

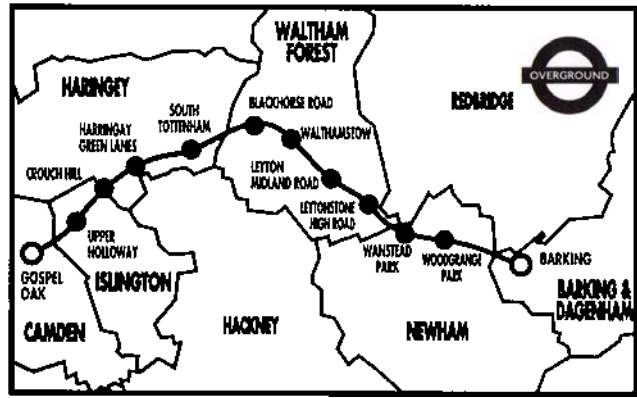
## BARKING – GOSPEL OAK LINE USER GROUP

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## NEWS RELEASE

11<sup>th</sup> December 2012

# TFL TO SHELTER MORE NEWHAM & WALTHAM FOREST OVERGROUND PASSENGERS

Announcement is welcome surprise for rail users



*An example of what the new shelters will look like*

*[Macemain Amstad]*

**OVERGROUND** users in Newham and Waltham Forest had a pleasant surprise recently when train operator London Overground (LOROL) announced that Transport for London (TfL)<sup>1</sup> had allocated funds for additional waiting shelters and *half shelters* at the borough's Overground stations.



## **TFL TO SHELTER MORE NEWHAM & WALTHAM FOREST OVERGROUND PASSENGERS**

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Leyton Midland Road, Leytonstone High Road, Wanstead Park and Woodgrange Park stations are set to receive up to two new structures to supplement the existing solitary shelter on each platform. Unfortunately, there are insufficient funds available to provide lighting inside the shelters.



Existing shelters at Leyton Midland Road (above) and Leytonstone High Road (right). The new shelters will be without lighting. [BGOLUG]



The Barking – Gospel Oak Line Users Group (BGOLUG)<sup>2</sup> had been pressing for more covered waiting areas since TfL took over responsibility for the line five years ago and passenger numbers began to snowball. The Group had also been asking for the perforated steel panels along the front of the existing shelters to be replaced by glazing to make the shelters feel less claustrophobic for waiting passengers.

Said BGOLUG Secretary Richard Pout, “At last, after five years of arguing for improved waiting accommodation and more of it, we have scored some success. This will be especially be welcomed by passengers at the exposed viaduct stations at Leyton Midland Road, Leytonstone High Road and Wanstead Park.”

BGOLUG will continue to press for improvements at all of the line’s twelve stations and especially at its busiest intermediate station, Blackhorse Road, which has direct interchange with the Victoria Line. TfL has obtained *Access for All* funding from the Department for Transport to provide ramps and lifts at Blackhorse Road and South Tottenham Overground stations and work is scheduled to start next year. BGOLUG will seek to be fully involved in the design of these improvements to win maximum benefit for all passengers.

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1. Following the transfer of responsibility for the former Silverlink Metro services from the Department for Transport (DfT) in 2006, Transport for London (TfL), let the London Rail Concession to London Overground Rail Operations Ltd (LOROL), a joint Hong Kong/German owned venture, to operate the London Overground network from November 2007 until March 2014, with the option of an extension to early March 2016. As part of the London Rail Concession contract let by TfL, LOROL undertook to order, in conjunction with rail leasing company Angel Trains, 8x2-car Class 172 *Turbostar* diesel multiple units from the former British Rail Engineering plant at Derby, now owned by Bombardier Transportation. Delivery of these trains took place in mid 2010.
2. Formed as the Barking – Kentish Town Line Committee to fight Dr. Beeching’s closure proposals in the 1960s, the Barking – Gospel Oak Line User Group has continued to represent the line’s passengers and campaign for improved services and station facilities, and also for the electrification of the only non-electrified railway in North East London.





# Station Improvements

## Recent Improvements Made

Newly opened renovated Victorian booking hall at Crystal Palace with updated customer information system and toilets (a major TfL-led project)

Lifts installed making Camden Road, Gospel Oak and Hackney Central (whose gateline has been extended) fully accessible (DfT-funded Access for All works)

Remodelling of Kensal Rise ticket office with accessible ticket office counter

Cycle storage installed and tenancies implemented at various locations

Retail unit installation at Canonbury and Gospel Oak

Ticket office relocation at Kensington (Olympia) and Caledonian Road & Barnsbury

New DDA compliant ticket office windows at Hackney Wick, Kilburn High Road and Sydenham

Revamped information centre at West Croydon (on platform 3)

Subway refurbishment at Norwood Junction

Accessibility improvements to stairway at Willesden Junction (Harrow Road) footpath

Additional gateline on Platform 4 at West Croydon providing interchange with bus station and Tramlink (TfL project)

Additional gateline on Platform 2 at Brockley providing step-free access to southbound services (TfL project)

## Access for All Works

Lift schemes agreed for Brockley, Hampstead Heath and Honor Oak Park (completion expected December 2013) and also at Crystal Palace (to all platforms), Blackhorse Road, Kensal Rise, New Cross Gate (to all platforms) South Tottenham and West Hampstead

## Other Planned Improvements

Installation of automatic doors in the waiting room between platforms 4 and 5 at Willesden Junction

Redevelopment of Hackney Wick (as part of a London 2012 Games legacy project)

Interchange between Hackney Central and Hackney Downs

Installation of permanent staff accommodation at Clapham High Street and Wandsworth Road (scheduled February 2013)

Gateline installation at Kilburn High Road with revamped ticket hall

New DDA compliant ticket office window at New Cross Gate

Subway refurbishment at Acton Central

Platform resurfacing at Gospel Oak

Installation of ramped second entrance to Walthamstow Queen's Road

Repairs and refurbishment of Station Approach at Willesden Junction

Camden Road gateline extension and ticket office refurbishment

Installation of additional London Midland CIS screens at Bushey

Platform repairs and new waiting shelter at South Hampstead upon completion of retaining wall stabilisation works

Platform extensions on West London Line by late 2013

Kensington (Olympia) – LUL installation of new DOO equipment for new District Line rolling stock

Sydenham – Station Approach refurbishment by local council