



BARKING – GOSPEL OAK LINE USER GROUP

Chairman: Alderman Frederick Jones, Barking & Da
Secretary: Richard H Pout B.Sc. Econ. MILT, (020) 8348
Assistant Secretary: Glenn Wallis, (020) 8529 2361

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



BARKING – GOSPEL OAK LINE USER GROUP eBULLETIN 3 MARCH 2012

- **ENGINEERING WORK THIS WEEKEND - NO VICTORIA LINE**
- **NO BARKING – GOSPEL OAK LINE SUNDAY 11 MARCH**
- **LAST WEEK'S RAIL REPLACEMENT BUSES: ABOUT AS GOOD AS COULD BE EXPECTED**
- **A BOOST FOR NEW STATION AT CANN HALL?**

THIS WEEKEND'S ENGINEERING WORK

Attached to this ebulletin is the engineering works summary currently posted on our website (www.barking-gospeloak.org.uk). The main headline is yet another closure of the Victoria Line with the usual buses to Manor House/Finsbury Park for the Piccadilly Line. It's just as well the weather forecast is not good this Sunday as anyone thinking of visiting Kew Gardens or Richmond will find rail replacement buses awaiting them at Willesden Junction to take them to Gunnersbury with just the District Line running from there to their destination. This is probably associated with the current resignalling scheme to abolish Bollo Lane and Kew East Junction signal boxes.

BUSES TO REPLACE BARKING – GOSPEL OAK TRAINS ON SUNDAY 11 MARCH

On Sunday 11 March the whole Barking – Gospel Oak Line service will be replaced by buses. The buses are expected to run every 15 minutes and will probably start earlier than the normal train service. Check posters at stations, ask staff or keep an eye on the website where we will publish the bus times if we can obtain them from LOROL. Please remember that the buses will take much longer to complete the journey than the train.

LAST WEEK'S RAIL REPLACEMENT BUS OPERATION – A QUALIFIED SUCCESS



Ensignbus RRB picks up at Blackhorse Road in the Monday evening peak 27/02/2012

It is a fact of life that no matter how much effort is put in to it, no rail replacement bus service (RRBS) will be perfect and that said, all in all, the operation organised by LOROL and its main contractor First London last Sunday and Monday was about as good as it could be.

BGOLUG monitored the Walthamstow Central – Blackhorse Road section because it has two stops remote from a station with poor signage and a major tube interchange.

Users of the Barking – Gospel Oak RRBS will be familiar with the blue signs directing passengers to the bus stops which have become permanent fixtures in the streets around the stations. A survey of the Walthamstow area last autumn revealed damaged, missing and erroneous signs and LOROL was

duly informed. Nothing happened. Prior to this most recent RRBS, LOROL was reminded to check the signage again and said that it would get its contractor to check. Unconvinced, BGOLUG prepared its own signage. Checks on Sunday found no signage at Walthamstow Central and some improvement at South Grove (for Walthamstow Queen's Road) although one sign directed passengers back to the station! BGOLUG's own signs were therefore deployed.

The main problem on Sunday 26th February was that LUL were operating two Central Line RRBSs from Walthamstow Central and their signage and customer service were far inferior compared to LOROL. There were two poorly worded whiteboard signs within the Victoria Line station and a lot of photocopied paper signs sellotaped along the stairs to the nation rail exit and a further poorly worded whiteboard over in the bus station. One LUL person was located in the booking hall directing Central Line passengers up the ramp towards the buses but between him and the buses, 200 yards away on the opposite side of Selborne Road, where there was a bevy of LUL staff, there was one colour poster, taped to a wall. So Central Line bus passengers congregated around the first RRBS stop they came to, which was LOROL's South Tottenham bound stop! Consequently, whenever I was at Walthamstow Central I spent most of my time directing Central Line passengers down the road to their buses!



On Monday 27th February, it was obvious that many passengers took other routes or just didn't travel. Those who did use the buses could not believe how much longer their journeys had become. Problems encountered were confusion over stopping places at Blackhorse Road, at least one bus called at the Victoria Line stop, round the corner in Forest Road, leaving a passenger behind, while the LOROL agency worker on customer service duty told me he had found many passengers waiting there instead of in Blackhorse Road. Another bus was causing confusion by having a Central Line RRBS route diagram in the window instead of an Overground one. All these problems were reported to the First London route controller who promised to sort them out.



CANN HALL ROAD STATION PROPOSAL GETS A BOOST

From the *Waltham Forest Guardian* website

WALTHAM FOREST: Campaign for new station in Leytonstone

11:34am Wednesday 29th February 2012 in [Waltham Forest News](#) By Daniel Binns



The Barking to Gospel Oak line runs over Cann Hall Road.

A CAMPAIGN to lobby for the opening of a new train station in Leytonstone looks set to be stepped up.

It has been proposed that a stop be built in Cann Hall Road on the Gospel Oak to Barking line to both improve transport links and help revitalise the area.

The Cann Hall Residents Association first proposed the idea several years ago but rail campaigners say the Leyton and Wanstead Constituency Labour Party, which includes several leading councillors, has also now expressed an interest. The Barking to Gospel Oak Line Users Group (BGOLUG), which recently gave a talk to the party including a discussion of the possible new station, says it fully supports the idea and wants to highlight the issue further.

Its assistant secretary Glenn Wallis said the proposal was a long way off but that it would be significant if the Labour-lead council did take up the cause.

The party is thought to be reviewing its stance on the issue.

It comes in the wake of the authority's push to get Lea Bridge station in Walthamstow reopened using community grant money from the developers of the Westfield megamall in Stratford.

Mr Wallis said: "There will not be insurmountable problems in building a station at Cann Hall Road although one house there may have to be demolished.

"It would cost a bomb, as new stations do these days, but it's doable. The benefits could be great for the area.

"Cann Hall is fairly poorly served by public transport and this would increase access for a large number of residents.

"If we can get some support from the council and more noise is made about it we could start to see some movement."

Meanwhile in other rail news, BGOLUG has expressed frustration at delays to the building of a walkway between Walthamstow Central and Queen's Road Station.

It was made a condition of controversial plans to develop the area around Walthamstow Central, including with a 14 storey high hotel, when the council gave it permission last year.

The decision appeared to conclude the saga over the battle for the pedestrian link, which had been running for years.

However the first part of the walkway between Queen's Road and Edison Close was due to be completed by the end of 2011, but work is still yet to begin.

This was despite Transport for London (TfL) installing a sign in December mistakenly advertising the walkway before hastily covering it up days later.

Mr Wallis said Network Rail wanted to redesign the link and construction was now not due to begin until April.

Glenn Wallis
Assistant Secretary
Barking – Gospel Oak Line User Group