

---

**Author: Jerry Gold**

**Date: 14 July 2009**

---

### **Electrification Route Utilisation Strategy: London TravelWatch response**

London TravelWatch welcomes the proposals in the draft Electrification Route Utilisation Strategy (RUS). Electric traction enables the operation of better quality trains than diesels, with better performance and better use of both line and train capacity. They are therefore good for passengers.

We particularly welcome the recommendation that the Gospel Oak – Barking line should be top of the list of “infill” electrification schemes. This will enable improved London Overground passenger services on this route, and in conjunction with existing electrified lines it will allow future flexibility in timetabling and possible operation of through trains to destinations beyond the confines of this particular line.

No less important, the ability to operate electric freight trains – with their higher haulage and / or acceleration capacity – will make it easier to integrate the operation of freight and high frequency metro stopping trains across the Overground network.

As the draft RUS makes clear, the benefits of each individual electrification scheme increase the more adjacent lines are also electrified. This will certainly be the case around London.

London TravelWatch is therefore keen to see all remaining diesel “islands” electrified, so that diesel freight trains can be eliminated from all lines carrying high frequency metro services. As well as treating the Gospel Oak – Barking line as a priority, we would therefore urge early electrification of the following links:

- Harringay Park – Harringay
- Junction Road – Carlton Road
- Cricklewood / Brent – Acton Wells (the Dudding Hill line)
- Mitre Bridge – Acton Wells
- Acton Wells – Acton Yard
- South Acton – Kew Bridge (both curves)
- Hanwell / West Ealing – Greenford / Old Oak
- Angerstein’s Wharf

In addition to enabling electric operation of virtually all freight trains in the London area, many of these links would also provide good diversionary routes for electric passenger trains during engineering works and emergencies. This is very important for passengers, as replacement bus

services in London are very slow (because of traffic congestion and the limitations of the road network), often poor in terms of getting calling points close to stations, and very difficult to arrange at short notice in emergency.

Jerry Gold, 14 July 2009