

Gospel Oak to Barking Electrification

Operating route: Anglia.

Output: electrification.

CP5 output driver

The key output will be the ability to run electric trains between Gospel Oak and Woodgrange Park Junction. This will facilitate the current 4 trains per hour passenger service being converted from diesel to electric traction. Electrification would provide an alternative route for electrically hauled freight to and from the Thameside area, avoiding crossing the Great Eastern main line 'on the flat'. To encourage transfer of freight haulage to electric, the project will consider electrification of the connection to the Midland Main Line and the Thameshaven Branch.

Scope of works

- The bay platforms at Gospel Oak and Barking are included in the core scope, as is the connection to the East Coast main line at Harringay;
- localised track lowering in several locations is expected; this may require localised track renewal;
- some signalling immunisation may be required on the Gospel Oak to Woodgrange Park section;
- circa 35 single track kilometres of new OLE, together with associated switchgear etc. A new power supply may be required; this will be determined during development; and
- modification or reconstruction of overbridges on the route; quantity not yet determined.

Significant interfaces

- Midland main line electrification; and
- Crossrail programme.

Key assumptions

- That a business case for the scheme can be made; several previous studies have indicated that the project will have a high capital cost; and
- any rolling stock or platform alterations (e.g. lengthening) necessary to convert the Gospel Oak to Barking passenger service to electric traction will be provided outside of this project.