



## BARKING – GOSPEL OAK LINE USER GROUP

Chairman: Alderman Frederick Jones, Barking & Dagenham Council  
Secretary: Richard H Pout B.Sc. Econ. MILT, (020) 8348 5064, 07970 722991  
Assistant Secretary: Glenn Wallis, (020) 8529 2361, 07789 791224

www.barking-gospeloak.org.uk  
info@barking-gospeloak.org.uk



T&H-BGOLUG-STATIONS-SOUTH TOTTENHAM-AFA&GATELINEproposals-initialcomments-01-13

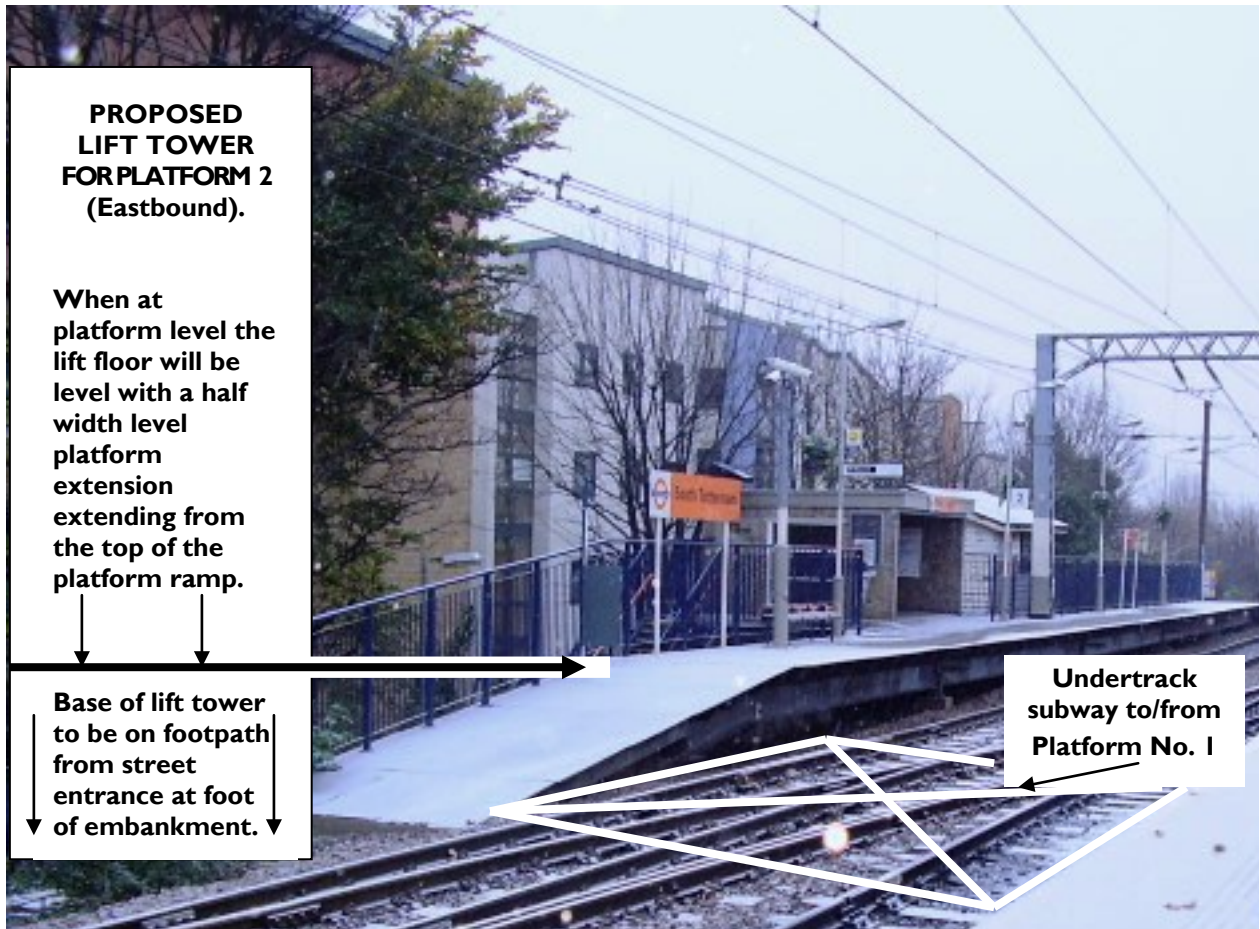
# PROPOSED ACCESS FOR ALL WORKS & GATELINE AT SOUTH TOTTENHAM STATION

## INITIAL COMMENTS

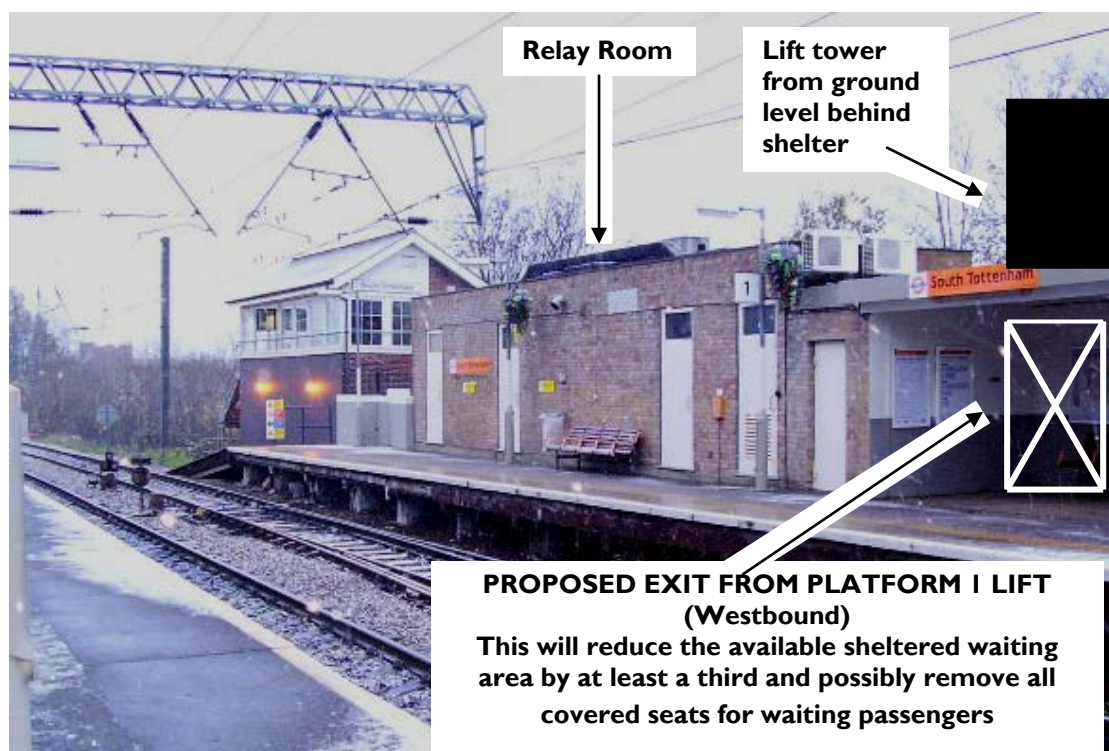
Unfortunately, I have not yet been able to return to South Tottenham to take photographs following the site meeting Secretary Richard Pout and I had with Sam Russell, Stakeholder & Community Manager and Gareth Biggins, Senior Infrastructure Manager from LOROL on Tuesday 29<sup>th</sup> January 2013. I will therefore rely upon “stock photos” that I have on file. Sam Russell confirmed that South Tottenham is now the busiest intermediate station after Blackhorse Road.

### DFT ACCESS FOR ALL WORKS

It was explained that it was proposed to install a lift tower behind each platform.



## BGOLUG INITIAL COMMENTS ON PROPOSED ACCESS FOR ALL WORKS & GATELINE AT SOUTH TOTTENHAM STATION



### **PLATFORM NO. 2 (EASTBOUND) (Uppermost photograph)**

As will be seen from the above photos, BGOLUG has concerns about these proposals. The lift tower to platform No. 2 (eastbound) will block the footpath to/from the street entrance, requiring its diversion around it. The lift tower will also be immediately adjacent to the junction of the footpath and entrance/exit of the subway to Platform No. 1 (westbound), obscuring sightlines for passengers entering and leaving the subway and creating a “chicane effect” that will cause much congestion and conflict during peak times with large volumes of passengers leaving trains and sizable numbers arriving off buses.

The proposed exit/entrance to the lift at platform level is also problematic, since the proposed “gangway” between the lift doors and the top of the platform ramp is likely to be quickly effected by the expected platform extensions to accommodate the longer passenger trains required to relieve the serious peak period overcrowding which currently precludes any wheelchair access to the trains at these times.

### **PLATFORM NO. 1 (WESTBOUND) (upper photograph)**

It is proposed that the lift tower to platform No. 1 should be built behind the existing BR 1970s built platform shelter and at platform level exit through its rear wall. The shelter is not very big and is well used, especially during inclement weather as it is the only covered passenger accommodation. The proposed lift doors will require the 4-seater bench in the shelter to be removed or re-sited and standing passengers will be a constant obstruction to the entry/exit of the lift.

### **TfL PROPOSED GATELINE**

TfL have decided to install ticket gates at South Tottenham as it is the busiest intermediate station after Blackhorse Road and apparently has a high level of ticketless travel. It is proposed to install the gate line in the restricted area between the staff cabin and the subway to platform No. 1 which will also have to accommodate the lift tower to platform No. 2 as described above.

## BGOLUG INITIAL COMMENTS ON PROPOSED ACCESS FOR ALL WORKS & GATELINE AT SOUTH TOTTENHAM STATION



LOROL state that a standard gate line enclosure will be used, as illustrated above. BGOLUG has severe doubts that there is room for this standard gate line enclosure and the platform No. 2 lift tower within the proposed restricted space. It should be noted that the gate line enclosure at South Tottenham will also have to accommodate a Ticket Vending Machine (TVM), not shown above. The TVM would have to be located where the help point is shown in the photograph. BGOLUG believes that busy stations like South Tottenham should have 2xTVMs.

The LOROL representatives agreed that the current proposals were problematic and that they were urgently investigating taking over the station's former booking office which was owned by Network Rail and currently leased as a restaurant. This obviously would be an ideal solution as the former booking office would provide ample space for the gate line, TVMs, staff accommodation and even room for a small refreshments kiosk. It would also prevent the lift tower to platform No. 2 presenting a major obstacle to the smooth, unimpeded flow of passengers through the station.

### BGOLUG OBSERVATIONS

BGOLUG believes that the current proposals for lift towers and a gate line at South Tottenham are fundamentally flawed and should **not** proceed due to the potential safety risks in impeding passenger flow and obstructed sightlines through the station and reductions in covered waiting accommodation for westbound passengers on platform No.1.

BGOLUG believes that this scheme should be deferred pending decisions on the platform extensions required for longer trains which would negate the alterations proposed for platform No. 2 to accommodate access to the lift tower and LOROL's acquisition of the lease to the former booking office.

The DfT Access for All works could be acceptable to BGOLUG providing:

- The ticket gate line and covered enclosure proposed by TfL was **not** proceeded with
- The lift tower to platform No. 1 (westbound) was re-sited so as to be abutting the end of the subway in a mirror image of the proposed location for the lift tower for platform No. 2 (eastbound). This would require a small parcel of land currently to the rear of the former booking office and occupied by the restaurant.

## **BGOLUG INITIAL COMMENTS ON PROPOSED ACCESS FOR ALL WORKS & GATELINE AT SOUTH TOTTENHAM STATION**

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**South Tottenham booking office, a few months after closure in 1992.**

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BGOLUG believes that the only feasible location for a ticket gate line at South Tottenham is within the former booking office building and believes that this is by far the best and safest way to manage the increasing passenger throughput at this station and therefore objects to the current proposal.

BGOLUG looks forward to continuing dialogue with LOROL and TfL in order to arrive at level access and revenue control solutions that are acceptable to all parties.

Glenn Wallis  
Assistant Secretary  
17<sup>th</sup> March 2013

