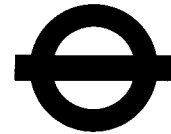


# Transport for London



Caroline Pidgeon MBE AM  
London Assembly  
City Hall  
The Queen's Walk  
London  
SE1 2AA

14 May 2013

Dear *Caroline*

**Sir Peter Hendy CBE**  
Commissioner of Transport

Transport for London  
Windsor House  
42-50 Victoria Street  
London SW1H 0TL

Phone 020 7222 5600  
[www.tfl.gov.uk](http://www.tfl.gov.uk)

## Transport Committee meeting on 17 April 2013

Thank you for your letter of 22 April.

I set out below further details on the areas you raised.

***The case that TfL is making to the Government for future funding to protect the transport investments that lead to economic growth, including TfL's work to encourage the Government to recalibrate its categorisation of capital and revenue expenditure.***

We have arranged a briefing for the Committee and other interested Members on Friday 17 May. I look forward to talking you through the case we are making to the Government.

***The measures that TfL is taking to ease over-crowding on the Gospel Oak to Barking line and plans for new rolling stock following electrification of the line.***

We are currently running all the trains we can on the Gospel Oak to Barking line, and any further measures to relieve overcrowding will necessitate either longer trains or additional services on the busiest part of the line – either of which would need additional vehicles.

We have been arguing for substantial improvements to be made to the Gospel Oak to Barking line for many years. I confirmed in a letter to Philip Rutnam in November last year that if electrification is announced we will:

- Contribute £25m to the cost of the scheme
- Operate three-car or longer electric services once the work is complete
- Cover the cost of platform lengthening
- Arrange for stabling for the longer trains
- Cover any net operating cost

However, if Government funding does not emerge by around the time of this year's Autumn Statement, we will need to consider diesel-based options for adding extra capacity, such as either extending the diesel (passenger) trains on the line or expanding the fleet to increase frequency on the busiest part of the line.

We have sought expressions of interest from rolling stock suppliers for extra diesel vehicles in case the line is not to be electrified, but we continue to work with Network Rail and to press the case with Government on electrification at every available opportunity.

***Any details of correspondence from user groups regarding the Gospel Oak to Barking line to which TfL has not responded.***

We have received a number of queries from Barking to Gospel Oak Rail Users Group (BGORUG) members over the past 12 months. We have responded to them all.

We aim to work in partnership with local transport user groups and place great value on these relationships. We are speaking to BGORUG to re-establish the constructive dialogue we all want.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Peter Hendy', written in a cursive style.

**Sir Peter Hendy CBE**