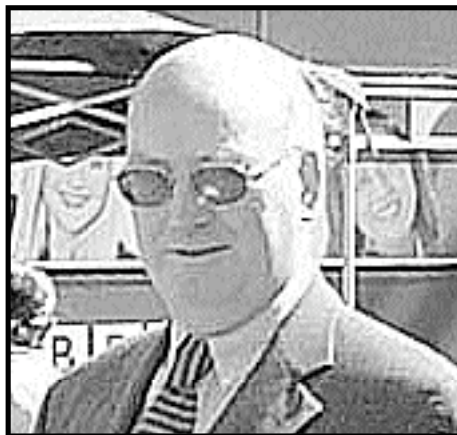
Ealing owes much to the railways. The village of Ealing grew after a station opened at Haven Green on Brunel's wonderful railway, and so did Hanwell and Elthorne. Industry flourished in Southall when the railway enabled the brickmakers to transport their wares to the growing metropolis of London.

Just over 100 years ago the arrival of the Tube in Ealing made the town an even more popular place to live and led to a sharp rise in property prices, a trend shared when the Piccadilly and Central Line extensions came to the area. Both to the north and to the south of Ealing, commuters attracted by the fast railway service flocked to Ealing, making it their home of choice.

Crossrail will bring even greater benefits to Ealing. Fast trains right through London will open up wider catchment areas and make the leafy borough of Ealing an even more popular place to live.

But Crossrail could also bring great problems if we are not prepared. Acton Mainline and Southall Stations will see massive increases in passenger numbers. The travel habits of thousands of commuters will change at these stations; the council must plan for these changes. That is why we are pressing for discussions now. Crossrail is less than 10 years away — a split second in strategic planning terms.

Integrated transport, something most of northern Europe has enjoyed for years, must be provided and nowhere



more so than at Ealing Broadway, already used by over 17 million passengers a year and served by 14 bus routes. We must insist that a proper bus station is provided over the platforms at Ealing and end this suicidal leap of faith across a busy road from bus to train.

Already Stratford, Hammersmith, Beckton, Canada Water and Vauxhall have purpose-designed bus stations. Soon Dalston will join that list and in Brent a new combined station and bus terminal is planned. Ealing is a much more important and deserving centre than any of those places, and Acton and Southall merit consideration too.

And by coincidence, in the centre of Ealing, we have a major planning application going on as well. A chance in a lifetime to make long overdue changes, and a classic illustration of why Section 106 money from the developer is needed.

John Beeston  
EPTUG Chairman

## But a Sunday 607

Success for EPTUG in its campaign to have a Sunday service on this popular limited stop service. Buses will now run every 12 minutes on Sundays between 9.00 am and 9.00 pm, but there will be a reduction in the frequency of the 427 linking Uxbridge and Acton.

This extension of the 607 service is doubly welcomed by EPTUG since London Buses has up to now resisted any extension to limited-stop services and were thought at one time to be considering withdrawing the service.

EPTUG has always pressed hard but unsuccessfully for a similar non stop service on the 140 route, which would maximise the benefits of the bus lanes through Northolt and would substantially cut journey times for commuters and passengers to Heathrow.

Now London Borough of Hillingdon has also started to press London Buses to introduce other limited stop services linking the north of Hillingdon to the south of the borough. South Ruislip to Stockley Park and Northwood Hills to Harlington are their first preferences.

For the moment though when it comes to meeting users demands, TfL knows best.

EPTUG HOTLINE:  
**020 8998 0999**

## 195 gains passengers

Since the 195 service was extended from Ealing Hospital to Brentford, an additional 1500 passengers per day have used the service — confirming its popularity and the need which EPTUG told TfL was there.

Earlier in the year TfL took the service away from ECT and handed the contract to the First Bus Group, but gave no reason for the transfer to the new operator. Reports from our members indicated a high level of satisfaction with ECT's service so we viewed the transfer with surprise. However amongst industry commentators there is a view that London Buses favours dealing with the larger operators and seems fearful of the competition small independents might bring. Would users of the 195 service would like to comment on their experiences following the change of operator?

## Crossrail – No turning back

Crossrail has warned that cancelling this project now would lead to £1 billion in compensation costs. It is also reported in authoritative trade journal *Modern Rail* that cancelling the project in 2010 would lead to compensation costs of £2 billion.

Work has already started at several points along the route, including Tottenham Court Road in the West End.

## What is Section 106 money?

Councils and others involved in planning often talk about “Section 106” money but what does it mean?

Many years ago governments recognised that a developer could make a lot of profit from developing a site, far more than the cost of acquiring and developing the site. But large developments meant that the public sector would have to provide the extra infrastructure like roads, water, medical facilities, good transport links etc.

Often the project would add to the public sector’s problems. For example, a supermarket on the edge of town might add extra traffic to an overcrowded road or junction.

So Section 106 of the Town and Country Planning Act 1990 gave local authorities the opportunity to

insist on a legal agreement between the Planning Authority and the applicant/developer (and any others that may have an interest in the land) to secure extra community infrastructure to meet the needs of residents in new developments and/or to mitigate the impact of new developments on existing community facilities or infrastructure.

They can also be used to restrict the development or use of the land in a specified way, or require specific operations or activities to be carried out on the land. Essentially the developer has to part with some of its profits, which can be allocated to improve the surrounding area and in general to ease the burden that would be created by the development.

## Crime drops on the Tube

The British Transport Police says that crime on the Tube and DLR has fallen by 8%, the third successive year that there has been a significant drop — even though passenger numbers have risen.



reduction in criminal damage and a 46% reduction in robberies). London Overground was of course taken over by TfL in November 2007 and, at Mayor Livingstone’s insistence, all station platforms were manned from before the first train of the day until after the last arrival.

Passenger numbers on the Overground have also rocketed since the TfL takeover, while the Underground is now carrying a record number of passengers, just over 1,089 million in 2008/9.

## Ealing Council Looks Ahead to Crossrail

Ealing Council has taken on board our often made suggestion that it starts planning for Crossrail without delay, and it has set up a Scrutiny Panel under the chairmanship of Councillor John Cowing.

The new committee met for the first time at Ealing Town Hall on 7 July and co-opted EPTUG founder member, Simon Rowley, to add his expertise to its work.

Also present at the first meeting were prominent members of the Crossrail team, headed by Chris Wiggins and Simon Bennett.

### 10 trains an hour

Councillors were told that the plans are for only ten trains per hour to travel west of Paddington. Four of these will terminate at Heathrow, two at West Drayton and only four will continue to Maidenhead, the western end of the Crossrail Line. Not all the trains will stop at all stations, and it was not certain whether the London Travelwatch minimum of six trains an hour will be met at all Ealing’s stations.

Crossrail will not serve Greenford and services along that branch will terminate at a new platform at West Ealing (see front page of this edition).

The trains will initially be ten coaches long, capable of carrying 1500 passengers per train, but ultimately two extra coaches may be added.

Hanwell, a World Heritage Site, cannot have its platform extended — so trains stopping there will have selective door opening.

Councillors were in general pleased with the prospect of Crossrail coming to Ealing, but were concerned that construction might lead to a temporary blight on some areas and that noise, especially at night, might be a problem. Though the Crossrail team was able to allay many of the councillors’ fears, it was acknowledged that there would be some disruption and some noise.

### Stops at all stations?

EPTUG has asked the committee to ensure that all trains stop at all stations as far as Slough, reminding Crossrail that it is designed to be a London commuter service, largely paid for and financed by London business and London residents. It should not be a fast service for Thames Valley residents...

EPTUG also made a plea to have the premium fare (charged between Hayes and Heathrow) dropped. EPTUG believes that until the service is compatible with London Fare Zones and accepts Freedom Passes etc, the service will only be of limited use to Ealing people even though (though our taxes) we pay heavily for the service to bring passengers to BAA’s door. And West End-bound Piccadilly Line trains at stations in Ealing are already full of Heathrow arrivals, with all their baggage.



## **London Underground to get its first air-conditioned trains.**

London Underground is to get its first air-conditioned train but it won't be until next year, and it will be trialled on the Metropolitan Line before being rolled out on to the Circle and District Lines. The first air-conditioned District Line trains won't appear until 2013 and even later for the Piccadilly and Central Line trains.

Ventilation fans are being installed or upgraded at many sub-surface stations, amongst them Notting Hill Gate, where work to bring fans back into use is scheduled for later in the year.

## **What Ealing does today ...**

At a meeting of members with their three MPs, Hillingdon Chambers of Commerce called upon Hillingdon Council to start discussions with Crossrail and TfL to ensure they gained maximum benefits from the new railway. Concerns were expressed that unless better interchanges were provided, roads around the two Hillingdon stations Crossrail will serve (Hayes and West Drayton) will become a nightmare.

## **... Hillingdon does tomorrow**

Hayes & Harlington MP, John McDonnell, has asked EPTUG to advise local residents how to set up an effective passenger transport user group to serve the Borough of Hillingdon.

## **What do Ealing's politicians offer?**

The main political parties have been invited to come and present their parties' transport policies to members at a meeting to be held at Ealing Town Hall on **Monday 21 September**. The meeting will start at 7.00 pm and admission will be free, though non-members will be invited to make a donation.

Speakers who have agreed to attend are:

**David Millican (Conservative)**  
**Sarah Edwards (Green)**  
**Bassam Mahfouz (Labour)**  
**Gary Malcolm (Liberal Democrat)**

Each speaker has been asked to speak for five minutes, setting out his or her party's transport strategy. This will be followed by a question-and-answer session.

Members of EPTUG are invited to submit their questions in advance (address on back page), to enable research to be undertaken if necessary. Provided time permits, other questions will be taken afterwards.

## **First Great Western beats Chiltern**

First Great Western, for long justifiably dubbed Worst Great Western, has succeeded in turning the company's performance record into one of the best in the south-east, often knocking Chiltern (usually the region's best performer) off the number one spot. **Summer 2009**

## **An apology and a request from our chairman**

I can only start with an apology, a big apology, for this edition should have been issued early in the year with all our ideas and aims for 2009 ahead of us. Instead it is being published half way through the year as already the evenings are beginning to draw in and with Christmas cards beginning to appear on the newsagents shelves. But the reason for non-issue is one and one alone — shortage of volunteers' time.

There has been a lot happening in EPTUG, and you may get a taste for this as you read through the edition. We now serve on two council committees where we can offer advice and suggestions. We have had our say on traffic matters at the Glenkerrin enquiry. We have attended numerous meetings with Crossrail,

## **As you were on the 207**

London Buses has extended the existing 207 and N207 contracts by a further two years, which means no changes will be made until at least April 2012.

However its sister route, the 427, may be extended to Acton Town Hall if standing space can be found, otherwise this route will continue to terminate at Horn Lane. We have suggested that the 427 could stand behind Acton Town Hall.

London Buses rejected our suggestion that the 207 should be extended to Coldharbour Lane where connections

First Great Western and Chiltern, and we have built up a huge pile of (mostly one-way) correspondence with London Buses. An exciting year with rarely a dull moment.

So can I make a plea? If you are interested in better public transport in Ealing, please offer an hour or two of your time to help us. I know time is precious but when someone burns the candle at both ends it will give off a much brighter light.

And an apology too to the many people who we know wrote to us by email earlier in the year but received no reply. Unbeknown to the committee a hiccup in the system meant we were unaware of the messages until a short time ago. New arrangements to receive emails are now in place.

to Heathrow and Harrow bus services can be made. They also turned down our alternative request to extend the 207 to Pump Lane, a large industrial area lacking all public transport services.

At the end of May many E bus services were changed including the introduction of double-deck vehicles on certain routes. When the larger vehicles are introduced London Buses see this as a reason to reduce the frequency of service, a step EPTUG regards as retrograde and which we have objected to.

# Chiltern Railways

This railway runs from Marylebone Station and only just goes through Ealing Borough, at Northolt Park. However the Birmingham and Banbury branch of the line passes just north of our borough; Sudbury Hill, though in Harrow Borough, is close to North Greenford which provides a significant number of its regular passengers. Sudbury Harrow Road is in Brent also does so but to a lesser extent, as it is further from our borough and provides a much more limited service.

## Success at Sudbury Hill

For some time EPTUG has campaigned for improvements to the services from these stations, especially Sudbury Hill. We have had some success as there is now an hourly service to both Marylebone and High Wycombe on weekdays, though the last train back from Marylebone leaves at 8.33pm. There is no service at weekends — the Saturday morning service was withdrawn some 20 years ago.

But there are some exciting developments on this line which will benefit passengers from the northern part of the borough, particularly those living close to Northolt Park which has a half-hourly service during most of the day, including weekends. Fast trains can be caught to Birmingham or Stratford-on-Avon either by

travelling up to Marylebone or more cheaply by taking a local service to High Wycombe and changing there.

Chiltern Railways is planning to upgrade the track to Banbury, which will enable trains to run at up to 100mph on the section between Neasden and Anyo junctions, which should result in a journey time of 100 minutes from Marylebone to Birmingham Snow Hill. It will also make the service more reliable and flexible, both during the week and at weekends. Chiltern refers to its “seven-day railway” but sadly, for the time being, users of the Sudbury stations will only get a “five-day railway” — though EPTUG will continue to press for this to be at least a “six-day railway”.

## New line to Oxford

The other exciting venture which Chiltern has in mind is to build a new line from Bicester into Oxford. This would require extra platforms at Oxford Station and the building of a new “Parkway” station to cater for London commuters starting from the northern part of Oxford. They plan a 66-minute service to Marylebone, twice an hour; apparently this will not interfere with our local services. If this service proceeds as planned, it will reduce the pressure on First Great Western’s Oxford service during construction of Crossrail to Maidenhead.

## FGW to go electric

The recent announcement that the lines between both Paddington and Swansea, and Paddington and Oxford, are to be electrified also means that the delivery of the much-needed extra trains on our local services will be delayed again. Full details in the next edition of *The Platform*.

## E3 route change

London Buses plans to alter the route of the E3 at Turnham Green (that’s the green, not the tube station) in order to provide a quicker journey for through passengers.

It is proposed that buses will take the shorter way round the green, by turning left off Chiswick High Road into Heathfield Terrace and then left into Sutton Court Road on their way to Edensor Road, and on their way back turn right from Sutton Court Road, and then travel along the eastern part of Heathfield Terrace to Chiswick High Road.

## New Chiltern timetable

Chiltern, in common with rail operators across Europe, will be making changes to its timetable in December. Its draft proposals have been circulated for discussion. We are trying to get the proposed new timetable up on our website.

EPTUG WEBSITE:  
[www.eptug.org.uk](http://www.eptug.org.uk)

## New Overground trains

New trains for London Overground are now arriving, several months later than planned. The trains have fewer seats but many safety features. More details in the next edition of *The Platform*.



## Greenford Line may get another year

As we went to press we heard that the changes to the Greenford service (see front page article) may be deferred for 12 months — part of a recession-led cutback in Network Rail’s spending plans.

## in your next Platform ...

- The proposed new accessible Ealing Broadway Station
- Report on the political parties from our open meeting on 21 September
- Details of our AGM in November, with guest speaker and your chance to have a say
- The latest GLA thinking on transport in the suburbs — the Outer London Commission’s report sets out the future
- An article specially written for *The Platform* has been promised by Crossrail

... out in October

## Pay your bus fares!

Transport for London has changed the way it deals with fare evaders on the buses.

From January 2009, London Buses has been offering first-time offenders the opportunity to pay a fixed penalty. They can pay £50 within 28 days, or £25 within 14 days. The only exceptions are those cases where there are aggravating features such as accompanying abusive or unruly behaviour, use of a forged or altered bus pass, or using a non-transferable card, which make prosecution appropriate.

Automatic prosecutions are limited to those who have committed a second or subsequent offence, or who decline to pay the appropriate fixed penalty within the time limits.

Fewer fare evaders are dealt with in the courts, and those evaders who accept the offer of (and pay) the fixed penalty charge no longer get a criminal record, which they previously did if they either pleaded or were found guilty of a fare evasion offence.

Remember that it is an offence to travel on a London bus without a ticket, with an inappropriate bus pass or travel card, or with a pre-pay Oyster card which has not been properly "touched in", and cash fares cannot be accepted by the driver on an articulated (bendy) bus.

## Hanwell: re-open south exit?



The question we would like members and residents of Hanwell to answer is:

### “Should the south exit at Hanwell Station be re-opened or not?”

Many people living on the south (Hanwell Broadway) side of the railway say it should be re-opened, and they would then use the services to and from Paddington more. Increased use of the station now could help decide on a more frequent service (at present it is only two trains an hour). But others living on that side feel it might lead to more kiss-and-ride traffic along their residential streets.

Meanwhile residents to the north of the line say re-opening the exit will lead to vandals hot-footing it through the tunnel, forcing the police to resort to foot and bicycle patrols. Yet others in that area say they would welcome the re-opening, providing a short cut to the shops and buses and hopefully cutting out the cars to the station using Campbell and other roads.

If you live in Hanwell, please let EPTUG know what you think.

## Letters to the editor

We welcome letters about transport matters in Ealing, please send to EPTUG at 3 Gordon Road, W5 2AD or email to [platform@eptug.org.uk](mailto:platform@eptug.org.uk) We reserve the right to edit or amend your letters. Please include your full name and address (we will withhold this if you ask).

Dear EPTUG

I wish to complain about the new E2 buses travelling on Pitshanger Lane. I understand the need for more capacity during the rush hours in the morning but the buses are too big for this area, they are damaging trees, they are blocking the roads and they are wider than the old E2's.

AS, Ealing

Dear Sirs

I phoned you up some time ago, about the E10 always full up when it gets to my stop. You said you were considering putting more buses on. I haven't read of anything being done in the local paper. Its a well-used bus route and very dangerously over-crowded when the children come out of school, could you please get something done about it very soon.

IH, Greenford

Dear EPTUG

Instead of shortening bus lanes, why not make them continuous so that buses can keep to their schedules?

AY, Ealing

## Happy Birthday, Brentford to Southall Line

This year marks the 150th anniversary of this Brunel-built line, and several events to mark the occasion have been jointly held by the Southall-based GWR Preservation Group and Ealing Libraries. The line, built primarily for freight traffic from Brentford Dock, also carried passenger traffic and included an intermediate stop at Trumplers Way.

### Three Bridges

The railway passes **under** the Grand Union canal just west of Ealing Hospital, at Windmill Bridge (also known as three bridges, because the road crosses over the canal at the same point). This was Brunel's last project; he died on 15 September 1859, two months after the bridge was completed.



This picture of the line was taken from Windmill Bridge.