



BARKING – GOSPEL OAK LINE USER GROUP

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ELECTRIFICATION OF BARKING – GOSPEL OAK ROUTE

MEETING WITH TRANSPORT MINISTER SIMON BURNS

TUESDAY 5TH FEBRUARY 2013

BRIEFING FOR JEREMY CORBYN MP

ARGUMENTS FOR ELECTRIFICATION:

- TfL can dispose of 8 diesel trains and run Overground with one type of electric train
- Due to extreme peak period overcrowding TfL urgently want to provide more capacity on their train service. They are eager to avoid perpetuating diesel traction and so are deferring ordering extra coaches. But the overcrowding is such that passengers are left behind and it is difficult to avoid having concerns about passenger safety with such high load factors
- Barking – Gospel Oak is a joint strategic freight route with the North London Line
 - There is no more freight capacity on the North London Line due to the high frequency Overground service
 - The newly cleared Felixstowe – Nuneaton route may well not reduce freight via North London since it is not electrified and Freightliner are unlikely to want to convert a large number of their electric trains to diesel. In addition, the large expansion at Felixstowe (Bathside Bay) will increase demand for the extra capacity that the Felixstowe – Nuneaton route enhancement has created
 - Freightliner's electric Tilbury traffic could be kept away from the busy Great Eastern Main Line at Stratford and the North London Line if it could travel via an electrified Barking – Gospel Oak Line
 - The new London Gateway port (opening in the autumn), downstream from Tilbury will require 30 train paths a day when fully operational, unless these paths can be released on the North London Line, these trains will have to use Barking – Gospel Oak.
 - Use of HSI (Channel Tunnel Rail Link) for electrically hauled freight, while currently low, is steadily increasing, this traffic accesses the national rail network at Barking and will require electric route capacity, without Barking – Gospel Oak only the North London Line is available.

ARGUMENTS AGAINST THE DEPARTMENT'S QUOTED £90M COST

- DfT says this figure is a Network Rail one, we believe it is an old one and no more than an out of date “guesstimate”. At a Network Rail electrification briefing for the railway supply industry last June, Network Rail quoted Barking – Gospel Oak as costing £50m!
- What does this £90m figure cover? Network Rail documents state that the scope of the scheme is:
 - Barking Platform 1
 - Woodgrange Park – Gospel Oak (Stn. Tottenham station electrified already)
 - Harringay Park Junction – Harringay Junction (for ECML at Hornsey)
 - Carlton Road Junction (Thameslink Line) – Junction Road Junction (Upper Holloway)
 - Branch from Thamsehaven Junction to London Gateway port

However, Transport for London has advised Carlton Road Junction – Harringay Junction is now apparently deleted from the Thameslink Programme, therefore:

- Is there no plan to electrify Carlton Road Junction – Junction Road Junction?
- Has Network Rail costed the overall scheme to GRIP2?

Can the Minister confirm what he understands the correct position to be?

- As stated above, we believe that the £90m figure quoted by DfT is a grossly inflated global estimate with maximum contingency “optimism bias”
- No real grasp of the likely actual outturn costs is possible until Network rail progress the scheme to at least GRIP 3 and ideally GRIP 4. This would more accurately identify the costs of the different sections of route being included in the project’s scope and also the effect of the latest cost saving innovations that can now be incorporated into the civil engineering requirements for electrification schemes, as advised by our industry contacts and demonstrated by the recent Paisley Canal Line scheme.
- We ask the Minister to request Network Rail to progress the project to at least GRIP 3 urgently and:
- Consider the scheme for a grant from the new Strategic Rail Freight Network Fund. If TfL were to contribute £25m we contend that a grant from the SRFN fund would only need to match TfL’s contribution if Network Rail were unable make a contribution from their Discretionary Investment Fund.

Notes:

Overview of Network Rail GRIP process follows (page 3)

Also

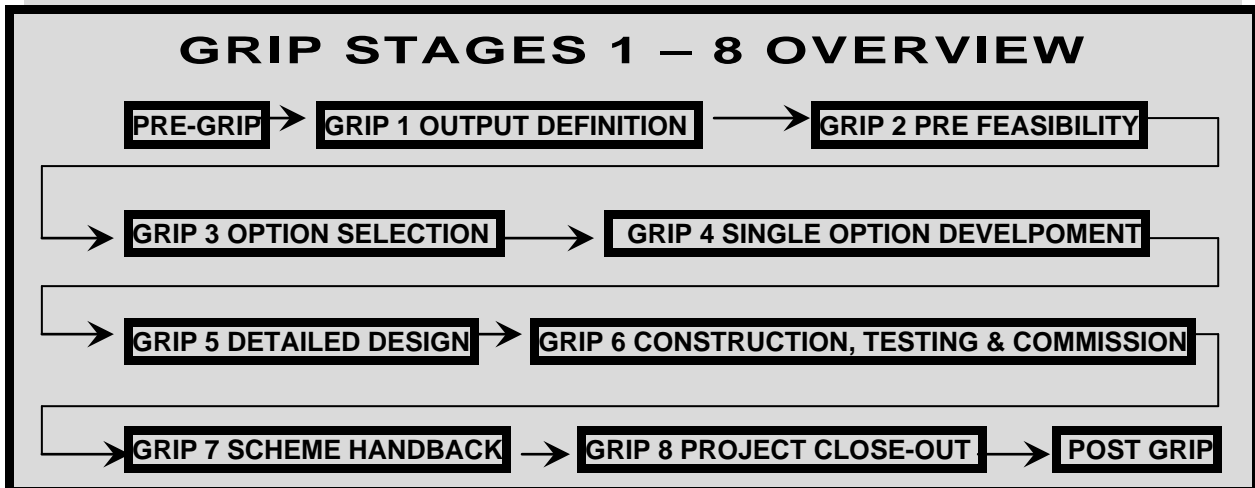
Map of Barking – Gospel Oak route, showing connecting electrified lines (page 4)

General map of railways in Inner North East London (page 5)

NETWORK RAIL GRIP PROCESS OVERVIEW

Project development

Our projects are managed through the Governance of Railway Investment Projects (GRIP) framework. The constituent projects are at varying stages of development within this framework. The final specification for each project and the construction plan are not confirmed until completion of GRIP 4

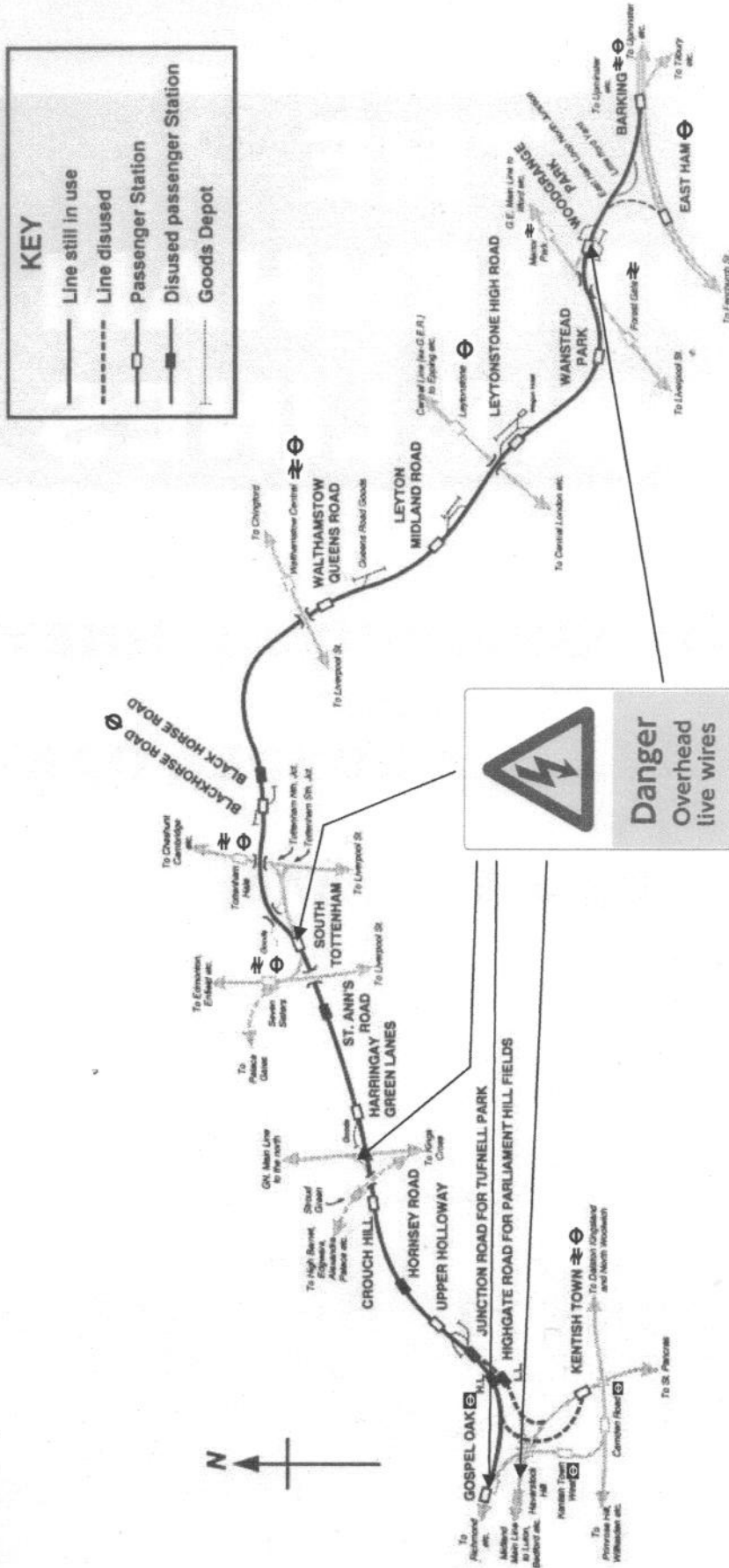


The GRIP framework is a multistage process that runs from pre-project definition through to full construction and project close-out. The earlier stages of GRIP are associated with project definition, pre-feasibility, and option selection. It is estimates from these GRIP stages that have informed the majority of enhancement projects that are new to CP5 (funds set out in the HLOS are given fixed level of funding for Network Rail to deliver against within CP5, consequently it is not appropriate to provide a full list of projects for each fund at this stage).

A recent review by Nichol's (the independent reporter) concluded that: '.....RUS and GRIP are robust processes that are comparable to good practice in other delivery organisations.'

Source: Network Rail Strategic Business Plans 2014-2019 *Enhancements*

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