

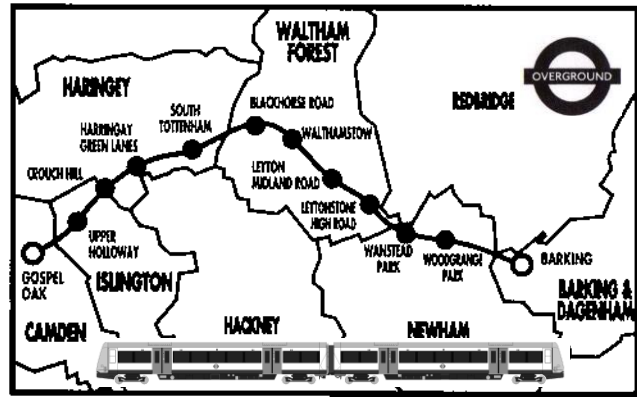
# BARKING – GOSPEL OAK RAIL USER GROUP

FOUNDED 1964

Acting Chair: Graham Larkbey

Secretary: Glenn Wallis  
(020) 8529 2361; 07789 791224

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



Photography © G. Wallis/BGORUG



## NEWS RELEASE

25<sup>th</sup> April 2016



**BARKING – GOSPEL OAK RAIL TRAVELLERS -**

## **RAIL LINE CLOSURE FARES CONFUSION, TfL GIVES SOME CLARITY**

**TfL ACTS QUICKLY TO REASSURE COMMUTERS  
BUT SOME QUESTIONS REMAIN**

Transport for London (TfL) responded quickly when a rail user group queried an apparent shortfall in arrangements to minimise additional costs for passengers forced to use roundabout alternative routes, while their normal Overground line<sup>1</sup> is closed for 8 months from 4<sup>th</sup> June<sup>2</sup> to allow electrification works to take place.

Members of the Barking – Gospel Oak Rail User Group<sup>3</sup> were surprised to learn, when attending a special passenger advice session<sup>4</sup> at Barking station last week, that there would be only limited measures in place to prevent commuters being charged for using alternative routes via Zone 1 while their usual line (which avoids Zone 1) was closed for electrification works. Both the Group and Walthamstow MP Stella Creasy had previously been advised by TfL that passengers would not incur extra expense as a result of having to use alternative Overground or Underground routes through Zone 1 while the line is closed.

“TfL quickly supplied BGORUG with a series of questions and answers regarding fares on alternative routes which showed that some work on this had already been done”, said BGORUG Secretary, Glenn Wallis. “We welcome this – we are seeking clarification on a few points, but we are pleased to find that fewer passengers will be adversely affected than the impression given at the passenger drop-in sessions at stations. Meanwhile, here are the details as we understand them:



**BARKING – GOSPEL OAK RAIL USER GROUP**

BGORUG-PR-Closure-advice-sessions-faresFINAL25APRIL2016

Page 1 of 2

25/04/2016





## RAIL LINE CLOSURE FARES CONFUSION, TfL GIVES SOME CLARITY

- Regular passengers will initially be charged the full price for any journeys via Zone 1, but TfL will credit refunds to their Oyster account, probably on a weekly basis. TfL considers anyone who travels on the line at least three times a week to be a regular passenger.
- TfL further recommends that regular passengers with Travelcards ensure they also keep an Oyster Pay As You Go credit on their card, to ensure they are not prevented from travelling through Zone 1 pending a refund from Oyster.
- However, the normal £4.50 Oyster daily cap on bus only trips will continue to apply.
- All passengers using the Victoria Line between Walthamstow Central and Seven Sisters to connect between the Barking-Walthamstow Rail Replacement Bus (Route 'T') and the weekday South Tottenham – Gospel Oak train service or weekend Rail Replacement Bus (Route 'J') will be charged the normal fare, as this is the same as the equivalent Overground journey.
- Passengers are reminded that Seven Sisters and South Tottenham stations form an 'Out of Station Interchange' (OSI) so that on weekdays they have 20 minutes to make the interchange between trains – otherwise Oyster will charge it as two separate journeys."

Said Glenn Wallis, "It is unfortunate that TfL did not ensure that the staff operating these passenger drop-in sessions had this information to hand. Many of them were from Network Rail, and Network Rail is not a train operator so their staff were unlikely to be ticketing experts. Even the few London Overground staff present seemed unaware of the details of the arrangements to be put in place. Passengers were shocked enough to learn that their normal route to school or work would be unavailable for eight months without the unwelcome and, as it transpires, incorrect impression that they would be paying more too."

"BGORUG's Annual General Meeting is taking place later this week, and we will debate then whether we think TfL's proposed arrangements are adequate or not."

- ENDS -

FOR FURTHER INFORMATION CONTACT  
GLENN WALLIS ON (020) 8529 2361  
OR E-MAIL [secretary@barking-gospeloak.org.uk](mailto:secretary@barking-gospeloak.org.uk)

### NOTES FOR EDITORS

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, subsequently extended to November 2016 by TfL. TfL has chosen Arriva Rail London Ltd (Deutsche Bahn) to operate the new London Rail Concession from November 2016.
2. Barking – South Tottenham closes 4<sup>th</sup> June 2016 until February 2017; South Tottenham – Gospel Oak closes 24<sup>th</sup> September 2016 until February 2017.
3. Formed in 1964 as the Barking – Kentish Town Line Committee to fight Dr. Beeching's proposed closure of the line, the Barking – Gospel Oak Rail 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 passenger railway in north east London, now finally approved by the Government on 26 June 2013. It is hoped that electric passenger trains will have commenced operation no later than mid-2018.
4. The remaining drop-in advice sessions, which run between 4 pm and 7 pm are at the following stations: Walthamstow Queen's Road (25<sup>th</sup> April), Blackhorse Road (26<sup>th</sup> April), South Tottenham (27<sup>th</sup> April), Harringay Green Lanes (28<sup>th</sup> April), Crouch Hill (3<sup>rd</sup> of May), Upper Holloway (4<sup>th</sup> May) and Gospel Oak (5<sup>th</sup> May).

