



## 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



### BARKING – GOSPEL OAK LINE USER GROUP eBULLETIN 8 JANUARY 2013 RAILWAY CONTROL PERIOD 5 2014 – 2019 SPECIAL EDITION

## ENCOURAGING NEWS IN NETWORK RAIL STRATEGIC BUSINESS PLANS FOR 2014 – 2019

Today Network Rail published its Strategic Business Plans for Control Period 5 (CP5) 2014 – 2019. A quick reading the Anglia Route Plan shows it is positive about electrification of the Barking – Gospel Oak Line but is it not crystal clear whether this is definitely to proceed. Early on in the plan the talk is of ongoing assessments of electrifying the route during CP5 (GRIP Stage 3?) but later in detailing outputs during CP5 electrification is definitely there! Network Rail will have to be asked outright if electrification is to proceed or not. There has not been time to analyse all the details fully, but the plan gives interesting commentaries on different aspects of the Barking – Gospel Oak Line generally and gives details of track and infrastructure maintenance and renewals resignalling and signalling centralisation planned for delivery in CP5. As they say, the devil is in the detail!

The next stage in the process that started with the Government's HLOS announcement back in July is for the plan to be put out for consultation by the Office of Rail Regulation (ORR), followed by the ORR issuing its draft determination, a further period of consultation and the issuing of the final ORR determination late in the year ending the Periodic Review process for the CP5 (2014 – 2019) period.

Extracts from the Network Rail Anglia Route Summary Business Plan (Ref. SBPT210 version 1.0) relating to the Barking – Gospel Oak route appear below.

[...]

### Context

The Anglia Route serves the major population centres of the east of the country including Norwich, Ipswich, Chelmsford, Colchester and Cambridge as well as the coastal regions and the North Thames estuary. Passenger services run along with freight to and from some of the country's most important UK ports at Felixstowe, Harwich and the Thames across the route for onward destinations to the Midlands and beyond.

The North London Line and linked lines carry the London Overground services to the west of London as far as Richmond. Demand for these services has rocketed in recent years with passenger numbers up by over 300 per cent in 4 years and PPM running in excess of 98 per cent.

[...]

[Page 2]

The North London Lines (NLL) is a vital part of London's transport infrastructure and a major link between key arterial routes to and from the capital. It is a nationally important freight route feeding both the GEML and Thameside ports and provides a key orbital urban passenger service around London with connections to/from every arterial route north, east and west of London as well as part of the southern railway network at Richmond.

[...]

[Page 4]

[...]

LOROL is one of the fast growing TOCs in Great Britain and operates a London Orbital services as a concession to TfL. For Anglia services operate on the NLL, Gospel Oak to Barking Line and to the west of London to Richmond. They also operate on Kent, Sussex and LNW.

Their services are commuter intensive.

[...]

#### **Freight services**

As well as an intensive passenger network the Anglia route provides two important arteries for long distance freight flows from the east coast ports of Felixstowe and Harwich: The congested GEML and across London and the cross country route to Peterborough via Bury St Edmunds, Ely and March.

The route also sees varying volumes of freight to local terminals and yards, including: aggregates and cement (Bow, Broxbourne, Lea Interchange, Kennett, Marks Tey, Harlow Mill, Chesterton Junction, Chelmsford, Purfleet, West Thurrock, Brandon, Barnham, Eccles Road, Ely and Ipswich Griffin Wharf); sand (Middleton Towers); general merchandise (Ely, Ripple Lane); gas distillate (North Walsham); deep sea container traffic (Felixstowe and Ipswich Griffin Wharf); domestic, short sea and deep sea intermodal traffic (Tilbury, Barking and Purfleet); Olympics supplies (Bow East and Lea Interchange); scrap metal (Snailwell); and seed potato traffic (Eccles Road).

There is a major Network Rail national logistics unit depot based at Whitemoor, between Ely and Peterborough, which feeds track components, ballast and other materials around the network and also contains a national track materials recycling centre. Freight traffic is also expected to grow significantly with the extension of the Thames Gateway port and further growth at Felixstowe.

There are a number of capacity enhancement schemes focusing on the Ely area in CP5 to accommodate this growth and to support passenger services on the Great Eastern mainline.

[Page 6]

[...]

- long signalling headways and the large number of junctions on the NLL
- weight restrictions for freight trains on the Gospel Oak – Barking line
- constraints on westbound services from Thameside across Gospel Oak Junction

[...]

[Page 22]

[...]

Network Rail is also developing a scheme to lengthen sidings in Ipswich Yard to allow 662 metre freight trains to run from Felixstowe via Ipswich Yard and onwards via London. Work is also progressing on doubling the freight only single track Thames Haven branch line to provide for future freight services to a new deep water London Gateway Port. The new port is currently due to open to rail traffic in the last quarter of 2013.

Work has also been completed at Ripple Lane on the Thameside route that allows the transfer of continental freight wagons from the Exchange Sidings on High Speed 1 to the Ripple Lane domestic sidings on the national network. More detail on the planned infrastructure schemes in CP4 can be found in the Route Specifications.

[Page 26]

[...]

As part of the CP5 development work Network Rail is looking at what would be required to electrify the Gospel Oak to Barking line, which would allow an electrified diversionary route across London for Thameside freight as well as providing capacity relief between Forest Gate Junction and Stratford on the GEML. The two-car DMUs that operate the current passenger services could be replaced by four-car EMUs, which would provide significant additional passenger carrying capacity.

[...]

[Page 27]

[...]

A longer term forecast of freight demand to 2030 has been agreed with the industry through the Strategic Freight Network (SFN); this shows continued growth in freight beyond CP5. The demand for freight paths is forecast to increase on the Anglia route as the London Gateway Port becomes established and continues to grow. It is expected that aggregates volumes will continue to rise as the level of construction work for house building increases. The growth in the Port of Felixstowe and a new Port at Bathside Bay in Harwich will double the volume of rail freight, hence the need for ensuring the cross-country route can handle much higher volumes of freight traffic to keep it clear of the heavily congested GEML via London. The WAML is also included in the vision to provide another gauge cleared route towards London and act as a diversionary route and the SFN includes continued focus on the North Thameside area as a key freight route. The new Port at London Gateway will become a major UK Port and expand rail freight several fold. The existing terminals serving a variety of commodities will also expand. All this traffic will use the cross-London network before joining the London radial lines to the West & Wales, West Midlands, North East, North West and Scotland.

[...]

[Page 30]

## Capability Outputs

The capability of the route will be maintained to the end of CP4 levels except where there are interventions to provide outputs increase the capability of the network. Specified interventions that will increase the capability of the network are detailed within the Route Output Specifications and include:

**SE022: West Anglia main line capacity increase** (Lea Valley turnback and partial 3rd track the exact location of the turnback still to be determined)

**SE021: Great Eastern main line infrastructure improvement** (Bow Junction remodelling, turnbacks in Chelmsford area and at Wickford and associated signalling works)

**SE023 – North London Line Train Lengthening** (from 4-car to 5 or 6-car length includes platform lengthening and signalling works)

**SE024 – Gospel Oak to Barking Train Lengthening** (from 2-car DMU to either 3-car DMU or 4-car EMU if GOB Electrified, includes platform lengthening)

Additional schemes

Service Improvements in the Ely Area (Ely North Junction redoubling of single leads)

[Page 31]

## Specific service aspirations for CP5

[...]

LOROL

- Introduce a fifth vehicle to the CL378 fleet on the North London line to cater for future demand. This to include the associated infrastructure modifications and enhancements required to operate the longer trains
- Introduce a third vehicle on the CI172 DMU fleet (Gospel Oak to Barking)
- Electrification of the Gospel Oak to Barking route to allow for longer (CL378) trains to be operated which would replace the existing DMU fleet
- Release further capacity on the North London Line with a strategic reduction in freight traffic over the route by utilising opportunities created by W10 clearance on cross country routes between Felixstowe and the West Midlands
- Provide suitable stabling to cater for new vehicles introduced to the CL378 fleet
- Increase the operational flexibility of the network by extending the existing bi-directional signalling on the West London Line to incorporate Willesden Junction
- Increased service levels on Sundays

[...]

[Page 40]

Significant renewal and enhancement works on key route sections in CP5

### **CP5 work headlines**

[...]

Gospel Oak – Barking

- Platform extensions
- OLE electrification
- Lea Bridges reconstruction (total 10 bridges)

[...]

[Page 42]

[...]

### **Gospel Oak to Barking**

#### **Maintenance**

##### ***Weekend***

Maintenance works would continue to be delivered through continued standard possession opportunities. However, the existing weekend cyclical strategy (NLL cyclic type 17) may be increased in frequency from 1 to 2 per year, but clear of Woodgrange Park Junction from 1425 on a Sunday to maintain freight access to Thameside. This increase in frequency is as a result of the additional requirements to maintain the structures east of south Tottenham pending re-construction.

##### ***Weeknights***

Maintenance works would continue to be delivered through continued standard possession opportunities.

#### **Renewals and Enhancements**

There is a significant volume of planned bridge strengthening works between South Tottenham and Woodgrange in CP5 together with possible OLE installation between Gospel Oak Junction and Woodgrange Park Junction. A joint access strategy will be facilitated and agreed between both projects to optimise access which may involve either a significant series of 54 hour possessions at weekends or a significant blockade east of South Tottenham West Junction. Once Crossrail services are fully operational it is acknowledged that a revised standard access regime may need to be agreed between all parties.

#### **Measuring network availability**

The agreed metrics to measure network availability within CP5 are still under discussion in through Industry working groups.

[Page 50]

### **Signalling migration synopsis**

The Anglia Rail Operating Centre (ROC) is due to be constructed and fitted out by the end of 2014.

The proposal is to include a Maintenance Delivery Unit on the site as well as the ROC. There are no route boundary changes of note. There is one major resignalling scheme prior to the completion of the ROC; this will be the modular signalling trial on the Ely – Norwich route. Thereafter, Norwich East and Cambridge will be controlled from the ROC in 2015 and 2016 respectively.

2016 also sees the first stages of Liverpool Street IECC being recontrolled to the ROC. 2017 will see Colchester added to the ROC, along with the first stages of the North London Line. The majority of the remainder of the Route, including Liverpool Street and Upminster will be resignalled into the ROC between 2019 and 2021.

[...]

# BARKING – GOSPEL OAK LINE USER GROUP eBULLETIN 8 JANUARY 2013

## RAILWAY CONTROL PERIOD 5 2014 – 2019 SPECIAL EDITION

2017

North London Line [to Anglia (Romford) ROC]	South Tottenham SB* Upminster NLR IECC C Upper Holloway SB
---	--

2018

North London Line [to Anglia (Romford) ROC]	Acton Canal Wharf SB Acton Wells Junction SB Dudding Hill Junction SB Neasden Junction SB Richmond SB South Tottenham SB*
---	--

[...]

[Pages 54 & 55]

### Track

[...]

Linking these two main lines to four other routes around North and West London are the North London Line (NLL) running between Stratford to Richmond and the Tottenham & Hampstead line between Barking and Gospel Oak.

The NLL has been subject to significant renewals over the last five years with 75 per cent of junctions now of modern construction and a similar percentage of plain line in the same condition. Track component reliability is good and track quality stable, leading to minimal track related performance issues on this line.

The Gospel Oak to Barking route has also seen significant S&C renewals on the section of line between South Tottenham and Gospel Oak in CP4 as part of a re-signalling project. S&C. Track components are generally reliable, although the route does suffer from track quality problems due to weak formation and a significant number of fixed structures (longitudinal timber bridges)

[...]

[Page 63]

### Geo-technical assets (Earthworks)

[...]

#### Key Local Issues Influencing the Plan

##### Freight Growth

The increases in freight tonnage across the Anglia Route, not least on the Felixstowe branch, cross county route to Peterborough, on the Thames Haven branch around the Tilbury Loop and across the Gospel Oak to Barking route and onto the North London Line to Willesden will have an impact on embankment performance.

The lines impacted have a number of minor embankments founded on peaty deposits.

##### Train Induced Vibration Effects

The Gospel Oak to Barking line has seen a significant increase in public complaints due to vibration. We are initiating a study to determine the cause of this. The potential outcome of this is unknown (as is whether the findings could have any financial impacts on Network Rail). We are therefore unable to specify the extent of currently unplanned work, if any, that may be required in CP5. The situation is being investigated through monitoring and this may be supplemented by ground investigation.

##### Summary of Activity

We undertake the management of earthworks by a series of earthwork examinations and evaluations, establishing a list of earthworks which pose the greatest risk, and monitoring and or investigating these to identify the level of risk which they pose and the need or otherwise for intervention. Where intervention is required the level and degree of intervention will be established; this could range from maintenance activity such as vegetation management, drainage clearance, etc. through to full stabilisation works.

[...]

[Pages 68 & 69]

Glenn Wallis, Assistant Secretary, Barking – Gospel Oak Line User Group