

BRENT CROSS WEST STATION

PROJECT UPDATE

WELCOME TO OUR PROJECT

The aim of the Brent Cross West programme is to support the comprehensive regeneration of the Brent Cross Cricklewood Area by developing a popular, accessible and fully integrated public transport offering.

The new Brent Cross West station is due to open in May 2022, supported by the creation of replacement sidings, a drivers' accommodation centre, a waste transfer station and a rail freight facility. This regeneration is being carried out on behalf of the London Borough of Barnet.

You can find out more at any time at www.barnet.gov.uk/brentcrossthameslink



THE FINAL BLUEPRINT

In April and May, a public consultation was held on the final design of the new Brent Cross West station



The new Brent Cross West Station is set to take a major step forward with submission of an application to the London Borough of Barnet for detailed planning permission in the next few months. The new station, due to open in 2022, will provide direct services to all stations on Thameslink's Bedford to Brighton line. Up to eight trains per hour will reach central London within 15 minutes and provide direct access for local people to Luton and Gatwick Airports.

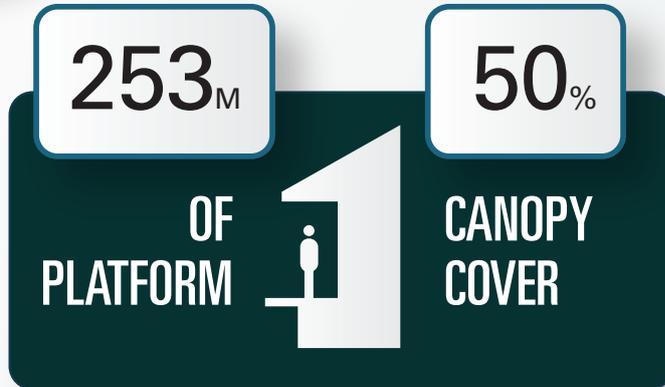
In April and May, a public consultation was held on the final design of the new station building on over two years of ongoing engagement with residents on the wider Brent Cross Thameslink project. Nearly 200 people, most of them local residents, responded to the final blueprint for the scheme. Around 100 attended and took part in two days of exhibitions held at Whitefields School and the Clayton Crown Hotel, which featured a new model of the

proposed development. All the feedback received is now being considered for the final design of the station.

Once submitted, the London Borough of Barnet as local planning authority, will hold a final statutory consultation on the application at www.barnet.gov.uk/planning-and-building, before it is determined by elected councillors on the Planning Committee in early winter 2019.



BRENT CROSS WEST STATION IN NUMBERS



LEVEL ACCESS

Ensuring people have the best possible access to our station is a challenge we are striving to address.

Throughout the design process for the station, we have been consulting with a consultative access forum to make our station as accessible as possible for all users. Only a handful of train stations in the UK can provide this service currently; it requires raised platform sections with specially designed rubber fins between the platform and train.

At Brent Cross West, this approach would be particularly challenging owing to the many types of trains using the station, with varying carriage widths and doors at different heights. We have commissioned a specific study to see if accessible rail use can be achieved at the station. If it can be done safely, it will be implemented.

CONSTRUCTION ACTIVITIES EXPLAINED

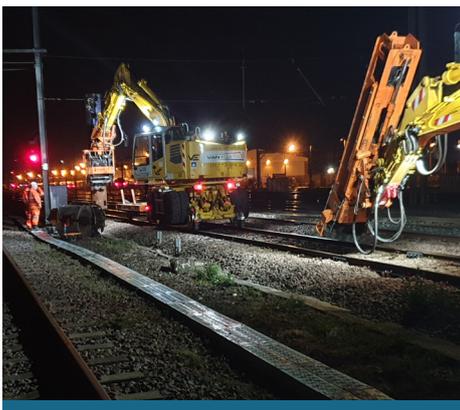
Piling

Before work can begin on electrifying the railway, we need to complete a vast amount of design and preparation work.

Installing foundations to support overhead line equipment, which we call piling, is part of this preparatory work. Piling involves driving the piles deep into the ground. This is often done at night-time on weekdays and weekends to avoid closing the railway for passengers at busy times.

Depending on ground conditions, an average pile takes between 20 and 60 minutes to install, and we have completed 45% of the sidings piling to date.

Once the cylindrical steel piles have been installed, we will erect trackside gantries and overhead wires and then work will progress to another location.



CRICKLEWOOD SIDINGS A HISTORY

Moving the sidings is necessary to create space for the new Brent Cross West station, but what have the sidings ever done for us?

The Brent/Cricklewood sidings have been used as a marshalling yard for trains since the 1860s when the Midland Mainline was built. The sidings were originally used to split and organise huge shipments of coal (up to 85 wagons!) destined for the capital and elsewhere, which helped power British homes and industry. More recently, the sidings have been used for marshalling, servicing and holding Thameslink passenger trains.

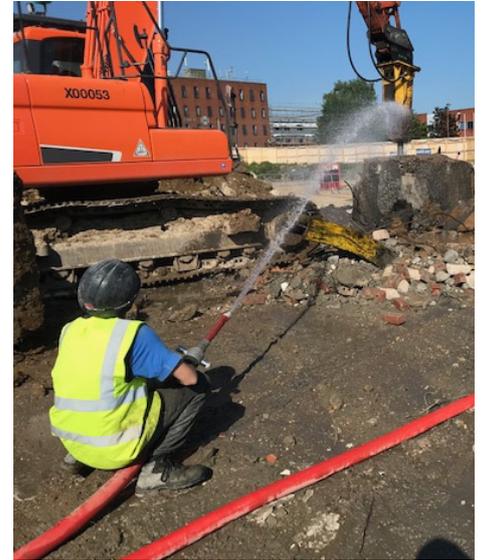
Services provided at the sidings ensure trains are correctly formed, cleaned and positioned to serve tens of thousands of passengers arriving in and departing from London every day. The reconstructed and realigned sidings are currently being moved further south to make way for the new station. They are due to be completed in May 2021.



OTHER BRENT CROSS NEWS

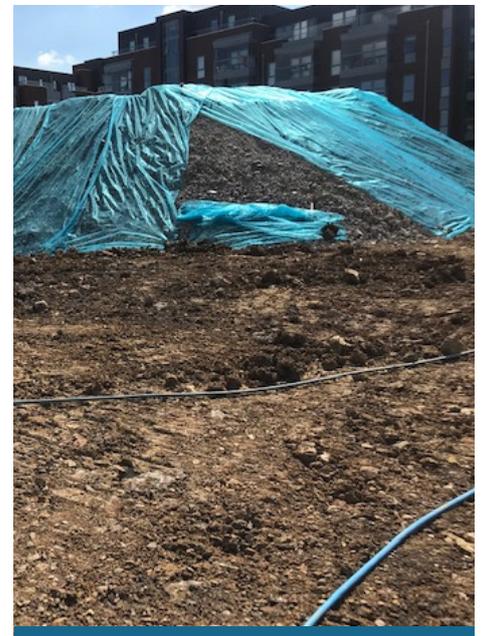
The £419-million government investment in the Brent Cross regeneration programme includes core highways and infrastructure work to support the wider development. Barnet Council will upgrade the junctions on Cricklewood Lane with Claremont Road and the A5/Edgware Road. The Council will also deliver the junction improvement at A5/Geron Way to support the new waste transfer station, which is due to open in 2020.

WASTE TRANSFER STATION — DUSTING DOWN



Dust is a major concern for neighbours during any building work. Dust can cause respiratory problems and other issues if there is prolonged exposure. Our on-site environmental advisor is monitoring all our activity and we are taking dust very seriously, especially during the demolition of buildings and preparation of the waste transfer site.

We use water spraying for dust suppression, and we have two large hoses running throughout our crushing operations. Dust suppression is also incorporated directly in the crusher, dampening down the dust before crushed materials leave the conveyor belt. While the material is being stored on site, it has sheeting over it to further mitigate any dust.



BEST PRACTICE IN CONSTRUCTION



Registered site
www.ccscheme.org.uk

We are committed to delivering a project that respects the community, protects the environment, secures everyone's safety, keeps our sites tidy and values our workforce

The Brent Cross Thameslink project recognises that construction has an impact on the lives of our neighbours. To help us to deliver the best possible practice in construction during our works, we are committed to the aims of the Considerate Constructors Scheme, a non-profit-making, independent organisation that monitors sites and activities. We do this by working with transparency, integrity and empathy on all our sites.

While our project will inevitably cause some disruption to our neighbours and the wider area, we aim to limit this by careful planning, clear communication with the community and the workforce, community involvement and regular monitoring.

For example, we are using these newsletters, community meetings and online resources to keep the community informed of our works programme and highlighting, in particular, night-time works and those that may be more disruptive than normal. We will be managing deliveries in accordance with a traffic management plan. Where we are not able to bring in supplies by rail, which will deliver nearly 90% for the sidings alone, we will use predetermined routes and avoid the daily rush-hour periods. Finally,

we are monitoring noise across our projects to ensure we keep with our permitted limits. So far, we are delivering the works at levels way below those limits.

We are also talking to third-party organisations, local groups and schools about how we can help them directly with community support, STEM (science, technology, engineering and maths) learning, employment opportunities and careers advice. If you are a member of a local group and think we might be able to help you with volunteer time, equipment or other resources, please do get in touch.

On site we are committed to protecting the environment with full-time staff dedicated to this role. We are using best sustainability principles in planning, designing and delivering our works, maintaining a clean and tidy site, and segregating waste ready for recycling.

All our staff take part in inductions and task briefings before they go out on site. These briefings include information on neighbourliness, protecting the environment and safety. We also have a role to play in ensuring the health of our workforce, so we provide information across the site on healthy eating, exercise and mental well-being, have a mental

health champion and other initiatives, such as offering free fresh fruit on site from a local supplier.

Please do get in touch with the team if we can help with information, resources or concerns.

SUBSCRIBE TO NOTIFICATIONS

If you would like to receive regular notifications of site activity across the Brent Cross Thameslink project, please send an email with **SUBSCRIBE** as the subject to **brentcrossthamelink@capita.co.uk**

Please encourage others to sign up. You can unsubscribe at any time.

JUNE—JULY WORKS PROGRAMME LOOKAHEAD

		Mon 17– Fri 21 June	Sat 22– Sun 23 June	Mon 24– Fri 28 June	Sat 29– Sun 30 June	Mon 1– Fri 5 July	Sat 6– Sun 7 July	Mon 8– Fri 12 July	Sat 13– Sun 14 July	Mon 15– Fri 19 July	Sat 20– Sun 21 July	Mon 22– Fri 26 July	Sat 27– Sun 28 July
		Day	Night	Day/Night	Day	Night	Day/Night	Day	Night	Day/Night	Day	Night	Day/Night
Sidings	Piling						Day/Night						
	Overhead line steels installation												
	Cable works	Day		Day		Day		Day		Day	Day	Day	
	Track drainage												
	Walkway construction												
	New siding preparation and construction					Day/Night			Day/Night	Day/Night	Day/Night	Day/Night	Day/Night
Train driver accommodation (weekend works Saturday only)	Site drainage												
	Modular equipment units delivery and installation												
	Building fit-out												
Waste transfer plant													
	Piling mat concrete construction												

CONTACT US:

24/7 helpline: **0345 711 4141** (quoting Brent Cross Thameslink)

Or email us at **brentcrossthamelink@capita.co.uk**

OUR PARTNERS ON THE BRENT CROSS RAIL PROGRAMME ARE



Registered site
www.ccscheme.org.uk

