

**/1. Planning and Regulation Route Planning/RUS**

**Cross London RUS Final Recommendations**

Route Utilisation Strategy

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No filter applied.

RUS Reference	Gap	Line of Route / Corridor / Location	Network Rail Route	Network Rail Strategic Route	RUS Recommendation	Intervention Type	RUS Assumptions / Notes	Proposed Funding Category	Recommendation status	Delivery period
Cross London RUS 7.3.1 Option 1	Capacity.	North and West London lines	Various	Route E - North London Line	Re-configuration of existing Class 313 and Class 150 units to a 'Metro'-style layout to increase capacity by up to 35%.	Rolling Stock solutions	This option provides a substantial increase in capacity, particularly in the middle of peak hours. It is additionally recommended that optimum seating layouts are carefully researched for future rolling stock replacement.	None required	Superseded	Not applicable
Cross London RUS 7.3.1 Option 3	Capacity.	North and West London lines	Various	Route E - North London Line	Extend North London and West London Line trains to 4-car operation.	Train Lengthening	This option proposes extending North London and West London Line trains to 4-car operation to meet the demand for running longer trains.	Transport for London (TfL)	Committed	Control Period 4
Cross London RUS 7.3.3 Option B	Capacity.	North and West London lines	Various	Route E - North London Line	Introduce additional two trains per hour Barking to Clapham Junction (replacing the existing Willesden Junction to Clapham Junction service), two trains per hour Stratford to Queens Park and an additional Croydon to Shepherds Bush service.	Timetable solutions	This option provides a large increase in both capacity and frequency and meets all requirements except on the West London Line where the additional capacity would be close to being exceeded by the end of the period covered by the RUS. This option requires enhancement to infrastructure at a number of locations.	Olympic Development Agency (ODA)	Superseded	Not applicable
Cross London RUS 7.3.6 Option 8	Performance.	South London line	Kent	Route A - Kent	Raise speeds over Crofton Junction.	Infrastructure solutions	On renewal lengthen the crossover to achieve a speed of 40mph and re-site the approach signal/provide a banner repeater. An interim measure recommended prior to this would be to reduce linespeed by 5mph so that the approach control can be removed.	Network Rail Renewals	Committed	Control Period 4
Cross London RUS 7.3.6 Option 9	Performance.	North London line	Various	Route E - North London Line	Move the AC/DC changeover on the West London Line to Shepherds Bush station.	Rolling Stock solutions	All electric services currently require to stop in section (close to North Pole depot) to effect change over between AC and DC traction, costing about 2 minutes per service. This could be negated by moving changeover to a station stop location. Due to the prohibitive cost of signalling immunisation on surrounding routes, it is proposed that the procurement process for any new rolling stock addresses this issue within the design specification of the new rolling stock (to effect changeover on move).	None Identified	Uncommitted	Control Period 4
Cross London RUS 7.3.6 Option 11	Performance.	West London line	Various	Route E - North London Line	Raise speeds over Chelsea Bridge.	Infrastructure solutions	If assessment of structure is satisfactory, relatively minor work to the approaches to the bridge could enable line speed to be raised.	Not applicable	Uncommitted	Not applicable
Cross London RUS 7.3.6 Option 13	Freight capacity and capability.	North London line	Various	Route E - North London Line	Improve Gospel Oak - Barking infrastructure and the restrictive signal aspects on the North London Line.	Infrastructure solutions	Due to structure and earthwork issues there are a number of permanent speed restrictions on the Gospel Oak - Barking route in addition some type of RA10 wagons are banned from the route. Also the North London line has some signals with restrictive aspects. Investigations have shown that following structures work between Gospel Oak and Barking, speed could be raised to 40mph following completion of the structures renewal programme between 2007/08 and 2009/10 with some NRDF funding support. Works planned should also enable restrictions on certain type of wagons to be removed. North London line restrictive aspects are likely to disappear under planned resignalling.	Network Rail Renewals	Committed	Control Period 4
Cross London RUS 7.3.6 Option 15	Performance.	Various	Various	Route E - North London Line	Balance engineering access requirement needs with stakeholder aspirations.	Engineering Access arrangements	Engineering access has highlighted the need for improved access on the West London Line (when the Eurostar depot transfers to Temple Mills). The cyclic possessions on the North London Line and the diversions around them also need to be reviewed, particularly if alternative routes are not cleared for W9 and W10 traffic (see Option 16).	Network Rail Renewals	Implemented	Control Period 3
Cross London RUS 7.3.6 Option 16	Performance	North London	Various	Route E - North London Line	Clearance of routes for W9 and W10 traffic.	Infrastructure solutions	Freight growth forecasts make it clear that freight services will continue to use all sections of the North London Line as well as the Gospel Oak to Barking route. Given this need and to allow for engineering access, it is desirable that all routes are cleared for W9 and W10 traffic and not just the route between Stratford and Primrose Hill.	DfT TIF	Implemented	Control Period 4