

Route E: North London Line

Route Plans are generally published on an annual basis including the most up-to-date position at that point in time. In 2011 we will be publishing information on a route basis as part of our Initial Industry Plan in the Autumn covering CP5 and beyond.

In the meantime we have retained the 2010 Route Plans, updated where appropriate with current information including our plans to the end of CP4. This document, therefore, should be read in conjunction with the equivalent 2010 Route Plan.

Should you require any further information, please contact the Route Plan 2011 mailbox at routeplans@networkrail.co.uk.

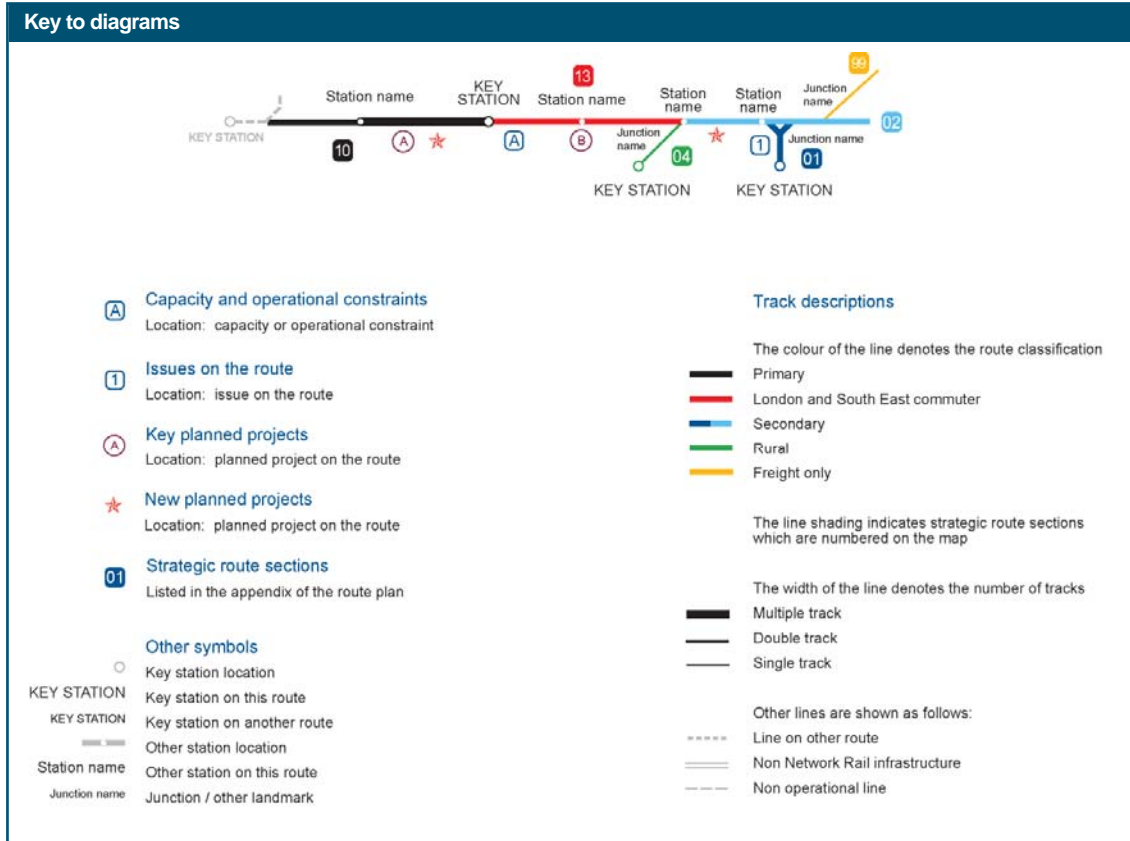
Summary of alterations			
Reference	Data	Location in Route Plan	Change
Page 3	Route Map	Page 3	Labels updated to match Appendix B.
Figure 11	Forecast end of year PPM	Page 12	London Overground 94.9% The above is based on 2010/2011 Period 11 data.

Appendix A: Updated Route Map

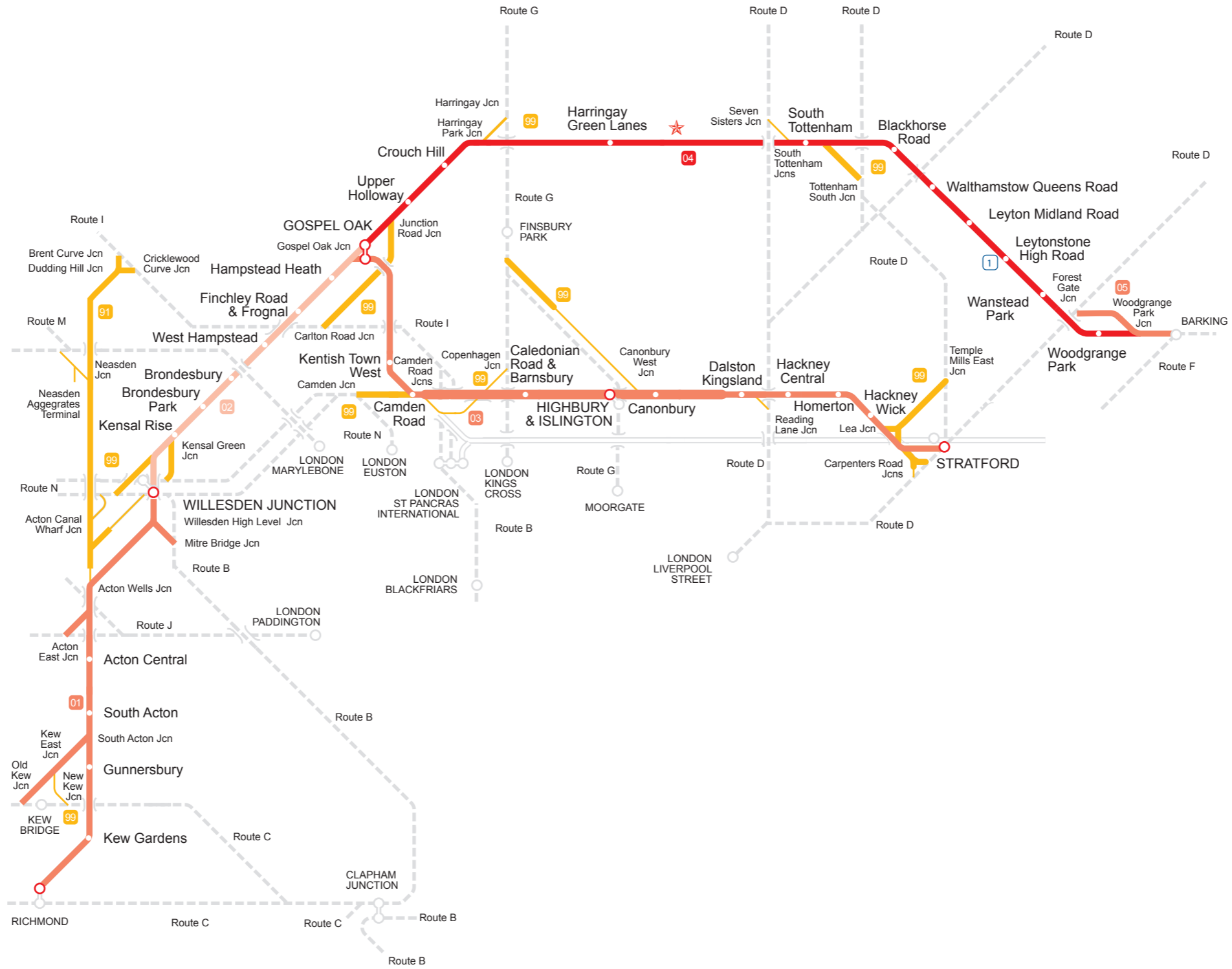
Appendix B: Updated list of CP4 enhancements

Appendix C: Constraints and issues on the route

Appendix A: Updated Route Map



Route E North London Line



Key
London & SE Commuter
Freight only
The line shading indicates strategic route sections which are numbered on the map

Appendix C: Infrastructure investment in CP4

Figure 15 Proposed enhancements in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2011	Ⓐ NLL capacity enhancements				Project Closed
2010/11	Ⓔ South Tottenham S&C renewal				Project Closed
2010	Ⓒ T&H bridge reconstructions				Project Closed
2010	Ⓔ Neasden S&C renewal				Project Closed

GRIP stages: 1 Output definition, 2 Pre-feasibility, 3 Option selection, 4 Single option selection, 5 Detailed design, 6 Construction, test and commission, 7 Scheme hand back, 8 Project close out

NRDF candidate schemes in CP4

Figure 16 Candidate NRDF schemes in CP4

Implementation date	Project	Project description	Output change	Funding	GRIP stage
2011	Ⓐ Willesden High Level Turnback	Project Closed			
2011	★ Gospel Oak to Barking Line Speed Study	Investigations into increasing line speed	Improved performance/Journey time improvement	Network Rail Discretionary Fund	Pre-Grip

Appendix D Constraints and issues on the route

Other issues on the route

- Route section would need an upgrade to allow a diversion of strategic freight flows (to release Forest Gate – Stratford capacity, see route D)