



Leyton Midland Road

Minor Modification Proposal

Issued for Consultation 29th July 2013

LONDON OVERGROUND RAIL OPERATIONS LTD CONSULTATION DOCUMENT & MINOR MODIFICATION PROPOSAL ("Proposal")

In accordance with Section 35 of the Railways Act 2005 ("the Act")

*Note this document will be distributed by email.
Please contact us if you require a hard copy to be sent to you.*

1.0 Introduction

This document describes the proposed closure of a side entrance at **Leyton Midland Road** station in order to enable automatic ticket gates to be installed, which LOROL and TfL wish to provide at as many stations as possible on the Gospel Oak to Barking Line in order to deter ticketless travel. The closure of the side entrance will require all passengers to access the station via the main entrance which is 56 metres from the side entrance.

At present ticket gates are provided at Gospel Oak, Blackhorse Road and Barking stations. Plans are being developed to install automatic ticket gates at South Tottenham, Leytonstone High Road and Leyton Midland Road stations.

2.0 Background

Leyton Midland Road station is located on the Gospel Oak to Barking Line. London Overground Rail Operations Limited (LOROL) manages the station and operates the train service under a Concession Agreement with Transport for London (TfL).

Raised levels of ticketless travel on the Gospel Oak to Barking Line have prompted LOROL and TfL to promote the gating of additional stations on the line, which includes **Leyton Midland Road**.

At other stations across the network automatic ticket gates have proved effective in reducing ticketless travel and anti-social behaviour (which often involves passengers travelling without a ticket).

3.0 The Proposal

The proposal is to close the side entrance on the north side of the station which is located at the bottom of the staircase to the eastbound platform. This change to the station's layout will direct all passengers through the main entrance where there is sufficient space to locate a set of automatic ticket gates. The side entrance is 56 metres from the main entrance – less than one minute's walk for the average person.

The restricted layout of this small station precludes the ticket gates being installed at a location that would allow both the existing main entrance and side entrance to provide access to the non-paid side of the gateline. Because the gateline can only be installed at the main entrance, where there is sufficient width for the gateline equipment, it is impossible to avoid the side entrance being on the paid-side of the proposed gateline. As such, the retention of the side entrance in its current location would negate the effectiveness of the proposed automatic ticket gates.

3.0 Benefits

The main benefit is to ensure passenger and staff safety by making it much more difficult for passengers without tickets to board London Overground trains and gain access to the platforms at **Leyton Midland Road** station. The installation of automatic gatelines will reduce ticketless travel on this line and help promote a culture of ticket buying before travelling.

4.0 Temporary Arrangements and Timing

Until the new gatelines are installed and brought into operation the side entrance will remain open. A month prior to the gateline being brought into operation a notice will be displayed at the station notifying everyone of the date when the side entrance will be closed.

LOROL does not intend physically removing the side entrance since this could provide an alternative emergency access to the station when the main entrance is affected by building work or is unavailable for a technical reason.

5.0 Prior Consultation

This documentation is the consultation required prior to contacting the Department of Transport. A response is requested within 28 days to the address given below.

Mark Eaton
Concession Director
LOROL
Overground House
125 Finchley Road
Swiss Cottage
London NW3 6HY
Email: mark.eaton@lorol.co.uk

Copy to Virginia Munrow (email address below)

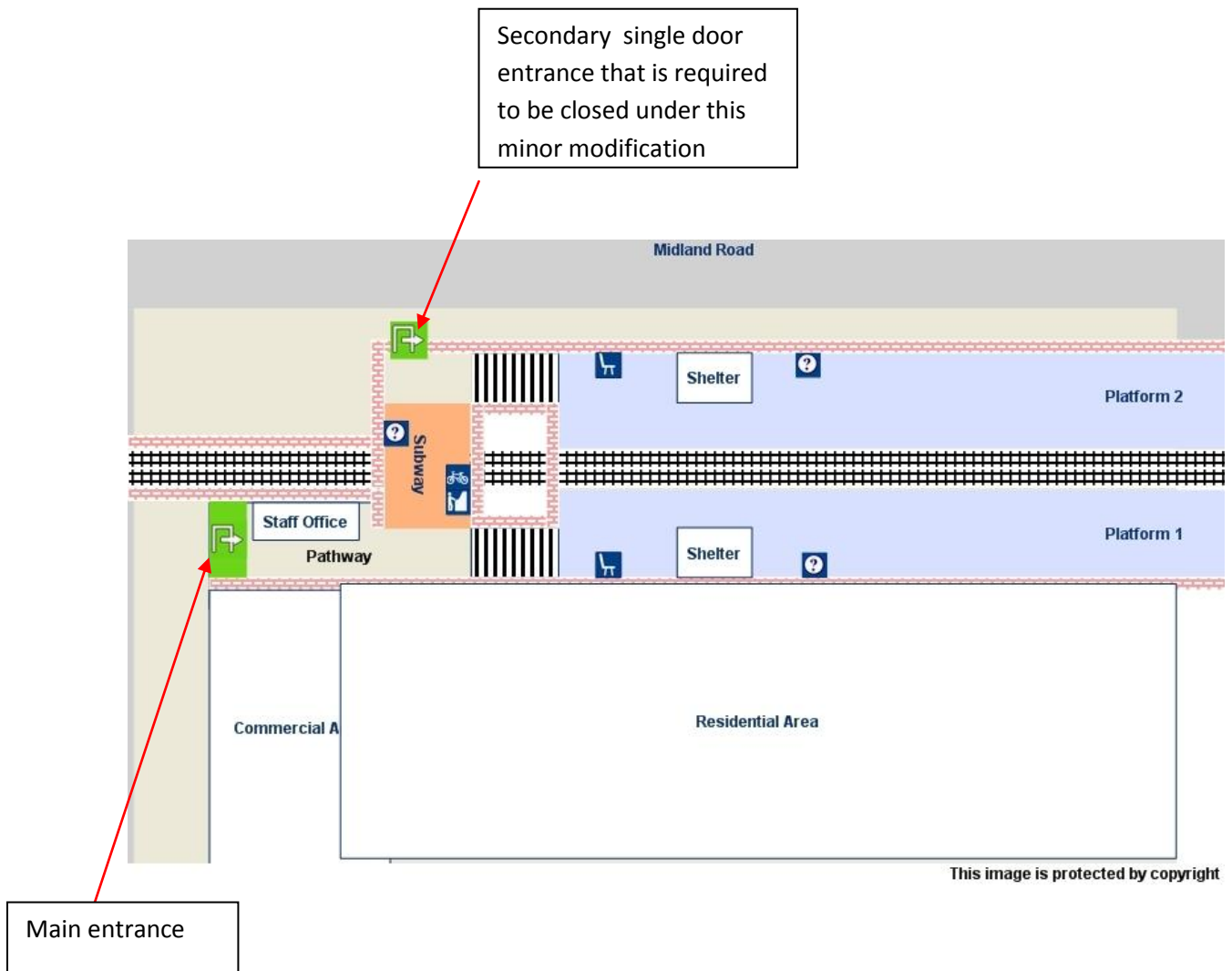
If you require further information or clarification on any point in this proposal please contact:

Virginia Munrow
Email: virginia.munrow@lorol.co.uk

Consultees	
RfL / TfL	Andrew McIntosh
London Travelwatch	Tim Bellenger
DB Schenker Rail (UK) Ltd	Stewart Smith
Network Rail	John Gower / Christopher Machado
Waltham Forest London Borough Council	Neil Bullen

Appendix 1 – Current and intended plans for Leyton Midland Road station

1.1 Current plan of the station, as shown on Network Rail’s website

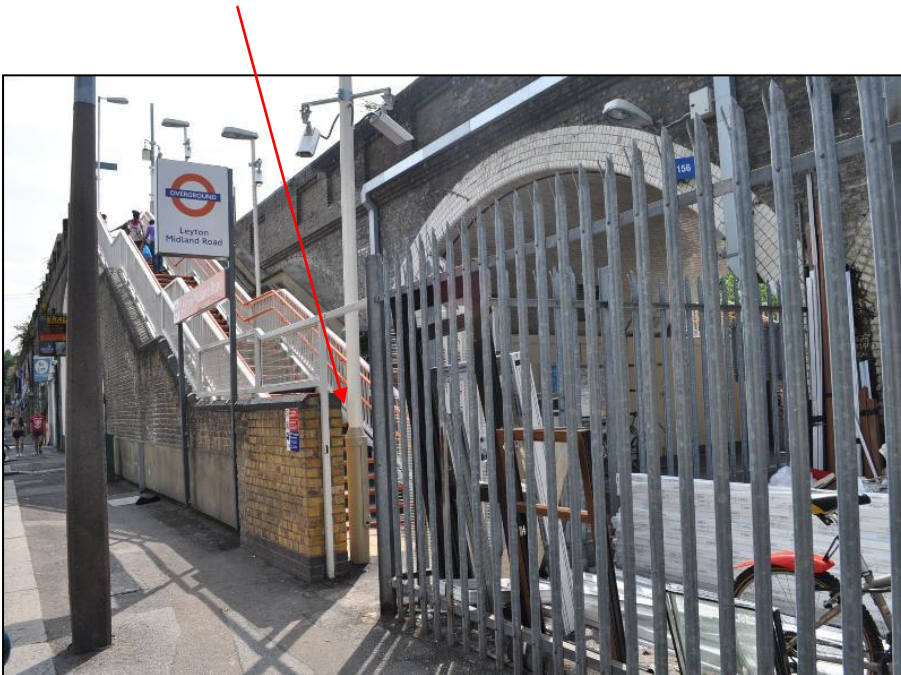


Appendix 2

Entrance to have gatelines installed.



Entrance to be closed (single entrance doorway)



From: GLENN WALLIS <glennwallis@btopenworld.com>
To: "enquiries@londontravelwatch.org.uk" <enquiries@londontravelwatch.org.uk>
Sent: Wednesday, 14 August 2013, 17:02
Subject: LONDON OVERGROUND Leyton Midland Road: Closure of station entrance

Dear Tim,

As you can see, I received this email from LOROL yesterday regarding Leyton Midland Road station.

BGORUG is very concerned and deeply dismayed at the failure of LOROL to include this Group in the official consultation exercise on the proposal to close the original sole public entrance to the station in Midland Road. The High Road entrance was only opened by Silverlink in the mid 1990s.

While BGORUG understands that LOROL is not legally obliged to consult with the Group over this proposal, BGORUG is recognised by both LOROL and TfL as the group representing passengers of the rail passenger service between Barking and Gospel Oak. BGORUG was included in the consultation on the reduction of opening hours of Gospel Oak booking office and when LOROL first informally intimated to the Group a few months ago that TfL was considering a ticket gate scheme at Leyton Midland Road, the company was advised that the Group would likely object to the closure of the Midland Road entrance. Indeed the Group had in the years since the transfer of responsibility to TfL in 2007 had to ask LOROL to reopen the entrance twice when it was closed without following any statutory procedure. Could this be why the Group was not advised of the start of the consultation period on 29 July 2013 until yesterday?

The consultation document, which initially was in a format that I could not open, is very scant on detail, compared with the documentation accompanying the application to reduce the opening hours of Gospel Oak booking office. Where are the passenger counts of the number of passengers using the Midland Road station entrance? This entrance has a heavy flow of passengers during the peak hours. Where is the evidence that any solution other than outright closure was considered by LOROL before coming to the conclusion that was the only option? In view of these matters, BGORUG is formally asking London TravelWatch to cancel this consultation and ask LOROL to resubmit their application to close the Midland Road station entrance, including BGORUG as a consultee and in view of the fact that this is a popular holiday period to arrange for the consultation to end on 20 or 27 September in order that BGORUG can consult with its members and the users of the Midland Road station entrance and compile its response to the consultation.

Please note that this is not a formal objection to the station entrance closure proposal but an objection to the lack of consultation on the proposal and a request for the consultation to be restarted and BGORUG to be included in it. I would therefore be grateful if you could acknowledge receipt of this email and give a fuller reply as soon as possible.

Kind regards

Glenn Wallis

Secretary

Barking - Gospel Oak Rail User Group

----- Forwarded Message -----

From: Sam Russell
To: RichardPout 'GLENN WALLIS'
Cc: Virginia Munrow; Mark Eaton
Sent: Tuesday, 13 August 2013, 11:27
Subject: Leyton Midland Road

Hi Glenn/Richard,

Please find attached our formal document which has been sent to the necessary stakeholders regarding the Leyton Midland Road gateline scheme, which will see the side gate locked out of use.

Best regards,
Sam

Sam Russell

Stakeholder & Community Manager

Tel: 020 3031 9215

Mob: 07500 55 33 95

Fax: 0870 863 2580

Overground House, 125 Finchley Road, Swiss Cottage, London NW3 6HY

Developing our railway together, proudly connecting communities around London

From: Keletha Barrett

To:

Cc: Tim Bellenger

Sent: Monday, 19 August 2013, 8:19

Subject: LONDON OVERGROUND Leyton Midland Road: Closure of station entrance

Dear Mr Wallis,

Thank you for your recent email regarding the proposed closure of the Midland Road entrance of Leyton Midland Road station, as part of the wider scheme to reduce ticketless travel and improve passenger security at this station.

We recognise the important role that the Barking Gospel Oak Rail Users Group has played in promoting the interests of passengers using this line over the years, particularly by encouraging usage. However, the growth in usage means that in some cases previous practices and arrangements, which were appropriate for a service with a smaller number of passengers, will need to be changed.

Passengers tell us that they want stations to be a safe and secure environment from which to make their journeys: and that they also want other passengers to pay the appropriate fare for their journey. One of the ways to ensure that this happens is by the installation of ticket gates at stations with high numbers of passengers so that exit and entry can be appropriately controlled. Increased revenue also helps the case for further investment in items such as electrification and increased peak hour frequencies to reduce overcrowding all of which we know will be of benefit to all Barking – Gospel Oak users.

In the case of Leyton Midland Road the proposal to achieve a gate line involves the need to close the Midland Road side entrance during normal operation – it will still be able to be opened in exceptional circumstances, and should usage further increase in future would allow for a gate line to be installed at a later date. We note that the alternative walking route involves an additional walk of no more than one minute. In our view this is acceptable given the overall benefits of reduced fare evasion and greater passenger security. We have therefore decided not to object to this proposal as such.

We have however raised with Lorol, the issue of parked cars around the other entrance – which we feel if unchecked could cause congestion around the proposed ticket gates. We believe many of these vehicles are under the care or control of businesses located under the railway and that are subject to Network Rail tenancies. We have therefore asked Lorol to take this up with Network Rail as landlord.

We appreciate your frustration with the consultation process for this proposal, and note that with the benefit of hindsight perhaps Lorol might have opened a dialogue with you earlier on this subject.

Kind regards

Keletha Barrett
Policy Assistant

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London TravelWatch is the operating name for the London Transport Users Committee



BARKING – GOSPEL OAK RAIL USER GROUP

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

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



Please reply to:
227 Old Church Road,
Chingford,
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E4 6RB

(020) 8529 2361
glennwallis@btinternet.com

Your ref.: Case No. 239165

Mr. T. Bellenger,
London TravelWatch,
Dexter House,
2 Royal Mint Court,
London,
EC3N 4QN

26th August 2013

Dear Bellenger,

LONDON OVERGROUND LEYTON MIDLAND ROAD STATION PROPOSED CLOSURE OF MIDLAND ROAD STATION ENTRANCE

Further to my email of 14th August 2013, I am now writing to lodge BGORUG's objection to the closure of the Midland Road entrance at Leyton Midland Road station.

LOROL has twice previously closed the Midland Road entrance causing several complaints by passengers to BGORUG, prompting the Group to ask LOROL if they had gone through the statutory procedure, which they had not, and both times the entrance was reopened. It was because of this that when the possible permanent closure of the entrance had arisen a few months ago, both TfL and LOROL were advised that there would likely be passenger resistance to a closure proposal. That is why BGORUG is deeply concerned at not being advised about this formal closure application and notes the comments regarding this in LTW's email of 19th August.

This proposal has every appearance of being ill-thought out and rushed through. From the poor drawing supplied, it appears the ticket gates are to be located close to the foot of the staircase from Platform 1 (westbound), which may well be a cause of congestion at the foot of the stairs as passengers from both platforms converge on the gates. It is not uncommon for trains to arrive at both platforms simultaneously.

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PROPOSED CLOSURE OF MIDLAND ROAD ENTRANCE AT LEYTON MIDLAND ROAD

On the street side of the proposed gate line, a boundary wall juts out and reduces the width of the passenger thoroughfare causing another pinch-point. We have some doubt that it will be possible to install a gate line complying with Office of Rail Regulation (ORR) requirements in this very constrained location. According to station staff, two Ticket Vending Machines (TVMs) are to be located against this wall nearer the staff cabin.

The Midland Road entrance is in fact the 'out of hours' gate for when the 1981 built booking office funded by the Greater London Council was closed. The booking office occupied the land in front of the arch now housing the window factory and entry was from the land in front of the next arch which was not then occupied by a motor repair workshop and car sales lot. The booking office was demolished by Railtrack in 1995 and the entrance from the High Road opened later in 1995 or 1996 as part of the improvements funded by grants obtained by the local authority group Gospel Oak – Barking Local Authority Group.

There are a number of reasons to object to the closure of the Midland Road entrance:

1. The additional walk for passengers from the Hainault Road direction is over a narrow, uneven footway, passing two 'environmentally unfriendly' industrial units which often partially or fully block the footway. This presents additional hazards to the disabled and infirm. With a growing elderly population, the number of people who have difficulty walking but are not classified as disabled is growing.

BGORUG first raised concerns about these two industrial units at the Waltham Forest Transport Liaison Committee back in 2009, expressing the view that these two businesses were totally inappropriate and detrimental to the public realm around the station area and should be relocated to somewhere less sensitive. The TfL representative present was asked to investigate the two Network Rail tenancies but it seems took no further action. In fact two railway arches are about to become available off Harrow Road which would be a much better location for these two businesses. BGORUG therefore concurs wholeheartedly with the comments regarding the car sales tenancy in LTW's 18th August email.

2. The installation of ticket gates at the High Road entrance does not preclude the retention of the Midland Road entrance in its existing form. There is an Oyster reader by the entrance that could be retained. There is a similar arrangement at Leyton Central Line station, although that entrance is only open during morning and evening peak hours. The installation of a gate line will require an increase in station staffing. The ORR requires an operating ticket gate to be under staff supervision at all times so the gate(s) can be opened in an emergency. If a member of staff is not present, the ticket gate(s) must be secured in the open position to ensure passenger safety. The duties of the existing Station Assistant at Leyton Midland Road require regular patrols of the station including observing the arrival and departure of trains and assisting passengers with luggage and baby buggies etc. The importance of this duty will increase with the planned withdrawal of train conductor-guards. In order to avoid constantly locking the ticket gates in the open position while working out of sight on the platforms above, LOROL will have to provide another member of staff to supervise the lower station area. This additional staff member could also supervise the Midland Road entrance and challenge any passengers entering or leaving apparently without.
3. LOROL has never before identified ticketless travel as a problem at Leyton Midland Road. Previously, the company has stated that South Tottenham and Walthamstow Queen's Road were the worst stations in this regard. In its application to close the Midland Road entrance, the company has provided no evidence of numbers of fare evaders found during Revenue Protection 'blocks' at the station. Neither has it provided any passenger usage

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PROPOSED CLOSURE OF MIDLAND ROAD ENTRANCE AT LEYTON MIDLAND ROAD

figures for the Midland Road entrance. BGORUG is aware that usage of this entrance is high compared with the High Road entrance. Between 08:15 and 09:30 on Friday 23rd August, 155 passengers used the Midland Road entrance and no potential fare evaders were seen.

4. The Midland Road entrance could be modified to accommodate a wide two-way ticket gate by adopting either of these two options:
 - (i) Part of the forecourt of the window company unit could be used to widen the entrance to accommodate a wide two-way ticket gate. As stated above, BGORUG would prefer this tenant to be relocated elsewhere.
 - (ii) The existing staircase to Platform 2 (eastbound) is half its original width. The base of the abandoned half is still extant. The staircase could be moved onto the abandoned side next to the viaduct, thus freeing space to widen the entrance to accommodate a wide two-way ticket gate. This option would also require an electrical control cabinet to be relocated within the arch space.

I hope the above is of assistance to you in considering alternatives to permanently closing the Midland Road entrance while still improving revenue control when formulating the LTW's response to the consultation. Please get in touch if you have any queries.

Yours sincerely

Glenn Wallis

Glenn Wallis
Secretary
Barking - Gospel Oak Rail User Group

Mr G Wallis
Secretary, Barking – Gospel Oak Rail User Group
227 Old Church Road
Chingford
LONDON E4 6RB

Our Ref:
Your Ref:

10th September 2013

Dear Mr Wallis,

Leyton Midland Road station - proposed closure of side gate consequent to the installation of ticket gates.

Thank you for your recent letters on this subject.

London TravelWatch has submitted further comments on the Leyton Midland Road proposal in the light of additional material becoming available from members of the public, yourselves and local councillors.

Passengers tell us that they want stations to be a safe and secure environment from which to make their journeys: and that they also want other passengers to pay the appropriate fare for their journey. One of the ways to ensure that this happens is by the installation of ticket gates at stations with high numbers of passengers so that exit and entry can be appropriately controlled. Increased revenue also helps the case for further investment in items such as electrification and increased peak hour frequencies to reduce overcrowding all of which we know will be of benefit to all Barking – Gospel Oak users.

The proposal at Leyton Midland Road to install a gate line involves the need to close the Midland Road side entrance during normal operation – it will however still be able to be opened in exceptional circumstances, and that should usage further increase in future would allow for a gate line to be installed at a later date. We note that the alternative walking route involves an additional walk of no more than one minute. In our view this is acceptable given the overall benefits of reduced fare evasion and greater passenger security. We have therefore decided not to object to this proposal as such.

We have however, highlighted to London Overground a number of issues that have been raised with us

Firstly parked cars around the entrance that would be gated – which we feel if unchecked could cause congestion around the proposed ticket gates. We believe many of these vehicles are under the care or control of businesses located under the railway and that are subject to Network Rail tenancies. London Overground will take this up with Network Rail as landlord. Similarly the poor state of the pedestrian footways around the station will be taken up by London Overground with the London Borough of Waltham Forest.

In addition, London Overground have said that they will note for the future whether the staircase to and from platform 2 could be widened to cover most of its original width. This could be beneficial in helping to reduce congestion of exiting passengers and reduce the marginal impact of the additional walking time for most passengers.

Thank you for taking the time to write to us on this subject.

Yours sincerely

Tim Bellenger

Director, Policy and Investigation

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