

Secretary of State for Transport  
c/o Transport & Works Act Orders Unit  
General Counsel's Office  
Department for Transport  
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Date: 12 October 2016

Dear Sir,

## **Railfuture Response to the Barking Riverside Extension TWA Order proposal**

Railfuture is the UK's leading independent organisation campaigning for better services for passengers and freight. A voluntary organisation to which many rail user groups are affiliated, the organisation is independent both politically and commercially.

This response is made by Railfuture with the full support of its London & South East branch within whose area the Barking extension sits. The comments made are not confidential, and we would be happy for them to appear on your website. We would be happy to enlarge on any of the points made below if that would be helpful.

### ***Gospel Oak – Barking Line***

Railfuture has campaigned for improvements to the Gospel Oak – Barking Line for many years, including electrification, and is delighted to see how it has thrived since transfer to the Overground network, and that the line is currently being electrified. The riverside extension will build on this success and provide sustainable transport for many new passengers right across north London as well as the rest of the city through its strategic interchanges at Barking and Blackhorse Road.

### ***Barking Riverside Extension***

Railfuture has been a consistent supporter of this proposal at each stage of Transport for London's earlier consultations. We therefore wish to reaffirm that support by endorsing their application for a Transport and Works Act Order for new transport infrastructure which will enable the delivery of almost 11,000 much-needed new homes. In particular, we believe it is right to provide it now, so that new residents can benefit from it at the outset. Indeed, we believe that future major housing developments should be linked to sustainable rail transport provision in this way.

[www.railfuture.org.uk](http://www.railfuture.org.uk) [www.railfuturescotland.org.uk](http://www.railfuturescotland.org.uk) [www.railfuturewales.org.uk](http://www.railfuturewales.org.uk)  
[www.railwatch.org.uk](http://www.railwatch.org.uk)

Whilst not part of this proposal, we with others also supported the case for an intermediate station at Renwick Road to be provided albeit at a later date, and we therefore seek reassurance that nothing will be done by the proposed works which will make unduly difficult/expensive or prevent that later enhancement to the area's accessibility.

Similarly, the shortage of river crossings in East London suggests that nothing should be done to preclude the subsequent prolongation of the Riverside extension across the Thames, possibly to Thamesmead, as suggested in the document *Connecting the Capital* published by TfL in December 2015.

Yours sincerely

*Chris Austin*

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