

4.4.4 Orbital Routes - North London Line and Gospel Oak to Barking

In the morning peak, the peak loading on the North London Line (NLL) is concentrated in the westbound direction into Highbury and Islington. TfL are providing additional capacity in CP5 through the London Overground Capacity Improvement Programme (LOCIP) which increases the length of services from 4-car to 5-car on the NLL; they also aspire to provide an additional 2tph in the peak in CP5/6. By the end of CP6, this will provide sufficient capacity to cater for demand.

Looking beyond CP6 to 2043, there is expected to be a gap in capacity on the NLL of around 1,500-2,000 passengers. On the Gospel Oak to Barking route, electrification and the introduction of 4-car EMUs on the route with the existing 4tph frequency is expected to provide sufficient capacity over the planning period to 2043. TfL are looking to improve the frequency on the Gospel Oak to Barking line after the introduction of electric services.

Figure 4.8 depicts demand and crowding on the route. It shows that already both routes are considerably busy and the introduction of additional capacity in CP5 in the form of longer trains on the NLL and the Gospel Oak to Barking route will provide significant crowding relief.

Unlike most suburban commuting lines that tend to pick up passengers en-route to termini for commuting, these routes tend to have many passengers boarding and alighting along the entire route. This provides access to many employment centres in North London and onward connections to the tube and bus network. Consequently passengers tend to travel on the route for short periods of time.

Using the above as a baseline, the conditional outputs as outlined in Table 4.7 have been identified for the North London Line and Gospel Oak to Barking line for 2023 and 2043.

Table 4.7 Conditional outputs identified for passenger capacity to 2023 and 2043 on the Orbital Routes	
CLC01	To provide sufficient capacity for passengers travelling into central London during peak hours, taking into account anticipated growth over the period to the end of Control Period 6 (2023/4) - North London Line and Gospel Oak to Barking
CLC02	To provide sufficient capacity for passengers travelling across London during peak hours, taking into account anticipated growth over the period to 2043 - North London Line and Gospel Oak to Barking