

We need a transport interchange

We heard **Yes, Yes, Yes** and **Yes** from the local political transport spokesmen at our open meeting on 21 September. But although Ealing Broadway is most in need of such an interchange, improvements to interchange facilities are needed at all our other stations which will be served by Crossrail too — that's Acton Mainline, West Ealing, Hanwell and Southall.

Crossrail will improve all our stations (except for Hanwell, which is protected as a heritage site) but will not consider the need to improve the interchange between bus, car, taxi, or cycle and the railway. For Crossrail to succeed,



this is essential too; so we were pleased to hear that all the parties represented (Conservative, Green, Labour and Liberal Democrat) at the meeting agreed — at least that we should have a proper interchange at Ealing Broadway. Now we have to make it happen!

See page 10 for a full report of the meeting.

EPTUG AGM

Monday 16 November 2009
 7pm
 Telfer Room, Ealing Town Hall

All welcome: special Crossrail presentation
 followed by AGM at 8.30pm

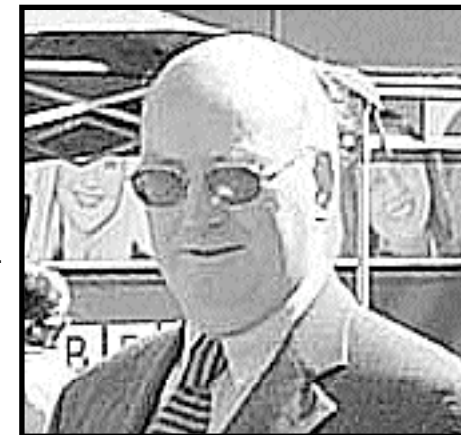
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Chairman's comment

When Isambard Kingdom Brunel decided to build his railway linking London with what was then the seat of the Admiralty, Bristol, it brought new life to Ealing and Southall and new towns flourished. Then when the District Railway Company and the Central London Railway Company chose to bring commuter services to Ealing the area grew to even greater prominence. In fact the building of a new railway is virtually guaranteed to bring new life and regeneration to an area.

In recent years a new rail line in Alloa has already exceeded passenger targets, and the re-opened line in Ebbw Vale has done the same — with passengers leaving their cars at home and taking the bus to the station, then going on by train. At Ebbsfleet, even whilst the limited proving service to St Pancras is underway, commuters are leaving their cars behind and paying the 35% surcharge.

So we know that Crossrail when it comes will change travel patterns over a wide slice of west London, and for once, Ealing Council has shown great initiative and set up a Crossrail Scrutiny Committee to check it out in advance. Of course



the members of the new committee for the most part show little understanding or knowledge of the way the rail industry works, but they are enthusiastic, they are learning and they are willing to know more. Sadly the same cannot be said for their opposite numbers from the TfL side, who at the present time show no understanding of the needs of the area, nor the changes that will have to be made.

The council has a mammoth task ahead of it; we wish them well and we will assist them in every way we can. Please give them your support too.

John Beeston
 EPTUG Chairman

EPTUG HOTLINE:
020 8998 0999

Why our First Great Western trains run late

A recent issue of *The Railway Magazine* described the signalling systems currently in operation between Reading and Paddington. There are two signal control rooms at Slough, operating on different systems. The older one is a Panel Box dating from 1963 and covers the area from Ruscombe (just west of Maidenhead) to West Drayton East. The Panel Box has two panel positions plus a spare operator and a manager; a total of just four men.

In an adjacent building is a state-of-the-art Integrated Electrical Control Centre (IECC) which covers from Stockley Park Junction to Paddington and the Heathrow airport spur lines. This box also has a manager, two signalmen plus a relief. It has two sub areas, Stockley Park to Acton West and Acton West to Paddington.

Interestingly, the equipment does not signal a train away from Paddington at its timetabled time, but when the "Train ready to start" button has been operated from the platform. This can lead to trains leaving Paddington out of timetable order and so they do not arrive at our local stations on time.

The track layouts and overlaps outside Paddington have also been modified following the Ladbroke Grove collision, which makes the layout more restricted than it was originally designed to be.

One late train makes two

Regulating decisions (i.e. which train is allowed to go first) are made around the need to maintain the Public Performance Measure (PPM) target, currently set at 90%.

This means arriving within 10 minutes of timetable for FGW long distance trains; within 5 minutes for Thames Valley and Heathrow locals and (although it is an independent company outside the PPM regime) within a contractual 3 minutes for Heathrow Express Trains.

So a punctual train may be held, so that another train is kept within its PPM target. The first train then runs minutes late but still within its own PPM target.

In the light of the collision at Ladbroke Grove and the dependence on computers, one might ask why a Signal Passed at Danger (SPAD) which is immediately detected on the computer does not cause all signals in the area to turn to red. But perhaps this risk is seen as preferable to delays to other trains; but remember the outcome on 5 October 1999 (31 people died).

JG



Crossrail: The story so far ...

CEO Rob Holden looks at the growth of the Crossrail project as it enters a new phase in the delivery of the railway

On 15 May 2009, at the North Dock in Canary Wharf, London Mayor Boris Johnson and the Transport Minister (now Secretary of State for Transport) Lord Adonis, inaugurated the first Crossrail station construction site. With the first piles driven into the dock, Crossrail embarked on its journey to becoming a world-class affordable railway.

After the feasibility and planning periods, we are now moving into the delivery phase of a project that will benefit the whole of the UK. Since gaining Royal Assent in July 2008, Crossrail is making great steps to prepare for the start of main construction in 2010.

Crossrail is a project of national significance – an exciting and visionary new railway – which connects the City, Canary Wharf, the West End and Heathrow Airport to conurbations and regeneration areas east and west of the capital. It will deliver substantial economic benefits across London, the South-East and the UK.

Crossrail Ltd has transformed itself from a parliamentary

scheme promoter into a delivery agent of what will be the largest single construction project in the country. This transformation has seen the strengthening of the Crossrail Executive Team, the appointments of our Programme and Project Delivery partners, the letting of half the detailed design contracts and the start of construction at Canary Wharf Station and working with London Underground the eastern ticket hall at Tottenham Court Road .

Crossrail's property acquisition is a major project in itself, totalling just under £1bn. We have made significant progress so far, four major sites have now been acquired: at Tottenham Court Road, Farringdon, Canary Wharf and Pudding Mill Lane. By the beginning of October we will have taken possession of sites at Paddington and those near Holborn. By March next year, we expect to have acquired the majority of our surface sites across Central London. We will then turn our attention to the subsoil acquisition required for the stations and running tunnels.

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Crossrail: The story so far *(continued from page 4)*

Challenges of delivering

The appointments of Transcend (a joint venture between AECOM, CH2M Hill and Nichols Group) as Programme Partner (PP) and Bechtel as the Project Delivery Partner (PDP), have brought Crossrail to another significant milestone in the delivery of the railway.

The challenge now is to take Crossrail forward as a single programme. The Programme Partner's role is one of strategic programme management. The PP is being fully integrated with the Crossrail project team to ensure that Crossrail fulfils its obligations as nominated undertaker to deliver the overall programme safely, to time, to the desired standard and within budget. As Project Delivery Partner, Bechtel is responsible for managing the delivery of the core central tunnelled section of the Crossrail route and co-ordinating the design process.

Minimising disruption during construction is a key issue being considered in the design at the earliest opportunity. Our Construction Code has been developed in consultation with the local authorities to govern the

construction process. The Code provides controls which contractors and others working to build the railway must adhere to.

Crossrail intends to minimise the disruption to the existing rail network during construction as far as possible. Much of Crossrail's route will be on existing rail network. We are working closely with Network Rail to ensure that their £2.3 billion upgrade plan, including improvements to 28 surface stations (11 of them complete reconstructions) along the route, dovetails exactly with the overall Crossrail programme. We are aware that construction projects by their very nature result in some degree of disruption, but we will work hard with our partners and contractors to try to keep the impact on Central London is kept to a reasonable minimum while Crossrail's construction is underway.

Our priority is to build a world-class affordable railway, and we share the sentiments of the Mayor, central government and the wider business community that economic activity in the capital should not be impacted adversely during the construction of the railway.

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Crossrail: The story so far *(continued from page 5)*

In keeping with our commitment to sustainability, Crossrail has also reached an agreement with the Royal Society for Protection of Birds (RSPB) to transfer 5.1 million cubic metres (m³) of excavated material to Wallesea Island Nature Reserve in Essex. This will help create one of the largest new wetlands and bird habitats in Northern Europe.

Crossrail works to date

£1bn is being invested to upgrade the Tube capacity at Tottenham Court Road, to build a station for the new Crossrail railway and create a new piazza outside Centre Point. Improvements will include a new Tube ticket hall – enlarged by six times – new station entrances, extra access points to the Northern and Central line platforms, and five new lifts to provide step-free access.

Tottenham Court Road is the most complex Crossrail work site in central London, and also the site where works are most advanced. As construction progresses, Crossrail is keen to ensure that local residents, businesses and everyone interested in the project has access to further information or have their queries answered by Crossrail staff.

Crossrail opened its first visitor centre near Tottenham Court Road on 16 July. The centre aims to be a one-stop shop for information about the Crossrail project and London Underground's redevelopment of Tottenham Court Road Tube station. The Visitor Centre highlights the benefits these developments will bring to passengers and indeed to the community as a whole. It also explains how it will be built and to get future updates on the works.

The **Canary Wharf** Crossrail station will be one of the largest stations on the Crossrail route and is being delivered by Canary Wharf Group on our behalf. The station will be six storeys high. Retail areas are planned for four of the six storeys including a landscaped, restaurant and community facility on the top floor. The station box will be 260 metres long – which is greater than the height of the UK's tallest building, One Canada Square – and will be up to 30 metres wide.

To construct the station box, 310 steel piles 18.5 metres high and 1.2 metres wide will be sunk into the dock floor, using 10 storey high piling cranes and Giken Piling machines. The construction

is currently on schedule with over 220 piles already in place. This is the first time this type of machinery has been used on this scale in the UK, although it is extensively used in Japan.

The Need for Crossrail

The underground already suffers congestion on routes towards the City and Canary Wharf, and around key rail interchanges such as Liverpool Street. By 2025, it is projected that over 850,000 people will commute to Greater London every day, an increase of 100,000 people compared with present figures.

Crossrail provides comfortable and quicker journeys by reducing crowding on Underground lines and adding 10% to London's total rail based public transport capacity. In the peak periods it will carry up to 78,000 passengers per hour. It will dramatically reduce journey times, in some cases by as much as 40%.

We have a leading role to play in supporting regeneration and the economy, all the more important in the present economic climate. The exciting part about our role in this project is the opportunity to support the skills development of those working or hoping to work on Crossrail.

A study, conducted on behalf of Crossrail by consultants Colin Buchanan, found that when results are modelled for just one year – 2026 – the annual economic benefit across all London's boroughs is estimated at £1.24 billion at 2008 prices. Whilst some boroughs in inner London will benefit by more than £60m a year – including Camden, Greenwich, Lambeth and Newham – the report also finds that outer London boroughs each will receive a major boost.

At peak construction in 2013-14, Crossrail will employ up to 14,000 people on the project, and many more over its entire life. A key commitment is to establish a legacy to equip local people with the right skills so they too can have the opportunities to work not only on this project, but also on future projects of this scale.

All of us involved with Crossrail are excited to be given the opportunity and responsibility to deliver the Crossrail project at this exciting time. With the present momentum gained over the past 12 months, we are confident that we can look forward to bringing the benefits of Crossrail to reality; **on time and within budget** remain our key aims.

Dear EPTUG

I read with interest on page 6 of the last edition of *The Platform* the article asking for readers' thoughts about the re-opening of the south exit/entrance at Hanwell station. As a regular user living on the south side, overall I would be in favour of it. With the opening hours of the ticket office plus the fact that Oyster readers are now in place, I cannot think of any obvious ticketing reason for why the entrance should remain closed.

I acknowledge that residents to the north and police concerns that it may mean people could use it as a short-cut, but equally it means that normal foot and car traffic in their narrow and residential streets would be reduced. In fact, while it's use as a short-cut might increase, the level of fly-tipping in the stop-and-drop bay that is opposite the south exit may decrease (which seems to be a relatively regular eye-sore). Equally, in the tree-covered Station Approach the increase in people traffic could act to make it feel safer, especially early/late hours of day.

The exit closure pre-dates me living in Hanwell, so I am not aware of the reasons for why it was closed previously. Given the

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 info@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).

streets beyond the drop-off point would be a destination vs through transit I do not feel that there would be a significant increase in local car traffic in those streets; perhaps the main concern for road planners would be the turning circle of the drop-off point given streets in The Lawns area have barriers to the Uxbridge Road and some potential traffic control on the junction of Station Approach and Church Road, but essentially this traffic is already using the area but is limited to the narrow Campbell Road.

Other benefits of quicker access to the Uxbridge Road/shopping area, schools plus bus interchanges all seem positive reasons too.

I believe anything that could increase the use of Hanwell further, and act towards improving the service frequency and a stopping Sunday service would be advantageous.

MH, London W7

Dear Mr Beeston

I greatly enjoyed Monday evening's excellent meeting (see pages 10-11 of this issue) and was glad to enrol as a new member of EPTUG.

However I was very alarmed that on the three occasions when members of the audience raised the question of the addition of Central Line platforms to Park Royal Station, Councillor Millican seemed unaware of the plan.

Since I understand that it was a condition of the granting of planning permission to Diageo to redevelop the Guinness site, it is very important that Ealing Council doesn't let the idea get quietly dropped.

So I do hope EPTUG will keep it high on its agenda of things to push for.

Yours sincerely

JH, London W5

Bad bus driving – what can we do?

We all have bad days at work and at home, and driving a bus on London's roads must be one of the most stressful jobs. But sometimes, we do feel that the driving standards of the driver whose bus we are on really do merit a protest.

Complaining to the driver can make the driver's bad day even worse; but you can always report it to London Buses or to EPTUG. You can tell us by ringing 020 8998 0999 and leaving a message including the vehicle's registration number, the time, route and location (including which direction it was going in!).



We then tell the operator of your concerns. Then we drop out of the procedure, leaving it to the bus company. Disciplinary matters, after all, are between employer and employee.

The bus company has several options. It knows the driver and it knows whether it is an isolated incident. It can send the driver for further training or it might engage a plain clothes driving instructor to travel incognito on the driver's bus.

So although we never know the outcome, rest assured — none of the operators in our borough want to see bad driving by their employees.

Here's what they had to say

when EPTUG invited local political parties to tell us how they would improve transport in Ealing if they were elected next May

Sarah Edwards, for the Green Party, started off the proceedings by reminding us all of the importance of limiting travel and not wasting finite resources unnecessarily. In a message reminiscent of the wartime poster asking, "Is your journey necessary?" she highlighted the expansion of Heathrow and the construction of major shopping centres such as Westfield as major planning blunders which were increasing everyone's travel pattern and attracting shoppers from across London and even beyond. What was wrong, she asked, with using local shops, shops which could be reached on foot or by bicycle.

In a similar vein she asked why councils and others were centralising administrative centres adding to the distance people had to travel to carry out their everyday tasks.

What was needed was better facilities for cyclists and pedestrians as well as priority measures for public transport and though the Greens regretted that the West London Tram plan was scrapped they realised that it was now unlikely to be revived.

Councillor Gary Malcolm followed, stating that, as a non-car-driver, he used public transport regularly. He wanted to see the Piccadilly Line trains stop at Turnham Green Station throughout the day, and the introduction of a one-hour bus ticket

to make connecting journeys simpler and cheaper.

The Lib Dems were also against further expansion of Heathrow, though they wanted to see better public transport access to the airport. They welcomed Crossrail, but they did not agree to Haven Green being used as a construction site. The party would give its support to the West London Orbital and asked, what had happened to the alternative to the now abandoned tram? And was the decision to rid Ealing's streets of bendi buses the right one?

Councillor Bassam Mahfouz, on behalf of Labour, highlighted the need to address the school run problem. Labour felt that bus planning was also letting Ealing down, and he quoted his recent experiences on route 440 to highlight the need for the council to win back the upper hand. There should be no further expansion of Heathrow says Ealing's Labour Party, but there must be better transport links to it.

Crossrail was essential to Ealing's prosperity and any attempt to cancel or curtail the project would be resisted strongly. Labour would also fight to retain the Greenford Branch line service, at least to Ealing Broadway.

Returning to his theme of poor service by the transport providers, Bassam reminded passengers that, if delayed,

they could claim refunds from the operator and hitting them in the pocket was one lesson they did understand.

Finally, highlighting the indifference of London Buses to Ealing residents, he asked, "and what is happening to Countdown?"

Councillor David Millican, the Conservatives' transport spokesman, spoke of the party's key transport aims, namely reducing congestion, delays and dangers as well as using transport to boost economic development. To illustrate Ealing's problems we were told that the Uxbridge Road is the busiest bus corridor in Europe, and that 70% of those using the Uxbridge Road do so by bus. To this end plans were already in hand to improve the Western Road, Featherstone Road junction. Bus lane times along the Uxbridge Road were to be standardised as much as possible but disagreements with TfL over traffic lights were hindering the progress to improve several junctions.

Car clubs encouraged by the council were proving very successful and their growth would continue to be supported by Ealing. (It is estimated that each car club car replaces 14 privately owned cars).

He agreed with Cllr Mafhouz that school travel plans needed attention with greater importance being given to walking and cycling to school. During the last year 35 schools in the

borough had run cycle training programmes.

The council's own Green Travel Plan was progressing well and there were plans to invest money in electric cars.

Crossrail was welcomed but was not without its problems which is why the council had set up its own Crossrail committee to work with Crossrail.

Major rebuilds would be necessary at Southall and Acton as well as Ealing Broadway. But handled correctly improved transport would help regeneration across the borough.

This concluded the time allocated to each of the speakers but before the meeting was opened to the members for questions Angie Bray, prospective Conservative parliamentary candidate for Acton and Stephen Pound MP, (Ealing, North) were invited to comment.

Angie Bray expressed concern that the railways were still in a Bob Crow time warp and also felt that a £50m bus station at Ealing was "not on at the moment".

Steve Pound praised EPTUG for holding the meeting. He felt that transport was no longer an "add on" but a "bolt on". People were much more aware of the need for good transport. He also singled out praise for Richard Porter who, whilst a councillor, had faced open hostility when campaigning for a new bus route. The same people were now fiercely supportive of that new route.

EPTUG committee

John Beeston (Southall)
EPTUG Chairman
johnb@eptug.org.uk

Brian Brooker (Ealing)
brianb@eptug.org.uk

Peter Chadburn (Hanwell)
peterc@eptug.org.uk

Ella Cox (Northolt)
ellac@eptug.org.uk

John Gashion (Acton)
Buses Chairman
johnhg@eptug.org.uk

Richard Porter (North Greenford)
Vice Chairman
richardp@eptug.org.uk

Simon Rowley (Ealing)
Treasurer/Membership
simonr@eptug.org.uk

Mike Tyzack (West Acton)
miket@eptug.org.uk

Peter Viggers (West Ealing)
peterv@eptug.org.uk

All EPTUG committee members are volunteers

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 our 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.

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